ARMY AVIATION

REPORT ON THE 1959 AAAA ANNUAL MEETING

JULY ★ 1959

ARMY AVIATION

VOLUME 7 — JULY 28, 1959 — NUMBER 7

CONTENTS

APOLOGIES

We would like to use this prominent space to stress once again that the office of the Army Aviation Association was closed during the June 11-June 25 period, and that it remained closed for an additional period through July 2 for unexpected reasons. This three-week shutdown has placed a considerable makeup burden on the limited staff of the AAAA and we ask that you be cognizant of this shutdown in awaiting communication from the National Office. We haven't forgotten you.

ADVERTISERS IN THIS ISSUE

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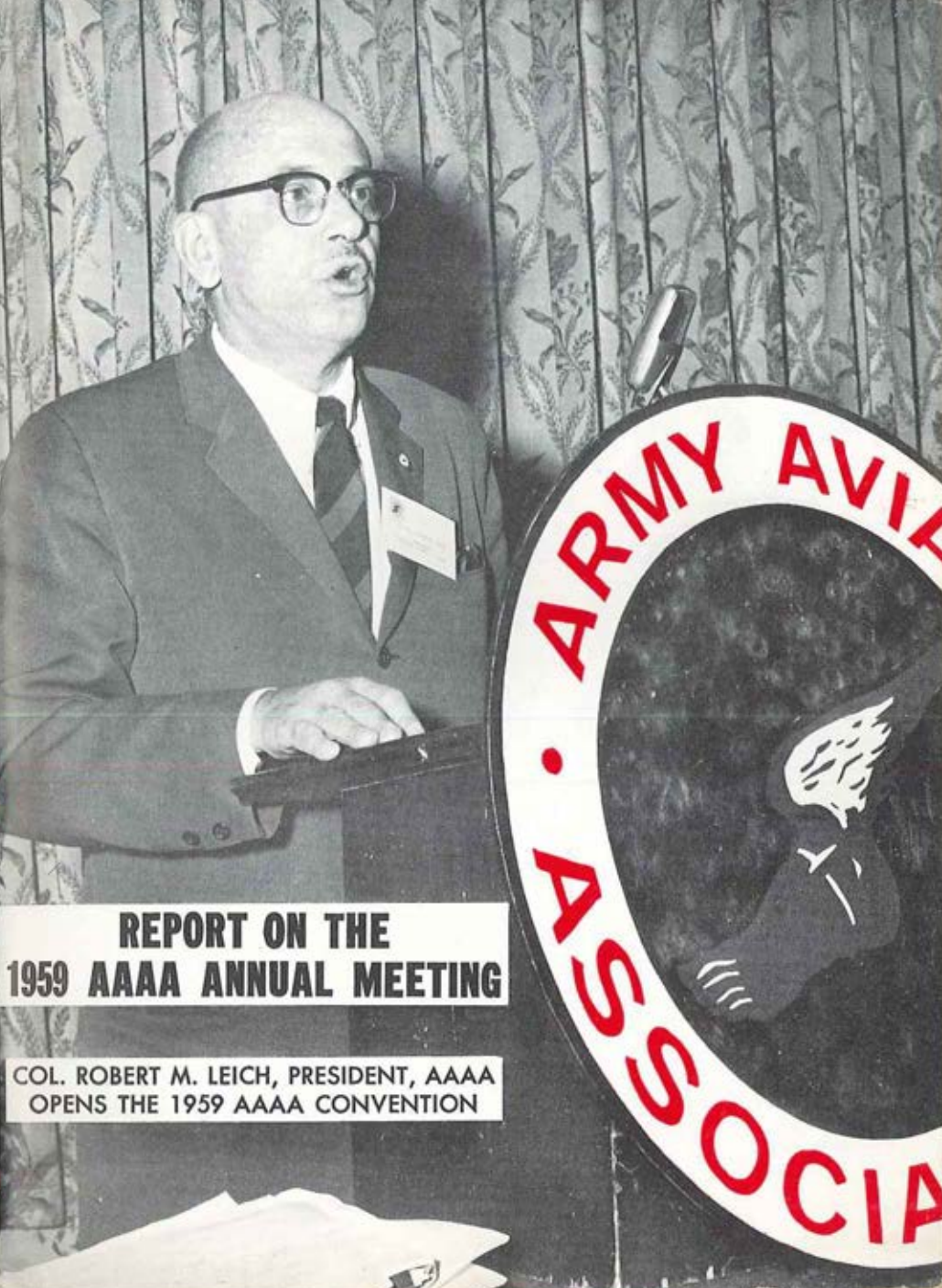


REPORT ON THE 1959 AAAA ANNUAL MEETING

COL. ROBERT M. LEICH, PRESIDENT, AAAA
OPENS THE 1959 AAAA CONVENTION

A REPORT ON THE

1959 ANNUAL MEETING

OF THE ARMY AVIATION ASSOCIATION

General von Kann — Colonel Leich

General Powell — Mr. Pyle

Bryce Wilson — Senator McClellan

By this time, you may have heard or read reports on the recent *First Annual Meeting* of the *Army Aviation Association* held at the Shoreham Hotel, Washington, D.C., during the 5-7 June period.

Unfortunately, our publication schedule did not permit us to cover this Meeting in the previous June, 1959 issue, and we shall endeavor to report on the high points of the Meeting in this issue.

Thanks to the many participants and attendees the Meeting was a definite success, and will be remembered for a long time to come.

AAAA Members, Industry Members, and Chapter Delegates attended from all sectors of the Z.I. with several APO Chapters having Delegate representation. In a manner of speaking, the Meeting was similar to a "*Reunion*," many of the distant Members as well as the D.C. Members attending in the company of their wives.

The Business Sessions—both classified and open sessions—were well executed and well attended, the top level speakers addressing large, attentive audiences at each session. You will find verbatim reports of many of the various speeches presented at the Meeting elsewhere in this issue. *Read them. They contain information that is of interest to you.*

* * *

The 17*th Anniversary Luncheon* and the *AAAA Annual Banquet* provided excellent occasions for the presentations to the two Awardees, *Capt. James T. Kerr*, "Army Aviator for 1958," and *Maj. Arne H. Elliasson*, recipient of the "James H. McClellan Safety Award." The latter presentation, made by *Senator John L. McClellan* in memory of his son, was a particularly significant and moving occasion attended by a most distinguished audience whose presence commemorated the presentation.

Socially, the Meeting accomplished its main objective—that of providing ample opportunity for the various categories of AAAA Members to meet informally. Civilian Component, USAR-ARNG attendance was exceptionally high, all "*Weekend Warriors*" having two-and-a-half days to meet and chat with their active Army counterparts in addition to being personally addressed by *Lt. Gen. Herbert B. Powell*, Commanding General, Reserve Forces, USCONARC.

Free of normal convention chores, Industry Members attended in large numbers, were delighted with the leisurely pace of the general Programming, and expressed genuine satisfaction with the "*informality and intimate contact*" that characterized the entire Meeting.

* * *

Transportation Corps officers in particular, fresh from an official OCT Conference held just prior to the Annual Meeting, and Signal Corps AA persons, attending a con-

(Continued on Page 307)

FORWARD LOOKING ARMY AVIATION

LT. GEN. ARTHUR G. TRUDEAU
Chief, Research & Development, D/A

It is a distinct pleasure for me to have this opportunity to address you at this, your first, annual meeting. It is also a matter of great satisfaction for me to see how Army aviation has grown, not only in size but in the capabilities that you in industry have developed to be of service to the Army.

Let me take you back some 15 years to this very day, June 5th, 1944, when Americans everywhere were tensed as word came from London that the assault of Fortress Europe was under way. Our forces were invading the continent by land, sea and air. The decisive action was on the beaches of Normandy and Americans listened anxiously for word that this landing was a success. Of course it was, but like all victories, it was not without cost. Many of our finest sons died or were maimed in that operation as they drove over the beaches through the bocage country and on to Paris and the Elbe.

I pause to pay tribute with you to those gallant men. They must not be forgotten as we meet here today.

* * *

Much has happened since that great assault on Fortress Europe. The complexion of the world we live in and of war itself have been radically altered in the intervening years. In the Missile-Nuclear Age we now live in, we may never again witness a military phenomenon like Normandy—when many tens of thousands of men from thousands of ships poured over a few narrow beaches or were air-dropped in the rear to make a successful lodgment on the European Continent. The day of the massed attack by thousands of men over restricted beaches heavily defended by the most modern weapons has passed. In its place, a new concept of extremely wide and deep combat zones in which lean, mobile, powerfully armed and dispersed units move and fight has been developed. This concept of warfare has inspired the initial reorganization of our Army with a new name, new tactics—the mobile, pentomic Army.

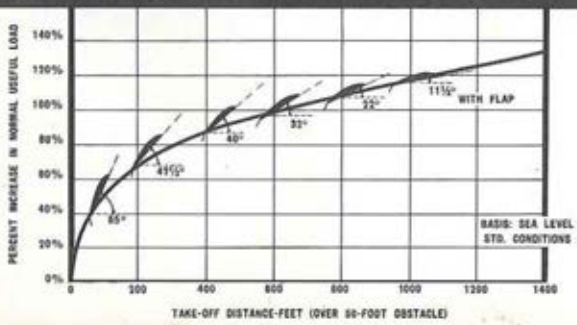
All of us here in one way or another have been involved in the transition from the Army of World War II into the present day land forces, and into the projected concepts and developments for the future. Much of this change has come about by the extension of our concepts of Army aviation. Some of you may know about the enthusiatic support I gave it in the First Constabulary Brigade in Germany 10 years ago and also that the first divisional aviation company was formed in the 7th Division when I commanded it during the latter part of the war in Korea. I have always felt a personal interest and satisfaction in the extension of this type of capability for our Army and I assure you that I pledge my utmost support in the future.

Lt. General Arthur G. Trudeau

From the initial concept of Army aviation back in the days of 1942 up to the present, Army aviation has been an integral part of the combat arms and technical services. The personnel taking part in the program have been qualified, not only as pilots but as officers in their respective arms or services. In this manner we have developed aviation quite different from the air arms of the Navy and Air Force from a personnel viewpoint. You have become an indispensable tool, immediately available, to your commanders. As you have grown through the years, and I understand there are approximately 7,000 pilots flying the more than 5,000 aircraft within the Army establishment, you have achieved an ever increasing status of importance by your ability to take additional functions that will lead to victory in ground combat.

Your position within the U.S. Army is most interesting indeed. You know so well how success in combat depends upon mobility, firepower, and communications. Army aviation is part of *all* three with the primary role that of mobility, and supporting roles in communications and firepower. The tremendous advances that have been made in firepower since World War II have been thoroughly publicized. Similarly, we have improved our communication ability significantly since 1945, but mobility has lagged behind. We are now on the threshold of an era that could well mark the beginning of a truly mobile army. I make reference here to our recent developments and experiments directed toward the achievement of a true VTOL and STOL capability. Also, and certainly of equal importance is the work done in our zero ground pressure type vehicles. It is true, none of these are available to troops in the field today, but we have proved many of the principles and know that prototype developments are soon to be available.

I would like to caution you on one point since the majority of your work deals with flying. First, foremost, and always, the ground and ground combat is the Army's element. We must continue to use the ground although,



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As a next step, Vertol can now build an operational type aircraft incorporating the tilt-wing principle, to explore more practically – through evaluation – the mission usefulness of any VTOL/STOL type aircraft.

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In anti-submarine warfare, the tilt-wing design offers fast forward speed and hovering ability.

In its dual role as an STOL aircraft, the tilt-wing design could be utilized as a high load capacity air-truck.

through developments of new equipment, we hope to be less inhibited by its limitations.

* * *

Just what is the mobility of the Army today? It is true, we have many airplanes and helicopters integrated into our larger units; however, our actual mobility at best is that of wheels and tracks, most optimistically stated as 25-30 miles an hour. Even such speed is hardly adequate for future combat, whether it be atomic or non-atomic. Because I feel so strongly on this point, I think a general discussion of what the battlefield of the future may be like would be most appropriate since it will point up the shortcomings of a non-mobile army. The tremendous destructive power of weapons that will be in the hands of our troops, and in enemy hands, as well, will require troops in the battle area to be well dispersed. Small units comparable to the infantry company in Korea may be required to operate independently and occupy areas the size of those manned by a battalion in the past. They must be so equipped that they can move rapidly, mass for combat momentarily when required, and disperse with equal speed to prevent easy destruction by nuclear weapons perhaps only hours later.

This speed of reaction must be common throughout the field army to include its logistical support elements. Great care will be exercised to prevent troops massing into targets suitable for atomic weapons. Logistical support elements will also have to be dispersed in a manner similar to combat units. All this means that rapid, quickly responsive transportation must be available throughout the Army. Land warfare will more and more resemble naval warfare with seizure or denial of important bases or "islands," and the use of air and protected lines of communications.

We know that ground mobility is limited to the speed of wheels and tracks. While we can do much more to improve this pattern, the only other way to accelerate overland movement is through the air. Not only do we have to have the more rapid transportation required, but communications must keep pace, as must the ability to select and destroy enemy targets. This is a particularly difficult problem since targets are of such a transitory nature.

We know the Russians are as interested in these problems and as eager to find a solution as we are. Today, the Russians have a sizable number of planes and helicopters with troops trained in their employment. Mobile forces undoubtedly would see action in any small or general war involving the Soviets. Their work in this area should serve as an impetus for us to work harder. On any future battlefield, mobility will become much more important.

* * *

Our R&D air mobility program is directed to provide the equipment that will give the Army the necessary mobility. This program, although seriously impeded by budget restrictions, has four primary objectives or goals which, when achieved, will provide equipment that can serve and live with the Army under all possible field conditions.

First, a vertical take-off and landing capability or a close approach to it is mandatory if aircraft are to operate well forward in the combat area. A VTOL characteristic will improve security and reduce the size of improvised airfields. It will not be feasible to give all aircraft a VTOL capability for some time, since this involves many undesirable complexities. But, in the early future, an improved short take-off and landing capability is certainly feasible.

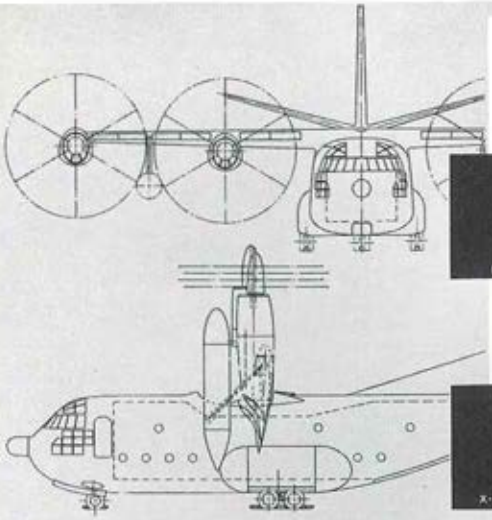
Second, we must be able to operate from unimproved terrain. Average pasture land, as found throughout the world, is the norm for this requirement. We cannot afford to be burdened with the tremendous engineer support that has been expended on airfield construction in the past. Naturally, many sites that are selected will require some improvement, but this work must be held to a minimum. The engineer work required must be within the capabilities of the unit to which the aircraft are assigned and not involve heavy work calling for special constructions units. Most forward airfields will be of value for only a very short period of time and hardly worth building into the elaborate sites so common in Korea or even World War II. This also means that more attention needs to be paid to landing gear development.

Third, we must have an all-weather capability, at least to the degree that we can operate our air vehicles whenever ground vehicles can operate. War continues regardless of weather or visibility conditions, and we cannot fail in our missions or leave our aircraft behind simply because visibility is something less than VFR. The equipment that makes this possible must, in all probability, be self-contained in the aircraft since units will be widely dispersed and battle lines highly fluid, making a complicated system of ground support navigational devices unacceptable.

Finally, and by no means of least importance, we must decrease our maintenance requirements. Required periodic maintenance and replacement of parts must be simplified and held to a minimum and aircraft must be designed with greater reliability so that the average mechanic can do the work. We just won't have enough highly skilled technicians to go around. Today, we find that it takes about five times as much maintenance to keep a helicopter flying as compared to a fixed-wing airplane of the same weight-carrying class. This is excessive, and I am glad to say that we are doing something about it. New helicopters coming into the system have been designed for ease of maintenance and with longer-life components. We expect to reduce the ratio of maintenance to availability to about half of what it was.

* * *

All that I have said points to an obvious conclusion. A greater percentage of the Army effort will go toward air mobility as time goes on. We must have more highly versatile vehicles, and we must have them in a minimum of time. We are moving in the right direction; however, there is one hurdle in the way that must be removed. I make reference to the 5,000-pound empty weight limitation presently imposed on Army fixed-wing aircraft and the 20,000-pound limitation on helicopters. Exceptions have been made to these limitations; however, the mere existence of these outmoded restrictions inhibits



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MODEL 1067 TRANSPORT-RESCUE

MODEL 1084 MULTI-PURPOSE

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the thinking of military and industry planners for future Army aircraft.

Once again, I want to congratulate you, Colonel Leich, and your organization, but more specifically, Army aviation in general. You can provide a great service and have worked diligently to furnish the Army with the mobility I have been talking about. Your steady growth and assumption of additional roles and missions has been beneficial to the Army as a whole, and, I might add, that it will continue to grow as advances are made in aeronautical techniques and power sources.

I am pleased to note so many representatives of industry here today. Without a sound, workable, Army-Industry team we can never develop the equipment we so vitally require. I heartily indorse this classified session since it can be of inestimable value to both of us. On one hand, it provides the Army with the opportunity to freely discuss our problems and how industry can assist us. On the other hand, since we don't know all the answers,-industry can state its case, suggest new approaches, and point out shortcomings in our methods of getting the job done.

(Ed. Note: Following the conclusion of his address, General Trudeau introduced General Orval R. Cook, President of the Aerospace Industries Association and Moderator for the Friday afternoon classified session. By publication time, ARMY AVIATION had not as yet received the de-classified versions of the addresses of Colonel Hallett D. Edson, Acting Director of Army Aviation, and Brigadier General Frank H. Britton, Office, Chief of Research and Development. These gentlemen had addressed the assemblage prior to the actual Army-Industry panel discussion by the panel members appearing below. It is our hope to reproduce a report in next month's issue on the full panel discussion, as de-classified from official shorthand reports taken at the meeting.)

Distinguished Head Table Guests — First Annual Banquet

Mr. Bryce Wilson
President-Elect, AAAA

Mr. Howard E. Haugerud
McClellan Award Foundation

Colonel Robert R. Williams (MC)
Chief, Air Mobility Division, OCRD

Brig. Gen. Clifton F. von Kann
Designate Director of Army Aviation

Lt. General James E. Moore
Dep C/S for Military Operations

Major Arne H. Elliasson
Award Recipient

Honorable John L. McClellan
United States Senate

Colonel Robert M. Leich
President, AAAA

Honorable John J. Sparkman
United States Senate

Honorable George H. Roderick
Assistant Secretary of the Army (FM)

Lt. General Herbert B. Powell
CG, Reserve Forces, USCONARC

Honorable James T. Pyle
Deputy Administrator, FAA

Brig. General Richard D. Meyer
Dep. Chief of Trans. for Aviation

Colonel Hallett D. Edson
Acting Director of Army Aviation

Brig. General William J. Moran
Deputy Chief of Army Chaplains

A most distinguished Army aviation panel is shown just prior to the start of the Army-Industry classified session held at Fort McNair, Va., during the recent AAAA Annual Meeting. Left to right, Col. Robert F. Cassidy, Col. Jack L. Marinelli, Brig. Gen. Richard D. Meyer, Brig. Gen. William B. Bunker, Mr. Eugene L. Vidal, Gen. Orval R. Cook (Moderator), Brig. Gen. Frank H. Britton, Brig. Gen. Ernest F. Easterbrook, Col. Hallett D. Edson, and Col. Robert M. Leich. (U.S. Army photo).

THE NEW U.S. ARMY STRIKES FAST

and there's a BELL in the Picture

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ARMY AVIATION AND YOU

COL. HALLETT D. EDSON
Acting Director of Army Aviation, Office, Deputy C/S for Operations, D/A

It is a particular pleasure for me to have the opportunity to address you this morning on this the 17th birthday of Army aviation. As you know, in consonance with orders published on the 6th of June 1942 by the War Department, aviation was born as such to the Army at Fort Sill.

From the first requirement for 10 artillery aviators and 10 mechanics complete with Piper Cub aircraft for the African theater in September 1942, aviation grew during World War II to a size of approximately 2500 aircraft at its termination in 1945. For an Army force of about 100 divisions at this time, this represented a slice of 25 aircraft per division.

Although it is getting a little bit ahead of my story, I thought the comparison with today's aircraft might be interesting. Using today's figures on a basis of 15 divisions in the Army, we have approximately 300 Army aircraft for every active division. These are round numbers admittedly, but the comparison I think tells from a statistics standpoint a pretty big story in itself on the growth of Army aviation during the last 17 years.

* * *

Between World War II and the start of the Korean War two significant factors developed Army aviation. First was a decision in 1945 to integrate aviation activities into all of the combat arms and some selected technical services. This act made aviation an Army-wide activity whereas heretofore it had been fairly well concentrated in the field artillery.

The second factor during this period was development to military reality of the helicopter which placed a completely new tool in the hands of troops in the field and extended the potential of mobility to a marked degree. During the years of the Korean War our holdings in Army aircraft were expanded rapidly and with a wide selection of types and models. Among the significant selections during this period was the choice of the L-19 as the standard light observation airplane, which as you are only too well familiar, remains our basic fixed wing airplane even today. In the helicopter field we saw both the reconnaissance and utility types come into being and into the hands of troop units.

Thus at the end of the Korean War aviation in the Army, having made a very large contribution to both the combat and the combat support effort, arrived at a position of acceptancy by the Army as a whole. Planners and operators alike became aware of the flexibility in operations which aviation provided.

Colonel Hallett D. Edson

The next significant factor in this thumbnail history of aviation took place in 1954 when the *Army Aviation School* and the *Army Aviation Board* were detached from their home at Fort Sill, Oklahoma and established as a independent operation at Fort Rucker, Alabama. I am sure that all of you who saw Fort Rucker in those early days only 5 years ago as I did now marvel at the tremendous change and improvement which has taken place at that installation.

Two years later, in 1956, the Army took over the responsibility for pilot training of all of its own aviators. The primary phase of this function had been previously performed by the United States Air Force.

And so, slowly but surely during the past 17 years, Army aviation has grown and expanded, not too fast but logically, to a position of maturity in the Army. These 17 years have not been easy ones. We in aviation have had to fight and fight hard for everything which we have gained. I doubt if the next 17 years will be any easier. The struggle, though, is a worthwhile one, and one in which we can all take pride from our participation because we in aviation know that we can contribute effectively to a significantly harder-striking ground force.

* * *

Aviation, just as any other activity, is fundamentally a grouping together of people and it is about people that I really want to talk this morning.

Aviation in the Army today is constructed around a corps of slightly less than 7,000 officer aviators. Of these about 4,800 are in the active Army, something more than 1200 in the National Guard, and the remainder in the Army Reserve. From a grade standpoint we spread between the Second Lt. and the Lieutenant General. The latter, General Powell, Deputy Commander of CONARC, is our next speaker.

In addition to these officer avaitors we have about 1200 Warrant Officer aviators, most of whom are serving in the active Army. So all told there are more than 8,000 aviators wearing wings and the Army green uniforms. This is a large number of people, considering the 1959 peacetime strength of the U.S. Army. As a comparative example while we are talking about these gross personnel figures, it is interesting to note that in the Active Army

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alone there are more Army aviator officers than there are officers in either the Armor Branch or in the Signal Corps.

Added to our officer and WO strength in the Army is our corps of highly trained enlisted aviation specialists. There are upwards of 11,000 of these in the active Army with corresponding proportionate numbers in the National Guard and the Army Reserve. These specialists range from aircraft mechanics, through systems maintenance specialists, to such categories as Operations NCOs, and air traffic advisors. Altogether there are 19 enlisted military occupation specialties which can be considered as aviation specialist activities.

* * *

All of us in Army aviation who wear wings, toil in the field for a single purpose and that is to accomplish the Army aviation mission. Generalizing a little, our mission in the Army is to provide two facilities to the Army commander in the combat zone.

The first facility which we provide him is *the capacity to increase his ability to acquire information so that he may effectively apply the military force available to him.* This is sometimes called *battlefield surveillance*, a day and night all-weather watch over the battle area to provide the commander with the information essential to his operation. This information, this ability to detect and verify targets is of the utmost significance for the successful employment of the Army's decisive weapons. Closely associated with this is the observation and adjustment of all categories of indirect fire of these weapons.

The second facility which we provide is *a means for more rapidly moving personnel and equipment within the combat zone.* Personnel movement ranges from the transportation of commanders and key staff officers to the movement of patrols and other small troop units. Movement of equipment varies on the same order of magnitude.

In describing our missions I stressed the use of the term "combat zone" for a very important reason. In order to work in this combat zone, it is essential that Army aviation be able to live in the field, together with and as a part of the other elements of the Army. This requirement is essential if the aircraft are to be immediately responsive to the demands of the ground commander.

In order to provide this support for the ground commander, aviation today is organized into two general types of formations. First we have the *combat aviation company.* One of these companies is organic to each of our Divisions in the Army. Actually, the word "company" is more than a slight misnomer in this case in that the divisional aviation organization contains about 50 aircraft and 70 officer aviators in addition to a complement of enlisted personnel. The aircraft include observation and utility machines of both fixed and rotary wing categories. The unit is commanded today by a major and the platoons of the divisional combat aviation company are commanded by captains.

There is a growing idea to rename this organization a squadron or battalion and to provide it with a staff which it sorely needs and does not now have. This staff would serve not only to control the organic elements of the unit but would also provide a nucleus whereby this divisional squadron could absorb on a temporary basis the attachment of additional aviation elements for the accomplishment of specified missions. Although no official position has yet been taken on this change of terminology, our office subscribes to it and feels that it would more accurately describe the size and scope of this organizational activity.

With all due respect to our Air Force and Navy associates I would like to point out that the term "squadron" is not necessarily sacrosanct to either the Air Force or to the Navy. The Army had squadrons in the cavalry before Orville Wright soloed. This combat aviation company as it is still called today, is available under direct authority of the infantry, armored, or airborne division commander to perform any missions within its capability which he desires flown. It is thus immediately responsive to the requirements of the combat elements which it serves.

The second major aviation formation we have in the Army is the *tactical transport aviation company.* As opposed to the all-purpose combat aviation company, the tactical transport aviation unit is somewhat more specialized in its mission capabilities in that each company is equipped with a single type of flying machine to perform missions in the movement of personnel and equipment.

These companies are of the general size of about 16 to 20 aircraft and 40 officer and warrant officer aviators together with the necessary additional enlisted personnel for flight operations. The majority of our tactical transport aviation companies are helicopter units, equipped with the H-21 or H-34 light transport helicopter. We also have a few H-37 medium helicopter companies and five fixed wing tactical transport companies employing the *Otter* airplane soon to be replaced by the *Caribou*. These transport aviation companies are usually found among the Corps and Army troops. As mentioned above, in discussion of the division combat aviation company, these transport companies are available for attachment on a temporary basis to combat divisions.

All told, then, we have in the active Army today 44 aviation companies of the assorted sizes and descriptions which I have just briefly reviewed. In addition, aviation elements are found in many other units, notably in our missile commands and armored cavalry regiments.

* * *

With the lessons we have learned during the past several years in the employment of armed helicopters as part of a combat force, new horizons in this area are opening up to us now. This statement is particularly true in light of new equipment coming along which will make such operations more feasible.

The use of armed helicopters is being studied on a practical basis not only at Fort Rucker but also for the past several months within Seventh Army in the European Theater. Reconnaissance planners at the Armor School at Fort Knox, Kentucky, are today thinking hard about the application of this new reconnaissance tool to tomorrow's combat operations. The new *Iroquois HU-1* helicopters show much promise of being a versatile machine for the accomplishment of *SKY CAV* missions.

world's FASTEST...

MISS JERRIE COBB, on April 13, 1959, at the World Congress of Flight, Las Vegas, Nevada, flew an Aero Commander 680E to a NEW WORLD SPEED RECORD for its aircraft in its weight category, over a 2000 kilometer course. Now the fastest, Aero Commander had previously established world records for distance and altitude in 1957.

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When we can marry this to the concept which we have developed we will be ready to take a long step forward.

You aviators sitting out in the audience today multiplied by all of your contemporaries who for one reason or another have not been able to be here are the reason for the success we have had thus far in aviation. You are our only hope for continued success in the future. I would like to take just a few minutes now to discuss this most vital aspect of our entire aviation problem. I am referring here both to the leadership aspect and to the requirement for broad constructive thinking on aviation.

One subject in this area has concerned me particularly for the past several months and more so every day. I call this the problem of the *Junior Airline Captain*. Somehow, somewhere, along the line we have failed to inculcate in our newer generation of aviators a basic desire to be the best cow pasture pilots in the world. On the other hand, unfortunately in many respects, these very capable young officers somehow acquire the inspiration to become junior editions of an airline captain. This is probably due in part to the emphasis in recent years on instrument qualifications for all aviators coupled with the ever more stringent requirement for safe flying operations from a dollar accident loss standpoint. It is sad but true that expert instrument qualification and super safe flight operations are not necessarily compatible with tactical flying.

Our young officer aviator graduating from school today is still a highly qualified tactical flyer at that point in his career. Emphasis has been placed during the latter stages of his initial flight training on these tactical operations, with take-offs and landings from road strips and from short fields, and operations at night. Too many of these aviators are initially assigned then to units where this type of flying is not stressed. This is both a command failure and a failure to educate our ground brethren in the Army's primary reason for having aviation.

Remember now that our reason for existence is to augment the Army's capability for conducting ground warfare. This means that we must operate where the soldier fights, in the combat zone, and we must operate under tactical conditions, and we must live side by side with our comrade in arms who do not fly aircraft for a living. This also means that if we are to survive during combat and to accomplish our mission, that we must fly in the lower portion of the air, and by the lower portion of the air I am referring to the first 50 or 100 feet above the ground itself. This must become our natural habitat. As quickly as machines and instruments can be put into our hands which will allow for continuous operations in this lower segment of the atmosphere, we must be ready to operate there at all hours in all weather.

In the meantime it is incumbent upon all of us not to lose our skill as individual aviators in operating air machines close to the ground. To be sure, this is a highly developed skill which must be practiced constantly. I do not infer here that we should neglect our instrument training or our capability to perform administrative type missions. We fly conventionally on instruments today so that we may fly tactically on instruments tomorrow. We must all keep in mind that our primary job is to be ready at all times to fly *tactically* in support of the ground commander in the combat zone. To do this requires constant practice and command emphasis at all echelons.

Now let me turn to one final subject which I believe to be of fundamental importance to our success in the aviation program. I must confess to you in this respect that I speak now, not primarily as an aviator, but as a Doughboy with 25 years of service in that arm. *We in aviation must keep uppermost in our minds at all times the fact of life that in the final analysis we are judged and our performance is being rated by our ground contemporaries whom we serve.*

The Army, as we all know, is proud of its tradition as a ready fighting force of professional people. The most favorable impression which we can create in this regard is to measure up in all respects to our ground contemporaries in the very basic soldiering areas. A commander has every right to expect his aviation element to stack up favorably with the rest of his command in all the common denominators—military bearing and attitude, cleanliness, records, technical and tactical professional knowledge. The only really basic difference is that the tool which the aviator uses to accomplish his mission—a flying machine or air vehicle—operates in three dimensions as opposed to the two dimenional limitation on all other manned vehicles in the Army inventory.

We must strive to eliminate any attitude on the part of either ground commanders or our fellow aviators that aviation is a separate breed of cat in the Army. *This simply is not true.* We are a growing integral part of the Army. And we are integrated within the branches and services which we support. If we are to continue our success of the past we must establish by our every action that using aviation to accomplish the Army's ground combat mission will get that mission accomplished faster, more efficiently, and more lethally than any other combination. We must all be dedicated to this proposition

To reiterate then the two points which I would like to leave with you today. *First, we must all be inspired and give this inspiration to others to be the best tactical aviators in the world, while also being competent instrument flyers and safe equipment operators. Second we must be and we must prove that we are soldiers at all times in all circumstances in the finest tradition of all that this term implies.*

All of us recognize that aviators are individualists. In most ways this a very desirable attribute, and it occurs wherever you have personnel with highly developed skills such as yours and the strong motivation such as you have. Our problem is to subordinate this individuality in the furtherance of the greater advancement of the overall aviation program. I do not mean here that we should stifle thinking, but I do mean we must have unity of effort in order to attain a greater degree of development and advancement for Army aviation.

By demonstrating daily that we are tactical flyers, by demonstrating daily that we are soldiers' soldiers, by demonstrating daily that we are conversant with the goals and the purpose of aviation, by demonstrating daily that we are expert in our field—we can push the aviation program to even higher levels, and by so doing can accomplish our basic reason for existence,—the increase of the combat effectiveness of the United States Army. Thank you very much.

SIKORSKY HSS-2

U. S. Navy's new hunter-killer turbocopter

The Navy's new turbine-powered HSS-2 helicopter, developed by Sikorsky Aircraft, is this country's newest anti-submarine weapons system, the first helicopter that can both search out and destroy enemy undersea craft.

This versatile helicopter, with modifications, is also ideally suited for troop, cargo, and rescue operations of other U.S. military services.

The HSS-2 features a boat hull and can operate from land, shipboard, water, ice, snow, mud or tundra. Twin turbine engines, each rated at 1050 shp, give it superior range, speed and payload.

Improved submarine detection equipment and an advanced navigation system developed jointly by the Navy and Sikorsky, combined with anti-icing equipment for the rotor assembly and automatic stabilization equipment, make the HSS-2 an integrated weapon system capable of around-the-clock all-weather operation.

Now in production, the HSS-2 is Sikorsky's second boat-hulled turbocopter. It joins a family of Sikorsky helicopters whose service is unequaled in military and commercial operations throughout the world. SIKORSKY AIRCRAFT, Stratford, Connecticut. A division of United Aircraft Corporation.

Lockheed C-130 HERCULES stars in Exercise: Banyan Tree

"Under the code name *Banyan Tree* the Strategic Army Corps (STRAC) and the Tactical Air Command (TAC) joined in a major Army-Air Force exercise that involved the rapid reinforcement of forces in the Caribbean which were presumed to be fighting an Aggressor force intent on seizing the Panama Canal.

"The key phase of the operation was the airlift of the reinforced 2nd Battle Group, 501st Infantry, of the 82nd, non-stop from Fort Bragg, North Carolina, to an airdrop in the maneuver combat zone at Rio Hata, Panama, 75 miles southwest of Panama City and the Canal Zone.

"The airlift took some seven and one-half hours in 21 C-130A (Hercules) prop-jet transports... Major General Hamilton H. Howze, Commanding General of the 82nd Airborne Division, making his fifteenth jump, led some 1,388 paratroopers out of the doors of the transports exactly on schedule, in a beautiful drop from about 1,250 feet. C-130s also brought in 105 mm. howitzers, ¾-ton trucks, and other heavy equipment...which was airdropped into the combat zone...

"The uniform excellence of the airdrop, both of personnel and equipment, proved how rapidly combat units can be assembled in battle areas ready to fight the enemy. The clocklike precision of the air-transported men and equipment indicates a continuing advance in our ability to reinforce and sustain combat elements when they have been committed."

Excerpts courtesy ARMY Magazine

Left: *"Parachutes coming down after a nonstop flight from the piney woods of North Carolina to the palm-fringed jungles of Panama"*

LOCKHEED

Georgia Division, Marietta, Georgia

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NATIONAL GUARD AND RESERVE AVIATION

LT. GEN. HERBERT B. POWELL
Commanding General, Reserve Forces, U.S. Continental Army Command

Military or civilian, we are all here today because of our interest in Army aviation—a stripling member of the Army family, but one which is growing at an explosive rate in importance to the ground combat tactical team.

As an Army aviator and a member of the *Army Aviation Association*, I take particular pleasure in being invited to speak before this gathering.

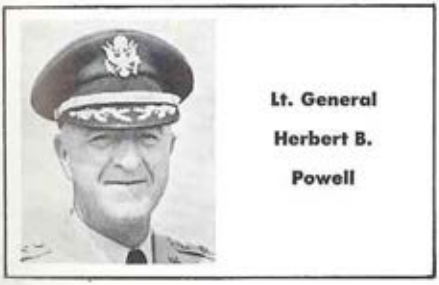
The theme of this Conference might be called "*integrated, tactical air mobility.*" And this theme must be applicable to the One Army concept—the concept of Active Army, National Guard and Army Reserve as an *entity*. All reserve component units, including the aviation elements, must be ready for early employment as operationally effective units of the Army—should the call come for them. As tactical mobility becomes more and more the keyword of the Army, aviation assumes more and more a position of primacy. Army aviation will never overshadow the ground fighting soldier's basic role—but it will become increasingly important to him in the accomplishment of his mission.

* * *

Army aviation has not opened for business as a competitor of the Air Force—the sometime allegations of the aerospace partisans to the contrary. Rather, it furnishes air mobility as an integrated part of the ground combat tactical team, under Army command, manning its air vehicles with personnel who are ground soldiers first and fliers second. The Army is out to do just one thing—*win the ground battle*. It has its sights zeroed on ground objectives.

In past wars, the most decisive results against large enemy forces have been obtained by the side with the best mobile warfare capability. This mobile capability has been achieved through the ability to move rapidly, by day or by night, over any type of terrain in any weather. The success of this type of combat stems from the ability to move, shoot, and communicate simultaneously. Tactical principles per se have not changed—the means through which they are achieved have. Airmobility is one of them.

With airmobility, the Army can hit the enemy from any and all directions. It can shoot while moving and move while shooting. This combat airmobility must be backed up by an air capability, complementing the role of the Air Force, to transport personnel and equipment in volume necessary to maintain the integrity of the battlefield in future conflicts.



Lt. General Herbert B. Powell

Today, we need—and are developing—organic aviation to continue the decisive mobile capability which insures victory on the battlefield. It is *still* a *ground battle* we must fight, a *ground objective* we must take, though we plan to move and fight with air vehicles. I think *General von Kann* will have more to say on this subject.

Our air vehicles must have great versatility and must be able to operate efficiently, using whatever terrain the situation of the moment presents. The Army aviator lives close to the ground and his operations and maintenance are definitely ground operations—the pasture land operations of the atomic age. He lives the simple, austere life of the soldier without a fat airfield complex to lean on.

More than any other service, the Army has a *growing* demand for pilot-operated aircraft. The young military professional who would like to experience the pleasures and satisfactions of flight would do well to consider this as he maps out his future career.

* * *

Before I turn specifically to Reserve aviation, I want to point out that the picture of our Reserve Forces has made a decisive change over the past few years. This is as it must be, viewed in light of our defense requirements in this deadly game of international survival we are forced to play. In any future conflict, should it come, we will *not* have the cushion of time on our side and therefore we must rely on rapid expansion of our mobilization base wtih National Guard and Army Reserve units to meet deployment schedules.

As a result of the *Reserve Force Act of* 1955, our reserve components have made great strides toward meeting our rapid mobilization requirements to complement the active Army forces. This Act has enabled the National Guard units to fill their ranks with MOS-qualified personnel, thereby permitting the Guard to initiate a more sophisticated training program.

In augmentation of this broad-base concept, our previously low-strength Reserve units have been fleshed out, bringing the Army Reserve to its authorized strength of 300,000 men for the first time in history.

In addition to the growth of the Reserve Forces as a result of the Act, the current reorganization of the Reserve troop basis in line with combat conditions of the

future battlefield, National policy, and war plans, has understandably altered the Army Reserve and National Guard aviation picture.

A few comparisons will serve to illustrate. Prior to the reorganization, reserve components were authorized approximately 2900 aviators in TOE and TD units. On completion of the reorganziation, there will be approximately 4500 aviators in troop units with an authorization of 1800 aircraft.

Within our new reserve components troop basis, we find the following separate aviation units:

3 helicopter battalions,
3 fixed wing tactical transport companies, and
7 medical air ambulance companies.

In addition, within our combat units, there are:

8 Army National Guard aviation troops in the Armored Cavalry regiments,
27 divisional aviation elements in the National Guard, and
10 in the Army Reserve divisions.

As *General Trudeau* pointed out in his opening address, we can expect a greater percentage of Army effort devoted to aviation, to greatly increase these figures in the future.

* * *

In this reorganization, we have adapted the Reserve Forces units to the Active Army organizational pattern to insure that on M-Day we will have a One-Army team, enabling us to field elements that are interchangable. This will make it possible for them to integrate, augment, reinforce, or even replace each other which will insure battlefield integrity.

Our objective is to provide our Aviation Reservists the maximum amount of training in the latest types of aircraft available to them, and to keep them abreast of the latest developments in the Army aviation field with a view of insuring quick transition of individuals and aviation crews into newer type aircraft.

We are ever-mindful of the tremendous job that will befall the Army aviation facilities and the aviation industry in effecting transition of our reservists in the new aircraft which may be issued to the units upon mobilization. As an added consideration in furtherance of the Army's aim to simplify air vehicles, the industry should be alert to the necessity for insuring simplicity in new developments in order that they can be quickly mastered by the "citizen soldier."

We will again look to industry to assist us in conducting refresher training in flight proficiency and maintenance for those members of the Army Reserve not in units who do not have the opportunity to maintain proficiency but who are needed to fill out Active and Reserve units on mobilization.

We're doing the best we can to enable aviators of the Reserve Forces to keep up their flight time. Aviators use organic aircraft assigned to Reserve units for training where available. When such aircraft are not available, Army Reserve aviators are encouraged to use aircraft assigned to Active Army and other Reserve Forces units, provided such use does not interfere with scheduled training.

Reserve aviation's number one personnel problem is matching assigned strength with authorized strength, that is, getting enought Guardsmen and Reservists assigned to match authorized strength in aviation specialties.

Involved in the problem is the stationing of new aviation units in appropriate localities, advertising the aviation program, and filling personnel requirements. To give you an idea of the size of this problem, the assigned strength of reserve components aviators at present is only about half the authorized, which challenges us to a tremendous recruiting effort. The aviator returning to civilian life from active service *must* be encouraged to continue his affiliation and proficiency with Reserve Forces aviation units.

* * *

The ROTC Army aviation training program has been a particularly successful one and has provided a good source of Army aviators.

In the first year of its operation, 1956-1957, 25 colleges and universities participated with 200 cadets successfully completing the course.

By the second year of operation, 56 schools were participating, 435 cadets successfully completing the course.

This year the program was expanded to 66 institutions with 630 students enrolled and it is anticipated that 500 will successfully complete this training.

After completing training at the Officers' Basic Course of their branch, graduates of the Army ROTC flight training program attend the Army Aviation School. Performance of former ROTC students at the schools has been gratifying. They have had an attrition rate of only seven per cent. This is outstanding when compared to the overall elimination rate of 28 per cent.

The Army ROTC flight training program is accomplishing its objectives by providing flight instruction to senior ROTC cadets at civilian flying schools, either operated by or under contract of selected colleges and universities. Such flight instruction has met the minimum requirements of the Federal Aviation Agency, qualifying the students for a FAA private pilot's certificate. The very low attrition of seven per cent achieved by graduates of this course who enter the US Army Aviation School indicates that it is a very effective screening mechanism for aviator candidates. The Army, and the taxpayers, are reaping a decided saving through this program.

* * *

To meet our personnel problem of filling authorized spaces, we have had considerable success in tapping another source—civilians who were formerly rated officers in other services. These men, who represent a great investment in prior training are a national asset which should not be lost. They may be a bit rusty but they've been through the mill of flying training and most are able to make the transition to Army aircraft. They are also anxious to join the Reserve.

Advertisement of the Reserve aviator program has brought forth numerous applications for Reserve aviation status by former command pilots, senior pilots, naval aviators, glider pilots and others. These aviators are granted permanent flight status orders after they complete the *Army Aviation Tactics Course* at Fort Rucker, Alabama. I am sure you will be interested to know that

CONARC has initiated action to expedite the assignment of these individuals to reserve aviation units. A positive effort is being made to speed up and simplify the administrative procedures involved in commissioning and qualifying them.

* * *

If reserve components are to be effective, they must have sufficient equipment to perform their pre-M-Day training mission. In this regard, two obstacles must be overcome, the first of which is the *broadening of the Army procurement base* and second, the *building of the units' capability to store, maintain, and utilize the equipment.*

Equipment-wise, the Army National Guard with its well established and manned state-owned storage and maintenance facilities is well equipped with fixed wing aircraft having approximately 96% on hand. The Guard is short rotary-wing craft, having only 19% on hand. This shortage is attributable to budgetary considerations and not to their capability to receive and maintain the aircraft.

On the other hand, the Army Reserve is woefully short of both fixed and rotary-winged aircraft, having only 10% of its authorized fixed-wing and no rotary-wing aircraft. This situation is due both to budgetary considerations and lack of maintenance and storage capabilities. The Army Reserve is at a disadvantage in the maintenance area since it must rely on Active Army resources for full-time technician support at a time when the Army is being forced to cut back civilian employment. Partial relief is expected from the current reorganization wherein Army Commanders have located Aviation units in more favorable locales providing storage and maintenance support.

The equipment shortage problem of the Army Reserve is not insurmountable. Additional funds for procurement of aircraft and hire of full time maintenance personnel would enable us to bring the Reserve on a par with the National Guard. This problem, is a very real sense, is part of the requirement stated by *General Maxwell D. Taylor,* Chief of Staff of the United States Army, for a five-year program of Army modernization at three billion dollars per year.

IMPORTANT TO RESERVISTS!

Through coordination with Headquarters, U.S. Continental Army Command, authorization has been secured for the award of retirement point credits for Reserve Component personnel attending the recent 5-7 June AAAA Annual Meeting in Washington, D.C. This authorization was approved under the provisions of paragraph 41, AR 140-305.

The National Office is to prepare a roster for submission to Hq, USCONARC, to include each attending Reservist's name, rank, component, home address, and dates of attendance (2 hours per day minimum required). Unfortunately, many Reserve Component members listed business or Reserve Component unit addresses in registering, and the National Office asks Reservists to forward the required home address information, so that it may comply with Hq, USCONARC instructions. Information should be forwarded to AAAA, Westport, Conn.

In summary, I wish to emphasize the important place that the Reserve Forces occupies in the defense posture of this Nation. In this era of reduced time and space factors, it is essential that we maintain a truly ready *"Ready Reserve."* To do so, it is necessary that we embrace the One-Army concept of viewing the Reserve Forces as an entity in everything the Army does to fulfill its mission of National Defense.

To the members of the air industry present, I would remind you that the Army's insistence on simplification of the air vehicles of the future has a direct bearing on the ability of our citizen soldiers in the Reserve Forces Aviation Program to timely meet the call to duty should it come.

To those of us on active duty it behooves us to encourage aviation personnel returning to civilian pursuit from all services to continue their association with Army Aviation in the Reserve Forces.

And, finally, the Reserve Forces Army Aviation has made remarkable progress and with the backing of this Association, it can go on to greater achievement.

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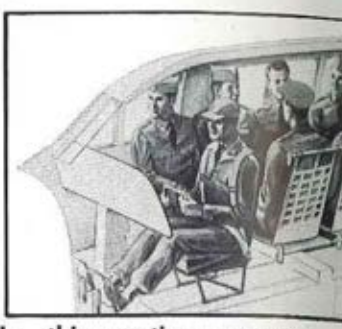
Why every officer who sees it

The New U. S. Army

Wide, roomy pilot compartment, separated from cabin by sliding doors, has plenty of room for instruments and radio. Adjustable crew seats and wide aisle, plus conveniently located controls and excellent flight characteristics make the new L-23F a pilot's dream.

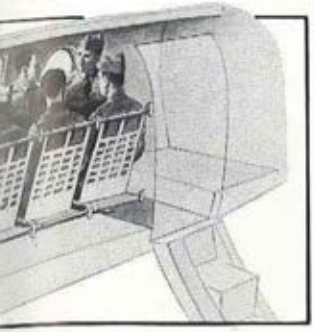


In this seating arrangement the L-23F accommodates 11 people. A wide variety of other interiors are also available.

Other Beechcraft projects today include advanced research and development work on launching and recovery systems for missiles and pilotless aircraft; target and reconnaissance aircraft; airborne radar surveillance systems; ground support equipment; and classified projects in the newer aerospace areas of aerodynamics, cryogenics, thermodynamics, and aircraft range extension.

or flies it votes for...

L-23F Transport



Although it looks much like an L-23D, the plane below has a completely new fuselage design which makes it longer, wider and higher on the inside. With separate pilot compartment—complete with sliding door—sunken center aisle and airliner-type air-stair door, it is winning spontaneous approval wherever it is shown or flown. Supercharged fuel injection engines also give it new high performance and extra-long range.

With a wide choice of interior arrangements, the new L-23F is quickly convertible for use as a command transport, a flying "bus" or ambulance or as a cargo-carrying aerial packhorse.

New air-stair door offers unexcelled convenience in entering or leaving the new L-23F. Unrestricted passenger and crew movement, in-flight baggage availability and pleasingly low cabin noise level are other L-23F plus features.

★ ★ ★ ★

Military commanders are invited to write for further information — Military Division, Beech Aircraft Corp., Wichita 1, Kansas, U. S. A.

Beechcraft

BEECH AIRCRAFT CORPORATION • WICHITA, KANSAS, U.S.A.

OPERATIONAL TRENDS IN ARMY AVIATION

BRIG. GEN. CLIFTON F. VON KANN
Designate Director of Army Aviation, Office, Deputy C/S for Operations, D/A

May I say that it is a threefold honor to be here today. It is an honor to address this outstanding group which I know is destined to make very significant contributions to the future of Army aviation. Secondly, it is an honor to be pinch-hitting for my distinguished boss, *Major General Hamilton H. Howze*, who did so much to further the cause of Army aviation. And finally, it is an honor for me to be speaking as the newly designated Director of Army Aviation.

Now it is obvious that I cannot speak from a platform of long service in aviation. However, my last two years have given me some opportunity to deal with operational problems involving combat units.

I have worked closely with Army aviation in five major divisional maneuvers involving the 82*nd Airborne Division* and the 101*st Airborne Division*. Twenty four hours ago I was actively participating in Exercise *DARK CLOUD/PINE CONE II*, a large joint maneuver involving the 82*nd Airborne Division* and the *U.S. Air Force*. Over 100 Army aircraft supported the division in the exercise; and all were in continuous use, both day and night. I have seen Army aviation operate tactically in mid-winter in Alaska and have war-gamed Army aviation in three major command post exercises involving field army and higher units. On this basis I would like to offer a few observations.

My first is that even with the limitations of some current models, I am deeply and completely convinced that Army aviation is the one *major breakthrough* in mobility the Army has made since World War II.

We have lightened some items of equipment (while adding to many others). But when we strike the balance, the *only* quantum jump is the fact that right now, today, a squad, a platoon, or a rifle company can be in Position A one instant, and ten minutes later can be in Position B five miles away—and ready to fight. Thus we are combining the two most mobile elements in warfare—the foot soldier and the airplane.

Significant, too, is the fact that the commander can once again ride around the battlefield, can see for himself the actual situation on the ground, can give appropriate orders on the spot, and then take off to other decisive areas. In short, the helicopter has returned command by *physical* leadership to the battlefield in place of command via the situation map. All this can be done with existing aircraft.

Also very important is the fact that we are on the threshold of developments by which light but potent weapons, such as rockets and missiles, can be married with low performance aircraft and possess the same mobility as the troops to be supported.

Brig. General Clifton F. von Kann

I am also convinced that the problems of the atomic battlefield can only be solved by intelligent application of our aviation potential. We can no longer tie our infantry to key terrain features; we can no longer hold on to the highest ground, or to any key real estate, for that matter; to do so is to invite annihilation.

On the atomic battlefield we must rather depend upon elusiveness, speed of maneuver, quick concentration and dispersion, and more than anything else, maintenance of the integrity of our force. Army aviation is unique in its ability to offer many and varied solutions to this basic problem; and with our aircraft we have the high ground when we need it.

* * *

Another basic contribution of Army aviation is its ability to offer solutions to the problem posed by a numerically larger enemy. After World War II we realized that we would be out-numbered in future wars by masses of manpower, but thought then that we could beat down these masses by firepower.

From the standpoint of firepower and equipment, it is now evident that this will *not* be the road to victory on tomorrow's battlefield. We may be able to win out over superior numbers; but if we do, it must be by capitalizing on techniques which allow one of our men to be in as many places as three or four or six or ten of the enemy in the same time period. This is another way to say that the mobility offered us by aviation can be used to overcome the fact that we are outnumbered, *provided*, of course, that we utilize our potential *more* effectively than the enemy. In this respect I do not want to be an alarmist; but I know that our enemies are not asleep to the possibilities in this field, so there is pressure upon us to develop our capabilities faster than he.

If we can develop and realize this great potential before the enemy does, then we can become the innovators and reap the advantages which go with originality. Military history is replete with examples of decisive advantage being gained through innovation particularly in the field of mobility. Every great captain in history won key battles by moving faster than the enemy thought possible.

With the ICBM statlemate, it should be evident that the United States must insure its own ability to win limited conflicts fought under the umbrella of the stalemate. Nowhere else in our arsenal of new weapons and techniques can I see even the beginning of such possibilities for innovation in mobility as lie in the developments which the aviation industry is straining to fulfil]. I therefore say with the sincerest belief that not only the future of ground tactics but quite possibly our national security may depend on how we use and exploit aviation to support ground combat.

However, I must temper my own enthusiasm by pointing out that the road is not an easy one. First of all, with any breakthrough item there is the time problem of getting these items into the hands of commanders and under the conditions where commanders and their troops may develop the best techniques for using them.

In the case of aviation many of our commanders do not understand aviation, and we all tend to recoil from things we don't understand. We must remember that only a few years ago a lieutenant colonel didn't dare ask for a helicopter ride. He could not foresee the possibility of having fulltime use of such a vehicle. Five years later our lieutenant colonel comes back to troop duty a grade higher and in command of a battle group. He now has his own helicopter; he has fixed wing overhead to give him eyes on the battlefield; and he can call for cargo helicopters to move his rifle units. Is it any wonder that it takes time before he can effectively utilize these and many more aircraft in the accomplishment of his mission?

* * *

We must also remember that training people to use aviation effectively does not come easily, especially when we are flying in and out of dusty strips and confined areas. Combat maneuvers in these places are frequently dangerous and always time consuming to set up and rehearse. Therefore bear in mind that it takes time to train aviators to work with tactical units. An even more critical factor is the time it takes the tactical units to learn to work with aviation. This is not a serious problem in flying from airfield to airfield; but when the destination or pickup point is a small clearing in the woods it becomes a problem of different dimensions.

I woud like to leave the thought in your mind that it takes approximately a year to develop a truly professional standard of teamwork between the infantry units of a division and the aviation which must work with these units. A great deal of hardware and gadgetry must be improvised. Landing aids, ground handling gear, and other auxiliary items must be fabricated; this takes time, patience, practice, and funds. None of these are readily available resources in today's Army, especially the funds.

What this really means is that Army aviation is in the position of the man who is trying to build a house and at the same time extinguish a fire that has broken out inside. We must keep building for the future; and there is real time pressure upon us to realize the great potential that aviation has for the Army. On the other hand we must not be so preoccupied with the future that we fail to extinguish the fires that are now burning. In this respect we have a real obligation to police up our program as it now stands—to make of Army aviation a consistent, constructive, and well-balanced program—managed by truly professional aviators.

* * *

Another area of difficulty is that of rationalizing the role of Army aviation with that of Air Force aviation. This problem lends itself to many unfortunate misunderstandings. Now with regard to the functions of Army aviation vis'-a-vis' those of the Air Force, I feel that we should not duplicate functions and services which the Air Force can adequately perform. Regardless of the overall adequacy of strategic airlift, I am sure that in any future theater of operations there will be substantial troop carrier airlift to haul supplies, personnel, and equipment to advanced airfields, possibly as far forward as the corps rear areas. I cannot visualize any place in the world where there would not be some airfield capable, after a few hours' rehabilitation work, of receiving assault aircraft. This is a form of support which we can and must expect the Air Force to perform for us.

Of course, we cannot expect troop carrier aircraft to go farther forward than this. And Army aviation finds its most urgent and important application in these forward areas where aircraft must be able to operate without airfields. This dictates the requirement that a very substantial portion of our fleet be designed with configuration and other characteristics that allow it to be camouflaged and concealed effectively on the battlefield.

I would like to point out here that during the past year we have devoted a good deal of time and thought to this problem in the 82nd Airborne Division. After much trial and error we have concluded that with simple camouflage (salvage parachute cloth in our case), and good ground handling equipment to move aircraft in and out of clearings, we can keep small fixed wing aircraft and reconnaissance type helicopters alive in the forward areas. We believe the *HU-1A Iroquois* will also be capable of surviving under these conditions. Larger helicopters, however, with present configurations cannot remain near the front for any appreciable time.

* * *

I have been stressing close work with the forward units. This does not mean that Army aviation has no role in the Army service area, in the logistical commands, and in the rear area security and damage control complex. All these units must be given the means to perform both operation and logistical jobs within their areas. In addition Army aviation can help materially to speed up logistical processes and give our supply system mobility to match that of the combat units being supported. There is every reason to expect that ten years from now logistical support will be managed in a totally different manner and that Army aviation will be a major factor in these changes. For example, if the battlefield of tomorrow finds infantry units fighting alone in their own perimeters, it is vital that we have the capability of supplying them by air—and Army aviation will be most suitable for this task.

In the matter of providing weapons platforms the issues are somewhat more confusing. Now here, too, there

have been unfortunate misunderstandings. And I would like to say that as I see it, the Army developmental work in this field has nothing to do with the Air Force responsibility of close air support. We agree that close air support is an Air Force responsibility; we want all of it the Air Force can give us; we'd like to see more of the Air Force effort go into it. But never has the status of close air support affected the Army's effort to reduce its own killed and wounded in action by maximum use of supporting weapons. And with the new mobility which aviation offers us, it becomes a matter of life and death to our infantrymen that supporting weapons achieve a similar mobility. Here is why:

We know we can move riflemen around the battlefield by Army aviation. However, these riflemen cannot live very long unless they receive a rapid buildup of supporting fires by heavy weapons, the heavier and more potent the better. This is a point which has been proved to all of us who have seen combat in World War II and in Korea. Now we can haul some supporting weapons today by Army aircraft; but this type of mobility tends to lag because of the weight involved. More serious, it tends to fasten the riflemen to the terrain—which we do not want to do.

But, if we can borrow a lesson from the armored cavalry and mount our supporting weapons on vehicles with the same mobility as those carrying our assault troops, *then we will have a truly modern, mobile, and balanced fighting force which can win on any type of battlefield—atomic or non-atomic.*

These units need not be large, for they can defeat forces many times their size by their ability to go quickly to decisive areas. Thus we have not only the requirement for Army aircraft which can maneuver riflemen, but also for aircraft which can provide us with mobile weapons platforms. And I am informed that these are virtually within our grasp.

I hope so, indeed, for these must become as important as the ships which carry the troops. Needless to say, we must push toward an all-weather capability in our aircraft to match the all-weather capabilities of the men and equipment they must carry.

* * *

Now in this connection I should point out that I am aware of no developments within the Air Force that will begin to satisfy these requirements. And I sincerely hope that the Army, in its efforts to do so, does not find history repeating itself. I was recently reading *Steve Tillman's* fine book on the first days of Army aviation half a century ago. The airplane was hardly four years old when experiments were made on the possibility of firing machine guns from airplanes at ground targets. Despite the promises of innovation which these early experiments offered, you may recall the viewpoint of many, that the flying machine was a vehicle for reconnaissance and observation only, and not for the delivery of firepower.

Thus the early aviators were forced to do their experimentation on a hand to mouth basis with great difficulty and sometimes at the expense of their own funds. It is somewhat terrifying to think that we can go to Fort Rucker right now and find virtually the same condition. Over the past few years the Aviation Center has done magnificent work toward making a reality out of helicopter-borne firepower. But although the importance of this work is manifest, it has been done on a *starvation basis* and *far, far too slowly*. I only hope that this development will not be further slowed down on the basis of a jurisdictional dispute between the Army and the Air Force which really has no logical basis.

The basic point is that there is a very serious deficiency in the firepower that can be effectively brought to bear in support of combat units. If this deficiency is not eliminated our ability to pursue limited war will be drastically curtailed. No one has yet made the case that we should leave this gap in our military preparedness. On the other hand we have at hand the opportunity to eliminate the gap and to seize the initiative in the limited war arena by becoming innovators rather than followers in mobility. We cannot afford to be second best in the missile race; but once the stalemate is upon us it becomes important that we not be second best in tactical mobility, for national security and survival are at stake.

* * *

Now in closing I must reiterate the thought that my boundless enthusiasm for the potential of Army aviation is matched by my interest and concern in finding solutions to these many problems. I hope that I can be constructive in defining the major problems, in determining the best solutions (on balance, of course, for no answer will satisfy everybody), and in firmly incorporating the solutions into the Army aviation program. This will be no small task; and I feel very humble as I face up to it. However, it is a source of great comfort to look around me here today and see the host of dedicated and gifted people who must and, I know, will share in the work.

If we can effectively mobilize the brains and talent in this hall, we can expect a high degree of progress and success for Army aviation. Thank you.

STATIC DISPLAY

AAAA Members attending the Friday, June 5th classified session at Fort McNair, Va., were given an unexpected "treat" when Sikorsky representatives flew in their new "Flying Crane" (left) as a static display. The crane, initially previewed at the AUSA Symposium held at Ft. Bragg, N.C., had completed a demonstration for USMC authorities at Quantico, Va., the day before. The AAAA and attending Members appreciated the opportunity to "get a close look" at this new design.

AIR TRAFFIC CONTROL DEVELOPMENTS

HONORABLE JAMES T. PYLE
Deputy Administrator,
Federal Aviation Agency

This is quite an historic occasion, for I know I need not remind any of you here it was just 15 years ago today that the Army spearheaded the invasion across the English Channel into Hitler's fortress, Europe.

Today, however, I am not here to talk about the Army's past accomplishments. I am here to discuss with you the Army's present and future in our air traffic control system.

Most of you are familiar with our present system of air traffic control and its problems, for you have flown in the system and have seen and heard it widely discussed in the press and at various gatherings of aviation and non-aviation people over the past several years.

You know that aviation has expanded tremendously in the last decade, and today we are faced with paying the penalties for our progress. Our skies have become so crowded we can no longer simply go out to the field, climb into our aircraft and take off into the wild blue yonder without a thought. Our flight is only one of thousands taking place that day, and if we are planning a cross-country, we will be only one of an average of 50,000 such flights. This tremendous volume of air traffic has crowded our airspace and our airways, and in order to avoid further accidents such as those which occurred over Grand Canyon, Las Vegas, and Brunswick, Maryland, we have begun to take steps to assure more positive air traffic separation.

* * *

Today, air traffic control is not exercised in all of the airspace, but on the ten-mile wide airways, and in other specially designated control areas such as the Continental Control Area. During bad weather when Instrument Flight Rules are in effect, we have positive separation, but in good weather, no such control exists. Through some very concentrated efforts in the past several years, we have made good progress in solving the problem of control during bad weather. We are also taking action to provide greater protection to aircraft flying in good weather, when some are operating IFR under the direction of air traffic controllers and others are flying VFR where only the "see and be seen" rule applies.

A program of some years' standing in this regard has been the designation of areas around certain of the nation's busiest airports as high density zones. Special rules require that aircraft operating within these zones establish radio contact with the control tower, regardless of existing weather conditions, and observe certain speed limitations. This program has been extended to approximately 20 airports, and has been quite successful in alleviating the near-miss problem where a mixture of aircraft of various types and performance characteristics are operating within a fairly restricted volume of airspace.

Honorable James T. Pyle

Another step we have taken to improve safety around airports is what we call our VFR terminal area radar advisory service. This service, which we are conducting on a test basis in the Indianapolis area, offers radar traffic advisories to all aircraft in the effective range of the approach control radar in the tower. So far the test has proved highly successful, and we believe it will also help to solve the air traffic congestion problem which now exists in high density airport areas when the weather is good and Visual Flight Rules apply. Once all pilots become aware of the greatly added safety the service gives them, I am sure it will become highly popular. We expect to extend this terminal area advisory service to all areas that have the proper radar equipment.

* * *

Perhaps the most significant step toward better protection for aircraft operating at altitude was the designation of the Continental Control Area in December 1957. In this airspace, which extends upward from 24,000' over the entire continental U.S., except for Alaska and certain restricted and prohibited areas, aircraft operating on an IFR flight plan are provided with separation from all other aircraft on an IFR flight plan. This still does not overcome the problem of mixed IFR and VFR traffic and two further steps have been taken to provide a higher degree of protection to aircraft operating under these conditions.

The first of these was the establishment, in June of last year, of positive control on one transcontinental airway between New York and San Francisco, two transcontinental airways between New York and Los Angeles with a spur into Washington, D.C., and two airways between Washington and Chicago. Between 17,000 and 22,000 feet on these airways, no VFR flights are permitted, regardless of weather conditions. All operations along or across these airways within 17,000 to 22,000 feet altitude segment must be conducted exactly as if solid instrument conditions existed, that is, on an IFR flight plan and with an ATC clearance.

The second step toward more positive control was taken in conjunction with the first scheduled civil turbo-

jet flights. This was the inauguration of radar flight advisory service for civil and other turbojet aircraft operating on a point-to-point basis between major terminals. The service provides jet flights on the designated routes with information on all observed radar targets during all conditions of weather. In additions, when these flights are between 24,000 and 35,000 feet on the selected routes, radar controllers keep them separated from other observed traffic by issuance of radar vectors. This extension of the positive control concept began in October 1958, on three routes in the northeastern part of the country, is now effective between New York and Miami and on several transcontinental routes, and is rapidly being expanded. Service is provided by FAA controllers stationed at selected Air Defense Command radar sites; some Army radars are also being used in this program. Also, by agreement with ADC, military personnel will provide the same service at certain locations should FAA controllers not be available.

In a different, but associated, program we are accomplishing separation of incompatible air activities through division of the airspace. In other words, such activities as missile firing, aerial combat training, acrobatics, flight testing, supersonic flight training, volume instrument training, air refueling operations and jet "flame out" training which do not mix with normal en route flying will be confined to restricted areas, while the airways will be adjusted where necessary to by pass these areas. Joint FAA-user studies of the civil and military airspace requirements are now underway. The first studies involved the Air Force training command bases and certain Navy training activities. The program is continuing with studies of the airspace requirements at bases operated by other military commands. As a result of these studies, airspace action will be accomplished to establish the segregated areas.

* * *

I have stressed our activities in the field of positive control because I believe you are most interested in how Army aviation will fit into our plans in this area. Many of your Army aviation activities largely parallel those of what we term "general aviation"—private and business aircraft. Your aircraft range from small, minimum-equipped types to high-performance, well-equipped aircraft, including turbo-jets, as do the general aviation types. On certain of your missions, you cannot conform to a high degree of control; in other cases, your mission is enhanced by the maximum degree of protection that air traffic control can provide, and you are equipped to take advantage of all that the system affords. Your pilots are also all highly trained professionals who are quite capable of following the procedures our present air traffic control system requires. In this respect you are as a total group, well ahead of general aviation where a large percentage of pilots are not capable of following IFR procedures or of flying on instruments. I want to make it perfectly clear that we have no intention of running minimum equipped aircraft out of the sky by passing regulations with which they cannot comply. (One of our primary concerns is to preserve a fair portion of the airspace for the use of this group.)

Yet positive control of some nature will have to be eventually extended to this group of aircraft and pilots in high density areas. Our first consideration is, of course, safey for all users of the airspace. Our second is to assure that no user will suffer undue or unjust hardship. But no matter what regulations or rules are adopted, the system will be such *that any user* of the airspace will have *free access* to any community (although perhaps not uncontrolled access to any airport) and free access to any airway—though perhaps not to any altitude.

* * *

This brings to mind another important point—simplification of our system and procedures—many intensive studies and projects are now underway to reduce the complexity of our present system and make it easier for the single pilot in the light aircraft which carries only the minimum amount of equipment to control.

Having touched on our philosophy of air traffic control insofar as positive separation is concerned, I would like to talk a bit about equipment and facilities, since our ability to meet effectively the requirements of the users of the airspace is dependent on these factors.

To fulfill immediate needs for increasing the capacity and efficiency of the Federal airway system, FAA's planning is directed toward expansion and modernization of the existing air traffic control system, using available equipment and known techniques. A complete, five year program based on this concept was first presented to the Congress for approval in 1955. The program was well received, and the Congress, recognizing the urgency for immediate action, appropriated funds to begin during the first year (Fiscal Year 1957), parts of the improvement program originally proposed for following years.

This program has been and is now being carried out at a rapid rate. It is reviewed continually and extended each year for the ensuing five years so that it is current with respect to the latest information on traffic demands, forecast growth trends, types of equipment available and changing philosophies of operation.

As the plan is revised from year to year, provision is made for the introduction of new equipment, techniques and concepts resulting from research and development efforts. The program has had favorable response from the Congress each year it has been presented, and we are now beginning to attain the benefits of some of the operational improvements which were started several years ago.

For example, in the field of air navigation aids, FAA has placed in operation to date, over 550 VORs. This year, we shall install an additional 13 VORs and 62 VORTAC facilities (the combined VOR and TACAN facility which provides VOR azimuth indications and TACAN azimuth and distance information from a single ground station). Also about 150 of existing VORs will be converted to VORTAC operation this year. The number of navigation aid installations will be increased each year, until, by 1965, somewhere in the neighborhood of 1000 complete VORTAC facilities should be available.

Expansion of the VORTAC network of aids will extend navigation coverage into new areas and provide additional flexibility and efficiency, both in the conduct of aircraft missions and performance of the air traffic coatrol function. Concurrently, with expansion of the VORTAC system, we are undertaking the progressive

decommissioning of low and medium frequency four-course ranges. Discontinuance of IFR use of the four-course range will serve to eliminate what is probably the most difficult single problem facing air route traffic controllers today—providing separation to traffic using different types of navigation aids and two non-coincident, incompatible route structures (the colored and Victor systems). Establishing the VORTAC system as the only navigation system for IFR use will have the immediate effect of greatly expanding available airspace and eliminating numerous points of traffic conflict.

We are also making good progress in the installation of radar, on which the immediate improvement program relies heavily to provide better utilization of the airspace and overcome some of the problems associated with the tremendous performance range of present-day aircraft.

In the field of long-range radar, FAA had five long-range radars operating in 1958. Eleven additional systems have already become operational this year, and 24 more are scheduled for commissioning before the end of the year. These high-powered radars, capable of detecting aircraft up to 200 miles in range and 60,000 feet in altitude, are being located to serve air traffic in the vicinity of busy terminals and in the extended area around airports where severe problems associated with the climb and descent of aircraft are encountered. It is planned to provide long-range radar coverage throughout the airspace above 15,000 feet over most domestic U.S., and to lower altitudes on high density routes.

FAA is cooperating closely with the military services in the installation of these radars, as it became apparent early in the Agency's program that air defense and FAA radars could be used jointly in certain areas and thus avoid duplication of effort. A joint radar program has been worked out which has not only resulted in a great saving of money and equipment, but has helped to reduce critical frequency-interference problems.

The number of FAA airport surveillance radars, which are capable of detecting aircraft within a 50-60 mile radius and up to altitudes of 25,000 feet from the antenna, will be expanded from the 47 now operational to 82 by the end of 1961, according to present planning. These radars, located at major terminals, have permitted a considerable reduction in the interval between successive landings and departures, resulting in less delay to aircraft.

Both the long-range and airport surveillance radar systems will be equipped with radar beacon capability. The radar beacon will increase the efficiency and safety of radar control by providing a usable radar reply from aircraft that can be distinguished through all but the most dense areas of ground and precipitation "clutter," thus permitting radar control to be continued under conditions which now require curtailment. Intensified target returns will also permit tracking of aircraft at a

The Honorable James T. Pyle, Deputy Administrator of the Federal Aviation Agency, is shown during his address at a Saturday, June 6 Technical Session held during the AAAA Annual Meeting. Members of the Army-Industry group taking part in the panel session upon the conclusion of Mr. Pyle's address were, left to right, Col. Charles R. Murray, Hq, USCONARC; Mr. Joseph B. Burns, President, NBAA; Mr. Dwane L. Wallace, President, Cessna Aircraft Co.; (Mr. Pyle); Mr. James R. Kerr, President, AVCO Lycoming Division; Mr. Jess Childress, Vice Pres., Southern Airways Co., and Col. John L. Leidenheimer, OCSigO. (U.S. Army photo.)

greater range and altitude than possible with primary radar alone.

During calendar year 1959, FAA expects to establish radar beacon capability at 34 long-range radar and 5 airport surveillance radar locations. It is planned to provide radar beacon equipment for all remaining long-range radar systems and at 27 additional airport surveillance radar systems during calendar years 1960 and 1961.

* * *

Getting away for the moment from the areas involing service directly affecting the pilot, let me outline other improvements which are less obvious to the pilot but which, nevertheless, will enable us to improve our service so that the airspace users will reap the benefits.

In the field of radar displays, there is promise of defeating some of the problems associated with present equipment. The horizontal radar displays presently in service have many shortcomings. They are not large enough; they are not bright enough to be used in a well-lighted room; and the target quality and definition are only fair.

FAA has moved a step closer to the solution of these problems with the procurement of television scan-conversion units. Experiments with the scan-conversion technique revealed that equipment could be made to convert radar information into a television-type presentation. A television presentation is much brighter than a conventional cathode ray tube radar picture, and units are now being used successfully in airport traffic control towers and in well-lighted air route traffic control centers.

An important factor in some of the more spectacular "black Friday's" in the past history of air traffic control has been the inability to get flight information posed and displayed rapidly enough in the manual system. Fortunately, experiments have shown that standard digital computers can be used to process much of the data required and speed up the flow of information. One such machine has been in operation for almost two years at the Indianapolis center, and two more machines recently went into service at New York and Washington. When this program is more fully implemented it will be possible for a flight plan to come from an out-lying point by wire directly into the computer, where it will be processed by the machine, flight times calculated, and flight progress strips printed for each fix ready for insertion on the display boards. Flight plans will be stored in the machine, revised and updated by the controller by means of an input device at the control board, and, when a flight is about to pass into another center's area, be transmitted automatically to the adjacent center's computer where the whole process will be repeated.

The use of business computers is but an interim step toward the introduction of a specially-designed air traffic control data processing system now in the advanced stages of development. This is the data processing central which will provide a much advanced semi-automatic data processing and display system to replace interim computers and the existing manual system in all major high density areas. The FAA five-year program calls for establishing approximately three of the systems per year starting in FY-1961, following installation and de-bugging of the prototype equipment.

* * *

I would like to take a minute now to talk specifically about the Army and its place in aviation. I assure you that we in the Federal Aviation Agency, even though we may appear to be preoccupied with other problems, have not lost sight of nor forgotten the very real and substantial contributions the Army has made and is making to aviation.

The Army has been the leader in the use of helicopters. The Army has led in the development of the tilt-wing, STOL and other high lift aircraft. The Army, with its requirement for being able to operate in and out of short fields with either poor or nonexistent runways has been leading the way in the development of aircraft incorporating design and engineering advances that will materially benefit the entire aviation industry.

The high lift concepts so vital to Army aviation are becoming increasingly important to all aviation. We have now reached a point where aircraft, regardless of size, speed or type, must be designed to operate out of and into existing airports. This can be accomplished only by incorporating the design features the Army has been pioneering. The contributions you are making are very real and very important and I know I speak for the entire aviation industry when I say you deserve great credit and great praise for your activities in these areas.

NEXT MONTH

■ *To permit complete, verbatim reports of all major presentations made at the June 5-7 AAAA Annual Meeting, the various columns that would normally appear in the July, 1959 issue have been deleted and will appear in the August issue.. These include the ODCSOPS Letter, Transportation Corps Report, USAREUR Report, Splinters from the Board (U.S. Army Aviation Board), Mike Button, and part of The Month's Takeoffs. The latter is a mammoth section that will probably run 6-8 pages alone. It appears as though everyone just picked up and moved during June and July and this globular game of "musical chairs" has our tongues dragging. Changes of address mean gummed labels typed at the last minute. The typing's no problem; the application on the issues runs up our gin and tonic bill considerably.*

OVER 600 CELEBRANTS ENJOY INDUSTRY CO-SPONSORED Pre-ANNIVERSARY RECEPTION

"Elbow to elbow."

That's the best way to describe the *Pre-Anniversary Reception* held in the West Ballroom of the Shoreham Hotel on Friday evening, June 5th.

Well over six hundred *AAAA* members and their wives and Association guests attended the *Get-Together* co-sponsored jointly by twenty-four of the AAAA's Industry Member firms.

The Reception provided each member with the opportunity to meet *Colonel Robert M. Leich*, 1957-1959 outgoing AAAA President; *Mrs. Millie Leich; Bryce Wilson*, 1959-1960 President-Elect; and *Mrs. Helen Wilson*. These gracious couples comprised the informal "receiving line" and had a warm smile and hearty handshake for all.

One of the most pleasant two-hour sessions during the two-and-a-half day meeting, the *Pre-Anniversary Reception* was a combined effort by *Lt. Colonel John L. Klingenhagen*, Reception Chairman; *James N. Davis*, Arrangements; and the *Annual Meeting Representatives* who coordinated the joint "Industry Member sponsorship" of the affair:

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Mr. Julian Prade
AIRCRAFT RADIO CORPORATION
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KAMAN AIRCRAFT CORPORATION
Mr. Weston B. Haskell, Jr.

Colonel Robert M. Leich, AAAA President, 1957-1959, is shown turning over the AAAA gavel to the newly-elected Bryce Wilson during "changeover" ceremonies held Sunday, June 7. (Photo: CE Bobo)

LEAR, INC.
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SOLAR AIRCRAFT COMPANY
Mr. Herbert Bowie
SOUTHERN AIRWAYS COMPANY
Mr. Grady Thrasher
VERTOL AIRCRAFT CORPORATION
Mr. James N. Davis

ABOUT "INDUSTRY MEMBERS"

Though the words, *"Industry Member,"* have been tossed about freely in all previous issues, the exact definition of the term may *not* be known by the AAAA general membership, and with the list above this is as good a time as any to explain the term.

The AAAA has some thirty *"Industry Members"*—firms that have supported the AAAA on a *corporate* basis. Each has ten or more individual representatives as *"full members"* of the AAAA. Such membership is by corporate application, not by the compilation of individual memberships at various times. The annual *"Industry Member"* fee of $100 covers distinct industry benefits, as well as advance information and preferential treatment regarding AAAA national gatherings.

Lt John J. Ahern
Capt & Mrs G. W. Aldrich
Mr Gerstel D. Allen
Mr & Mrs James L. Ansel
CWO Alva Anderson
Mr Douglas B. Annon
Maj Clifford A. Athey
L/Col & Mrs B. A. Bache
Mr Harry S. Baer, Jr.
Maj L. E. Ballantine (Ret.)
Capt Malcolm Bamford
Mr & Mrs R. Bannack
Capt & Mrs James R. Barkley
Mr George W. Barrett, Jr.
L/Col Willie W. J. Barries
Mr Myles Barasch
Capt Todd M. Barth
Maj Keith J. Bauer
Mr A. W. Bayer
Mr Jake Beard
Mr George Behlmer
Mr & Mrs A. R. Beler
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Capt John Bergner
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Maj & Mrs L. Wayne Best
L/Col & Mrs D. Bisset
Capt & Mrs D. G. Blatt
Mr Jack Bledsoe
L/Col & Mrs C. E. Bobo, Jr.
Maj A. P. Bolding (Ret.)
Adm J. H. Bolger, USN (Ret.)
Mr E. T. Bolton
Mr Herb Bowie
Capt Glenn A. Bracken
Lt William C. Brier
L/Col & Mrs D. L. Bristol
Capt Harold Bristow
Lt Dwight K. Brown
Capt Paul H. Brown
Capt Sam E. Brown
Mr William P. Burch
L/Col A. M. Burdett, Jr.
Col & Mrs A. M. Burhoe
Mr Karl E. Bushong
Capt F. D. Butcher
Mr Paul F. Butler
Mr G. J. Butterbaugh
Mr Carl L. Cahill
Mr J. R. Campbell
Lt Richard C. Campbell
Lt F. D. Cantwell
Lt John C. Carlisle
Mr J. A. Carmack, Jr.
Mr & Mrs Edward Carter
Lt William C. Carter
Mr T. I. Case
Col Robert F. Cassidy
Mr Donald L. Chadwick
Maj Alma Chamberlain
CWO Stanley H. Chambers
Mr Raymond L. Chaney
Mr Jess Childress
Mr John S. Clechon
Mr G. B. Clark
Lt Robert H. Clark
Mr Terry A. Clark
CWO William H. Cleary
Mrs Peg Coale
Maj Sam Cockerham
L/Col David G. Cogswell
Capt George E. Cole
Mr Ken S. Coward
Capt Robert G. Cox
Capt Roger H. Coye
Maj & Mrs Wm P. Craddock
Maj & Mrs Jack Cranford
Mr John C. Crawford
Mr David T. Crockett
Col John R. Dale
L/Col & Mrs C. P. Damon
Mr W. E. Davenport
Maj Harry O. Davis
Mr & Mrs James N. Davis
Mr Frank J. Delear
Mr A. J. DeMarco
Capt Leonard R. Dennis
Gen Jacob L. Devers
Mr Herbert E. Dickard
Mr Roger M. Dove
Col Wayne E. Downing

Mr Bob Duffie
L/Col William B. Dyer
Brig Gen E. F. Easterbrook
Col John D. Edmunds
Capt B. E. Edney
Col & Mrs Hallett D. Edson
Mr & Mrs A. W. Eichmann
Mr W. D. Elkenberry
Mr S. V. Ellerthorpe
Mr Dick Ellwood
Capt David C. Emery
Lt S. J. Esteves
Mr. George W. Fey
Mr W. G. Finn
M/Sgt James Fitch
L/Col E. Pierce Fleming
Mr & Mrs Jake Fortner
Mr Murray Foster, Jr.
L/Col Elmer M. Fox
Lt L. E. Franseen
L/Col Samuel F. Freeman
L/Col & Mrs K. A. French
Mr Harvey Gaylord
Maj John C. Geary
Mr Harry W. Generous
L/Col & Mrs R. P. Gerard
Mr E. D. Gerhardt
CWO Leonard R. Gifford
Capt Leslie H. Gilbert
Mr & Mrs D. J. Givens
Col & Mrs O. G. Goodhand
L/Col & Mrs F. C. Goodwin
Maj Norman W. Goodwin
CWO Edward J. Grabski
Maj Charles V. Graft
Maj William H. Graul
L/Col & Mrs Frank O. Grey
L/Col Harold Grossman
Capt Robert M. Grow
Mr Joseph T. Gueting
Mr E. E. Gustafson
Mr M. C. Hadden
Mr Berj Hagopian
Maj Thomas E. Hall
Mr L. E. Halleman
Capt Earl J. Hammack
Maj & Mrs J. F. Hammack
Col Curtis L. Hankins
Mr Vincent Hannon
Mr F. C. Hargraves
Mr Malcolm Harned
Capt Louis C. Harris
Mr Tom Harris
Mr Ronald F. Hatton
Mr & Mrs H. E. Haugerud
L/Col Charles E. Haydock
Mr & Mrs Wm A. Healy
Lt James O. Hegdahl
L/Col Jack W. Hemingway
Capt D. T. Henschel, Jr.
Col Daniel H. Heyne
Mr John A. Hickey
L/Col David A. Hill, Jr.
Mr Stanley Hiller, Jr.
Mr Robert Hirsch
Maj William J. Hix
Mr Paul H. Hockwalt
L/Col Charles E. Hollis
Mr. D. H. Hollowell
Maj James H. House
Capt Chester A. Howard
Capt Harmon Howard
Miss Jean Ross Howard
Mr John F. Huff, Jr.
Mr Don Hufford
Mr S. A. Hurlburt
Mr R. A. Humphrey
Mr J. Ross Hunter
Gen & Mrs C. I. Hutton
Capt Roy L. Ingham
Maj Paul V. Jackson, Jr.
Capt M. E. Jamesen
Capt Albert A. Johnson
Maj Dorothy L. Johnson
Capt Donald R. Jordan
Capt John M. Kalina
Mr Felix A. Kalinski
Mr Charles H. Koman
Maj Paul R. Koster
Capt John J. Kean
Lt Gary L. Keefer
Col Paul H. Kemmer (Ret.)
Capt Robert C. Kerner
Mr & Mrs Arthur H. Kesten
Mr Norman Kier
Maj Paul E. Killpack

L/Col & Mrs Wm G. Kilmer
L/Col & Mrs Gordon L. Kinley
Mr Harvey Klein
Capt William Klim, Jr.
L/Col & Mrs J. L. Klingenhagen
Capt Albert F. Kochmanski
Capt & Mrs Robert W. Koepp
Lt Lawrence E. Kramis
Mr Leland F. Kremer
Mr Franklin T. Kurt
Mr Robert Lair
Mr B. W. Lalush
Mr H. C. Langenfeld
L/Col Kenneth F. Langland
Mr Howard B. Larew
Mr R. M. Larue
Capt & Mrs Ray J. Lechner
Col & Mrs L. W. Leoney
Capt James H. Leffler
Col & Mrs Robert M. Leich
Col John L. Leidenheimer
Mr Jack E. Leonard
Mr Richard S. Leslie
Mr James N. Lee
Mr Marshall Lewis
Mr G. A. Lindholm
WO Donald J. Livingston
L/Comdr Billy J. Long
L/Col & Mrs Richard L. Long
Capt Michael Lord
Mr R. C. Loudermilch
Capt Thomas J. McAndrew, Jr.
L/Col Dan A. McCartney
Maj Francis P. McCourt
Mr Jeff D. McDonald
Mr & Mrs Joseph E. McDonald
Capt Robert B. McGhee
Lt James A. McGowan
L/Col & Mrs Henry H. McKee
Mr M. McMichaels
Mr Peter MacDonald
Col Frank K. MacMahon
Maj Nelson A. Mahone
Col & Mrs Jack L. Marinelli
Mr William Marriott
Lt James D. Marott
Lt Ralph A. Matthews
Mr Adolph Medico
Lt Robert W. Michel
Maj Jay B. Miller
Capt. O. D. Miller
Capt Erwin M. Mitchell
Mr Don Ryan Mockler
Mr William H. Mellering
Maj & Mrs Harrison A. Morley
Maj George F. Morris
Mr Richard W. Morris
Lt Robert L. Moseley
Mr Thomas H. Mullen
Col & Mrs Charles R. Murray
Maj Donald S. Muttoni
Mr W. G. Myers
Lt Lawrence W. Neal
Mr W. T. Neal
Capt Jack J. Nelson
L/Col & Mrs Albert Newton
Mr Frank A. Nickols
L/Col Edward L. Nielsen
Mr & Mrs Irwin S. Noland
Mr E. W. Norris
Col & Mrs John Norton
Miss Betty Oswald
L/Col & Mrs John W. Oswalt
Capt Dean R. Paquette
Mr Michael Palebach
Mr T. P. Pappler
Lt Robert A. Peterson
Capt Joseph E. Pflugler
Mr Harry Pickell
Maj & Mrs John T. Pierce, III
Maj Samuel M. Pinkerton
L/Col & Mrs Edward C. Podwarny
Mr Jerry Pohlen
Mr Kenneth O. Poll
Capt Arnold R. Pollard
Mr & Mrs Julian Prade
Capt Edward P. Preisenderfer
Maj James H. Proctor
Lt Gen Herbert B. Powell

L/Col Vernon L. Poynter
Mr Harry O. Purnell
L/Col George E. Putnam
L/Col & Mrs Alex J. Rankin
Capt William A. Rathbone
Mr C. J. Reese
Maj & Mrs Robert H. Reynolds
Mr & Mrs W. G. Rhodes
Maj Howard B. Richardson
Capt George A. Riser, Jr.
Maj & Mrs L. C. Robertson
Capt John L. Roderick
Mr A. L. Roitsch
Mr Del Roskam
Mr David Rowland
Capt Gerald E. Royals
L/Col Jack W. Ruby
Mr W. B. Russell
Mr Robert B. Ryan
L/Col Thomas J. Sabiston
Mr L. H. Sample
Col Lester F. Schockner
Lt Richard H. Scott
Col & Mrs Robert H. Schulz
Mr & Mrs Jay F. Sellick
Col & Mrs George P. Seneff
L/Col & Mrs Gerald H. Shea
Mr William M. Shehon
Col & Mrs Claude L. Shephard
Maj Orval H. Sheppard
Mr M. H. Sherry
Mr J. H. Shields
L/Col Harry T. Shiveley
Mr John C. Silliman
Capt Robert E. Skimin
Mr W. P. Sloan
Mr Bruce Smith
Mr & Mrs Gale V. Smith
Mr Kenneth C. Smith
Lt Orbin E. Smith
Capt Richard S. Smith
Capt & Mrs Paul C. Smithey
CWO Richard A. Sparks
Mr G. Glenn Spence
Capt Edward A. Stewart
Mr Robert L. Suggs
Mr J. O. Sutliff
L/Col & Mrs J. Elmore Swenson
Mr & Mrs William C. Taylor
Capt Robert N. Tedd
Mr Charles F. Thomas
Col Jesse F. Thomas
Mr H. G. Thrasher
Maj George G. Tillery
Mr Bruce O. Todd
Col John J. Tolson
Capt Harry W. Townsend
Maj Vincent L. Ulery
Mr & Mrs Robert J. Ulricke
L/Col & Mrs Paul R. Wagner
L/Col Mansell A. Walker
Mr Dwane L. Wallace
L/Col Marshall Waller
Capt Edward M. Warzecha
Col & Mrs I. B. Washburn
Lt Richard B. Washburn
Capt Theo C. Watkins
WO John R. Wayman
Mr Hans Weichsel, Jr.
Mr Charles Wendel
Capt Kenneth L. Wenn
Capt Arthur G. White
Mr Robert F. Wichser
Mr A. Wild
Maj Leland F. Wilhelm
Maj Leland Willard
Lt Robert M. Williams
Col & Mrs Robert R .Williams
Mr & Mrs Bryce Wilson
Maj Deanel B. Wilson
Capt William G. White
Lt Donald L. Winters
Capt Alfred J. Wolfe
Maj Harold E. Woolf
Mr Paul I. Wood
Capt George J. Young
Maj Bernard M. Zeppenfeld
Capt & Mrs Harry E. Ziegler

PLEASE TAKE NOTE: The above list of registrants is incomplete, repeat incomplete. A package of registration cards went astray. We take the trouble of stressing this so that the wife who does not find her husband's name on this Convention List will not take immediate action. Rest easy, m'aam; the joint was jammed and HE was there!

FIRST JAMES H. McCLELLAN SAFETY AWARD PRESENTED TO MAJ. ARNE H. ELLIASSON

Some 650 military officials, distinguished members of Congress, and members of the AAAA, gathering at the First Annual Banquet of the Army Aviation Association on June 6th, paid high honor to a deceased comrade in arms in commemorating the first presentation of the James H. McClellan Aviation Safety Award.

The Association Award, named in honor of James H. McClellan, a former Army aviator who was killed in a civilian aviation accident in July, 1958, was fostered by the many friends of the deceased who, earlier this year, established a permanent Award Foundation.

Prior to his address on Foreign Relations as main speaker of the formal evening banquet, Senator John J. Sparkman introduced his distinguished colleague, Senator John L. McClellan.

Senator McClellan's presentation speech follows:

Mr. Chairman, members of the Army Aviation Association, Ladies and Gentlemen:

Highly pleased and greatly honored am I to be here as your guest this evening. It is an enviable privilege indeed to have a part in this program that initiates the annual presentation of a suitable trophy in acknowledgment of outstanding service that has contributed to greater safety in aviation. You were most kind indeed to permit me the distinction of making this first presentation.

Such appropriate recognition is long overdue, and I heartily commend your Association for having established a Memorial Foundation and for having inaugurated the presentation of an annual award of this character. This award should—and I am sure it will—provide greater incentive to all who are identified with aviation, for devising and employing better safety instrumentalities, practices, and methods.

On behalf of Jimmy's widow, and his children, and Mrs. McClellan and myself, and all other members of the family, I want to express our deepest thanks and eternal gratitude to you for having designated this the "James H. McClellan Aviation Safety Award" in honor of my beloved deceased son, in whom we were all so pleased.

I am sure there are among you in this audience tonight those with whom Jimmy served as an officer in Army aviation in this country, as well as in Europe. In father-son conversations with him, I learned that with some of you he formed close and lasting friendships—friendships that he cherished and carried with him back to civilian life after his tour of military duty was completed.

So, I do not feel that we are in any way strangers. For there are not only the ties of friendship to which I have alluded, but you members of the Association and I surely have a common interest and objective as we seek to promote, either by legislation or by advances in technology and science a greater efficiency and safety in the field of aviation.

Senator John L. McClellan is shown reading the inscription on the James H. McClellan Safety Award trophy to Award recipient, Maj. Arne H. Elliasson (left), during award ceremonies held at the First Annual Banquet of the AAAA. Mr. Howard E. Haugerud, National Vice President, National Guard Affairs and a Trustee of the McClellan Award Foundation, is shown in the center. (U.S. Army photo).

I know I speak for all when I say that it is our hope that what we do here tonight, and what is done hereafter on this annual occasion—the presentation of this Award and all that it signifies and represents—will serve to stimulate keener interest and inspire greater effort toward the development and utilization of safety measures that will effectively prevent unnecessary injury to and the destruction of human life.

I trust that it will focus the attention and prompt diligent search for those yet unknown conditions and factors that have caused so many accidents such as the one that took the life of my son, and those that are daily taking a toll of lives that are tragically lost through aircraft accidents.

This Award, I understand, is not limited in scope. It will cover as eligibles all persons engaged in scientific work closely allied with aviation, thus including not only the experts in research and development, but also the corporal on the flight line as well.

So may a continuous dedicated effort and greater progress be made to the end that we shall rapidly achieve the desired goal—that no human life shall be lost in the field of aviation where the ingenuity of man could have prevented it.

I am proud tonight to have the great honor of presenting the first James H. McClellan Aviation Safety Award to the worthy designee who is to receive it, Major Arne H. Elliasson, Chief of the Aviation Safety Division of the Seventh United States Army in Europe.

The citation of the Association Awards Committee reads as follows:

The 1958 James H. McClellan Safety Award for outstanding contributions to Army aviation flying safety is hereby made to Major Arne H. Elliasson, O-80735, Infantry, United States Army.

As Chief of the Training and Safety Division, Army Aviation Section, Headquarters, Seventh U.S. Army, Major Elliasson was responsible for a significant reduction in the number of aircraft accidents experienced by that command. When Major Elliasson assumed his post, the Seventh U.S. Army accident rate was at an all-time high. The rate was reduced by approximately 30 percent by the middle of 1958 and is holding at that level as of this date. For calendar year 1958, the Seventh U.S. Army accident rate was 38.1 per 100,000 flying hours as compared to a worldwide average of 59.1.

This achievement is especially noteworthy in that Seventh U.S. Army operatees the largest complement of aircraft outside of the Continental United States in support of units which maintain a high state of combat readiness. This requires that the completion of operational missions be given a priority over purely safety considerations and that the majority of flying be accomplished from extremely limited ground facilities and under marginal weather conditions.

Major Elliasson correctly analyzed the Seventh U.S. Army rate as due to a lack of safety consciousness among aviators. To overcome these deficiencies, Major Elliasson developed and staffed a mandatory aviator training program, established monthly flight safety councils at all command echelons, arranged for the periodic publication of flight safety information, and introduced a system of flying safety awards.

Major Elliasson has established a course for others to follow in the practical application of safety principles to Army aviation operations. His ability and devotion to duty have reflected the highest credit upon himself and upon the aviators of the United States Army.

CAPT. JAMES T. KERR NAMED AS THE FIRST "ARMY AVIATOR OF YEAR"

In one of the memorable highlights of the 17*th Anniversary Luncheon* of the Army Aviation Association, *Captain James T. "Butch" Kerr* became the first man to be named *Army Aviator of the Year,* receiving the AAAA Annual Award before an assemblage of some 450 members.

A most modest recipient, *Captain Kerr* has served in the Army for the past 19 years and in civil and military aviation since 1937.

Known as a "pilot's pilot," *Kerr* rose from the ranks, receiving a direct commission as a 2nd lieutenant in 1951, 11 years after he entered the service as a private in the 31st Infantry Division maintenance motor pool. *"Butch"* was among the first assigned to the Army's initial aviation unit at Fort Sill in January, 1942, a period when Army aviation was composed of 24 planes, six mechanics (including "Butch") and 25 fliers, non-rated by the military at the time.

Busy in aviation since the age of 17 when he served as a mechanic's helper with Charping Air Service of Greenwood, Miss., *Captain Kerr* had added an impressive string of FAA certificates and ratings, including: airline transport rating; single- and multi-engine fixed and helicopter pilot; flight instructor certificate for rotorcraft, airplane, and instrument; flight engineer certificate; A & E certificate; and all ground instructor ratings to include Link trainer and control operator ratings.

Active in the military as well, *Kerr* is a Senior Army Aviator, and also holds the Army's special instrument

Captain James T. "Butch" Kerr, U.S. Army Transportation Test and Support Activity, Fort Rucker, Ala., is shown receiving the AAAA Award to the Army Aviator of the Year from Colonel Robert M. Leich, President, AAAA, (left), during award ceremonies held June 6th at the 17th Anniversary Luncheon in the Shoreham Hotel, Washington, D.C. (U.S. Army photo).

card for both fixed wing and helicopters. In addition, he is a designated Army instrument examiner and a 1946 graduate of Bell Helicopter's second factory ground training school class.

Born in Waterproof, La., a town which also gave birth to another Army aviator of note—the late *General Clare Chennault,* the 39-year-old Army captain is currently assigned to the U.S. Army Transportation Test and Support Activity, Fort Rucker, Ala.

(Ed. Note: Nominations for Association Awards were received from Chapter activities, as well as individual and industry members, prior to consideration by the five-member National Awards Committee.)

month's takeoffs

AINSLIE, Robert E., Lt., 106 Woodhaven Road, Denbigh, Virginia.
ALICH, William J., Capt., 17th Aviation Company, Fort Ord, California.
ANDERSON, Nils B., Capt., 70 Red Cloud Road, Fort Rucker, Alabama.
ANDERSON, Norman I., Capt., Headquarters, V Corps, APO 79, New York, New York.
ANDERSON, Robert D., Capt., 303 Ash Avenue, Clarksburg, West Va.
ANDERSON, Rodney V., Capt., General Delivery, Highland, Texas.
ANKENBRANDT, William R., Lt., 203 Tunisia Road, Fort Ord, California (Delayed).
ARCHULETA, James M., Capt., Armor Officer Advance Class No. 1, SOC, School Regiment, USA Armor School, Fort Knox, Kentucky.
ARNOLD, Glen, I., Capt., (Ret), c/o Mr. R. L. Valentine, 279 Molino Street, Long Beach, California.
ASHTON, Stuart T., Capt., USA Elm, JUSMAG, APO 146, San Francisco, California.
ATCHISON, Eulen D., Capt., 208 Steven Drive, Colorado Springs, Colo.
BACHE, B.A., Lt. Col. (Ret.), 6120 Bradley Boulevard, Bethesda, Md.
BACON, Eugene F., Lt. Col., Army Aviation Center, Ft. Rucker, Ala.
BAILEY, Richard R., Capt., Building 1106, Apartment "A," Fort Eustis, Virginia.
BALDWIN, Richard D., Capt., Quarters 506A, Campbell Army Airfield, Fort Campbell, Kentucky.
BANKS, Sam A., Lt., 402 Goodnight, Killeen, Texas.
BARKLEY, James R., Capt., 224 California Hall, Fort Myer, Arlington 11, Virginia.
BARRON, Floyd T., Capt., 21 S. 49th Street, Lawton, Oklahoma.
BASOM, Darrel W., Lt., Dept of Primary F/W Training, USAAVNS, Fort Rucker, Alabama.
BASS, Silas W., Jr., Capt., 236 Metz, Ft. Ord, California .
BATTLE, Dorsey, Jr., CWO, 110th Transportation Company, (Lt Hel), APO 29, New York, New York.
BEAMAN, Horace E., Lt. Col., 5014 Richard Street, Lawrence, Indiana, (Temporary; to Korea 1 Aug).
BEASLEY, Lewis E., Lt., 105 South Jones Street, Enterprise, Alabama.
BELL, James A., CWO, 26th Transportation Company (Lt Hel), APO 165, New York, New York.
BENTLEY, Robert H., Lt., 442028 Tupper Avenue, Fort Huachuca, Arizona.
BERRY, Joe D., Lt., 1st Aviation Company, 314 Sandy Road, Fort Benning Turnpike, Fort Benning, Georgia.
BICKNELL, Ray A., Captain, USAR Training Center, 2825 East Spring Street, Long Beach, California.
BITTINGER, Robert C., Lt., 136 Magruder Street, Mineral Wells, Texas.
BLACK, Charles S., Major, 17 Liggett Avenue, Fort Leavenworth, Kansas.
BLACKBURN, Bobby Lt., Lt., 1st Officer Student Battery, Fort Sill, Okla.
BLEWER, James C., Lt., 8th Aviation Company, APO 111, N.Y., N.Y.
BOMAN, Jack D., Capt., Hq. & Hq. Company, 32nd Signal Bn., APO 175, New York, New York.
BONASSO, Russell P., Lt. Col., 101st Airborne Division Aviation Company, Fort Campbell, Kentucky.
BOURNE, Harold, O., Capt., Dept of Primary F/W Training, Hq & Svc Company, USAAVNS, Fort Rucker, Alabama.
BOWDOIN, Arthur C., Lt., 44th Transportation Company (Med Hel), APO 165, New York, New York.
BOWSER, David, Lt., 202 Hallmark, Killeen, Texas.
BOYD, Marzelle, F., Col., Commanding Officer, 10th Transportation Group, APO 154, New York, New York.
BOYER, Gene, Lt., c/o Post Locator, 1st Infantry Division, Fort Riley, Kansas.
BRACKEN, Glenn A., Lt., 69 Harris Drive, Fort Rucker, Alabama.
BRADLEY, John B. (Mr.), 313 North State Street, Wagoner, Oklahoma.
BRAY, Bobby Joe, Lt., 87th Transportation Detachment (AAM), APO 165, New York, New York. (Temp., to Ft. Rucker, 31 July).
BRIOT, William R., Lt., Student Det., AMSS BAMC (9940) 8-A-C4 No. 1, Fort Sam Houston, Texas.
BRISTOL, Delbert, Lt., Cal., Army Aviation Section, Hq, Third U.S. Army, Fort McPherson, Georgia.
BROOKS, Frank B., Jr., Capt., Hq, 3rd U.S. Army Transportation Section, Fort McPherson, Georgia.
BROSNAN, John F., Capt., 1st Aviation Company, Fort Benning, Ga.
BRUGGER, Karl A., Lt., Company D, 1st Med Tank Battalion, 13th Cavalry, Fort Hood, Texas.
BURDICK, Leonard R., Capt., 1516-K Pershing Drive, San Francisco 29, California.
BURNS, Bernard, W., Lt., 1st Engineer Officer Advanced Class, Student Officer Det., USAECR, Fort Belvoir, Virginia.
BURROUGHS, Gerald D., Lt., AAHC Class 59-10, Camp Walters, Texas.
BUSSEY, Charles M., Maj., Hqs, XV U.S. Army Corps, Presidio of San Francisco, California.
CAIRNS, Mrs. Bogardus S., 3201 Old Dominion Boulevard, Alexandria, Virginia.
CALDWELL, Phillip B., Lt., 9371th Engineer Company (Avn) (IAGS), Fort Kobbe, Canal Zone.
CALHOUN, Charles E., Maj., 502nd Aviation Company, Fort Hood, Texas.
CAMPBELL, James C., CWO, 1 Wilson Drive, Columbus, Georgia.
CARROLL, David A., Capt., Box "L," Navy 150, San Francisco, Calif.
CARROLL, Walter J., CWO, Troop A, 2d Rcn Squadron, 16th Cavalry, APO 221, New York, New York.
CARSON, David L., Lt., 602 Meadowdale Place, Shreveport, Louisiana.
CARTER, Robert O., Capt., 246th Transportation Company, APO 178, New York, New York.
CASEY, John P., Jr., Capt., 118 Circle Drive, Enterprise, Alabama.
CHAFIN, Billy F., Capt., 19th Aviation Detachment APO 44, N. Y., N.Y.
CHRISTIANSON, Charles V., Lt. Col., Headquarters, KMAG Transportation Section, APO 102, San Francisco, California.
CHRISTENSEN, George F., Lt., 77 Harris Drive, Fort Rucker, Alabama.
CINQUANTA, Fiorino A., Capt., ARSEC - Aviation Section MAAG, APO 63, New York, New York.
CLARK, Denzel L., Lt., 4th Transportation (Med Hel), APO 165, New York, New York.
CLARKE, Arthur M., Major, AFAOAC No. 4, Box 288, 1st Officer Student Battery, Fort Sill, Oklahoma .
CLAYBOURN, Guy R., Jr, Capt., U.S. Army Air Defense School, Class 2-60, Fort Bliss, Texas.
CLAYTON, Raymond C., CWO, 59th Transportation Company (Lt Hel), APO 800, New York, New York.
CLELAN, Joseph R., Lt., 596th Signal Company (Spt), Fort Benning, Ga.
COFFMAN, Jack C., Capt., 1717 Wellons Drive, Fayetteville, N.C.
CLEMENTS, John K., Lt., Student Detachment, USATSCH, TOAC Class 60-1, Fort Eustis, Virginia.
COLE, Loyal J., Major (Ret.), 129 S.W. 130th Street, Seattle 66, Wash.
COLE, William W., Lt., 4th Aviation Company, Fort Lewis, Washington.
COOPER, Thomas E., CWO, 3rd Transportation Battalion (Hel), Fort Benning, Georgia.
COOPER, William K., 3335-A Avery Drive, Fort McClellan, Alabama.
CORSER, Lawrence E., Lt., 177 Madison Street, Cortland, New York.
COTNER, Paul H., Sp/5, 7405 Martin Way, Olympia, Washington.
COX, Newton C., Lt., 1421 Spaulding, Fort Sill, Oklahoma.
COX, Robert G., Capt., 4th Transportation Company (Med Hel), APO 165, New York, New York.
CRAIG, R. D., Capt., 405A Craig Drive, Fort Benning, Georgia.
CRESSY, Robert N., Capt., Drawer B, Fort Clayton, Canal Zone (Delayed).
CROMEENS, Franklin D., Mr., Foothills Aviation Company, Calgary, Alberta, Canada.
CROSBY, Richard D., Capt., 10506 Huson Street SW, Tacoma 99, Wash.
CUNHA, Fred R., Lt., No. 4 Stephendale Avenue, Rolla, Missouri.
CUNNINGHAM, Robert M., Capt., Quarters 7256-A, Fort Carson, Colo.
CURRY, Paul R., Capt., Lawson Army Airfield Command, Fort Benning, Georgia.
DAMRON, Herbert C., Lt., P.O. Box 32, Camp Gary, San Marcos, Texas.
DARE, Afton, Capt., USA Sharpe General Depot, Lathrop, California.
DAVIS, Clayton L., Jr., Lt., 204 Kentucky Street, Enterprise, Alabama.
DELANEY, Mrs. Robert H., 1110 Donner Boulevard, San Antonio, Texas.
DELOACH, William W., Capt., 101st Aviation Company, Fort Campbell, Kentucky.
DERBY, Stanley E., Capt., 68 Red Cloud Road, Fort Rucker, Alabama.
DIBRELL, Jack H., Capt., Army Section, MAAG-Japan, APO 900, San Francisco, California.
DIMON, William J., Lt., 2012 North 24th, Lawton, Oklahoma.
DOWNES, H. Finley, 804 - 29th Street, West Des Moines, Iowa.
DOTSON, Larry D., Capt., Box 9118, SUPO, Tucson, Arizona.
DROSS, David D., Lt., 6527 95th Street, S.W., Tacoma 99, Washington.
DUNHAM, John R., Jr. Capt., Qtrs. No. 2364 Apt A, Fort Eustis, Va.
DUNN, Jack A., Lt., Student Officers Det. (TCOC 60-1), U.S. Army Trans School, Fort Eustis, Virginia.
EDMONSON, George B., Lt., 181 Montez, San Antonio 9, Texas.
ELLIASSON, Arne H., Major, Assoc C & GS Officer Course, Command and General Staff College, Fort Leavenworth, Kansas.
EPSARO, Austin, Major, Det. L, KMAG, APO 301, San Francisco, Calif. Francisco, California.
ERVIN, James P., Jr., CWO, 4th Transportation Company (Med Hel) (M-37), APO 165, New York, New York.
EVERHART, William G., CWO, 1711 Fernando, Seaside, California.
FIORETTI, Louis, Jr., Lt., 114 Amherst, Security Village, Colorado Springs, Colorado.
FLANDERS, John P., Lt., USA Trans. Acft Test & Support Activity (7), Fort Rucker, Alabama.
FLEMING, Charlie P., Lt., 108 Forehand Street, Enterprise, Alabama.
FOLEY, James D., Capt., 58 Ferguson Lane, Warwick, Virginia.
FOLEY, John D., CWO, Executive Flight Detachment, DUSAA, Fort Belvoir, Virginia.
FOSTER, Marshall P., CWO, "A" Troop, 16th Cavalry, APO 221, New York, New York.
FRANKLIN, Charles D., Lt., Class 59-10, Camp Walters, Mineral Wells, Texas. (Temporary).
FOURNIER, Albert L., Lt., CL-NR-59-5, USAAVNS, Fort Rucker, Ala.
FRANDSEN, Donald, P., Capt., USA Advance Group (ARNGUS) Fort Devens AAF, Massachusetts.
FRASER, William J., CWO, 158 Matheson Road, Columbus, Georgia.
FRY, John R., Lt., South Post Trailer Park, Lot 119, Fort Knox, Ky.
FULLER, Christopher L., Lt., 403 Martin Street, Clarksville, Tennessee.

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President, NBAA

Colonel Robert R. Williams
Chief, Air Mobility Division, OCRD

Mr. James R. Kerr
President, AVCO Lycoming Division

Brig. Gen. Clifton F. von Kann
Designate Director of Army Aviation

Colonel Robert M. Leich
President, AAAA

Lt. General Herbert B. Powell
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Captain James T. Kerr
"Army Aviator for 1958"

Mr. Dwane L. Wallace
President, Cessna Aircraft Company

Colonel Hallett D. Edson
Acting Director of Army Aviation

Mr. Jess Childress
Vice Pres., Southern Airways Company

Colonel Charles R. Murray
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DAVISON ARMY AIRFIELD PARTICIPATION MARKED BY COURTESY, EFFICIENCY

DUSAA DECLARES: Despite the number of AAs here at Davison Army Airfield (DUSAA), it appears that none are correspondents, so . . . I will not attempt to go way back into Davison history but we should have a starting point. None is more vivid than the 5th, 6th, and 7th of June, 1959.

While many, many, many Aviators listened, learned, laughed, and lived at the Shoreham Hotel in D.C., DUSAA personnel were *busy* attending to the needs of 32 transient aircraft. This is somewhat outstanding in that it more than doubled our responsibility (we have 31 acrft assigned). Although the sky over Davison was dark with aircraft, and the taxiways looked like "*rush hour on Shirley Highway*," all departures on Sunday were free and easy. You are welcome, gentlemen—please come again.

Also, in conjunction with the National changeover of AAAA officers, the new slate of DUSAA Chapter officers, headed by *Major Ralph S. Paxman*, President, took the reins. We have already met in Executive Session and have several plans in mind that will make Army Aviators everywhere realize how completely we are in the business.

A few more "bon mots" of interest: As many of you know, our service to transients is excellent, *except* for one thing—transportation. We have pleaded, tricked, threatened, and chewed—all to no avail. Thus, the situation, sad at best, remains—one station wagon hourly to the Pentagon and MDW; sedans for General Officers only; and "*music to hitch-hike by*" thoughtfully furnished by the Operations personnel who man a bevy of violins.

Due to the large number of personnel assigned and atchd to DUSAA for flying, I must forego a roll call. Counting the Aviators at the Pentagon, MDW, and D.C. agencies, accommodate over 180 pilots. To name them all, or to let you know when one leaves and the other joins would constitute justification for a *new* job title, and I'm quite happy with my present assignment.

I do wish to note that our new CO, *Colonel Erdie O. Lansford*, took over on 8 July and the reception for the Colonel and his lady provided an excellent opportunity for all to get-together.

This brilliantly written report is *It* for this issue. If the admission concerning poor transportation service at DUSAA gets by the bosses (who also read this magazine), you'll be hearing from me next month. If, *on the other hand*, they choose to strip me of my typewriter, paper, pen, and related objects, allow me to take this opportunity here and now to wish you a Merry Christmas, Happy Birthday, and a most pleasant Ground Hog Day.

—*R. W. Koepp*

Murine, Anyone?

Now that you've finished reading the current issue—at least, we hope you have read it through—don't go running to the Flight Surgeon . . . We assure you that you are well, that your eyes are in good shape, and that the slight built-in squint you now have—right?— is only a result of reading this scaled-down issue under the dim light in the back washroom. We've presented all major addresses to you verbatim and this "concentrate" is the price you have paid to get full coverage. With our present advertising support limiting us to 48 pages, these periodic ocular binges are bound to occur from time to time as the copy exceeds the given space and is miniaturized to fit. Thanks to your Annual Meeting Committee we received a whole case of oranges which we, and a very perplexed typesetter, have tried to concentrate into this "itty, bitty can."

To the first wag who asks for an eye cup with his renewal subscription, a gold engraved "Touche."

—Art Kesten, Editor

Main Speaker

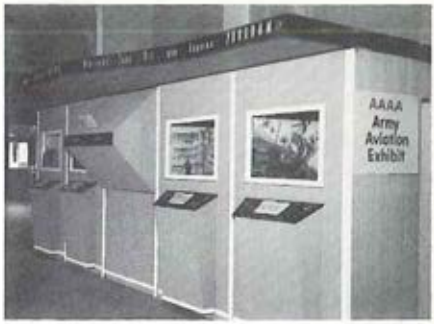
Senator John J. Sparkman (Alabama), is shown as he delivered the main address at the AAAA's First Annual Banquet held on June 6. Digressing considerably from his prepared speech and enlightening all on the fiscal procedures of certain citizens, the distinguished member of Congress delighted the entire assemblage with his entertaining address. (U.S. Army photo).

Informal Chat

Following a press conference held at the Shoreham Hotel during the AAAA Annual Meeting, Brig. Gen. Clifton F. von Kann (2d from left), Designate Director of Army Aviation, chats in the press suite with, left to right, Col. John L. Leidenheimer, OCSigO; Col. Charles R. Murray, Hq. USCONARC; and Col. Claude L. Shepard, Jr., Deputy Director of Army Aviation, ODCSOPS. (U. S. Army photo.)

Head Table

Shown at part of the 17th Anniversary Luncheon head table are, left to right, Col Hallett D. Edson, Acting Director of Army Aviation; Dwane L. Wallace, President, Cessna Aircraft Co.,. Capt. James T. Kerr, Honored Guest; and Lt. Gen. Herbert B. Powell, Commanding General Reserve Forces. Gen. Jacob L. Devers (Ret.) and Col. Curtis L. Hankins, Aviation Officer, 6th U.S. Army, are shown in the right foreground. (U.S. Army photo.)



Exhibits

One of several military exhibits on display during the AAAA Annual Meeting held at the Shoreham Hotel, a U..S. Army Transportation Corps exhibit featured a "peek in the viewer" approach to its multi-section presentations. Additional exhibits were also placed in the Main Lobby. (U..S. Army photo). .

All photos in this Annual Meeting Issue, unless otherwise marked, were provided through the courtesy of OCINFO.

On behalf of his Chapter membership, Colonel Jack L. Marinelli (left), President of the Combined Test Activities Chapter, accepts a citation and the 1959 Annual Meeting Attendance Award from Colonel Robert M. Leich, President, AAAA. The Fort Rucker Chapter led the twenty-three Chapters having attendance representation at the June 5-7 meeting in Washington, D.C. (U.S. Army photo).

TEST ACTIVITIES CHAPTER WINS ATTENDANCE AWARD

Establishing a tradition, the Army Aviation Association honored the *Combined Test Activities Chapter* of Fort Rucker, Ala., at brief ceremonies held at the *17th Anniversary Luncheon* during the AAAA's recent convention in Washington, D.C.

Cited for having the largest "member-mileage" total of the Association's twenty-seven Chapters, the *Combined Test Activities Chapter* received a duplicate of the three-foot, hand-painted podium emblem adorning all speakers' rostrums during the course of the Meeting.

The *Attendance Award*, computed by multiplying the number of Chapter Members in attendance by their attendance mileage, was presented to *Colonel Jack L. Marinelli*, 1959-1960 President of the *Combined Test Activities Chapter*, representing U.S. Army Aviation Board, U.S. Transportation Test & Support Activity, and U.S. Signal Test and Support Activity personnel.

Among the horde of CTAC members in attendance were (and we may have missed many):

Lt. Colonel Willie W. J. Barrios
Major Samuel Cockerham
Major Jack Cranford
Lt. Colonel Charles P. Damon
Captain Leonard R. Dennis
Mr. M. Jake Fortner
Colonel O. Glenn Goodhand
Captain Densmore F. Henschel, Jr.
Lt. Colonel Charles E. Hollis
Captain Merrill E. Jameson
Captain James T. Kerr, Jr.
Lt. Colonel Henry H. McKee
Major Nelson A. Mahone, Jr.
Colonel Jack L. Marinelli
Major Samuel M. Pinkerton
Captain Albert B. Suttle
Major Vincent L. Ulery
Lt. Colonel Marshall Waller

Officially, the Fort Rucker Chapter won the *Attendance Award* with eighteen members present. The Fort Benning Chapters were runners-up with a combined total of twelve.

Major Alexander P. Bolding (USA-Ret), (center), the first Army aviator shot down in Korea, chats during an open moment with Lt. General Herbert B. Powell (right), Commanding General, Reserve Forces, USCONARC, and Col. Jack L. Marinelli, President of the Combined Test Activities Chapter. (U.S. Army photo).

DISABLED KOREAN VETERAN HONORED AT LUNCHEON

Major Alexander P. Bolding, Jr., an Army aviator who served his country with courage and distinction, was honored at the *17th Anniversary Luncheon* held during the Army Aviation Association convention in Washington, D.C.

Now a Dallas attorney, *Major Bolding* was shot down by a Yak fighter aircraft early in the Korean War while flying an Army artillery observation mission. Injuries resulting from the crash confined him permanently to a wheel chair—but did not shake his spirit.

Returning from Korea, the Texas AA graduated from Texas A. & M. as an engineer and then completed legal training at the Southern Methodist University Law School in 1957.

A joint *Industry-Army Aviation-Army Medical Team* joined forces to make the Washington trip possible for *Major Bolding*. The team arrangements sped the disabled pilot across the country. *Cessna Aircraft Company* flew

him to Fort Rucker, Ala., where *Col. Jack L. Marinelli*, President, U.S. Army Aviation Board, made arrangements to fly him to Washington, D.C., in an Army aircraft. While in Washington attending the AAAA Convention, *Major Bolding* was a guest of the *Bell Helicopter Corporation*.

Pausing in the midst of their professional deliberations, members of the Army Aviation Association paid homage to their disabled comrade at the *17th Anniversary Luncheon*. Later, the Major was visited by *Lt. General Herbert B. Powell*, Commanding General, Reserve Forces, USCONARC, the Army's highest ranking aviator. *General Powell* had expressed a desire to personally meet the courageous AA.

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(Continued From Page 274)

current Armed Forces Communications Association gathering at the Sheraton-Park, significantly enhanced the Meeting by individual participation.

Although the 12-Member Annual Meeting Committee chaired by *Col. I. B. Washburn (Ret.)* and *Lt. Colonel Gerald H. Shea* had serious doubts as to the eventual attendance support as late as one week prior to the Meeting, the ultimate attendance far surpassed the modest hopes of the Committee.

This first national gathering was not without its full share of humorous incidents, although no serious hitches developed during the course of the Meeting to the surprise of all:

★

All of the Shoreham's elevators functioned throughout the *entire* 2½-day period.

★

No one fell into the mammoth 9-foot pool excavation in the rear of the Hotel.

★

Major Bernard M. Zeppenfeld, Transportation Chairman, and his Committee succeeded in moving all "bodies" to and fro, stranding no one.

★

Only one Industry "suite" went dry in 2½ days.

★

For reasons still unknown to the Committee or to the Registration Staff, everyone was registered promptly, indicating that this Meeting was attended by courteous, patient registrants.

★

Only 11 persons lost their Luncheon tickets.

★

Everyone bedded down at 11 p.m. each day as expected. (for some, substitute "a.m.")

★

The *Army Chorus*, despite the jam-packed Main Ballroom and the 4' x 15' overhang on which they were forced to perch, succeeded in finding the Ballroom (no one met them!) and then proceeded to thrill the audience with many stirring songs.

★

The *Arrangements Chairman* succeeded in hanging the monster 10 foot by 10 foot AAAA investment after the Convention Service Manager had piqued his duodenal by nixing the first nine "locations" for the banner.

★

The often-summoned House Detective proved to be a most congenial person in merely suggesting less vociferous evening sessions.

★

Colonel Jack L. Marinelli, President of the *Combined Test Activities Chapter*, modestly attributed his Chapter's winning of the *Best Attendance Award* to unit aircraft, not the personnel, although the Committee felt that many Test Activities' Members would have walked to the Meeting, if necessary.

★

Major Jack Pierce made an expected tour of USCONARC Test Board in the *Arctic* activities recently. (the truth, so help me!)

★

All thirteen of the attending Senators and Congressmen were courteously met, escorted, and introduced at the Annual Banquet, enabling the worried Committee to enjoy a heavy meal with minimum palpitations.

★

The *AAAA Business Sessions* were enthusiastically supported despite the 9 a.m. schedules, considerably encouraging the National Board members monitoring the Meetings.

★

Some wag kept shilling Room 307-C all Saturday evening, some 121 persons hitting *Cessna's* bedroom & parlor suite during a given 10-minute period and condemning host *Jack Leonard* into solitary bathroom imprisonment.

★

Only 18 persons lost their Banquet tickets.

★

Canadian-American relations hit a new high with *De Havilland* and *Sikorsky* having adjoining suites and pooling "refreshments" to meet the common emergency.

★

Col. Jack Klingenhagen, Registration Chairman and Chief "Pep Pill" Dispenser for the Committee, was the last person to quit the Shoreham late Sunday afternoon, except for *Major Arne H. Elliasson* who was still on hand trying to figure out how to transport his unpacked, three-foot Award from Washington, D.C., back to Stuttgart, Germany.

★

Cols. Carl E. Bobo, Jr., and *Jack W. Ruby*, though not officially cited during the Meeting, gave the Meeting a globular aspect by attending as Chapter Delegates of the ALASKA and USARCARIB CHAPTERS respectively.

★

Col. Bob Leich, genial outgoing President and the most reluctant though highly competent M.C. known to many, collapsed early Sunday morning after locating the 72nd person on his personal *AAAA* "Vu-Lighter" memento list.

★

Bryce Wilson, in his first official act as incoming President, reported that the "Annual Meeting was in the black," thereby enabling both Co-Chairmen to return to their hearths and homes once again as normal, well-adjusted, unsnarling, civilized husbands and fathers.

The rumor that Co-Chairman *Col. I. B. Washburn* had to be re-introduced to the members in his Washington, D.C. Republic Aviation office is based upon fact. The belief that the Annual Meeting would not have been a success without the close participation of the Vertol group (*Jim Davis*, Arrangements; *Tom Mullen*, Coordination; *Peg Coale*, Civilian Press; and *Frank MacMahon*, Decorations) is also true.

★

Scene to remember (that is, if you knocked on the door of 704-D the day *before* the Meeting): A broken-legged typist (*Miss Billie Timm* of Hiller) typing I.D. cards with one leg on a divan; a dressed-to-kill incoming President's wife (*Mrs. Helen Wilson*) stuffing Vertol-provided plastic briefcases with Meeting Programs; a prone-on-the bed telephone man (*Joe McDonald* of De Havilland who relaxes when he can); an incoming President, *Bryce Wilson*) counting acetate I.D. card holders; a pooped Advance Registration girl (*Mrs. Dotty Kesten*) trying to find the missing $1.25 in her ledgers prior to turning over the Advance Registration funds to the Meeting Treasurer (*J. Y. Hammack*); an Arrangements Chairman (*Jim Davis*) sadly surveying the countless banners, signs, and flags to be hung while a frustrated Printing Chairman (*B. A. Bache*) eyed three hand-painted signs that did not jive the correct room with the appropriate meeting; and a harrassed *Exec Sec* working on the hotel-provided Banquet Table assignment chart that did not truthfully portray the four-foot diameter Main Ballroom poles. *Peg Coale* (Press) was also in the room at the time, probably trying to adjust the highly selective On-Off Shoreham room air conditioning system. The room's population density (as well as its humidity) varied proportionately to the knocks on the door as various other Committee members put in an hour or two. Give or take one or two "bodies," this was a true picture of 704-D on June 4th.

★

And last but not least, *Col. Robert R. Williams*, Banquet M.C. and the *coolest* customer known to all in particularly "hot" situations, finally did meet the man who wasn't there—his boss—and has assumed OCRD duties in Washington.

Photos, Left to Right

Shown prior to the start of the initial AAAA Business Session on Friday, June 5, are, left to right, Colonel Robert M. Leich, AAAA President; Bryce Wilson, President-Elect; and Colonel O. Glenn Goodhand, Executive Vice President-Elect. (Photo CE Bobo)

A part of the audience that attended the June 6th presentation by the Honorable James T. Pyle, Deputy Administrator of the Federal Aviation Agency. (U.S. Army photo).

Bryce Wilson, newly-elected AAAA President, chats with Brigadier General Clifton F. von Kann, Designate Director of Army Aviation, following the Sunday, June 7, AAAA Business Session. (Photo: CE Bobo).

AAAA BUSINESS SESSIONS ENHANCED BY PARTICIPATION OF 33 CHAPTER DELEGATES

AAAA Business Sessions were held during each of the three days of the Annual Meeting, were open to Chapter Delegates and interested Members, and were exceptionally well attended.

The Friday, June 5th a.m. session opened proceedings with *Colonel Robert M. Leich*, President, AAAA, serving as Chairman.

Following an introduction of the National Board members and a roll call and subsequent introduction of each Chapter Delegate in attendance, the meeting was devoted to an "open discussion" of the following problem areas:

"Should the AAAA revise its existing Regional activity organizational structure?"

Col. O. Glenn Goodhand, National Executive Vice President-Elect, outlined the broad problem areas associated with the existing Regional structure.

"What steps should the AAAA take to further and broaden its Industry-Chapter relationships?"

Mr. Bryce Wilson, AAAA President-Elect, summarized the mutual advantages of increased Industry-Chapter activity.

"What can the AAAA do to strengthen and perpetuate the Flight Pay Protection Plan now in effect?"

Col. Robert R. Williams, National Executive Vice

President, outlined the previous FPPP Program, the necessity for recent changes, and discussed potential steps that can be taken to perpetuate the modified program.

The "sample" problem areas, admitted to be just several of many by *President Leich*, were each discussed at length by Delegates speaking from the floor.

Recognizing that each of the aforementioned problem areas required additional discussion and further study, *President Leich* then appointed *Discussion Committees* composed of six to eight Delegate/Members, these Committees meeting in separate Committee Rooms during the Saturday a.m. business session.

The Committees were staffed by volunteer Delegates, each of whom had expressed an interest in the particular problem area.

Chapter Delegates included:

DAVISON ARMY AIRFIELD CHAPTER
Captain Louis C. Harris
WASHINGTON, D.C., CHAPTER
Lt. Colonel Gerald H. Shea
Lt. Colonel B. A. Bache (Ret.)
FORT MEADE CHAPTER
Lieutenant Robert M. Williams
FORT EUSTIS CHAPTER
Major Alma Chamberlain
Captain Robert N. Tedd
Captain John J. Kean
FORT MONROE CHAPTER
Lt. Colonel William G. Kilmer
FORT BRAGG CHAPTER
Lieutenant John Ahern
FORT BENNING CHAPTER
Colonel L. W. Leeney
Captain Harold Bristow, Jr.
31ST TRANSPORTATION COMPANY CHAPTER
Captain Robert G. Cox
4TH TRANSPORTATION COMPANY CHAPTER
Major Keith J. Bauer
LAWTON-FORT SILL CHAPTER
Major Norman W. Goodwin
Lieutenant John C. Carlisle
CWO Stanley L. Chambers
FORT CAMPBELL CHAPTER
Colonel John D. Edmunds
ARMY AVIATION CENTER CHAPTER
Colonel Robert H. Schulz
Major William J. Hix
Captain Roger H. Coye
COMBINED TEST ACTIVITIES CHAPTER
Colonel Jack L. Marinelli
FORT HOOD CHAPTER
Lt. Colonel Vernon L. Poynter
Captain Richard S. Smith
CAMP WOLTERS CHAPTER
Major Leland H. Willard
CAMP GARY CHAPTER
Colonel Lester F. Schockner
FORT RILEY CHAPTER
Lt. Colonel Kenneth F. Langland
Captain Gerald E. Royals
FORT CARSON CHAPTER
Captain James H. Lefler
MONTEREY CHAPTER
Colonel Curtis L. Hankins
SAN FRANCISCO BAY-DELTA CHAPTER
Major George F. Morris
STUTTGART CHAPTER
Major Arne H. Elliasson
USARCARIB CHAPTER
Lt. Colonel Jack W. Ruby
Captain M. D. Lord
ALASKA CHAPTER
Lt. Colonel Carl E. Bobo, Jr.

12 FACTS YOU SHOULD KNOW ABOUT THE AAAA'S

FLIGHT PAY PROTECTION PLAN

- Annual premium payment of 1% of annual flight pay.
- Semi-Annual premium payments of ½ of 1% of annual flight pay, plus a $1 service charge per payment.
- Quarterly premium payments of ¼ of 1% of annual flight pay, plus a $1 service charge per payment.
- Indemnity payments for up to 24 months, if you are grounded by an aviation accident.
- Indemnity payments for up to 12 months, if you are grounded for illness or ordinary accident.
- Tax-free indemnity payments of 80% of flight pay received.
- Retroactive 3-month lump sum indemnity payment for the initial three-month period of loss.
- Automatic pro-rated premium refund on unused coverage if discharged, separated, retired, or administratively reassigned to a non-aviation MOS.
- Coverage effective upon the first day of the month after the month of application.
- Initial 3-month lump sum payment returns tax-free indemnities that are 20 times as much as the annual premium.

ARMY AVIATION ASSOCIATION

- Protection at 4¢ a day for Warrant Officers to 7¢ a day for Colonels. Security at less than the cost of your daily newspaper.
- Group coverage available to AAAA members who are on flying status as crew members or non-crew members in the U.S. Army, ARNG, or USAR.

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