

June 30 - July 31, 1970

Army Aviation

Clutch hitter

(See back cover . . .)



LYCOMING DIVISION
STRATFORD, CONNECTICUT, 06497

ARMY AVIATION

JUNE 30-JULY 31, 1970

Endorsed by the Army Aviation Ass'n of America

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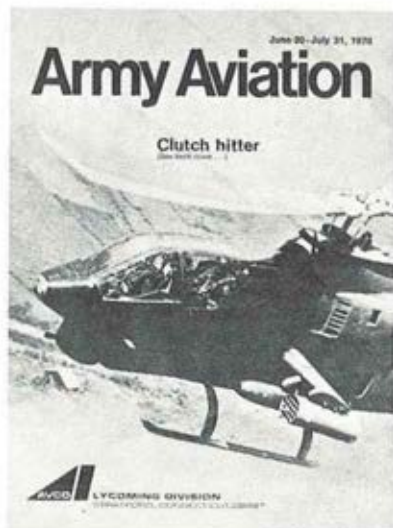
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BY THE BUY, YE SHALL KNOW THEM!

EXCEPT to avoid messy fingers, few people would worry about identifying the buttered side of a slice of bread. They intend to eat *both* sides anyhow!

Some people, however, when performing their mental manipulations on the problem of the moment, insist upon isolating one intriguing feature, heaping on it all their praise or blame. When the problem is something euphemistically called a "weapons system," there is a tendency to isolate technology and view it as the buttered side.

And that can really get messy!

The *Congressional Record*, that many-authored document which expresses the edited words and voting record of those who represent us all, contains a germane statement:

"... the last five percent of the performance specified for a new weapon accounts for fifty percent of the complexity and cost of the weapon."

Somehow, these terms "complexity" and "cost" have become associated with technology alone and are not considered in the context of the entire system. One gets the idea from the quoted statement that men are charged only with wanting an edge—an advantage—and that technology is guilty of the more serious crime of creating complexity and engendering extreme cost.

If one agrees that men will always want an

advantage, then it follows that they will seek that advantage with or without complex technology. In gaining the edge, it turns out that the most complex and by far the most expensive systems are those which use the simplest technology.

Why? Because such systems use more of that most complicated, most costly, and most irreplaceable component—man.

The "edge"

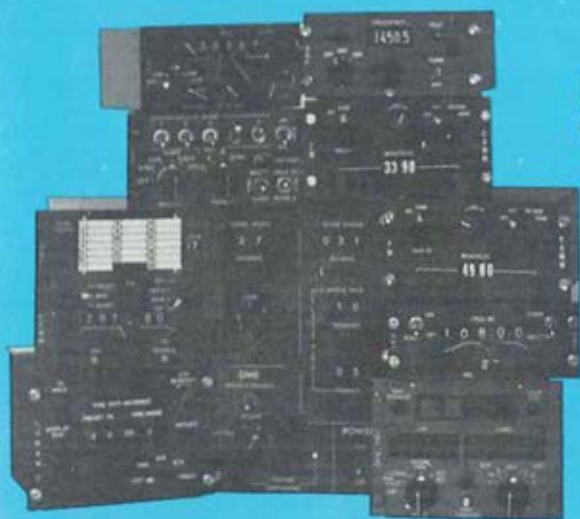
The last five percent of performance specified for a new weapons system represents the search for advantage. In civilian terms, this is the edge which adds value for taxing purposes; it is the incentive for banks, businesses, Las Vegas, and houses of ill repute; it is the simple majority which elects lawmakers and determines who goes to what school for how long; and it encompasses the fine line between success and bankruptcy.

In military terms, this is the advantage which permits the confident assignment of objectives against a numerically-strong enemy; it has been a major factor in successful military engagements since the day the bow and arrow extended the arm of the soldier; it is another way to spell airmobility; and it represents the difference between a military force capable of defending a country and its people and one which would be hard put to defend itself.

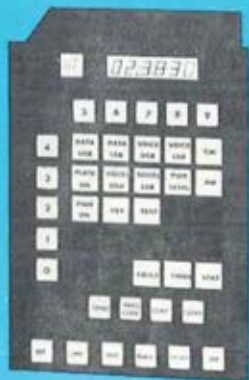
There are no successful systems which permit a stalemate against the competition. The

(Continued on Page 28)

**BY
AUSTIN GARLAND**



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one



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COMMUNICATION/COMPUTATION/CONTROL

Command and Staff

"Command and Staff" is a monthly column listing the forthcoming assignments of those active and retired aviation personnel in the rank of colonel and above. Residence information on those listed may appear in the "Change of Address" columns appearing elsewhere in this issue.

Major General Allen M. Burdett, Jr., as Commanding General, U.S. Army Aviation Center/School, Ft. Rucker, Ala. 36360.

Brigadier General Edwin L. Powell, Jr., as Deputy CG, U.S. Army Test & Evaluation Command, Aberdeen Proving Ground, Md.

Brigadier General James C. Smith, as Commanding General, U.S. Army Flight Training Center & Ft. Stewart, Hunter Army Airfield, Ga.

Colonel Sidney W. Achee, IN, to U.S. Army Aviation Center, Fort Rucker, Ala. 36360.

Colonel Wallace R. Buelow, FA, to U.S. Army Aviation Systems Command, St. Louis, Mo. 63166.

Colonel George C. Connor, as Director of the Department of School Support, U.S. Army Aviation School, Fort Rucker, Ala. 36360.

Colonel Abert J. Fern, Jr., as Chief of Staff, 1st Aviation Brigade, APO San Francisco 96384.

Colonel George E. Handley, FA, to Headquarters, U.S. Continental Army Command, Fort Monroe, Virginia 23351.

Lieutenant Colonel (P) Lawrence H. Johnson, AR, to U.S. Army Combat Developments Command Aviation Agency, Fort Rucker, Ala. 36360.

Colonel Raymond E. Johnson, FA, to Military Assistance Advisory Group, Liberia.

Lieutenant Colonel (P) David B. King, FA, to Chief, Aviation Test Division, Test and Evaluation Command, Aberdeen Proving Ground, Maryland 21005.

Colonel Nelson A. Mahone, Jr., as Chief of the Aviation Division, ODCSOPS, U.S. Army Pacific, APO San Francisco 96558.

Lieutenant Colonel (P) William L. McKeown, TC, to U.S. Army Aviation Systems Command, St. Louis, Mo. 63166.

Colonel Lester C. Robertson, to Physical Evaluation Board, Brooke Army Medical Center, Fort Sam Houston, Texas 78234.

Colonel Benjamin S. Silver, Jr., IN, as Commanding Officer, 16th Combat Aviation Group, APO San Francisco 96374.

Colonel Joseph B. Starker, as Commanding Officer, 12th Combat Aviation Group, APO San Francisco 96266.

Colonel Archie W. Summers, as Army Attache, Burma.

Colonel Selmer A. Sundby, TC, to U.S. Army Transportation School, Fort Eustis, Virginia 23604.

Colonel J. Elmore Swenson, to Headquarters, U.S. Army Materiel Command, Washington, D.C. 20315.

Colonel Robert H. Williams, to Military Assistance Advisory Group, Turkey.

SELECTED FOR PROMOTION TO BRIGADIER GENERAL

Cockerham, Samuel C., TC; **Hemingway, Jack W.**, IN; **Hill,* John G., Jr.**, IN; **Lynch, Eugene M.**, IN; **Maddox, William J.**, AR; **Post, Alton G.**, TC; **Stansberry, Conrad**, IN; **Vessey,* John W., Jr.**, FA.

*Currently enrolled in the Senior Officer Flight Training Program.

SELECTED FOR PROMOTION TO MAJOR GENERAL

Bennett, John C.; **Blanchard, George S.**; **Cushman, John S.**; **Putnam, George W., Jr.**; **Rattan, Donald V.**; **Shedd, William E., III**; **Smith, James C.**; **Tarpley, Thomas W.**

SENIOR OFFICERS SELECTED FOR FLIGHT TRAINING

Cushman, John H., BG, USAG, Fort Devens, Mass. VOSA date cfm: 25 Feb 70.

Forrestor, Eugene P., COL (P), ADC, 1st Cav Div, APO San Francisco 96490. VOSA date cfm: 2 June 1970.

Moore, Harold G., Jr., BG, Hq, Eighth U.S. Army, APO San Francisco 96301. Eff date: 19 April 1970.

Reid, Samuel L., BG, Hq, Third U.S. Army, Ft. McPherson, Ga. 30330. Eff date: 17 April 1970.



TAMPA, FLA. — MG Delk M. Oden (3d from right), AAAA's national Vice President for Membership Activities and guest speaker at the activation of Florida's Suncoast Chapter, chats with several newly-elected Chapter officers at the May 8 dinner meeting. From l-r are LTC Paul A. Lasley, Trea; LTC Bernard A. McGee, Jr., ExVP; COL C. H. Ellis, Jr., AAAA Trea; LTC John E. McGregor, Pres; MG Oden; CW3 Gerald W. Davis, VPP; and CW3 Ralph G. Battle, Secr.



FORT RUCKER — The recipients of AAAA Bronze Medallions from the Army Aviation Center Chapter, winners of Alabama Science Fairs are shown with COL A. T. Pumphrey, Chapter President, following the award ceremony. The three winners, who were also given a tour of the Army Aviation Center, are, left to right, Paul Langford of Birmingham; Paul Adelman, Huntsville; and Mike Williams of Tuscaloosa.

FORT MONROE — Speakers at the late May USCONARC Annual Aviation Conference included, left to right, COL Eugene B. Conrad, Director of USABAAR; Joseph P. Cribbins, Director, DAL, ODCSLOG, DA; COL William R. Mathews, CONARC's aviation chief; and LTC Reginald H. Corliss, OPO, DA. The two-day program covered aviation personnel, logistics, safety management, and training activities.

Army Aviation

JUNE-JULY PHOTOS



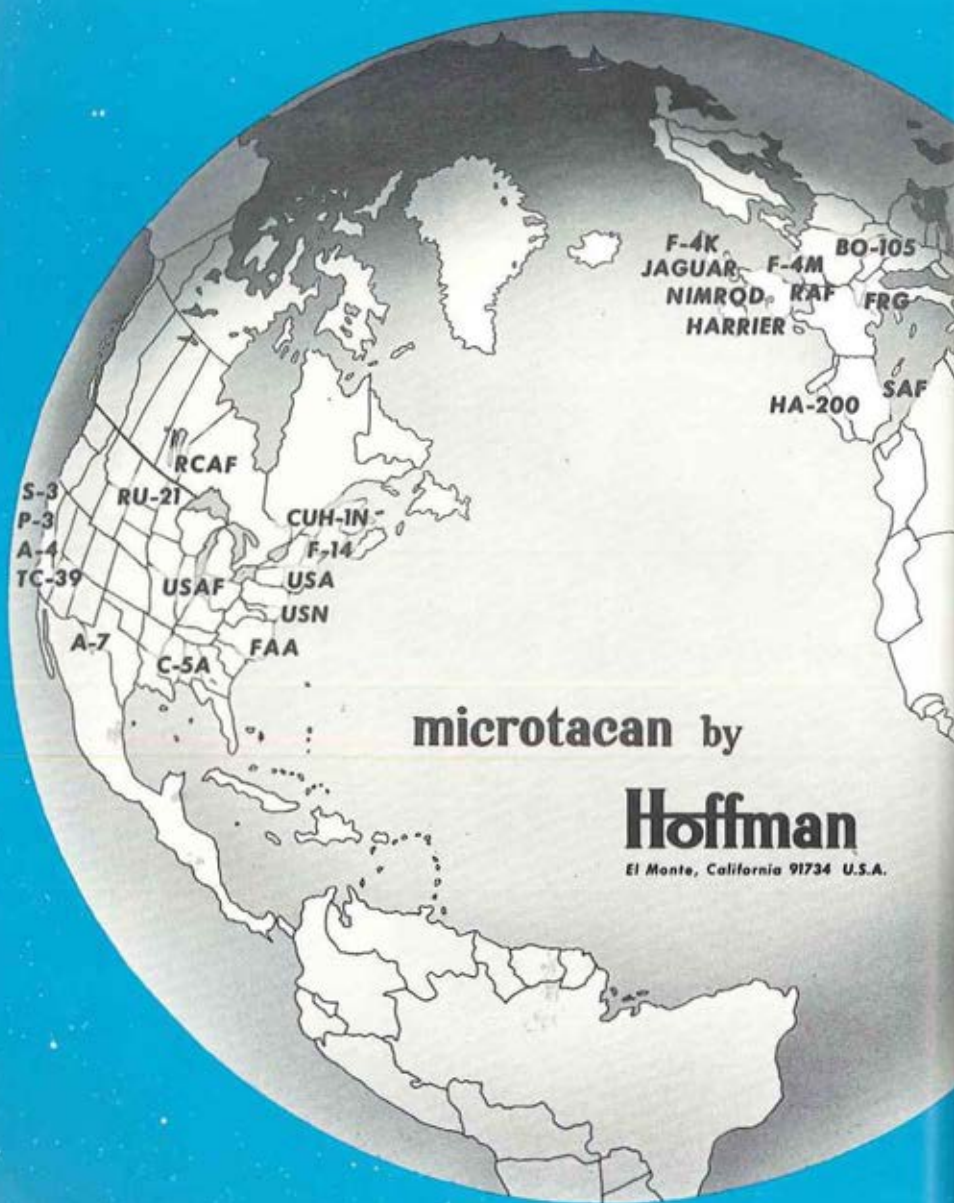
FORT CLAYTON, C.A. — CW4 Robert P. Sword (center) receives his Master Army Aviator wings from his wife, Melody, as LTC Raymond E. Moore, Aviation Officer of U.S. Army, Southern Area, looks on. The award ceremony took place at the headquarters of the 352d Army Aviation Detachment in the Canal Zone on June 15.



HUNTER AAF — Major General George S. Beatty, Jr., CG at the U.S. Army Flight Training Center, has been assigned to the Joint Military Mission in Brazil and will depart USAFTC in July.



The INTERNATIONAL STANDARD:



microtacan by

Hoffman

El Monte, California 91734 U.S.A.

THIS month marks the 28th Anniversary of Army Aviation. Most anniversaries excite memories while creating a feeling of nostalgia.

Recently, I thumbed through a few back copies of the *Army Aviation Magazine*; they were interesting and memory-provoking. In fact, the last page of the May, 1960 issue contains an ad entitled "What Price Nostalgia?" — which enjoins readers to invest in the magazine so that it will be "... yours to have in '70 and '80 ..."

A look back...

Here it is 1970 and ten years ago this month *Colonel Robert R. Williams* (then President of the U.S. Army Aviation Board) as Chairman of the AAAA annual meeting, was anticipating a "big turnout" for the 1960 affair.

Brigadier General Clifton von Kann, Director of Army Aviation, was urging commanders to make nominations for the AAAA awards. That same article included a picture of the Deputy Director, *Colonel John J. Tolson*.

An article by the CG, U.S. Army Aviation Center, *Major General Ernest Easterbrook*, outlined plans to increase the number of Army aircraft from 5,500 to 8,000 by 1970 (We made it, and then some!). In his article he spoke of *Colonel Glenn Goodhand*, Deputy President of the Aviation Board, and a picture on the same page shows *Colonel Delk Oden*, Assistant Commandant of the Aviation School, during a visit to Canada.

An article by *Major General Richard D. Meyer*, Deputy Chief of Transportation for Aviation, mentions the operations of ten HU-

1 helicopters during mercy missions in earthquake damaged Chile (We have a couple of CH-47's doing the same thing in Peru this month).

Of course, there's much more, and the natural progression from reading that early issue is to reflect on the events of the last decade. The past ten years have seen tremendous advances in Army Aviation. Without engaging in any extensive crystal ball gazing, I anticipate that the next ten years will be filled with equally momentous developments in Army Aviation.

DA approves pay boost

Back to the present, there are several items of interest I want to pass along. The first item is good news for all Warrant Officers. The Army recently forwarded to DOD a recommended *Warrant Officer Flight Pay Equity Plan* which would equalize the flight pay rates of the four warrant grades with those of the first four commissioned grades.

Now don't look for it in your next pay check; it will still take some time for the plan to be staffed throughout DOD and coordinated insofar as it affects members of the other Services. It will eventually go to the Bureau of the Budget and then to Congress for final approval. However, it is good to know that it's "in the mill" and the Army is on record favoring the change.

Flight minimums upped

You have probably heard rumors that AR 95-1 is being changed to again require Category B aviators (those in non-aviation related assignments) to fly 80 hours a year. This is true.

In May of last year several changes were made to the annual proficiency requirements (see the May 31, 1969 issue). Most notable was the reduction from 80 to 48 hours of the annual minimums for Category B aviators. These changes resulted primarily from a shortage of aircraft.

DA Message 955619, dated 5 June, reinstates the old minimums for Category B avia-



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

tors as of 1 July 1970. Additionally, effective the same date, it rescinds the authority for rotary wing only aviators to log flight time in fixed wing aircraft for the purpose of meeting annual minimums and the waiver of the requirement to maintain instrument qualification for aviators in Category B assignments.

A return to D.C.

The Presidential Flight Detachment is moving back to the Washington, D.C. area. The activities of this detachment have received little publicity in recent years. About a year and a half ago the detachment was moved to Homestead AFB in Florida from San Antonio where it was stationed while supporting *President Johnson*.

The co-location of the Army Detachment

with HMX-1 (the Marine counterpart) here in the Washington area will provide for better mutual support for local requirements and for out-of-town trips. In a subsequent issue I will provide more information about this most interesting, yet little known Army Aviation unit.

On orders!

Last, an announcement. I have received orders to report to Fort Rucker on 30 September to replace *Major General Delk Oden*, who is retiring. I will leave the Directorate with unique competence and experience in the cockpit; I am delighted to relate that *Colonel (P) Jack Hemingway* will again (for the third time) become Director of Army Aviation.

DA OFFICIAL SPELLS OUT THE NEED FOR AN IN-HOUSE MAINTENANCE CAPABILITY

"I'D like to touch on the subject of direct maintenance. We've been providing direct maintenance support through contracts in Vietnam. From personal observation, during a recent trip to Vietnam as well as accounts from the field, I can certainly commend you as service contractors for the really outstanding job you have done for the Army in Vietnam. We'd be hard pressed to do the job without you.

There is no doubt that our high operational readiness and utilization rates for over 4,000 aircraft have been considerably influenced by your support. I should point out, however, that we have and will continue to seek to have direct maintenance be accomplished by the uniformed Army in the field.



Extracted from remarks of Honorable J. Ronald Fox, Asst. Secretary of the Army (Installations and Logistics), to the National Aerospace Service Association (NASSA) in Washington, D.C.

Because we have not had an adequate training and retention base for critical maintenance and supply skills in the Army system we have used a large number of contract people in Vietnam. Certainly, for the duration of our participation in Vietnam, to the degree that aircraft remain there, we will need some contract support and will continue to take advantage of your capability.

Base for rotation

However, looking to the future, it has become an absolute necessity that we develop an in-house Army training and rotational base to develop and retain aviation maintenance skills for the accomplishment of direct maintenance in the field. This is a program that is going to take some time to implement so don't be concerned about it happening tomorrow or in the very near future.

I want to assure you that our reason for doing this is that we must, as a military organization, be self-sufficient for field operations. It certainly does not have the connotation that we have been dissatisfied with the support you have given us in a most difficult job in Vietnam. Conversely, as I have previously indicated, we are greatly appreciative of your fine efforts."

THE greatly increased numbers of Army aircraft and new concepts of airmobility for combat forces provided by these aircraft present a major challenge to Army logisticians responsible for their support.

Experience with Army Aviation in the Republic of Vietnam has given us a solution to some of the major problems. Our aircraft utilization (flying hour) rates and operational readiness in a combat environment clearly emphasize the fact that the aviation logistic system in Vietnam has done a terrific job.

A part of the team

However, aviation logistics must recognize that in order to be an effective and efficient member of the Army team, it must, indeed, be part of that team. Although aircraft present unique logistic support requirements, they are not "so different" that they always need a distinct and separate logistics system.

Experience with aviation logistics in USARV has shown the way for some improvements that result in keeping aircraft at a high rate of readiness in combat. That experience can prove to be of great value Army-wide.

In substance, while aircraft are different, principally because of safety-of-flight restrictions which impose frequent scheduled and special inspections and mandatory groundings for repair parts and maintenance work that would not deadline a surface vehicle, there is every evidence that aviation logistics can live



CRIBBINS



MARTIN

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

within the total Army logistics system by taking advantage of special methods and techniques, rather than having an entirely separate logistics organization and system such as that in the Republic of Vietnam.

Logistics Offensive

At the DA staff level, the magnitude and costs of aviation logistics dictated the necessity for a well-coordinated program interrelated with the overall Army logistic system. In January 1967, the Chief of Staff, U.S. Army, established the Office of the *Special Assistant for Logistical Support of Army Aircraft (OSALSAA)* under the Deputy Chief of Staff for Logistics (DCSLOG).

OSALSAA provided a central contact point

DAL

A report on a new DA aviation logistic activity
BY LIEUTENANT COLONEL JOHN W. MARTIN
Chief, Aircraft Systems Office, DAL, ODCSLOG

for all logistical support matters requiring attention or decision of the DCSLOG, Chief of Staff, Secretary of the Army, Joint Chiefs of Staff, or Secretary of Defense. In early 1969 the office was given additional responsibility and was renamed the *Aviation Logistics Management Office (ALMO)*.

In November 1969, *LTG Joseph M. Heiser, Jr.*, directed, as a part of the "Logistics Offensive," that a test be conducted to determine the feasibility of making the aircraft weapons system management office entirely responsible for aviation logistics. The office is known as the *Directorate of Aviation Logistics (DAL)*. *Joseph P. Cribbins*, as the first Director of Aviation Logistics, is responsible for all Army aviation logistics matters within DCSLOG, DA.

DAL will provide a vertical visibility and control for the entire aviation logistics program and enable the director to function as a weapons systems manager. The Assistant DCSLOG's and Directors responsible for the various logistic functions of procurement, production, supply, maintenance, transportation, etc., provide the balance to keep the aviation logistics in balance with other materiel programs consistent with priorities.

DAL Organization

To accomplish the diffuse tasks of weapons systems management, DAL has two staff offices under the Director and his deputy. The *Aircraft Systems Office*, with rated action officers assigned to specific aircraft systems, is organized to perform the overall functions of weapons systems management support for specific aircraft systems. The officers provide a single logistics point of contact within DCSLOG, between the ACSFOR systems officer

OFFICE OF THE DIRECTOR OF AVIATION LOGISTICS (ODCSLOG)

| | |
|--|-------|
| Mr. Joseph P. Cribbins, Director | 70489 |
| COL Edward L. Landry, Deputy Director .. | 70488 |
| LTC William R. Martin, Executive | 70487 |

AIRCRAFT SYSTEMS OFFICE

| | |
|--|-------|
| LTC John M. Martin, Chief | 77746 |
| LTC Jimmie King, Aer Surv & Avionics .. | 55546 |
| LTC Jerome J. Sullivan, Util/Armed Acft .. | 73704 |
| LTC George A. Brown, Util/Armed Acft .. | 73704 |
| LTC Lewis J. McConnell, Hvy Lft Helo .. | 55546 |
| LTC James R. Kitts, Jr., Obsvsn Acft | 73704 |
| LTC Dan P. Panageas, Arm/LSE/GSE | 55546 |
| LTC Charles F. Drenz, Acft CLS Cnt&IL .. | 55546 |

PROGRAMS, RESOURCES & READINESS OFFICE

| | |
|--|-------|
| LTC John D. O'Donohue, Chief | 52179 |
| LTC Roger H. Boehnke, Avn Maint Exec .. | 59745 |
| LTC R. J. Nicholson, Proc/Prod Impv .. | 52669 |
| LTC Paul E. Needles, Avn Pgms Off | 59745 |
| LTC James B. Wilkie, Avn Log Anal | 78503 |
| LTC Carlton L. Schellhorn, Aerosp Engr | 59745 |
| Mr. Murray H. Dashefsky, Avn Log Anal .. | 78503 |
| Mr. Lawrence J. Geppert, Avn Log Anal .. | 59745 |
| Mr. Leon N. Lehman, Maint Mgmt Anal .. | 78503 |

(DASSO), the AMC project managers, and other DA staff and Army agencies.

The second office, the *Programs, Resources and Readiness Office*, handles the long-range aviation management programs, supervises world-wide reporting systems, maintains statistical data, consolidates the PEMA component and repair parts and item overhaul program.

It is interesting to note that not only does this invest complete responsibility for a weapons system in *one* office, but it does not appear to be overly expensive in that the test is being conducted with about 30% less personnel than were formerly fully utilized with Army Aviation logistic matters prior to the test. After the test is completed, it is felt that the new *Directorate of Aviation Logistics* is here to stay.

(Ed. The test has been completed and the Directorate of Aviation Logistics (DAL) is now a permanent organization of DCSLOG.)

ABOUT THE AUTHOR

Lieutenant Colonel John W. Martin began his Army aviation career in 1955, and has held a variety of command and staff assignments in both operational and maintenance units since that time. He has been assigned to ODCSLOG since November, 1968, and is currently the Chief, Aircraft Systems Office, DAL, ODCSLOG.

1970 AAAA REGIONAL AND CHAPTER ACTIVITIES



USAREUR REGION

AP0 New York 09696

President: COL Olva B. Butler
Exec VP: COL Robert F. Little, Jr.
Secretary: LTC James Rogers
Treasurer: CPT Gerald L. Durnell
VPA: LTC Leland W. Keister, Jr.
VP, Allied Aff: Michel Bouvier
VPI: LTC Herman M. Orrell, III
VP, Pub Aff: LTC John F. Patterson
Membership: 931 as at 4 March 70,
up from 632 on 4 January 69.

Last activity: 11th Annual Regional
Convention at Garmisch, 4-7 Mar 70.

ALAMO CHAPTER

Fort Sam Houston, Texas 78234

President: MAJ Patrick H. Brady
Executive VP: COL Jay B. Williams
Secretary: MAJ William E. Trent
Treasurer: LTC Virgil E. Mielke
VP, Army Aff: LTC Donald J. Austin
VPG: LTC Robert M. Jackson
VPR: LTC Howard E. Malone, Jr.
VPI: LTC Jesse L. Wilkinson, Ret.

Membership: 141 as at 24 June 70,
down from 162 on 27 June 69.

Last activity: Late afternoon mem-
bership "stag" on 24 June 70.

ALASKA CHAPTER

AP0 Seattle 98749

President: To be elected.
Executive VP: To be elected.
Secretary: MAJ James J. Davis
Treasurer: MAJ Elliot J. Welch
VP, Indus Aff: Paul E. Bartlett
VPP: LTC Benjamin D. Roberts

Membership: 72 as at 25 November
1969, up from 49 on 21 March 1969.

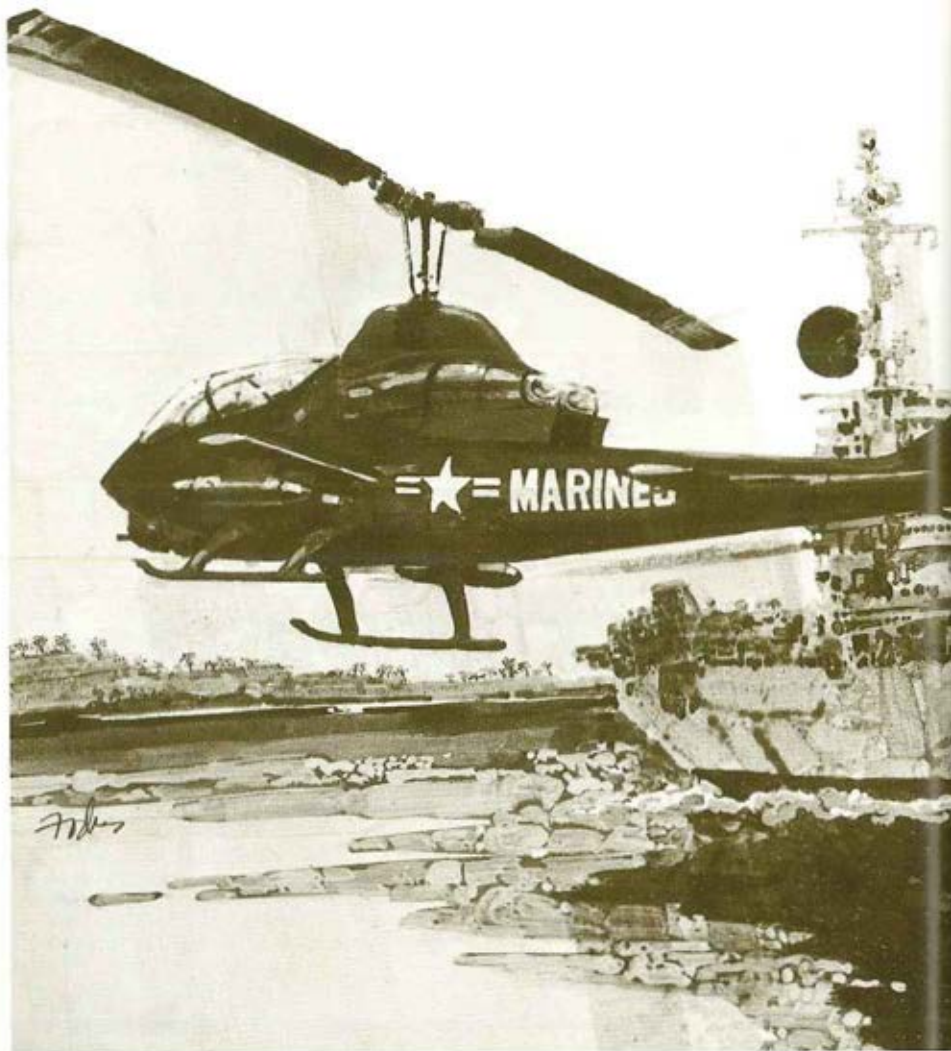
Last activity: Combined business-
professional after dinner meeting with
a guest speaker, 25 November 1969.

ARMY AVIATION CENTER CHAPTER

Fort Rucker, Alabama 36360

President: COL A.T. Pumphrey
Exec VP: COL William H. Harper
Secr: LTC Thomas J. Sabiston, Ret.
Treas: LTC Robert E. Luckenbill
VP, Memb: LTC Russell C. Potter

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AAAA REGIONAL AND CHAPTER ACTIVITIES

VP, Awards: LTC Loren C. Strange
VP, Pub Inf: CW3 Linwood N. Packard
VP, Sc Fair: LTC Wm. A. Howell, Ret.

Membership: 1,082 as at 6 June 70,
down from 1,588 on 29 November 69.

Last activity: 28th Birthday Picnic
and Family Bar-B-Q on 6 June 1970.

ARMY FLT TNG CENTER CHAPTER

Hunter AAF, Georgia 31409

President: COL Ted A. Crozier
Executive VP: COL Herb D. Prather
Secretary: CW4 Dennis O. Cox, Sr.
Treas: LTC Henry G. Williford, Jr.
VP, Prog: LTC Douglas L. Hutchens
VP, Memb: SGM Frederick D. Cressy
VP, Benefits: LTC Joseph A. Sites
VP, Publ: MAJ Jessie W. Watson, Jr.
Membership: 408 as at 5 June 1970,
up from 351 as at 25 September 1969.

Last activity: 5 June 1970 Army
Aviation Birthday Ball.

ATLANTA CHAPTER

Forest Park, Georgia 30050

Active throughout 1964-1967, the
Atlanta Chapter was deactivated in
early 1968, remaining in this status
throughout '68-'69. With the assist-
ance of COL Carlos E. Urrutia and
LTC Robert L. Moseley, the Atlanta
Chapter will conduct a "Reactivation
Meeting" on 24 June 1970.

Membership: There are 114 AAAA
members in the Greater Atlanta Area.

BLUEGRASS CHAPTER

Fort Knox, Kentucky 40121

President: LTC Wilfred A. Jackson
Executive VP: LTC John H. Rhein
Secretary: LTC Robert W. Mills
Treasurer: CPT David H. Marlowe
VP, Army Aff: MAJ Larry C. Cogan

VPG: LTC Herman H. Bishop, Jr.

VP, Indus Aff: Seymour Reitman

VPP: CWO Frederick G. Lieb, Ret.

Membership: 141 as at 29 April 70,
up from 112 members on 18 April 69.

Last activity: Late afternoon busi-
ness-social meeting with elections for
'70-'72 office held on 29 April 1970.

BONN AREA CHAPTER

APD New York 09080

Pres: LTC Leland W. Keister, Jr.

Executive VP: John B. Keehner

Secretary: David R. Fournay

Treasurer: Arthur P. Dakos

VP, Indus Aff: Sergei I. Sikorsky

VP, Military Aff: U.L. Schulbert

VP, Pub Aff: Michel Bouvier

Membership: 34 as at 7 October 69,
up from 32 as at 9 February 68.

Last activity: Professional-social
dinner meeting with MG F.K. Mearns,
Chief of MAAG, Germany, as guest
speaker. Meeting held on 7 October.

CHICAGO AREA CHAPTER

Fort Sheridan, Illinois 60037

President: LTC James R. Blackmore

Exec VP: LTC Frank L. McChesney

Secretary: MAJ Richard E. Haynes

Treasurer: MAJ Andrew J. Doser, Jr.

VPA: LTC Thomas Bransford

VP, ARNG Aff: MAJ Robert T. Shaw

VP, Pub Aff: MAJ Peter Renfroe

Membership: 90 as at 21 March 70,
up from 89 at 8 June 69 activation.

Last activity: General membership
business meeting on 21 March 1970.

CONNECTICUT CHAPTER

Stratford, Connecticut 06497

President: John A. McKenna

Executive VP: Michael S. Saboe

Secr: LTC Leland F. Wilhelm, Ret.

Treasurer: Eugene J. Tallia

VP, Army Aff: LTC John S. Kark



FROM AN ORIGINAL PHOTOGRAPH FOR CHANDLER EVANS

MAIN FUEL CONTROL by Chandler Evans



MC-33 Main Fuel Control

Teledyne Ryan Aeronautical's new supersonic Firebee II is an unmanned aerial jet target produced for the U. S. Navy and the Air Force. The 1,000 m.p.h. remote control target is powered by a Teledyne CAE YJ69-T-406 engine equipped with a main fuel control engineered and precision-produced by Chandler Evans.

This CECO product on the Firebee II joins a distinguished line of pumps, main fuel controls, afterburner controls and other aerospace components in an array of important military aircraft as well as many of the latest missiles and commercial aircraft.

Chandler Evans is pleased to be "known by the company its products keep" and by the records those products establish.

Colt Industries



Chandler Evans Control Systems Division

WEST HARTFORD, CONNECTICUT 06101

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

VP: LTC Bernard H. Mattson, Ret.
VPR: COL Raymond P. Campbell, Jr.
VPI: LTC Chester A. Dillahunt
VP, Pub Aff: Kenneth E. Horsey

Membership: 200 as at 26 June 70,
down from 201 at 21 May 69 activation.

Last meeting: Professional-social
dinner meeting with MG Robert R.
Williams, Acting ACSFOR, as guest
speaker, on 26 June 1970.

DAVID E. CONDON CHAPTER

Fort Eustis, Virginia 23604

President: COL Garrison J. Boyle, III
Executive VP: LTC Jack H. Thompson
Secretary: MAJ Charles W. Sloan
Treasurer: CW2 Curtis J. Poree, Jr.
VPA: COL Edward W. Sargeant
VPM: MAJ Leonard E. Small, Ret.
VP, Orgn & Plng: MAJ James W. Case
VPP: LTC George T. Singley, Jr., Ret.
JOC Rep: LT Barney Pultz
JOC Rep: LT Jeffrey D. Anthony

Membership: 364 as at 18 June 70,
down from 377 as at 18 June 69.

Last activity: Late afternoon profes-
sional-social meeting with LTC
William H. Scanlan, DIA, as guest
speaker, 18 June 1970.

DELAWARE VALLEY CHAPTER

Morton, Pennsylvania 19085

President: Harry S. Pack
Executive VP: Frank N. Piasecki
Secr: LTC Morris G. Rawlings, Ret.
Treas: COL John T. Pierce, III, Ret.
VP: LTC Carl A. Colozzi, Ret.
VP: CPT Clifford W. Holgate
VP: Abner Bobo
VP: COL Edward L. Nielsen, Ret.

Membership: 230 as at 19 May 70,
up from 214 as at 27 May 69.

Last activity: Professional-social
dinner meeting with LTC William H.
Scanlan, Defense Intelligence Agency,
as Chapter guest speaker, on 19 May
1970.

FORT BENNING CHAPTER

Fort Benning, Georgia 31905

Pres: COL William M. Zimmermann
Exec VP: MAJ James E. Lybrand
Secretary: CPT Dale A. Kiel
Treasurer: MAJ Richard S. Daum
VP, Army Aff: LTC Frank L. Henry
VP, ARNG Aff: MAJ John L. Hardy
VP, Res Aff: MAJ Robert G. Shain
VP, Indus Aff: LTC Donald E. Bliss
VP, Pub Aff: MAJ Robert T. Williams
Membership: 271 as at 1 June 70,
up from 251 on 19 June 69.

Last activity: Professional lunch-
eon meeting with Charles Black as
guest speaker, 1 June 1970.

FORT BRAGG CHAPTER

Fort Bragg, North Carolina 28307

President: CW4 Harry L. Conyers
Exec VP: LTC Raymond E. Dickens
Secretary: Norma F. Deadwyler
Treasurer: To be elected.
VP, Army Aff: CW3 Billy N. Rhodes
VP, ARNG Aff: LTC John S.W. Parham
VP, Indus Aff: LTC William T. Temple
VP, Pub Aff: CW2 Emory R. Odom

Membership: 213 as at 25 June 70,
up from 188 on 26 June 1969.

Last activity: AAAA Summer Skir-
mish and Steak Cookout, 25 June 1970.

FORT HOOD CHAPTER

Fort Hood, Texas 76544

President: COL Homer L. Walker
Executive VP: LTC Harry W. Sparks
Secretary: To be elected.
Treasurer: CW2 Scott S. Campbell
VP, Army Aff: CW3 Carl L. Hess
VPG: CPT John L. Mellor, Jr.
VP, Res Aff: MAJ Robert A. Witcher
VP, Pub Aff: CWO Francis J. Ripperda

The Ft. Hood Chapter met on six
occasions in 1966 and 1967, once in
'68, and last met on 12 September 69.
Its Fall, '69 membership was 93. The

Chapter plans to reactivate and has tentative plans to conduct a July, '70 meeting to elect its new Executive Board, and establish membership and programming plans for the remainder of the year.

FT. LEAVENWORTH AREA CHAPTER

Leavenworth, Kansas 66048

President: COL William C. Dysinger
Exec VP: LTC Russell E. Rumney
Secretary: MAJ Roger M. Baker, Jr.
Treasurer: LTC Joseph C. Boggs
VP, Army Aff: LTC Archie A. Rider
VPR: LTC Richard H. Duckworth
VPI: LTC Stuart G. McLennan, Jr.
VPP: LTC Myles H. Mierswa, Sr.

Membership: 183 as at 26 May 70, down from 195 on 14 August 69.

Last activity: Late afternoon professional-social "stag" with Ralph P. Alex and Kurt Cannon, both of the Sikorsky Aircraft Division, as the meeting's guest speakers.

FORT MONROE CHAPTER

Fort Monroe, Virginia 23351

President: COL William R. Mathews
Executive VP: LTC Gurney C. Clancy
Secretary: LTC Alfred B. Jarden
Treas: LTC Harold R. Johnson, Jr.
VP, Army Aff: CW3 Mervin W. Miller
VP, ARNG Aff: CPT Floyd A. Raduege
VP, Res Aff: CWO Harry L. Paul
VP, Indus Aff: Alden A. West

Membership: 81 as at 3 October 69, up from 68 on 28 September 68.

Last activity: Professional-social dinner meeting with guest speaker on 3 October 1969.

FORT ORD AREA CHAPTER

Members in the Greater Fort Ord Area held an organizational meeting on 29 January 1970, prior to requesting formal recognition as an active Chapter of AAAA. At the time, there

AAAA REGIONAL AND CHAPTER ACTIVITIES

were 50 members in the general area.

FORT RILEY CHAPTER

Fort Riley, Kansas 66442

President: LTC James R. Pierce
Exec VP: CPT Cleveland H. Bagley
Secretary: CPT Bobbie J. Young*
Treasurer: SGT Edgar C. Bufkin
VPA: LTC James G. Humphrys
VP, ARNG Aff: MAJ Harold L. Boyd
VP, Res Aff: MAJ Neil Liner
VPI: MAJ Donald O. Ellerthorpe
VPP: CW4 Bennie B. Potts, Ret.

Membership: 52 as at 30 January 70 up from 36 on 26 September 68.

Last activity: Professional-social dinner meeting with COL Jack F. Matteson, CofS, 24th Inf Div., as the guest speaker. 30 January 1970.

FORT SILL CHAPTER

Fort Sill, Oklahoma 73503

President: COL Frederick C. Goodwin
Executive VP: LTC Ralph L. Westrich
Secretary: LTC Anthony M. Cominos
Treasurer: MAJ Carlyle J. Heathcote
VP, Benefits: LTC I.S. Valdez, Ret.
VP, Memb: CW4 E.J. Weisenburger
VP, Prog: CW3 Alvin C. Freeman
VP, Pub Aff: MAJ Joe M. Miller

Membership: 202 as at 5 June 70, up from 182 on 6 June 69.

Last activity: 5 June 1970 Army Aviation Birthday Ball.

FORT WOLTERS CHAPTER

Fort Wolters, Texas 76067

President: LTC Howard E. Kessinger
Executive VP: LTC Lloyd K. Adams
Secretary: MAJ Charles W. Noble
Treasurer: To be elected.
Vice President: MAJ Jay L. Tilby
Vice President: CPT Robert E. Buxton



1970 AAAA Scholarship Foundation Winners



Steven R. Cunningham



Patricia A. Lynch



John D. Runkle



Lyn D. Schoenfeld



Christine Steffanci



Robert B. Stevens



Ann E. Dillard



Suzanne C. Barber

\$500.00 AAAA SCHOLARSHIP FOUNDATION AWARDS

Mr. Steven A. Cunningham, Enterprise High School, Enterprise, Alabama, son of Mr. and Mrs. A. D. Cunningham, (Enterprise, Ala.) Career Goal: Lawyer and Public Servant.

Miss Patricia A. Lynch, Fort Hunt High School, Alexandria, Va., daughter of COL and Mrs. Eugene M. Lynch, (Alexandria, Va.) Career Goal: Secondary School Teacher.

Mr. John D. Runkle, Carroll High School, Ozark, Ala., son of LTC (deceased) and Mrs. Robert L. Runkle, (Ozark, Ala.) Career Goal: Medicine.

Miss Lyn D. Schoenfeld, Pattonville Sr. High School, St. Ann, Mo., daughter of COL and Mrs. Walter E. Schoenfeld (Ret.), (Bridgeton, Mo.) Career Goal: Computer Systems.

Miss Christine Steffanci, St. Pius X High School, Pottstown, Pa., daughter of CWO (deceased) and Mrs. Joseph Steffanci, (Pottstown, Pa.) Career Goal: Teaching.

Mr. Robert B. Stevens, West Springfield H.S., Springfield, Va., son of LTC and Mrs. Story C. Stevens, (Springfield, Va.) Career Goal: Undecided.



Charles Johnson



Deborah A. Foreman

Eldon B. Oakley Memorial Scholarship (\$125.00) to Miss Deborah A. Foreman, Clackamas High School, Milwaukie, Ore., daughter of CPT and Mrs. Richard G. Foreman (Ret.), (Portland, Ore.) Career Goal: Teaching.

Robert E. Runkle Memorial Scholarship (\$125.00) to Mr. Charles D. Smith, Dothan High School, Dothan, Ala., son of LTC and Mrs. John R. Smith, (Newton, Ala.) Career Goal: Dentistry.

\$100.00 AAAA SCHOLARSHIP FOUNDATION HONORARIUMS

Mr. Thomas O. Graft, Robert E. Lee High School, Springfield, Va., son of LTC and Mrs. Charles V. Graft, (Springfield, Va.) Career Goal: Military.

Mr. Napoleon Mayorga, Jr., Richard King H.S., Corpus Christi, Tex. son of Mr. and Mrs. Napoleon Mayorga, DAC Industrial Technician (Corpus Christi, Tex.) Career Goal: Oceanographer.

Miss Mona M. Nakajo, Desert High School, Edwards AFB, Calif., daughter of MAJ and Mrs. Mas M. Nakajo, (Edwards AFB, Calif.) Career Goal: Clinical Psychologist.

\$125.00-\$250.00 AAAA MEMORIAL SCHOLARSHIP AWARDS

James P. Ervin Memorial Scholarship (\$250.00) to Miss Ann E. Dillard, Parkway West Sr. H.S., Ballwin, Mo., daughter of COL and Mrs. Robert A. Dillard, (Ballwin, Mo.) Career Goal: Statistician.

Charles E. Harris Memorial Scholarship (\$200.00) to Miss Suzanne C. Barber, State College Area H.S., State College, Pa., daughter of Mr. and Mrs. Kenneth Barber, Industry Member, (State College, Pa.) Career Goal: Teaching.

Joel R. Graft Memorial Scholarship (\$150.00) to Mr. Charles Johnson, Austin High School, Austin, Minn., son of CWO and Mrs. Robert M. Johnson, (Austin, Minn.) Career Goal: Chemical Engineering.

1970 AAAA Scholarship Foundation Winners



Charles D. Smith



Thomas O. Graft



Napoleon Mayorga, Jr.



Mona M. Nakajo



Cloyd V. Taylor, Jr.



Constance L. Thorpe



Turner J. Trapp, Jr.



Marie O. Uberti



Steven C. Wann



Robert A. Wilson

AAAA CERTIFICATES OF SCHOLARSHIP ACHIEVEMENT

Mr. William S. Aiton, Jr., Denbigh High School, Newport News, Va., son of LTC and Mrs. William S. Aiton, Sr. (Newport News, Va.) Career Goal: Professional Science.

Mr. David A. Bell, Jr., Woodward Academy, College Park, Ga., son of LTC and Mrs. David A. Bell (Atlanta, Georgia) Career Goal: Law.

Mr. Dennis H. Bieber, West Springfield High School, Springfield, Va., son of LTC (Ret.) and Mrs. Harold J. Bieber (Springfield, Va.) Career: Law.

Miss Sandra L. Crebs, Heidelberg High School, Heidelberg, Germany, daughter of Chief Warrant Officer (W3) and Mrs. Jay Tipton (207th Aviation Company, APO New York 09102) Career Goal: Teaching.

Mr. Kenton A. Cropp, McClellan Senior High School, Florissant, Missouri, son of Mr. Ralph C. Cropp, AVSCOM Program Management Officer (Normandy, Missouri) Career Goal: Engineering.

Mr. Mark A. Henson, Leavenworth High School, Leavenworth, Kansas, son of LTC and Mrs. Virgil A. Henson, Jr. (Leavenworth, Kansas) Career Goal: Operations Research.

Miss Deborah L. Nunnelee, Arlington High School, Arlington, Texas, daughter of LTC and Mrs. Billy R. Nunnelee (Arlington, Texas) Career Goal: Marine Biology.

Miss Janice L. Rose, Baker High School, Columbus, Georgia, daughter of LTC and Mrs. Gerald S. Rose (Fort Benning) Career Goal: Undecided.

Miss Susan L. Walsh, Granite City Senior High School, Granite City, Illinois, daughter of Mr. and Mrs. Robert L. Walsh, DAC at AVSCOM (Granite City, Illinois) Career Goal: Elementary School Teaching.

Miss Diana L. Westrich, Eisenhower High School, Lawton, Oklahoma, daughter of LTC and Mrs. Ralph L. Westrich (Fort Sill, Oklahoma) Career Goal: Art Teaching.

Mr. Cloyd V. Taylor, Jr., Washington-Lee High School, Arlington, Va., son of LTC and Mrs. Cloyd V. Taylor (Ret.), (Arlington, Va.) Career Goal: Undecided.

Miss Constance L. Thorpe, Leavenworth High School, Leavenworth, Kan., daughter of LTC and Mrs. John C. Thorpe, (Ft. Leavenworth, Kan.) Career Goal: Performer in ballet arts.

Mr. Turner J. Trapp, Jr., Marshall High School, Falls Church, Md., son of LTC and Mrs. Turner J. Trapp, (Grenada, Miss.) Career Goal: Nuclear Engineer.

Miss Marie O. Uberti, Cardinal O'Hara High School, Springfield, Pa., daughter of Mr. and Mrs. Bruno Uberti, Industry member, (Springfield, Pa.) Career Goal: Medicine.

Mr. Steven C. Wann, Phillips Exeter Academy, Exeter, N.H., son of Mr. Henry S. Wann, DAC Operations Analyst, (Williamsburg, Va.) Career: Law.

Mr. Robert A. Wilson, Richard King High School, Corpus Christi, Tex., son of LTC and Mrs. Eugene A. Wilson, (Ret.), (Corpus Christi, Tex.) Career Goal: Teacher or Archaeologist.

AAAA REGIONAL AND CHAPTER ACTIVITIES

Vice Pres: WO Kenneth E. Spurlin
Vice President: Wayne S. Schwalm
Membership: 288 as at 23 May 70,
down from 526 on 4 Feb 69.

Last activity: Chapter Cookout, Installation of new officers, 23 May 70.

FULDA CHAPTER

The Fulda Chapter last met on 29 September 69 at which time its membership stood at 29. The Chapter did not meet during Oct 69-Jun 70, and has not returned a '70-'72 slate.

GRAND CANYON CHAPTER

Fort Huachuca, Arizona 85613

President: LTC Cecil O. Carlile
Exec VP: MAJ Wm. E. Rogers, Ret.
Secretary: LTC Nathan C. Green
Treasurer: Orvel T. Leedy
VP, Army Aff: COL Jesse R. Forbes
VPG: CPT Frederick R. Upton, USAR
VPI: MAJ Billy R. Taylor, Ret.
VP, Pub Aff: MAJ George R. Hall

Membership: 114 as at 29 May 70,
up from 109 on 25 April 1969.

Last activity: General membership business luncheon, election of '70-'71 officers, 29 May 70.

HANAU CHAPTER

APO New York 09165

President: BG Alvin E. Cowan
Executive VP: MAJ Jimmy N. Ziegler
Secretary: SFC James Edwards
Treasurer: MAJ Charles A. Phipps
VP, Army Aff: MAJ Harry Gawkowski
VP, Indus Aff: CPT John E. Niamtu
VP, Pub Aff: CW2 Uwe Schwaier

Membership: 122 as at 11 May 70,
up from 70 on 28 June 1969.

Last activity: Early evening "Bring Your Crewchief" professional meeting, 11 May 1970.

HIGH PLAINS CHAPTER

Amarillo, Texas 79106

Pres: CWO Richard L. Hatter, Ret.
Exec VP: LTC Robert E. O'Donald
Secretary: Miss Mollie K. Sutton
Treasurer: Larry L. Clark
VPA: CPT Elvert H. Seiber, Jr.
VPG: LTC Alvin F. Burch, Ret.
VP, Indus Aff: Barry M. Hendricks
VP, Pub Aff: Joel A. Bruner

Membership: 60 as at 24 April 70,
up from 59 on 13 March 70 activation.

Last activity: 7 May 1970 business-social dinner meeting.

LATIN AMERICAN CHAPTER

Curundu, Canal Zone

President: LTC James R. Hoefener
Exec VP: CW4 Ramon R. Williams
Secretary: CPT Fritz J. McDonald
Treasurer: MAJ James W. Raible
VP, Memb: CWO George C. Gaston
VP, Prog: LTC Thomas R. James
VP, Pub Aff: MAJ Thomas W. Schmid

Membership: 50 as at 26 June 1970
up from 33 on 30 June 1969.

Last activity: 26 June 1970 late afternoon business-social meeting.

LINDBERGH CHAPTER

St. Louis, Missouri 63166

President: Carl D. Stephenson
Executive VP: COL John C. Geary
Secretary: Miss Patricia Blenacker
Treasurer: Mrs. Rita M. Hartz
VP, Memb: Larry C. Franzoi
VP, Prog: LTC Marquis D. Hilbert
VP, Pub Aff: V.J. Schulte, Jr.
VP, Benefits: LTC Emmett F. Knight

Membership: 390 as at 14 May 70
down from 404 on 15 May 69.

Last activity: 14 May 70 joint dinner meeting with AUSA.

MAINZ CHAPTER

The Chapter last met in Sept., 1969.

Yesterday

I'VE enjoyed the new look of the magazine, particularly the new columns, "First!" and "Yesterday." Both attempt to capture — and succeed in the attempt — some of Army Aviation's quickly forgotten, unrecorded highlights.

I'd like to relate a World War II aviation incident — an incredible happening that could not occur today. In its own way, it was a "First," although its publication here may generate a whole rash of comparable claims.

Bad weather

A former associate of mine, Lieutenant Colonel Ernest B. Killeit, was the first Army Aviator to complete a mission in bad weather by taxiing over a considerable distance. His passenger at the time was a noted general officer.

The taxiing distance? . . . There was no odometer in the Piper Cub, but the straight air mile distance was approximately 35 miles, and you can just bet that the road route was considerably longer!

Here's how it happened . . . On a routine flight from Augsburg to Munich, shortly after WW II, Ernie ran into foul weather and was forced down onto the Autobahn.

In those days there was very little vehicular

TO COMPLETE A MISSION . . .

He taxied for over 35 miles!

BY

COLONEL ROWAN P. ALEXANDER
U.S. ARMY, RETIRED

The professionals!

Talk about experience! The 100 members of Aviation Warrant Officer Intermediate Class (AWOIC) 70-2 now in residence at USAAVNS have cumulative fixed-wing and rotary-wing flying time that exceeds 274,000 hours, for an average of almost 3,000 per aviator. Even more surprising is the fact that the total includes more than 133,007 hours of combat time, or close to 1,500 hours per man.

traffic, primarily because the Germans hadn't spawned their little VW's in great numbers in the immediate postwar, and secondly, many of the bridges which had been destroyed had not as yet been rebuilt.

Up on the wheels!

On setting down on the pavement, Colonel Killeit continued on his mission by fast taxi (up on the wheels — sufficient throttle to keep the tailwheel off the ground and the ship level). Driving with care, he lifted off the ground and flew over the cut bridges, continuing to fast taxi on landing on the Autobahn on the other side after each downed bridge.

He arrived, without incident or close shave, at a traffic circle in Munich where the road turns off for Garmisch. At this point, he took off once again, flying low level across the tree tops and homes to his home field in the immediate Munich area, and discharged his passenger, General Bruce C. Clarke.

No damage

Outside of a badly worn set of wheel bearings, his aircraft was undamaged by the mission.

Today's aviators and crewmen display their ingenuity every day in combat and service flights! I thought ARMY AVIATION's readers would also like to know that our old-timers were long on ingenuity, too!

Have an interesting Army Aviation anecdote to pass along? A humorous or hairy flight experience? Get it down on paper in 400 words or less and send it in to ARMY AVIATION . . . Share your experiences!

AAAA REGIONAL AND CHAPTER ACTIVITIES

MIDNIGHT SUN CHAPTER

Fort Richardson, Alaska 99505

President: MAJ Franklin N. Harris
Executive VP: MAJ Donald K. Higgins
Secretary: MAJ Alexander R. Russell
Treasurer: To be elected.

VPA: COL Charles M. Grandelli
VP, Memb: MAJ Bobbie J. Spencer
VPP: CWO John G. Schommer, Ret.
VP, Soc: LTC Clarence A. Davis, Jr.

Membership: 48 as at 21 April 1970
down from 49 on 16 December 1969.

Last activity: 21 April 1970 social
meeting with guest speaker.

MONMOUTH CHAPTER

Fort Monmouth, New Jersey 07703

President: LTC Everett D. Richards
Executive VP: John F.X. Mannix
Secretary: Vincent C. O'Donnell
Treasurer: Alfred F. Smith

VPM: LTC Jack G. Cozad
VP, Prog: Kenneth Kelly
VPA: MAJ Kenneth E. Meissner
VPR: MAJ Edwin Turner
VPI: To be elected.

VPP: Paul Brandt

Membership: 426 as at 18 June 70
down from 686 on 10 June 69.

Last activity: 18 June 1970 Army
Aviation Birthday Ball.

NURNBERG CHAPTER

AP0 New York 09696

President: MAJ Robert S. Jones, Jr.
Executive VP: To be elected.

Secretary: CPT Grover F. Thompson
Treasurer: CW2 Jerome A. Montoya
VP, Memb: CPT Joel B. Simmons, Jr.
VP, Pub Aff: CW2 Robert M. Denlinger

Membership: 102 as at 27 May 1970
down from 114 on 31 May 1969.

Last activity: 27 May 1970 general

membership meeting with films and
guest speaker from AH-1GNETT.

PIKES PEAK CHAPTER

Fort Carson, Colorado 80913

Members in the Fort Carson Area
held a luncheon and activation meeting
on 25 March 1970. At the time, there
were 118 members in the area.

RHINE VALLEY CHAPTER

AP0 New York 09028

President: To be elected.
Executive VP: LTC Lonnie T. Howard
Secretary: CPT John M. Stacy
Treasurer: CPT William E. Johnston
VP, Army Aff: CW4 William D. Ivey
Membership: 156 as at 27 March 70
up from 147 on 28 March 69.

Last activity: 27 March 70 profess-
ional-social dinner meeting with Mr.
Drury Wood of Dornier Aircraft Corp.
as guest speaker.

RICHARD H. BITTER CHAPTER

Corpus Christi, Texas 78419

President: MAJ John F. Hopkins, Ret.
Exec VP: LTC Harrison W. Pells, Ret.
Secretary: Mrs. Donna L. Hitchcock
Treasurer: Jess Flores

VP, Army Aff: CW3 Leo L.V. Carter
VPR: MAJ James R. McDowell, USAR
VPI: MAJ Floyd H. Trudeau, Ret.

VPP: CW4 Thomas G. Davis, USAR
Membership: 435 as at 26 June 70
up from 275 on 25 October 69.

Last activity: Evening get-together
on 26 June 70 with Mayor Blackmon
and Don Luce as special guests.

SCHWAEBISCH HALL CHAPTER

AP0 New York 09025

President: MAJ Richard A. Smith
Executive VP: To be elected.
Secretary: LT David O. Dewey
Treasurer: To be elected.

VP, Army Aff: MAJ Dale E. Sherrod
VP, Pub Aff: CW3 Clinton E. Downing
Membership: 68 as at 22 April 70
up from 38 on 13 July 69.

Last activity: 22 April 70 general membership meeting.

SHARPE ARMY DEPOT CHAPTER

Lathrop, California 95330

Pres: LTC Herschel E. Reynolds, Ret.
Executive VP: LTC Robert E. Welch
Secretary: CWO Billy I. Wester, Ret.
Treasurer: Carlos D. Cortez

VP, Memb: Fred G. Chase
VPA: LTC Richard D. Caldwell
VP, Res Aff: LTC Everdus H. Hackett
VP, Org & Pln: LTC Afton Dare, Ret.

Membership: 262 as at 17 June 70
up from 244 on 7 June 69.

Last activity: 10 July 1970 professional-social meeting with LTG Harry W.O. Kinnard, Ret., as guest speaker.

SOUTHERN CALIFORNIA CHAPTER

Los Angeles, California 90057

Pres: LTC Melvin C. Monroe, Ret.
Exec VP: COL Jms. W. Sandridge, Jr.
Secretary: Peter Schulz

Treas: LTC Herman E. Greer, Ret.
VPA: MAJ Howard I. Premo, Ret.
VP, ARNG Aff: To be elected.

VPR: MAJ Joseph B. Hughes, Ret.
VPI: LTC John F. Stacy, Jr., Ret.

VP, Pub Aff: Fred M. Kuykendall
Membership: 393 as at 5 May 1970
up from 382 on 23 April 1969.

Last activity: 5 May 1970 professional dinner meeting with LTC Edw. P. Preisendorfer, CO of ASTA at Edwards AFB as their guest speaker.

STUTTGART CHAPTER

AP0 New York 09154

President: CWO Leonard A. Green
Exec VP: CW2 William J. Campbell
Secretary: MAJ Florian Tryjankowski
Treasurer: CPT Kenneth T. Keltner

VPA: MAJ Phillip A. Saunders
VP, Indus Aff: MAJ Carl L. Cramer
VP, Pub Aff: MSG Aubrey L. Clemons
Membership: 93 as at 4 November 69 up from 67 on 2 December 68.

Last activity: 4 November 69 professional meeting with Mr. Thomas Wernecke, US Army R & D as speaker.

SUNCOAST CHAPTER

MacDill AFB, Florida 33608

President: LTC John E. McGregor
Exec VP: LTC Bernard A. McGee, Jr.

Secretary: CW3 Ralph G. Battle
Treasurer: LTC Paul A. Lasley

VP, Army Aff: LTC Rex W. Davis
VP, Res Aff: LTC Charles R. Ogle

VPI: COL Charles W. Matheny, Ret.
VP, Pub Aff: CW3 Gerald W. Davis

Membership: 73 as at 26 June 1970
down from 90 on 8 May 1970 activation.

Last activity: 26 June 1970 social-business dinner meeting.

TRINITY RIVER CHAPTER

Fort Worth, Texas 76101

President: LTC Billy R. Nunnelee
Exec VP: LTC Charles T. Franchina

Secretary: William O. Osborn
Treasurer: CW3 Albert G. Gay

VPA: CW4 Ralph J. Vaught, Ret.
VP, Indus Aff: Jack Vestal

VP, Pub Aff: Gerald W. Cubine
Membership: 159 as at 11 Nov. 69

down from 162 on 2 October 68.

Last activity: 11 November 69 joint dinner meeting.

VALLEY VIEW CHAPTER

AP0 New York 09047

President: MAJ Edmund J. Dolan, Jr.
Executive VP: To be elected.

Secretary: CPT George G. Reese, Jr.
Treasurer: To be elected

VPA: To be elected.

VP, Pub Aff: CPT Thomas I. Pope, III
(Continued on Page 26)

AAAA REGIONAL AND CHAPTER ACTIVITIES

Membership: 57 as at 2 February 70, up from 51 on 31 December 69.

Last activity: General membership meeting held on 2 February 1970.

WASHINGTON, D.C. CHAPTER

Washington, D.C. 20310

President: COL John W. Marr

Exec VP: LTC R.T. McCrady, Ret.
Secretary: Jerry E. Reider
Treasurer: CW4 Allen B. Causseaux
Vice Pres: MAJ Joseph Colello, Jr.
Vice Pres: LTC Horace G. Cooke, Ret.
Vice Pres: George D. Iverson
VP, Pub Aff: LTC A.M. Quint
Membership: 823 as at 13 June 70
up from 792 on 2 July 69.

Last activity: Fifth Annual Spring Picnic on 13 June 1970.

12TH AAAA ANNUAL MEETING

Shoreham Hotel, Washington, D.C.

October 14-16, 1970

HUNTER AAF — CPT William G. Cinincione, Chief of the Learning Center, Allied Military Training, briefs members of AAAA's National Executive Board on the facilities available as supplemental study aids to Vietnamese students in advanced helicopter training at the Army Flight Training Center. The briefing was part of the Board's orientation tour of the installation, June 5. ▶



STARTER — Members of AAAA's National Executive Board meet with Flight Training Center personnel and officers of the Army Flight Training Center Chapter at a Get-Acquainted Cocktail Hour at Savannah's Desoto Hilton, prior to the two-day visit and business meeting of the AAAA Board at the Hunter AAF-Ft. Stewart, Ga. complex.



SIDE BY SIDE — One of the highlights of the Army Aviation Birthday Ball held at Hunter AAF by members of AAAA's Army Flight Training Center Chapter was the entertainment provided by a joint chorus of Aviation School officers (far left) and Vietnamese Air Force students (right rear). The latter group's perfect rendition of "Army Aviation" brought down the house! ▶



On Guard!

Crane deliveries

Plans are being finalized for the ARNG's two heavy lift helicopter units to receive the Sikorsky CH-54 *Flying Crane*. Anticipated deliveries of the first three CH-54s are expected to be made during July and August of this year with additional aircraft being scheduled for assignment to the ARNG during the remainder of the calendar year.

Final coordination between the Chief of the Bureau and the Deputy Chief of Staff, Personnel indicates that pilot and instructor pilot training classes for the Army National Guard aviators will commence in September and continue through June, 1971. A total of 24 ARNG pilots will undergo this six-week course of instruction at the Army Aviation Center at Ft. Rucker, Ala.

Factory training

NGB is concluding arrangements with Sikorsky Aircraft for the training of technicians, mechanics, and maintenance supervisors. The training would be conducted at the Sikorsky factory in Bridgeport, Conn. under arrangements similar to the factory training support presently provided to the ARNG CH-34 mechanics and supervisors.

The two heavy lift helicopter units to receive the *Crane* are the 307th HLH Company located at Birmingham, Ala., and the 137th HLH Company in Topeka, Kansas. Both units are now equipped with CH-37 *Mojave*.

The CH-37s will be reassigned to ARNG Medium Helicopter units as the two *Flying Crane* units become operational with the CH-54.

Recruiting drive

During March, April, and May a combined Active Army/ARNG/USAR aviator recruiting team under DA sponsorship visited all major installations in CONUS telling the ARNG/USAR aviation story to over 1,000 active Army Aviators who were within six months of ETS.

The response was outstanding with 54% of

those interviewed indicating that they wished to continue to fly with Army Aviation, even though committed to separation from active duty. Significantly, only 6% of these aviators stated that they did not intend to join either an ARNG or a USAR unit.

The remaining 40% expressed a definite interest in continuing their association with Army Aviation, but their uncertain civilian plans preclude an immediate commitment to join either the ARNG or USAR programs.

The momentum of this initial effort is to be continued by an Active Army Officer designated as the *Aviator Recruiter* at all major posts throughout CONUS. The full impact of this drive will not be realized for another four to six months, but already aviators are on board in the Army National Guard as a direct result of these initial briefings.

A welcome challenge

As first line aircraft are received into the Guard inventory and this action is coupled with a successful recruiting effort, the ARNG can and will produce fully-operational ready units capable of meeting any contingency. We welcome the challenge to prove that the Aviation Program of the Army National Guard is an equal partner in the One Army concept.

ARNG TO RECEIVE THREE CH-54'S IN JULY-AUGUST

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

"BY THE BUY..."

(Continued from Page 4)

successful system will contain an advantage and if it cannot get the required performance from machines, then it must do so from man. That is a very expensive solution.

Consider Army Aviation as a system. In its beginnings, the system consisted of a *Cub* — a simple machine — and a pilot cum mechanic cum observer cum artilleryman. From this system, the Army demanded an advantage. The Army insisted upon immediate and continuous control of an ever-present, always-oriented, eagle-eyed, and highly-alert aerial artilleryman whose fire adjustment was both swift and sure because his head was elevated above the battlefield.

Not a science...

The edge — the *extra performance* — was not to be found in the machine alone. The ever-present, always-oriented etc., etc. pilot had a few problems. In the first place, flying the machine was an art not a science, and as such, could not be taught from a book. To make a standard approach, one must first locate the landing strip early enough to start a downwind leg. That, from five hundred feet and over terrain never before seen, watching a magnetic compass which lead and lagged to follow the metal in the cockpit, was highly dependent upon luck.

A final approach was a series of throttle-stick-rudder manipulations hopefully intended to counter the unpredictable effects of vagrant air currents which flaunt gravity. Touchdown

was a mandatory bounce because of the suddenly released energy momentarily stored in rubber bungees laced between the landing gear. Roll-out was a series of interrupted ground loops, and taxiing cross wind was an adventure in tacking *without* a sailboat.

It was fun — it was a challenge — but it was incapable of being reduced to a science which could be put in the book of standing operating procedures and memorized by any available sedan driver. It required a specialist who flew by the seat of his pants because that was the most reliable center of flying knowledge.

Simplicity... plus!

Communications by message drop and pickup were simple enough, but somewhat dilatory for rapid fire adjustment. The early and simple radio — battery-powered, crystal-controlled, and designed for transport on a man's back — was but little better. Frequencies and call signs, numerous and changed at irregular and whimsical intervals, were either committed to memory or scribbled in pencil (against regulations, of course) somewhere on the firewall.

Searching for the proper frequency and call sign while watching an enemy installation displace was an exercise in frustration matched only by the attempt to match terrain shown on a 1:25,000 firing chart with that seen on the ground below. Unfolding the billowing map for a fresh look at the area under the fold invariably brought the pilot's elbow into contact with the throttle which then went full on or full off, either bringing the craft to the verge of a stall or rushing it through the air at the breakneck speed of 75 miles per hour. All of these conditions called for some sort of immediate response — a response which detracted from the effectiveness of the eagle-eyed, always-oriented etc. pilot and the system.

These and other minor problems, such as combat boots which rubbed against exposed rudder cables, doing neither any good; headaches brought about by the commander's insistence upon the wearing of helmets, gas masks, and side arms at all times; the feeling of unease which occurred each time one re-



The first Army Aviation weapons system: A *Cub*, and a pilot/mechanic/observer/artilleryman.

Army Aviation

JUNE-JULY PHOTOS



PRESIDIO OF MONTEREY—CW4 Donald R. Joyce (r.), a student of the Thai language at the Defense Language Institute and a member of AAAA's National Executive Board, receives his Master Army Aviator wings from COL Kibbey M. Horne, Commandant. The dual rated CW4 has logged over 6,800 flying hours during his Army career.



FORT RUCKER — Shown receiving Certificates of Achievement are 68 Army Aviators and civilian pilots assigned to the U.S. Army Aviation Test Board. The unit pilots were honored for having flown 280,300 accident-free hours collectively, with the individual average for the group being 4,150 hours. One of the test activities of TECOM, the Aviation Test Board is commanded by COL Daniel G. Gust.



BUFFALO, N.Y. — The Bell Aerospace Division of Textron unveiled an advanced supersonic rotating arm test apparatus in late June, the first ever designed for speeds up to Mach 3.0 (2,280 mph). Built under contract by Bell for the USAF Materials Laboratory, the new test cell is to be used for the test and evaluation of the erosive effects of impinging rain or sand particles on aerospace materials. The aerial views shows the six-ton, portable hatch cover slid to the left of the 26-foot diameter steel vacuum chamber housing the apparatus.



FORT EUSTIS — CW2 James Z. Coates, Jr. (r.) receives an "AAAA Certificate of Achievement" and his diploma for being the Honor Graduate in Aircraft Maintenance Officer Course 15-70 at the U.S. Army Transportation Center. The award presentation was made by COL John C. Geary (l.) Director of Systems Engineering, Aviation Systems Command, St. Louis, Mo.

"BY THE BUY..."

(Continued from Page 28)

fueled with truck, rather than aviation fuel; the unnecessary sharing of the same airspace with proximity-fuzed artillery shells — all of these served to lessen the advantages of the air observation post system. To make the tool more effective — to regain and retain an edge — the Army made the system more expensive. Not, however, by increasing the cost of technology.

The pilot cum observer cum mechanic cum artilleryman was relieved of some of his responsibilities — or, to be more accurate, he was allocated some assistance in carrying them out. Forward observers were given a three-week vacation from their duties with the infantry and were sent to the airstrip where, armed with a map and a burp bag, they took over the observing chores. Mechanics, recruited from the motor park, were allowed to retain their tool kits and reported to the airstrip where they were taught to change spark plugs, insert brake clips, and sew tears in the fabric. The pilot, embarrassed by sudden riches, rested for a week until his assignment as Assistant S-2, Reconnaissance and Survey Officer in addition to that of Battalion Liaison Pilot.

Tripling the cost

In one fell swoop, the cost of the Army Aviation system was tripled. So what if productivity were increased? It could not be quantified! No one could say how many extra targets were located. It mattered but little anyhow — either the radio didn't work, one was using the wrong frequency or the wrong call sign, or the battalion had used up its quota of ammunition.

Who cares that all concerned did double duty? All military men do that. What is important is that three men now toiled where one had struggled before. There were no more machines than before, nor had the complexity been changed. The system became more expensive.

The Army put two forces in motion. The least costly, though the most visible, was the development of technology — the addition of

complexity. This complexity was designed to reduce the necessary skill level of the operator and thus reduce the degree of specialization required. The theory was that the more complicated the machine, the less complicated need be the man who threw the toggle switches and read the *GO NO-GO* instruments.

Communications, permanently installed in the air vehicle, carried a confusing maze of wiring but offered the pilot a single rheostat control knob for volume and another to change frequency. Direction finding and direction indicating instruments, highly complicated in their inner workings, showed a simple needle to the pilot and eased his orientation workload.

Other non-simple devices, some intended to supplement the observer's eyes, some to stabilize the aerial platform, some to add firepower to the pilot's sidearm — all were developed and either put in or hung on the air vehicle. With the heavier machine, intermediate throttle settings had meaning and a standard approach to landing became feasible. Because anything feasible represents a potential advantage, the standard approach was quickly incorporated into the rules and regulations governing the care and feeding of a military weapons system. Had the system itself remained of a constant size, another few years might have found the entire activity in the book and any quick reader could have directed the machine. We'll never know.

Increased requirements

Something else happened. It had nothing to do with the complexities of equipment, but it certainly made the system become expensive . . . With increased capabilities came *increased requirements*. The availability of instruments ensured the certainty of *instrument flight*; the increased load-carrying ability of air vehicles was met by a need for *larger loads*; the greater speed available was found necessary to cover *longer ranges* or to make *more frequent trips*; the development of vertical lift was matched by an increased inability to find airstrips within acceptable time/distance limits — and with each of these increased requirements came *increased cost*.

(Continued on Page 32)

"Firsts!"

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

First Army Aviation person to win the Avco-AWA Helicopter Heroism Award: LTC (then MAJ) Bruce P. Crandall, at Las Vegas, Nev., 16 May 1967.

First Group within Army Aviation: 8th Transportation Group, U.S. Army, Europe, activated on 1 July 1957, under the command of COL John R. Dale.

First Annual Meeting of AAAA members at Garmisch, Germany: 7-9 October 1958 gathering of members of the Stuttgart Chapter under COL Robert B. Neely, Chapter president.

First Army Aviator to win the Distinguished Service Cross in RVN: CW4 Keith R. Borck, for actions as a CH-21 commander at Ap Bac in January, 1963.

First use of helicopter downwash in fire abatement: 8 August 1957. Four Army H-21 Shawnees from Ft. Ord, Calif., under the command of LT John W. Thomas, while on a training flight, participated in blanketing a brush fire on a ranch near Monterey, Calif., until the arrival of State Forestry crews.

First fixed wing aviation unit to serve in RVN: 18th Aviation Company (FWLT), an "Otter" Company that arrived in RVN in February, 1962.

First Industry (Corporate) Member firm to join AAAA: Hayes International (then Hayes Aircraft Corporation), in August, 1958.

First President to fly in a helicopter: Dwight D. Eisenhower in a CH-34 Choctaw at Newport, R.I., while on vacation during September, 1957.

First OV-1 Mohawk unit to be deployed to RVN: 23d Special Warfare Aviation Detachment (SWAD) in October, 1962.

First aerial re-enlistment in Army Aviation: 2 September 1958 when LTC Albert Newton gave the re-up oath to SP5 Harold E. Fortner, 81st Helicopter Company, while at an altitude of 1,500 feet over Marshall Army Airfield, Fort Riley, Kan.

First use of a drone helicopter in Army Aviation: September, 1961 at White Sands Missile Range, N. Mex. A modified Kaman Aircraft HTK helicopter served as the first drone, achieving 61 minutes of pilotless flight at altitudes up to 7,000 feet.



First student to be airborne at the USAAVNS Element, Ft. Stewart, Ga.: WOC James T. Alexander, a student in the Fixed Wing Aviator Course, August, 1966. COL Lyle H. Wright (left), Ft. Stewart CO; COL George W. Putnam, Jr., USAAVNS; and Flight Instructor Louis H. Adams look on.

First official flight into Cambodia by Army Aviation unit: 1 May 1970 by Troop B, 1st Squadron, 9th Cavalry, claimed by MAJ Charles J. Jolley, CO.

First flight of the U-8F aircraft (then designated the L-23F): 27 August 1958 at Wichita, Kan.

First use of skis on AC-1 Caribou aircraft: By Polar R&D Command on Arctic Ice Cap in summer, 1961.

First aviation support unit to be deployed to RVN: 339th Transportation Company (DS) to Nha Trang in February, 1962.

First official flight of CH-46 helicopter: 19 October 1961, at Philadelphia International Airport.

First fourth echelon, heavy maintenance aviation support unit to be deployed to RVN: 330th Transportation Company (GS) in Vung Tau, April, 1963.

First Army Aviator to fly 1,000 hours in CH-37 Mojave: CWO Ralph M. Fitch, Jr., 1st Aviation Company, Ft. Benning, Ga., in January, 1961.

First actual instrument helicopter flight in Alaska: CPT Ralph W. Merritt, Flight Examiner; and pilots LT Leo F. Schmitz and CWO George F. Beaton in a CH-21 Shawnee of the 80th Transportation Company in February, 1961.

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

"BY THE BUY..."

(Continued from Page 30)

Complex technology was but a minor contributor. It took twenty-five years for Army Aviation materiel expenditures to equal that spent on a single non-flying missile system dropped after two years. The largest share of the cost and complexity of the system was again in manpower.

The need for specialization was not reduced by the added complexity of equipment because each added capability was promptly assimilated and still greater performance — *the advantage* — was demanded from the system. The need for specialists was not reduced by the greater performance of each because the size of the system was expanded. The cost of Army Aviation increased exponentially; not because the equipment became more complex; not because the LOH is more complicated than the *Cub*; but because the advantage could not be maintained with lesser quantities.

One step beyond . . .

Significantly, the demand for increased performance continued to be at least one step beyond the capabilities of machines alone. Today's Army aircraft, like yesterday's, are being used in ways never contemplated by developers, contract definers, or manufacturers. Those who operate and maintain the equipment are again being asked to take up the slack between the capabilities of machines and the requirements of a successful system. That's the expensive way.



MAXWELL AFB, ALA. — Seven AA's recently graduated from the Air University's C&S College; five are shown, front, l-r, LTCs Eldridge W. Brock and Anthony J. Ortnier, and back row, LTC William L. Corley and James E. Thompson, Jr.; MAJ Robert S. Dorer. Missing at time of photo were LTC Edmund L. Van Dervort and MAJ Roger W. Waddell.

The *Congressional Record*, on another page and quoting a different source, acknowledges this truism. It reports that the helicopter support furnished in Vietnam has had *the equivalent value of one million combat troops*. Since that support is later identified as having come from approximately 3,000 machines and 30,000 men, it follows that 3,000 machines offset the costs of 970,000 men. At \$13,000/year/soldier (same reference), the cost of over two billion dollars for troops equates to an annual allowable cost of over seven million dollars per machine. Because helicopters, complex and expensive as they are, are not priced in that exclusive neighborhood, it is further evidence that machines are not the most expensive component of a successful weapons system.

Lt. Gen. Austin W. Betts, OCRD, in a speech before the Sixth Annual meeting of the AIAA, is quoted this way:

"Any attempt to reduce systems costs through the development of less complex aircraft is not the answer. It is a terribly difficult problem to convince people that expensive added subsystems are in fact worth what they cost."

Obviously, the degree of difficulty is proportional to the distance of the convincee from the cockpit. Few users would willingly exchange the LOH for the H-13 despite the differences in cost and complexity, and even though each can be used to do many of the same jobs. The non-user, especially if he is suffering from an attack of infinite requirements against finite resources, can be especially difficult to convince.

He need only be shown that no system is successful without a performance advantage; that the advantage will be obtained from man or from machine; that it is cheapest when obtained from the machine; and that an unsuccessful system, pressed into service, is the most expensive of all. The last five percent of performance obtained from the machine may well double the cost of the weapon, but it will *not* double the cost of the weapons system. The weapons system cost doubles when the buyer insists that the extra performance come from the more expensive component — man.

"By the buy — ye shall know them!"

Takeoffs

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Blow your horn!

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

Longest overland helicopter flight by an aviation unit: Flight of fifteen H-21 Shawnee helicopters of the 80th Transportation Company (LH) unit: 3,550 miles. Flown by 15 H-21 Shawnee helicopters under the command of MAJ William F. Usher, during mid-August, 1958, between Fort Riley, Kan., and Fort Richardson, Alaska.

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

Longest over-water ferry flight in an Army helicopter: 21 days during June-July, 1963 involving an H-19 with a U-6 escort aircraft. From Ft. Allen, P.R. to Ft. Kobbe, Canal Zone, via Leeward and Windward Islands, St. Croix, St. Kitts, Antigua, Guadeloupe, Dominica, Martinique, St. Lucia, Grenada, St. Vincent, Trinidad, Venezuela, Panama. Crew: CPTs Robert Ainsley & J. Allen McGowan; CWO Albert Kreinke, WO Bagget, SGT Claudio.

Fastest "activation to combat" time for an aviation unit: 71 days. The 73d Aviation Company (ASL) was activated on 21 March 1963, and following unit training and equipping, was transported to RVN arriving in Saigon on 1 June 1963. Record claimed by CPT William E. McGee, USAR.

Most combat support hours flown by a CH-47 aviation battalion during a 24-hour period: 270.4 hours flown by the 228th Avn Bn (ASH), 1st Cav Div (AM), commanded by LTC Francis J. Toner, on 1 May 1970 in support of Cambodia operations.

Most combat support hours flown by an Aviation Battalion during one month: 4,864 hours in March, 1970, by the 228th Avn Bn (ASH), 1st Cav Div (AM), commanded by LTC Francis J. Toner.

Most combat hours flown by an Airmobile Division in 24-hour period: 2,161 hours by the 1st Cav Div (AM) on 1 May 1970.

FOR POSTERITY!

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



10,000th Member to join AAAA: WOC Jack H. Campbell, WORWAC 67-7, at Ft. Rucker, Ala., 14 April, 1967. He's shown above receiving his credentials from COL Conrad L. Stansberry, CoFS at USAAVNC, while LTC Raymond E. Dickens (left), CO of the WOC Bn, and CPT Edmund E. Dyroff, Jr., CO of the 4th WOC Company, look on.

Longest Army single engine flight: 16:45 hours. Claimed by LTC (then CPT) Richard S. Freeze who, while serving with the JFK Center for Special Warfare, flew a U-10A from San Diego, Calif., to Ft. Bragg, N.C. on 6-7 June 1964.

Longest period of time for an aviation company unit to be "without a home": 7 months, 26 days. Claimed by MAJ Samuel M. Shaw (then CO) for the 239th Aviation Company (Aslt Hel), activated as a I Corp (Gp) unit in Korea on 15 Apr 69, "living" with the 7th Inf Div from that date until 11 Dec 69.

Longest period of accident-free operations by an aviation unit: Ten years, ten months. Claimed by Aviation Section, 40th Arty Bde (AD), Presidio of San Francisco, Calif. Commanded by CPT Charles R. Strickland, the three-aircraft section (2 OH-23's and one UH-1H) has logged approximately 7,200 accident-free hours since July 1, 1959.

Highest total of accident-free hours for an Assault Support Helicopter Company in RVN: 27,000 hours. Claimed by MAJ Ray L. Burns (then ExecO), for A Company "Pachyderms," 159th ASHB, 101st Abn Div (AM).

Most combat support flight hours flown by a single CH-47 in one month: 205.3 hours by Aircraft SN 66-19087, Company B, 228th Avn Bn (ASH), 1st Cav Div (AM), in April, 1970, with SFC Glen Chamberlain as flight engineer.

Highest total of accident-free hours for an Assault Helicopter Company in RVN: 22,000 hours. Claimed by the 61st Assault Helicopter Company, 17th Avn Gp (Cbt) with MAJ Ellis D. Parker as CO.

Most combat support flight hours for a CH-47 helicopter during a 24-hour period in RVN: 17.6 hours by Company A, 228th Avn Bn (ASH), 1st Cav Div (AM) on 17 May 1970 with CPT Ralph S. Childress as aircraft commander.

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Obituaries

ADAMS, George H., Captain, 11th Air Cavalry Regiment, (Vietnam); due to hostile action on April 12, 1970.

ANDERSON, Terrance W., Warrant Officer, 1st Cavalry Division (AMBL), (Vietnam); due to an aircraft accident on March 9, 1970.

ARNOLD, Rodney K., Warrant Officer, 1st Cavalry Division (AMBL), (Vietnam); due to an aircraft accident on April 25, 1970.

ATCHISON, James M., Captain, 11th Air Cavalry Regiment, (Vietnam); due to hostile action on April 12, 1970.

BARNETT, Gary J., Captain, 101st Airborne Division (AMBL), (Vietnam); due to hostile action on March 21, 1970.

CARRINGTON, Fred E., Warrant Officer, 164th Aviation Group, (Vietnam); due to hostile action on February 11, 1970.

COULTRESS, Louis B., Second Lieutenant, Fort Wolters, Texas; due to an aircraft accident on April 1, 1970.

CUNNINGHAM, Leonard D., Chief Warrant Officer (W2), 12th Aviation Group, (Vietnam); due to an aircraft accident on March 12, 1970.

CUPPLES, Charles W., First Lieutenant, Fort Rucker, Alabama; due to an aircraft accident on April 14, 1970.

DANDURAND, Jay T., Warrant Officer, 12th Aviation Group, (Vietnam); due to an aircraft accident on March 12, 1970.

DEKLE, William A., Jr., First Lieutenant, Fort Rucker, Alabama; due to an aircraft accident on April 14, 1970.

EMBREY, Ralph C., II, Chief Warrant Officer (W2), 164th Aviation Group, (Vietnam); due to hostile action on April 13, 1970.

FINKE, Stephen P., Warrant Officer, (Vietnam); died on May 5, 1970.

HARIG, Dean A., Warrant Officer, 25th Infantry Division, (Vietnam); due to an aircraft accident on April 17, 1970.

HULVERSON, Stephen F., Chief Warrant Officer (W2), 4th Armored Cavalry, (Germany); due to an aircraft accident on April 10, 1970.

KEENAN, John S., Warrant Officer, 1st Cavalry Division (AMBL), (Vietnam); due to hostile action on April 22, 1970.

MacNEIL, Douglas G., First Lieutenant, 68th Medical Group, (Vietnam); due to hostile action on April 7, 1970.

MORAN, Paul R., Chief Warrant Officer (W2), 11th Aviation Group, (Vietnam); due to hostile action on March 15, 1970.

O'CONNOR, Gerard F., Warrant Officer, 164th Aviation Group, (Vietnam); due to hostile action on April 26, 1970.

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POPP, David F., Chief Warrant Officer (W2), 1st Cavalry Division (AMBL), (Vietnam); due to hostile action on March 14, 1970.

RIDGEWAY, William J., Captain, 17th Aviation Group, (Vietnam); due to an aircraft accident on April 2, 1970.

ROBINSON, Gus B., Captain, 17th Aviation Group, (Vietnam); due to hostile action on April 12, 1970.

SIMEONOFF, Frederick M., Warrant Officer, 25th Infantry Division, (Vietnam); due to an aircraft accident on April 17, 1970.

NOTE TO FPPP INSUREDS

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

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LAST CALL ON AAAA '69 AWARD NOMINEES

Nominations are solicited for the five National Awards of AAAA from all general members of the Army Aviation Association.

The five awards include the "Army Aviator of the Year Award" — the "Aviation Soldier of the Year Award" — the "James H. McClellan Aviation Safety Award" — the "Outstanding Aviation Unit Award" — and the "Outstanding Reserve Component Aviation Unit Award."

Nominations are welcome from individual members, Chapter organizations, industry member firms, etc. Members desiring to submit a nomination are requested to write to the National Office (AAAA, 1 Crestwood Road, Westport, Conn. 06880) for an abbreviated nomination form which spells out eligibility criteria and provides detailed information on the documentation required.

Covering accomplishments taking place during the April 1, 1969-March 31, 1970 period, the five awards will be presented at the Honors Luncheon held at the AAAA Annual Meeting in Washington, D.C., during October 14-16, 1970.

The suspense date for the receipt of 1970 nominations has been moved ahead to July 24, 1970.



ARMY AVIATION

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



Clutch hitter

One thing about the Huey Cobra, it comes through when the going gets tough. When our men are on the go, or are ambushed, pinned down, or up against a surprise attack, they can count on the Cobra to come in fast and low, shoot straight and clout the opposition.

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