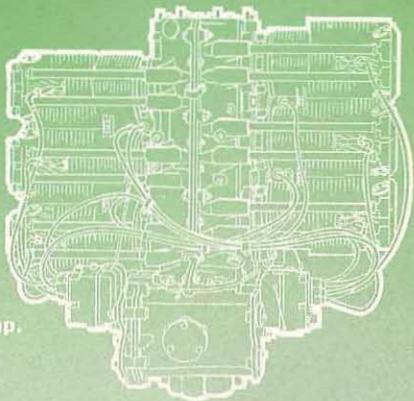


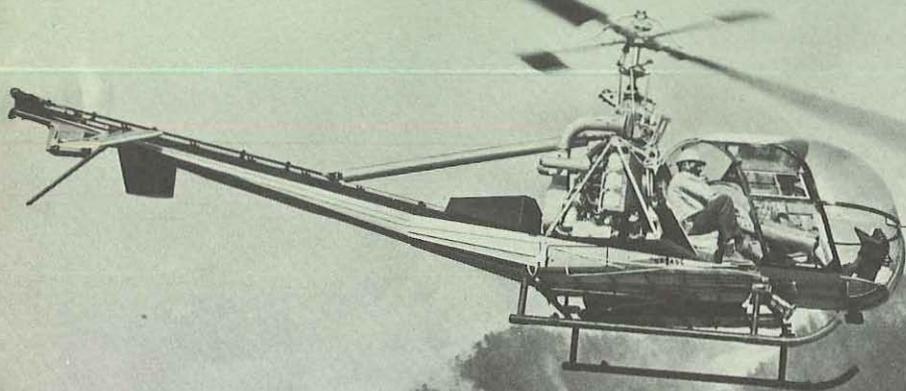
ARMY AVIATION

CUT APRIL/1962



Lycoming VO-540, rated 305-hp.

LYCOMING POWERS HILLER E4



Lycoming

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

CHINOOK TEST PROGRAM

150-HOUR TIE-DOWN ENDURANCE TESTING

The No. 1 HC-1B Chinook successfully completed the 50-hour tie-down program in December, 1962. It is now in operation on the 150-hour endurance tie-down test program which is scheduled for completion within the next few months.

CATEGORY I FLIGHT TEST PROGRAM

HC-1B Chinooks, Nos. 2, 3, 5, 6, & 7, are now engaged in the Category I (contractor-conducted) Flight Test Program. Structural and vibration tests are being conducted on No. 2; systems & equipment testing on No. 3; stability, power plant and flying qualities on No. 5. No. 6 is being used temporarily in the Category I test program; it and No. 7 are scheduled for the Category II test program.

CLIMATIC HANGAR & ARCTIC TESTING

HC-1B No. 4 is being readied for ferrying in April to Eglin AFB where it will undergo cold weather testing in the climatic hangar. It is then scheduled to be ferried to Alaska this fall for cold weather testing next winter.

PRELIMINARY MILITARY FLIGHT EVALUATION

The USAF has scheduled a preliminary flight evaluation on No. 5 HC-1B in June.

ARMY USER & LOGISTICAL TESTING

HC-1B Chinooks Nos. 8, 9 & 10 are scheduled to start user and logistical testing at Fort Rucker, Alabama this summer.

SUMMARY

April, 1962



VERTOL DIVISION
MORTON PENNSYLVANIA **BOEING**

ARMY AVIATION

VOLUME 11
APRIL, 1962
NUMBER 4

ARTICLES

- "ARMY FLYING IS NOT AN END IN ITSELF . . ." Excerpt from an Address by the Honorable Elvis J. Stahr, Jr.....164
- VIETNAM EMPHASIZES THE NECESSITY FOR MOUNTAIN TRAINING by Brigadier General Delk M. Oden, Director of Army Aviation, ODCSOPS.....169
- FORT RUCKER REPORT by Major General Ernest F. Easterbrook, CG, U.S. Army Aviation Center.....173
- CONARC REPORT - A LOOK AT ALASKA by Major Kenneth D. Mertel, Headquarters, USCONARC.....177
- ARMY HELICOPTER TRAINING, 1944-1954 by Colonel Jack K. Norris, Commandant, USAPHS.....181
- THE FUTURE OF ARMY AVIATION by Donald M. Thompson, Office, Chief of Transportation, D/A.....184
- PHOTO CHART The U.S. Army Aviation Board, Fort Rucker, Alabama.....189
- USAREUR REPORT by Colonel J. Elmore Swenson, Headquarters, USAREUR.....195
- LARGEST MASS AIRLIFT EXECUTED IN "LONGTHRUST IIA" by Colonel J. Elmore Swenson, Headquarters, USAREUR.....196
- AAAA IN PHOTOS Pictorial Coverage of the February-March, 1962 Activities of AAAA.....210
- AAAA PRESIDENT'S ADDRESS AT 1962 USAREUR REGION ANNUAL MEETING Transcript of the Address of Lt. Col. Joseph E. McDonald, Jr., Ret.....218

DEPARTMENTS

- OPEN LINE Letters to the Editor - The Readers Speak Out.....186
- PCS Changes of Address and Station.....201
- AAAA NEWS Reports of National and Chapter Activities within the AAAA.....209

ADVERTISERS

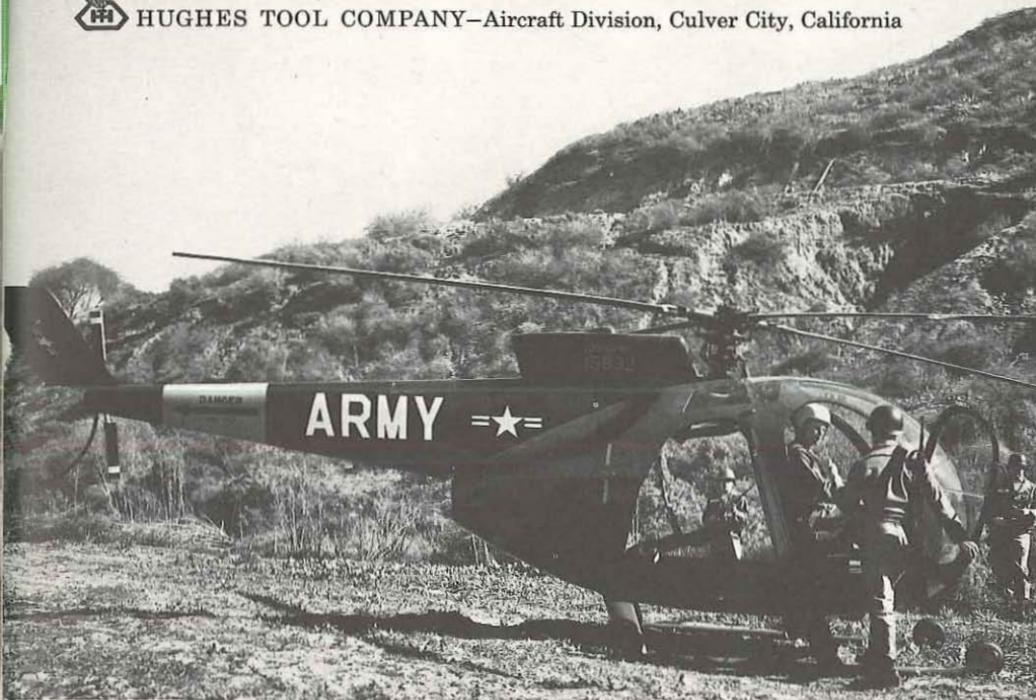
- Aero Commander, Inc....Inside Back Cover
- Avco Lycoming Division.....Front Cover
- Bell Helicopter Company.....175
- Boeing Vertol Division.....162-163
- Cessna Aircraft Company.....176
- Continental Aviation & Engrg. Corp.....187
- De Havilland Aircraft of Canada, Ltd.....190-191
- Hiller Aircraft Corporation.....167
- Hughes Tool Co. - Aircraft Division.....165
- Norden Division, United Aircraft Corp.....Back Cover
- Sikorsky Division, United Aircraft Corp.....168
- Solar Aircraft Company.....188
- Radio Corporation of America.....199

ARMY AVIATION is published monthly by Dorothy Kesten, Westport, Conn. Editorial and Business Office, 1 Crestwood Road, Westport, Conn. Phone: Capital 7-8266. The views and opinions expressed in the magazine are not necessarily those of the Department of the Army or the staff of the publication. Articles, news items, and photographs pertinent to Army aviation are solicited and should be mailed to the Editorial Office so as to arrive on or before the 10th of the month preceding the cover date month. Data submitted for publication should bear the name of the writer and should be accompanied by a return envelope bearing sufficient postage and the return address of the submitter. Accepted articles pertinent to any Army aviation subject except unit or AAAA activities are reimbursable at the rate of ten cents per published line. Subscription fees: Continental U.S., APO, and U.S. Possessions, \$3.50 per year; all other addressees add \$0.75 per year. Active Army personnel are requested to submit a residence or quarters address for magazine distribution purposes whenever possible. Back issues cannot be held unless an advance "Hold Notice" is furnished by the subscriber together with the date on which his "in transit" status will terminate. Advertising correspondence should be directed to the Business Office. Closing date for insertions is the first day of the month preceding the cover date month. Second Class Postage Paid at Westport, Connecticut.

LOH/HUGHES—just what the commander ordered

The Army's Light Observation Helicopter will bring the latest state of the art to front-line reality. Men who must depend on the LOH will value the advancements the Hughes HO-6 provides — reliability throughout the mission spectrum from combat recon to logistic support. Greater performance and larger useful load capacity at a lower over-all cost. ■ The HO-6 rests on sound concepts which take full advantage of Hughes modern techniques. These have been developed during the long partnership in progress between the U. S. Army and the Hughes Tool Company. ■ When deliveries are made, the Hughes HO-6 will prove itself — the optimum result of experience, imagination and outstanding production capability.

 HUGHES TOOL COMPANY—Aircraft Division, Culver City, California



A salute to the 20th Anniversary of Army Aviation—June 6, 1962



Hughes has one of the industry's largest production facilities—now in volume production of the commercial 269A.



Hughes HO-6 blades quickly fold for easy concealment.



Compact size and small rotor diameter permit the Hughes HO-6 to operate from tight quarters.

ADDRESSING THE LOS ANGELES CHAPTER
OF THE AUSA, SECRETARY OF THE ARMY
ELVIS J. STAHR, JR., COMMENTS THAT . . .

'ARMY FLYING IS NOT AN END IN ITSELF . . . '



" . . . I mentioned a few moments ago the impetus given to Army aviation by the emphasis laid on the build-up of the Army's guerrilla warfare capability. I would like to enlarge a little at this point on the importance of Army aviation, not only in guerrilla warfare but in all forms of combat in which the Army may be called upon to engage.

"AT THE OUTSET, I want to stress the fact that to the Army, flying is not an end in itself, nor is it competitive with the aviation of any other Service. Even as we move into greater and greater activity in the first few feet above the surface of the earth, our mission remains: ' . . . prompt and sustained combat incident to operations on land.'

"THE TERM, 'Flying Soldiers,' which encompasses not only our aviators but also

the commanders and troops who fly with them, indicates the framework in which Army aviation is growing. It is expressive of the philosophy of an Army which must move through the air to an ever-increasing degree if it is to accomplish its mission.

'AN ESSENTIAL ELEMENT'

"ARMY aviation is clearly one of the essential elements of the Army's over-all capability. Air vehicles are bringing about a revolution in the Army's ability to surmount the obstacles of time and terrain in the movement of troops, weapons, and supplies; and the prompt evacuation of the sick and wounded; and to secure continuously effective control over deployed units. Air mobility, which may well prove to be the decisive factor on any battlefield of the future, would be of paramount importance in coping with the effects of nuclear weapons should they be used.



MUTATO, COLOMBIA, S. A.: FEBRUARY, 1962 (SPECIAL)

PERFORMANCE REPORT ON FIRST H-23F'S DELIVERED TO U.S. ARMY 937TH ENGINEER CO. IN CENTRAL AMERICA: ARMY H-23F SUPPORTS INTER-AMERICAN GEODETIC SURVEY MAPPING OPERATIONS NEAR THE PACIFIC COAST OF COLOMBIA. H-23F (ABOVE) CARRIED TOTAL OF 8,000 LBS. OF MEN AND SURVEY EQUIPMENT FROM THIS JUNGLE VILLAGE TO TWO TRIANGULATION STATIONS 30 AND 40 MILES DISTANT. STATIONS RESUPPLIED BY ARMY H-23F FOR TWO WEEKS UNTIL WORK WAS COMPLETED. SECOND H-23F OPERATING AT PANAMA-COSTA RICA BORDER DELIVERING PAYLOADS TO ELEVATIONS OF 11,500 FEET. THIRD H-23F IS SUPPORTING A VENEZUELA MAPPING TEAM.

The U.S. Army 937th Engineer Company is using the H-23F helicopter for the largest mapping operation ever undertaken. For the full story on the H-23F or for information on its commercial counterpart, the Hiller E4, write us: HILLER, 1350 Willow Road, Palo Alto, Calif.

Designs are one thing. Deliveries another. Both come from

HILLER  **AIRCRAFT CORP.**

PALO ALTO, CALIFORNIA - WASHINGTON, D.C. - SUBSIDIARY OF THE ELECTRIC AUTOLITE COMPANY



Skycrane lifts

9 TONS

of almost anything

The new S-64 Sikorsky Skycrane, now in test, is a heavy-duty helicopter capable of lifting an astonishing variety of 9-ton loads of almost any shape.

Powered by two 4,050 hp Pratt & Whitney Aircraft JFTD-12 turbine engines, the Skycrane can hurry men and materials over marsh and mountain at 145 knots, or hover overhead to load ships and erect steel. It can string wire, lay pipe, tow boats, track submarines, position missiles, and lift everything from letters to logs. Fitted with interchangeable

Pods, the S-64 is a 60-man troop transport, vehicle carrier, supply ship for limited warfare, or mobile you-name-it. In fact, Skycrane is so versatile its uses are limited chiefly by man's imagination.

Through this versatility, Sikorsky's S-64 will reduce the time, trouble, and expense of moving things anywhere in the world. To find out how this busy bird can give *your* project a 9-ton lift, write today on your letterhead to Sikorsky Aircraft, Stratford, Connecticut.

Sikorsky Aircraft DIVISION OF UNITED AIRCRAFT CORPORATION

STRATFORD, CONNECTICUT

U
A

VIETNAM EMPHASIZES

THE NECESSITY OF

MOUNTAIN TRAINING

NOT only is it important that the Army know and understand the entire aviation program, but it is equally important that the aviation program be known and understood by our civilian citizens.

TO THIS END, the story of Army aviation today will be told the latter part of April. FLYING MAGAZINE will devote the entire May issue to Army aviation, and we are looking forward to outstanding coverage by Mr. Robert Stanfield, the Editor of flying. Key individuals and major installations are currently cooperating with Mr. Stanfield and his staff in the preparation of this issue.

MOUNTAIN FLYING

AFTER VIEWING some of the terrain in which our type of aircraft are operating in the Far East, and in consideration of the accidents that have occurred in mountainous terrain over the past year. I am more convinced of the need for increased emphasis on individual and unit training in mountainous areas.

IT IS REALIZED that many aviation units are not stationed where this is possible. However, there are many that are, and with some planning and programming even those units located in the flat lands and rolling terrain should be able to get some of this training.

PARADOXICALLY, and in this regard, I regret to report that because of the continued depletion of our H-21 assets we have cancelled those FY 63 quotas for



GENERAL ODEN DISCUSSES

Teamwork - "Operational speed-up"

Instrument Flying - "Change published"

AA Magazines - "Encourage articles"

mountain helicopter training that have been provided so generously by the Air Force and that were to be trained at Stead Air Force Base, Nevada. We are looking into the possibility of establishing our own training in this area - and probably with HU-1s.

BUT flying in difficult terrain does not account for all of our accidents. Taxi accidents alone cost the Army a half-million dollars during FY 1961 - and this does not include ground handling accidents in which the aircraft was not started for the purpose of flight.

IN RECENT WEEKS several more ground handling accidents have occurred. Ground

handling and taxing procedures should be carefully reviewed with a view toward precluding this type of accident and the necessary loss or damage of critical assets. This type of accident can be entirely eliminated by exercising due care, proper division of attention, and command supervision.

AA MAGAZINES

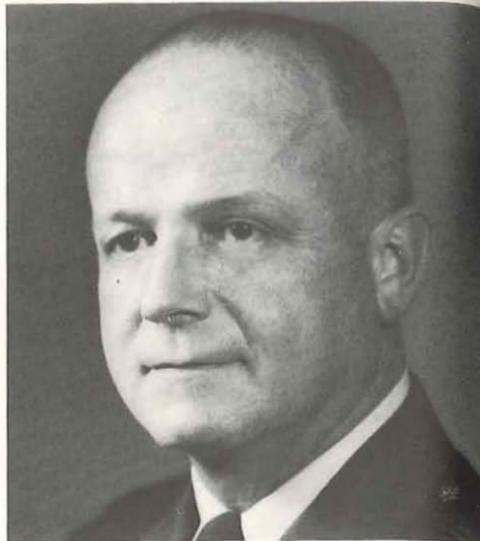
I DON'T KNOW if it is the favorable publicity the Army has been receiving lately, the press coverage of the aviation activities in Southeast Asia, or if it is just the approach of Spring and young peoples' thoughts are turning to flying, but we have been receiving an unusually large number of inquiries from high school students and college students on, "How do I become an Army aviator?"

SINCE I have already "plugged" one magazine, I want to say a few words about another "flying" publication. I am sure that our ARMY AVIATION editor will not object to my talking about the U.S. ARMY AVIATION DIGEST. Twelve pages have recently been added to this publication which enables it to disseminate one-third more information monthly on Army aviation matters.

I URGE YOU to contribute articles of operational or functional nature on safety and/or other related areas. (This means YOU must write the article and submit it to your commander along with the recommendation that it be forwarded.) Direct communication with the DIGEST is authorized and urged. Articles contributed are considered for a monthly award and the monthly winners become eligible for an annual cash award.

INSTRUMENT REQUIREMENTS

THE REQUIREMENTS imposed upon Army aviators who are holders of instrument certificates have just recently been re-examined. The limited number of instrument aircraft authorized in the ROAD divisions to which personnel are assigned



may have access for the purpose of maintenance of instrument proficiency makes it mandatory that we eliminate some of the requirements for annual renewal of instrument certificates by all aviators.

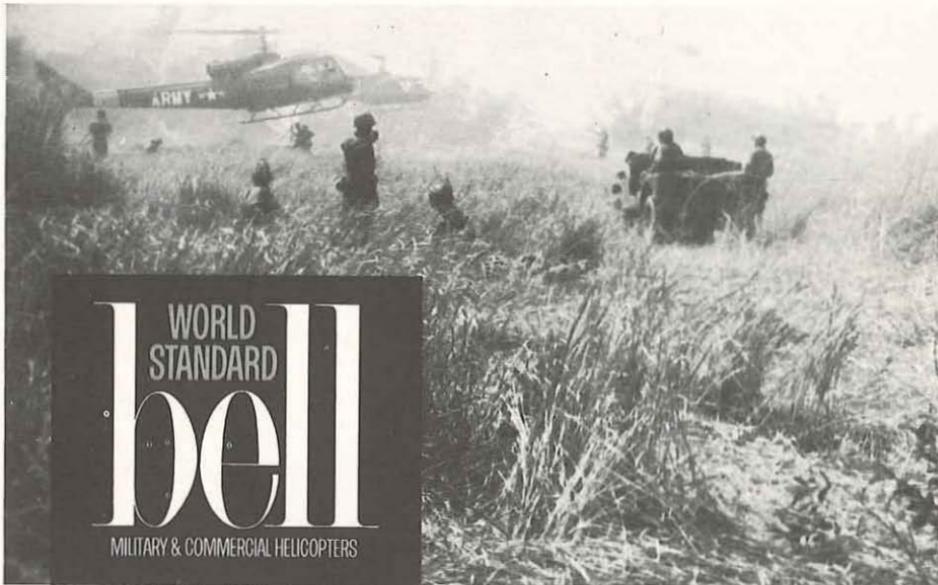
HOW TO ACCOMPLISH this is now under study at Department of the Army. One of the recommended changes received at this headquarters reads as follows:

"Maintenance of instrument qualification is mandatory for all instrument qualified aviators who are assigned to positions requiring instrument qualification and designated as such by the unit or higher commander. The following positions are considered as positions requiring maintenance of instrument qualification:

"(1) All positions of TD units within which the preponderancy of aircraft assigned are equipped for instrument flight.

"(2) TOE positions requiring frequent flight as instructor pilot, first pilot, or co-pilot in aircraft equipped for instrument flight.

"(3) Staff positions considered appropriate by the section chief or the chief



WORLD
STANDARD
bell
MILITARY & COMMERCIAL HELICOPTERS

ARMY'S IROQUOIS IS MISSION READY

OUTSIDE Up to two tons can be carried in the ASSAULT SUPPORT ROLE from a single point suspension cargo hook. The Iroquois compactly designed for air-transportability, also fits the smallest carrier elevator. And its low battlefield silhouette permits easy concealment. It can be equipped with rockets, machine guns and missiles for brush-fire warfare.

INSIDE For MISSILE SITE SUPPORT, the Iroquois (HU-ID) can accommodate pilot and twelve passengers. Its roomy interior allows teams of specialists and missile crews to reach scattered missile locations in minutes . . . unhampered by road or weather conditions. Seats are quickly removed to provide 220 cubic feet of cargo space.

UP FRONT The Iroquois is a pilot's aircraft, easy to fly and ideally suited for TRAINING MISSIONS. Currently it is the only military turbine helicopter used for instrument training. In the primary role, it can carry instructor and two students for continuous 4½ hour flights.

Look to **BELL** for Superior Mission Capability

Proven by the Army and in quantity production, the Iroquois is ready and available . . . off-the-shelf . . . for multi-service utility and training assignments.



BELL HELICOPTER COMPANY

Fort Worth, Texas • A Division of Bell Aerospace Corporation • A Textron Company



L-19 Observation-Utility Plane



CH-1C Rotary Wing Aircraft



U-3B Light Twin Transport

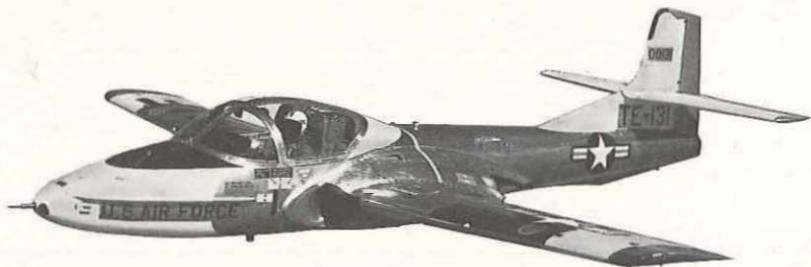
Your specific military needs prescribed them

Cessna Capability designed and built them

Proven in quality, proven in quantity, proven in the air by a generation of military flyers. That's Cessna Capability. It's a great tradition behind great aircraft... and further reason

to count on the world's most experienced makers of utility military aircraft to continue delivering your specific needs today and tomorrow. Cessna Military Division, Wichita, Kansas.

CESSNA

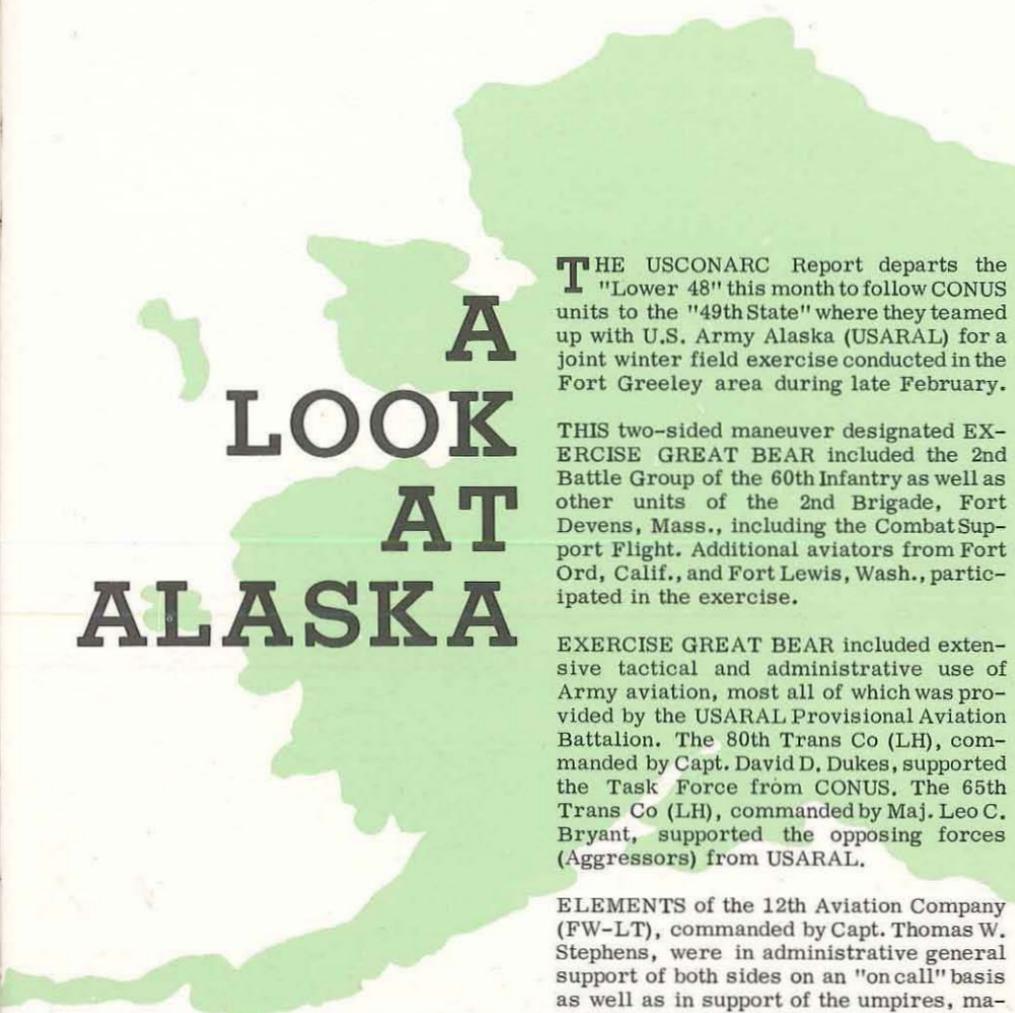


T-37 Jet Trainer

CONARC REPORT

BY

MAJOR KENNETH D. MERTEL
HEADQUARTERS, USCONARC



A LOOK AT ALASKA

THE USCONARC Report departs the "Lower 48" this month to follow CONUS units to the "49th State" where they teamed up with U.S. Army Alaska (USARAL) for a joint winter field exercise conducted in the Fort Greeley area during late February.

THIS two-sided maneuver designated EXERCISE GREAT BEAR included the 2nd Battle Group of the 60th Infantry as well as other units of the 2nd Brigade, Fort Devens, Mass., including the Combat Support Flight. Additional aviators from Fort Ord, Calif., and Fort Lewis, Wash., participated in the exercise.

EXERCISE GREAT BEAR included extensive tactical and administrative use of Army aviation, most all of which was provided by the USARAL Provisional Aviation Battalion. The 80th Trans Co (LH), commanded by Capt. David D. Dukes, supported the Task Force from CONUS. The 65th Trans Co (LH), commanded by Maj. Leo C. Bryant, supported the opposing forces (Aggressors) from USARAL.

ELEMENTS of the 12th Aviation Company (FW-LT), commanded by Capt. Thomas W. Stephens, were in administrative general support of both sides on an "on call" basis as well as in support of the umpires, maneuver director headquarters, and the many visitors. Other elements of the Provisional Aviation Battalion from Hq and Hq



EXERCISE BIG BEAR



Co, commanded by Capt. Bobbie L. Rose, provided reconnaissance, observation, and aerial surveillance support for the two forces.

THE IMPORTANCE of Army aviation in the Alaska area cannot be over-emphasized in the part that it plays to provide mobility and act as "eyes" and "ears" for the combat forces. I am happy to say that the Provisional Aviation Battalion units performed splendidly in this exercise in these essential roles. Both helicopter companies demonstrated a high degree of finesse and professionalism in the execution of air mobile exercises. The coordination and cooperation between the combat units and the combat support aviation units was excellent, indicating a high state of training on both sides. The 12th Aviation Company performed troop and supply missions with professional skill, operating from frozen lakes most of the time.

HIGH AVAILABILITY RATE

CREW CHIEFS and organizational and field maintenance personnel deserve recognition and thanks for the excellent aircraft availability rate maintained throughout the exercise. The Aviation units in USARAL consistently maintain a high availability rate along with an extensive flying hour program. This high rate is also maintained when operating in field locations using TOE equipment in temperatures down to 20 to 30 degrees below zero or lower.

AS AN EXAMPLE of initiative and ingenuity, salvage canvas is used to provide a shelter over the portion of the H-21 to be maintained and is heated with a Herman Nelson heater. This provides sufficient protection and warmth to permit the mechanics to work without gloves. The regular issue maintenance shelters are used for work on components and wherever they can be adapted to the particular job.

MAINTENANCE MEN and aviators work in temperatures around zero degrees as "routinely" as done in the "Lower 48" where it is warmer. Of course, they expe-

rience their share of problems, not only those customary to any Aviation unit, but also those caused by the extreme cold. Starting aircraft at low temperatures requires early rising, hard work, patience, and plenty of heat from the "Herman Nelsons."

ALL FIXED WING aircraft are equipped with skis in the winter except the Mohawk, and most of them with floats in the summer. USARAL aviators have mastered both ski and float techniques with little difficulty. Part of the new aviator's initial theater training and indoctrination includes instruction in the use of aircraft skis and floats. Helicopters are also equipped with skis for use in a running landing and take-off and for landing in soft deep snow.

MOUNTAIN TECHNIQUES

MASTERY of mountain flying techniques is a must, particularly a knowledge of the winds blowing through the mountain passes and the effects of these winds on the slopes. These winds sometimes exceed 100 knots in velocity. Due to the geographical location of the mountain ranges and the passes that penetrate them, a large amount of flying must be conducted under these adverse conditions.

A MAJORITY of flying is necessarily VFR, for wherever there are clouds, the icing level is usually present to a degree that prevents most IFR aircraft operations except for those aircraft with proper anti-icing or de-icing equipment. As you can guess, pilotage is the most common method of navigation, and when possible it is conducted along lines of communication such as roads, rivers, etc. This facilitates navigation as well as rescue and repairs in the event of trouble.

MOST OF THE TIME these aids are not available and a combination of pilotage, dead reckoning, and use of the few available radio beacons accomplish the mission. Since much of the flying is conducted over isolated and uninhabited areas, a thorough knowledge of survival techniques is very important. All USARAL aviators attend



Oblique aerial view of Tanacross Airfield, Alaska, with 12th Avn Co in foreground and 80th Transportation Co (Lt Hel) in rear.

several days of survival training when they initially enter the theater, habitually carry a survival kit, and are proficient in its use.

ONE INTERESTING FACT concerning the compass. This is one area where lack of attention to variation may cause you to miss your destination by several miles for variation averages about 27 degrees in the Anchorage and Fairbanks area. This will cause your map and charts to look a little disoriented, with an estimated 30 degrees difference, but you soon get used to it.

THE PROVISIONAL Aviation Battalion, with headquarters at Fort Richardson is commanded by Lt. Col. Edward C. Podworny. Deputy CO is Maj. Samuel G. Cockerham; Exec Officer is Maj. George Poppas, Jr. and S-2, S-3 is Capt. William R. Cave. I was very impressed by the professional attitude, the smooth operations, skill, and training of each individual and the cooperative manner in which the units of the battalion worked together to accomplish their missions.

THE USARAL Aviation Officer is Lt. Col. Nicholas G. Psaki. He is ably assisted by Maj. Richard H. Scott as deputy, and Capt. Brady R. Harris as operations officer. Working with Lt. Col. Psaki is Capt. Buell R. Powell who is responsible for aviation maintenance. The Aviation Section func-

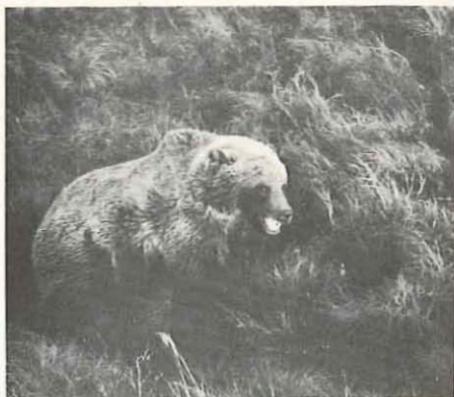
tions very smoothly and has excellent working relations with the rest of the USARAL Staff, particularly G-2 and G-3. The USARAL staff is very aviation-minded and is making maximum use of the varied capabilities of Army aviation in Alaska.

I WAS privileged to be present at a briefing when the USARAL Commander commended the Aviation Officer, Aviation Battalion Commander, and the Transportation Officer for the splendid performance of Army aviation in the Exercise. I am certain that your fellow aviators and associates in the "Lower 48" join me in adding their congratulations for a very fine Army aviation organization and a job well done.

ARCTIC TEST BOARD

ANOTHER AVIATION activity in Alaska is the aviation portion of the Arctic Test Board located at Fort Greeley. This section, led by Lt. Col. Thomas O. Morrow, insures that Army aviation will function under conditions of extreme cold and deep snow. Col. Morrow is assisted by Maj. Glenn E. Darrrough, in charge of special projects; Maj. John A. Love, in charge of operations, and project officer on the Mohawk; Capt. Jerry J. Norton, currently working with the Mojave; 1st Lt. Mas M. Nakajo, project officer of the Caribou; Capt. Charles V. Heath, project officer on the Iroquois, and CWO Delmont H. Scott. These aviators and their men work under very trying conditions to make certain that our equipment is the very best. They deserve a vote of thanks from all.

AN INTERESTING Category II Aviation assignment in Alaska is that held by Maj. Ellsworth F. Vassar, National Guard Advisor at Bethel and Maj. David H. Money, with similar duties at Nome. These assignments are Category II since the only means of getting around to various distant units and elements is by air. These officers have an L-19 and an L-20 between them, and for their 2-year tour of duty (1-year unaccompanied), lead a very interesting life, both as an advisor and as an aviator. Any volunteers? (Ed. Ray and Tina Johnson?)



QUARTERS are generally excellent, although there is still a waiting list of several months for some depending on the time of arrival. Hunting and fishing are among the best in the world. Aviators are privileged to see wild life in their daily flights that few others have the chance to observe.

ALASKAN BEAR

FOR EXAMPLE, the picture of the Alaskan bear shown on this page was taken from a helicopter hovering overhead. The scenery from the air is breath-taking, particularly the snow-capped mountains, including Mt. McKinley, the highest mountain on the North American continent. It makes a very fine landmark on a clear day, visible for over 100 miles.

AN AVIATION ASSIGNMENT in Alaska is both interesting, varied, challenging, and rewarding. It is a wonderful opportunity to gain flying experience under extreme cold conditions, mountain flying, and operations on skis and floats. It is an opportunity to know that you are really contributing to the overall progress of the Army, for Alaska is one place where aviation really comes into its own and accomplishes a tremendous job in support of the Army.

--Major Kenneth D. Mertel
Hqs, USCONARC

THE first rotary wing aircraft procured in quantity by the U.S. Army Air Force was the Sikorsky S-4. Although the AAF had accumulated years of experience in the training of fixed wing pilots, the state of the art for rotary wing aircraft in 1944 was such that civilian industry had acquired the majority of the experience available, primarily through their experimental and developmental efforts.

WHEN the decision was made by the Army Air Force to establish a rotary wing school, a contract was made with the Sikorsky Aircraft Division of the United Aircraft Corporation to train the cadre. This initial training was conducted at the Sikorsky Aircraft plant located at Bridgeport, Conn. Upon completion of this training, the cadre traveled to Freeman Field, Indiana, where the first R/W school was established.

A PROGRAM of instruction was developed and the first class of students arrived in the summer of 1944. The flight syllabus, consisting of twenty-five flight hours, included instruction in hovering, normal takeoff and landings, straight and level flight, and straight-in, flare-type autorotations with a power recovery. Aerial touchdown autorotations were not performed at the school and were not included in the curriculum.

IN THE WINTER of 1944, the school moved from Indiana to the airfield at Chanute, Illinois. This move occasioned the first mass cross-country flight conducted by helicopters. Chanute Field was a temporary location and in the following Spring, the rotary-wing school established its residence at an airfield located at Wichita Falls, Texas.

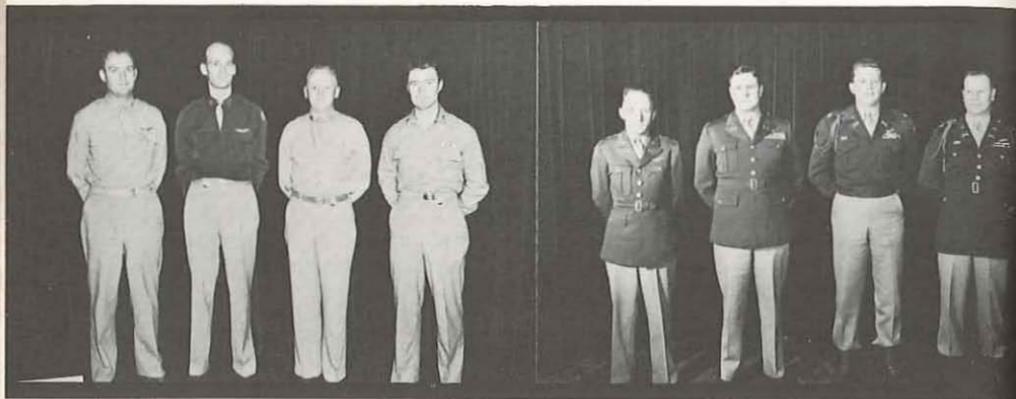


ARMY 'COPTER TRAINING 1944-1954

BY COL. JACK K. NORRIS
COMMANDANT, USAPHS



First AAF R-4 for instructional purposes



HERE the instructors first encountered the ubiquitous problem of high density altitude and low powered helicopters. One class was soloed without receiving any instruction in hovering. Running takeoff and landings were the rule. Only by exploiting the early morning hours when cool temperatures prevailed were the instructors able to teach hovering.

BY 1945, the development of the helicopter had reached the stage whereby several manufacturers could produce their machines in quantity. At this time the Army Ground Forces made arrangements with the AAF for twelve quotas in helicopter training. The purpose of this request was to investigate the problems associated with the training of pilots and the testing of rotary wing aircraft.

INITIATED IN 1945

THE FIRST AGF pilots started their training in the summer of 1945 and the last four completed their training in the summer of 1946. By this time AGF had made definite commitments for procuring and testing the Bell Aircraft H-13. At the time of the procurement, arrangements were made with Bell to train pilots for the AGF.

JOE DUNNE, one of the Army Air Force officers who helped organize and instruct in the first AAF helicopter school, was

subsequently employed by Bell to establish a training school. Joe established his school for the H-13 along the same lines as the AAF flight syllabus with one major exception. The problem of a student having to make a power-off landing in the helicopter had bothered Dunne since the day he became associated with helicopters. When he arrived at Bell and observed the ease with which Floyd Carlson and Joe Mashman performed touchdown autorotations in the H-13, he included this maneuver in his flight syllabus.

THE FIRST pilot class conducted by Bell for the AGF started 23 September and ended 4 October 46. This class was composed of four officers who had previously completed the training conducted by the AAF. Their Bell training consisted primarily of a transition into the H-13.

SUBSEQUENT CLASSES conducted by Bell for the AGF were composed of pilots with no previous experience in rotary wing aircraft. The first class in this category, consisting of four students, started on 3 March and graduated on 28 March 47. These students received an average of 23 flying hours.

THE INSTRUCTOR COMMENTS in reference to the students' ability to perform the various maneuvers are sketchy; however, all received instruction in taxiing, level flight, climbs and glides, hovering, side-ward and rearward flight, takeoffs, land-

THE FUTURE OF ARMY AVIATION

BY
DONALD M. THOMPSON
OFFICE,
CHIEF OF TRANSPORTATION



TO BE AVAILABLE to the man in the field, Army air vehicles must be so designed that they are deliverable to the combat area. To date, economics has prevented the stockpiling of Army aircraft in every possible trouble spot in the world. It is probable that this situation will continue.

SELF-DELIVERABILITY

IF THE ARMY is to use aviation in exercising its global responsibilities, Army aviation must be deliverable to all parts of the globe. To be most effective, Army aviation should be self-deliverable so that its availability is not dependent upon other means of transportation or other military departments.

UNDER present technology, small Army aircraft are incapable of self-delivery. With some development, larger aircraft might be self-deliverable. A long range goal of Army aviation should be to have all aircraft self-deliverable, even if some of the economies associated with small size have to be sacrificed. A slightly larger aircraft available to the combat

soldier in the field is more valuable to him than a small aircraft which must be left behind in the continental United States.

DELIVERABILITY is a prerequisite to availability. Deliverability that is predicated upon availability of other modes of transportation is far less effective than self-deliverability. This should be a goal of Army aviation.

AVAILABILITY also means sufficient quantities actually in the hands of the man in the field, not on paper or in development. Production costs must be reduced through standardization and the freezing of designs long enough to permit appreciable production runs.

PARTICULARLY in the fields of transportation, aviation cost reduction to permit larger production is more important than continuing refinement to provide minor performance improvements. No wars will be won by air transportation systems still on the drawing board or planned for production. The cost of continuing change is far greater than the mere



OPEN LINE

THE READERS SPEAK OUT



CIVIL AIR PATROL, 1962 A.D.

THE CIVIL AIR PATROL was formed back in the days of the Army Air Corps. It was to provide airplanes and pilots for certain non-tactical missions which could be performed by civil aircraft and to give assistance in recruiting and training of pilots. When the Department of the Air Force was created, the responsibility for the CAP was transferred from the Army to the newly formed U.S. Air Force. While this assignment may well have been valid at the time it was made, it should now be reviewed in the light of changing technology.

THE EQUIPMENT which can be provided by the Civil Air Patrol and the missions which CAP pilots can perform are now far more closely allied with the missions and functions of Army aviation than those of Air Force aviation. From the standpoint of similarity of equipment, the Civil Air Patrol should be assigned to the Army and not the Air Force.

IN TIME OF DISASTER, both the Civil Air Patrol and the Army render assistance to the civilian population. The Air Force

equipment available for such missions is steadily decreasing. From the standpoint of services to the civilian population of the United States, the Civil Air Patrol should be assigned to the Army to promote more effective integration of civilian assistance activities.

REDUCED AF NEED

THE NUMBER OF PILOTS required for Air Force missions may well continue to decrease, while the number of pilots required by the Army increases. Recruiting services may, therefore, be a greater need for the Army than for the Air Force. The CAP should, therefore, be assigned to the Army, where its recruiting services will be of greatest benefit to the Defense Department.

THE ARMY should seriously consider expanding its aviation activities by requesting transfer of the responsibilities and funds for the Civil Air Patrol from the Air Force to the Army.

Donald M. Thompson
Office, Chief of Transportation
Department of the Army
Washington 25, D.C.

Now...

FROM
CONTINENTAL
MODEL YT65-T-1
SHAFT
TURBINE
FOR
HELICOPTERS

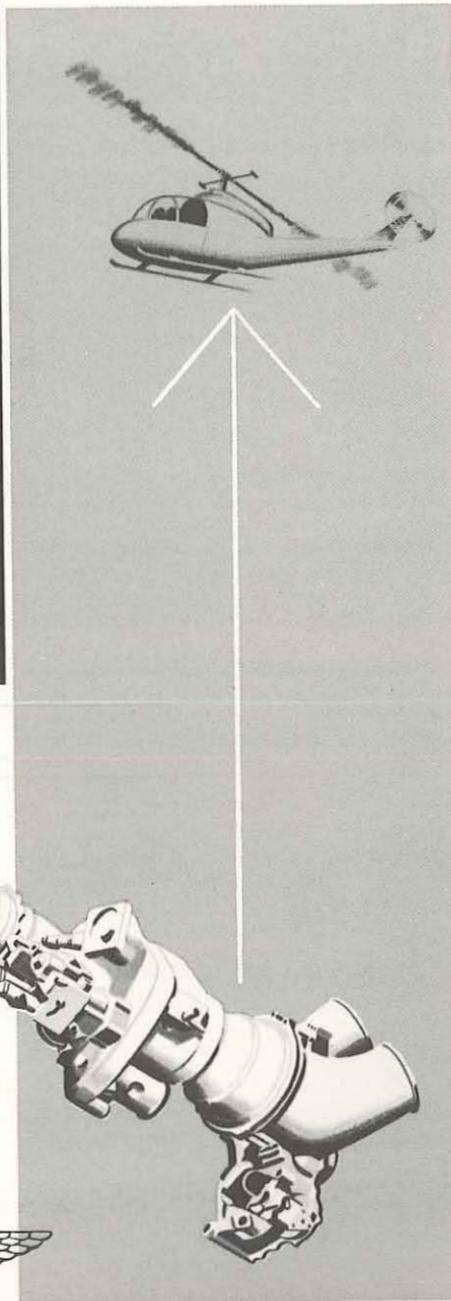
250 hp . . . 130 lbs.

An exceptionally favorable ratio of power to weight is only one of several factors adapting this new engine to the specialized requirements of light helicopter use. Model YT65-T-1 has all the simplicity and ruggedness of this famous turbine family, plus a degree of versatility unusual in a helicopter power plant. Most important of all, as the latest development in Continental's broad turbine program, it offers dependability proved in more than a million hours' operation under the exacting conditions of military use.

FOR COMPLETE INFORMATION, ADDRESS:

**Continental Aviation
and Engineering
Corporation**

12700 Kercheval Avenue
Detroit 15, Michigan
West Coast Sales Offices:
18747 Sherman Way, Reseda, California



Solar gas turbine APU starts and supports Army's new HC-1B jet helicopter



Solar's new *Titan T-62* gas turbine APU enables the Army's HC-1B *Chinook* to start anywhere without ground support equipment. It provides the power necessary to start the engines and to operate all hydraulic and electrical systems. The self-sufficient turbine develops up to 80 hp, is only 12½ in. in diameter by 25 in. long, and weighs 61 lb. Solar APUs may be equipped with an alternator, generator, hydraulic pump, pneumatic compressor or combinations of these units. For additional information write to Department J-224, Solar, San Diego 12, California.





SECRETARIAT



MAJOR
MARVIN C. FABBRI
SECRETARY OF THE BOARD

**U.S. ARMY
AVIATION BOARD
FORT RUCKER,
ALABAMA**

AIRCRAFT DIVISION



L.T. COLONEL
HUBERT D. GADDIS
DIVISION DIRECTOR



MRS.
EUGENIA M. BERTA
PROJECT REVIEW

OFFICE OF THE PRESIDENT



COLONEL
JACK L. MARINELLI
PRESIDENT



L.T. COLONEL
JOHN L. ROWAN
DEPUTY PRESIDENT



MAJOR
HUBERT W. OGILVY
EXECUTIVE OFFICER



MR.
LYLE E. BURNS
PHOTO & REPRODUCTION



CAPTAIN
ALFRED R. SMITH
BOARD LIAISON OFFICER



CAPTAIN
ERNEST R. WRIGHTMAN
ADJUTANT



MR.
MAHON J. FORTNER
AEROSPACE ENGINEER

CARIBOU STOL PERFORMANCE PLUS 5 BIG BONUS FEATURES



CARIBOU STOL PERFORMANCE—Take-off distance 725 feet, zero wind, at full gross load, 28,500 lbs.

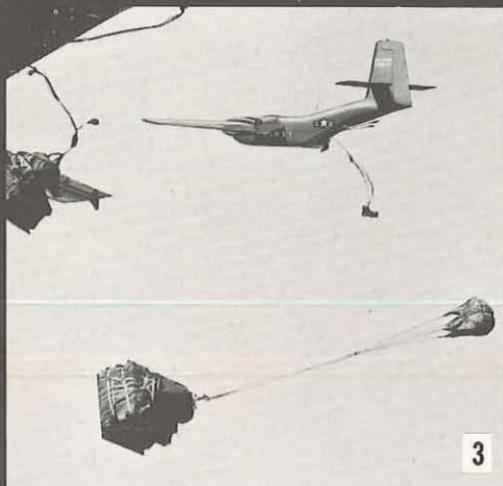
PLUS: 1. Quick Turn Around. Cargo rolls straight in through rear loading door. Ramp adjusts to truck bed height. Long loads can extend out open door in flight.

PLUS: 2. Big Load Capacity. 32 troops or 24 paratroopers. 1150 cubic foot cargo space.

PLUS: 3. Paradrop. Rear door facilitates air drops. Paratroopers—jeeps—pallets up to 6,000 lbs.

PLUS: 4. Drive-in. Accommodation for 2 jeeps and carrier, or equivalent.

PLUS: 5. Ambulance. 14 litters and 12 seats, or 22 litters and 4 seats.



THE
STOL
CARIBOU
DESIGNED AND BUILT BY
DE HAVILLAND AIRCRAFT OF CANADA
DOWNSVIEW ONTARIO



WASHINGTON REPRESENTATIVE: J. E. McDONALD

319 TOWER BUILDING - 14th AND K. Sts. N. W.

AIRCRAFT BRANCH, AIRCRAFT DIVISION



MAJOR
LOWELL K. SOLT
PROJECT OFFICER



LT. COLONEL
LELAND P. WILHELM
BRANCH CHIEF



MAJOR
CLAUDE K. HARGETT
PROJECT OFFICER



MAJOR
LEONARD R. DENNIS
PROJECT OFFICER



CAPTAIN
JAMES A. BARRETT
PROJECT OFFICER



CAPTAIN
WILLIAM F. DRAKE
PROJECT OFFICER



CAPTAIN
WILLIAM C. COUCH, JR.
PROJECT OFFICER



CAPTAIN
DOUGLAS M. WALLER
PROJECT OFFICER



CAPTAIN
WILLIAM H. SCANLAN
PROJECT OFFICER



MR.
RICHARD J. FOLLOWILL
TEST PILOT



MR.
JOSEPH E. GIVENS
TEST PILOT



MR.
JAMES S. KISHI
AIRSPACE ENGL. (FLY)

U S A A B



CAPTAIN
ROBERT GUERNWELLER
PROJECT OFFICER



LT. COLONEL
RICHARD J. KENNEDY
DIVISION DIRECTOR

AVIONICS BRANCH, AVIONICS DIVISION



MAJOR
MAX A. CLARK
BRANCH CHIEF



MAJOR
HARRY P. FRIEZZELL
PROJECT OFFICER



MAJOR
JERRY E. HOLSTAD
PROJECT OFFICER



MAJOR
JAMES C. HIKE
PROJECT OFFICER



CAPTAIN
SAMUEL M. PIERCE
PROJECT OFFICER



MR.
CHARLES L. MARTIN, JR.
TEST PILOT

ARMAMENT BRANCH, AIRCRAFT DIVISION



MAJOR
ELBERT R. DHANE
BRANCH CHIEF



MAJOR
JOHN R. AHERN
PROJECT OFFICER



MAJOR
BILLY L. O'NEAL
PROJECT OFFICER



CAPTAIN
BOYCE B. BUCKNER
PROJECT OFFICER



CAPTAIN
WILLIAM F. GURLEY
PROJECT OFFICER



CAPTAIN
ROY H. LAWRENCE
PROJECT OFFICER

AVIONICS DIVISION



LT. COLONEL
ROBERT W. RESBACHER
EXECUTIVE OFFICER



MR.
JOHN H. GRAY
ELEC-DEV TECH

HQS COMPANY



SECOND LIEUTENANT
CARL F. SUNSTROM
COMPANY COMMANDER

SUPPLY BRANCH



CHIEF WARRANT OFFICER
WILLIAM E. PRIOR
SUPPLY OFFICER

LOGISTICS DIVISION



**LT. COLONEL
JAMES E. INGRAM**
DIVISION DIRECTOR



**MR.
ARTHUR A. HALL**
AVN LOGISTICS OFFICER

SURVEILLANCE BRANCH, AVIONICS DIVISION



**MAJOR
WILLIAM H. SCHMIDT**
BRANCH CHIEF



**MAJOR
EDWARD M. WARZECHA**
PROJECT OFFICER

TECHNICAL SUPPORT BRANCH, AIRCRAFT DIVISION



**MAJOR
JOSEPH L. WOOLLEY**
BRANCH CHIEF



**MAJOR
DAVID B. KING, II**
PROJECT OFFICER



**CAPTAIN
JAMES F. VAUGHN**
PROJECT OFFICER



**CAPTAIN
CECIL E. WHOTEN**
PROJECT OFFICER

MAINTENANCE BRANCH, LOGISTICS DIVISION



**MAJOR
CLIFTON M. NOLAND**
BRANCH CHIEF



**MAJOR
JUNK H. STEBBINS**
MAINT. PROJECT OFFICER

PLANS & COORDINATION BRANCH, LOG. DIV.



**MR.
DANIEL McNEW**
SUPERVISOR



**MR.
ROGER L. TAYLOR**
EQUIPMENT SPECIALIST

AIRCRAFT OPERATIONS BRANCH, LOG. DIV.



**CAPTAIN
ROSS E. NOAH**
OPERATIONS OFFICER



**CAPTAIN
JAMES K. SCHUMAKER**
ASST OPERATIONS OFFICER

SURVEILLANCE DRONE TEST DET., YUMA, ARIZ.



**MAJOR
VICTOR C. SIMPSON**
DETACHMENT COMDR



**FIRST LIEUTENANT
OSCAR L. SCHULER**
OPERATIONS OFFICER

Look into this Weather Radar for...

Only RCA's
AVQ-55
offers all these features...



LOWEST POWER REQUIREMENT—the only airborne weather radar powered from a 250 VA inverter!

LIGHTEST WEIGHT—all other similar systems weigh 20 to 90 percent more!

LOWEST COST—most economical to buy, install and maintain!

MOST COMPACT—only three units . . . no control panel or extra "black boxes" required!

Here at last is a weather radar to make installation practical in many aircraft that could not use previously available systems. RCA advances in transistorization and mechanical design have paved the way for these outstanding performance and operational features.

These exclusive advantages of RCA's AVQ-55 are of particular importance to *light twin operators* . . . for further information contact Radio Corporation of America, 11819 W. Olympic Blvd., Los Angeles 64, Calif., or nearest Authorized Dealer for RCA Aviation Equipment.



The Most Trusted Name in Electronics
RADIO CORPORATION OF AMERICA



35,000+

SUPPORTING A MAPPING PROJECT IN THE LIBYAN DESERT, FIVE AA'S ASSIGNED TO THE 572D ENGINEER PLATTON (TOPO AVN) HAVE A CUMULATIVE EXPERIENCE FACTOR OF 15,700 FLYING HOURS. TOP, L-R, CAPTS. EVERETT A. SMITH, JOSEPH M. BALINT, AND CARLYLE J. HEATHCOTE. BOTTOM: CAPTS. RONALD H. MERRITT AND FRANKLIN G. PETERSON. ALL ARE F/W-R/W QUALIFIED AND ESTIMATE THEIR "CAREER" SUM OF LANDINGS AT APPROXIMATELY 35,000+.

RESCUE

CAPT. THOMAS E. DUPREE (SECOND FROM LEFT), U.S. ARMY POLAR RESEARCH AND DEVELOPMENT CENTER, FT. BELVOIR, VA., RECEIVES THE SIKORSKY WINGED-S AWARD FROM PAUL W. HOLT (RIGHT), SIKORSKY ASSISTANT GENERAL MANAGER-PROGRAMS, FOR HIS SPECTACULAR MERCY FLIGHT ACROSS THE GREENLAND ICE CAP. COL. GERALD W. HOMANN (LEFT), CO, USAPRDC, AND HARRY M. HLEVA, SIKORSKY REPRESENTATIVE, OBSERVE THE PRESENTATION.



MASTER

CAPT. WILLIAM A. ROEHL (SECOND FROM THE LEFT) IS WARMLY CONGRATULATED BY MAJ. GEN. WILLIS S. MATTHEWS, THE DEPUTY COMMANDING GENERAL OF FIRST U.S. ARMY AT A RECENT GOVERNORS ISLAND, N.Y., CEREMONY HONORING HIS RECEIPT OF THE MASTER ARMY AVIATOR BADGE. MRS. ROEHL IS AT THE RIGHT, THE PILOT FOR GEN. MATTHEWS DURING A KOREAN ASSIGNMENT, ROEHL IS NOW A MEMBER OF THE FIRST U.S. ARMY FLIGHT DETACHMENT.



AWARD

CAPTAIN ROLAND O. SANDERSON (CENTER), PLANE COMMANDER AND INSTRUCTOR IN THE SPECIAL AIRCRAFT BRANCH AT FORT HUACHUCA, ARIZONA, IS CONGRATULATED ON RECEIVING THE MASTER ARMY AVIATOR RATING BY LT. COLONEL MICHAEL HOCH-ELLA, AVIATION OFFICER, U.S. ARMY ELECTRONIC PROVING GROUND, FT. HUACHUCA. MRS. SANDERSON IS SEEN AT THE RIGHT. THE CEREMONY TOOK PLACE IN COL. HOCH-ELLA'S OFFICE AT LIBBY ARMY AIRFIELD.



CHANGES OF

ADDRESSES - PCS

GENERALS

EASTERBROOK, ERNEST F., MG
Comdg Gen, 25th Infantry Division
APO 25, San Francisco, Calif.
FYFFE, R.A., MG
War Office, 279 Whitehall
London SW 1, England
VAN NATTA, THOMAS F., MG
Inter-Amer Def Coll, Ft McNair
Washington 25, D.C.

COLONELS

BURCHELL, EDWARD L.
Defense Supply Agency
Alexandria, Virginia
BURKE, JAMES L.
120 Magruder
Mineral Wells, Texas
OSWALT, JOHN W.
Quarters 3-E
Fort McPherson, Georgia
ROGERS, WILLIAM C.
Arlington Towers-Madison 623
Arlington, Virginia
WILLIAMS, ROBERT R.
45 Red Cloud Road
Fort Rucker, Alabama

LT. COLONELS

BUSH, HARRY L.
2d Howitzer Bn, 76th Artillery
APO 2, San Francisco, California
ELLIS, CLARENCE H., JR.
12 Marina Drive
Newport News, Virginia
EVERS, RAYMOND R.
Aircraft Maint Center, USAAVNC
Fort Rucker, Alabama
FRANCHINA, CHARLES T.
DRI, USA Transportation School
Fort Eustis, Virginia
FRANCIS, ERNEST H.
22 McKinley Drive
Denhigh, Virginia
HAMMETT, JOHN W.
Funston Hall, Room 86
Fort Leavenworth, Kansas
JENKINS, JOHN F.
USASRD
Fort Monmouth, New Jersey

LT. COL. (CONT)

JOHNSON, RAYMOND E.
MAAG AAvn Box 9
San Francisco, California
JULIANO, AMORE V.
1431-A 5th Avenue
Fort Knox, Kentucky
LAMOTHE, FRANK E.
Army Aviation Sect, Hq, CONARC
Fort Monroe, Virginia
LUKENS, HOWARD I.
2nd Battle Group, 28th Infantry
APO 29, New York, New York
LUTZ, GEORGE A.
9615 Justine Drive
Annandale, Virginia
McCORY, JOHN D.
2439 Claremont Circle
Springfield, Missouri
PODWORNY, EDWARD C.
115-B Gulkana
APO 949, Seattle, Washington
SPEARS, LEROY C.
31 Holland Park Drive
Ellenwood, Georgia
TUGMAN, ROBERT F.
60th Third Infantry Road
Fort Leavenworth, Kansas
WALLER, MARSHALL
1301 South Scott Street
Arlington 4, Virginia

MAJORS

ANDERSON, JULIAN A.
Hqs, 92d Artillery
APO 29, New York, New York
BRADY, MORRIS J.
1 Harbor Avenue
Fort Leavenworth, Kansas
BROCKMYER, JAMES J.
Armed Forces Staff College
Norfolk 11, Virginia
CHAMBERLAIN, WALTER J.
6908 Beryl Road
Alexandria, Virginia
CHERNE, MILTON P.
57th Transportation Co (Lt Hel)
APO 143, San Francisco, Calif.
CLARK, MAX A.
59 Harris Drive
Fort Rucker, Alabama

MAJORS (CONT.)

CONNOR, GEORGE C.
Hqs, USAREUR
APO 403, New York, New York
CROSBY, RICHARD D., JR.
Hqs, USAGD - Nancy
APO 679, New York, New York
CUNHA, JOHN H., JR.
USA Engineer Center - 2420
Fort Belvoir, Virginia
CURD, VERNON F.
19th Transportation Co (Med Hel)
Fort Benning, Georgia
DALY, THOMAS B.
Avn Sect, Hq, 32d Arty Brigade
APO 227, New York, New York
ERBE, ROBERT L.
USA ELM MAAG
APO 271, New York, New York
ESTES, BENJAMIN E., JR.
5 ADGRU, Box 382
Warrensburg, Missouri
GRAY, JAMES E., JR.
93rd Trans Co (Lt Hel), Box 14
APO 143, San Francisco, Calif.
HESTER, LEROY V.
416 Denver Club Building
Denver 2, Colorado
HOVLAND, DENNIS A.
1557 Park Road
Minneapolis 20, Minnesota
HYMAN, ROBERT D.
FAA-N.Y. International Airport
Jamaica 30, New York
JONES, WALTER F.
1771 Fort Valley Drive, S.W.
Atlanta 11, Georgia
LAWRENCE, GEORGE E.
1205 N. Pennsylvania Avenue
Roswell, New Mexico
LECHNER, ROY J.
Building T-245, Apartment 3
Fort Monroe, Virginia
McCLURE, JOSEPH W.
Hqs, 8th Transportation Bn (Hel)
APO 29, New York, New York
McCRADY, RICHARD T.
601 Pike Court - Virginia Hills
Alexandria, Virginia

★ CHANGES OF
ADDRESS - PCS

MAJORS (CONT.)

OLIVER, JACK L.
137 Sunset Drive
Junction City, Kansas

QUINT, ALVIN M.
1st Battle Group, 7th Cavalry
APO 24, San Francisco, Calif.

RAY, JACK O.
719 6th Avenue
Leavenworth, Kansas

RUSSELL, CARL K.
6902 Lake Street, S.W.
Tacoma 99, Washington

SCHMIDT, WILLIAM R.
19 Olson Lane
Fort Rucker, Alabama

SEITZ, LEONARD F.
633 Monette Drive
Bedford, Texas

STEVENS, STORY C.
Quarters 131
West Point, New York

STEWART, ALEXANDER K.
USA Cmbt Exper Dev Center
Fort Ord, California

TRAPP, WALTER S.
530 Beluga, Apartment "D"
APO 949, Seattle, Washington

VEATCH, AUSTIN K., JR.
ELM MAAG
APO 143, San Francisco, Calif.

WESTPHAL, JOHN P.
USA ELM MAAG
APO 143, San Francisco, Calif.

CAPTAINS

AHRENS, JACK C.
STRICOM-Aviation, MacDill AFB
Tampa, Florida

ALLEN, WILLIAM M.
26th Flight Detachment
APO 44, New York, New York

ALLWINE, ROBERT E., JR.
309 South King Street
Robinson, Illinois

ANDERSON, NILS B.
Hqs, CCB, 4th Armored Division
APO 66, New York, New York

ANDERSON, ROBERT D.
1134 Wildcat Canyon
Pebble Beach, California

ANDERSON, RONALD W.
503rd Aviation Company
APO 165, New York, New York

ARCHULETA, JAMES M.
5645-2 Lockridge Loop
Fort Hood, Texas

BELCHER, LILLARD F.
3d Plat, 421st Med Co (Air Amb)
APO 114, New York, New York

BELL, DAVID A.
Route 4
Owatonna, Minnesota

CAPTAINS (CONT.)

BESSLER, FELIX J.
6101 Frontier Drive
Springfield, Virginia

BITTINGER, ROBERT C.
Quarters 1109-E
Fort Eustis, Virginia

BOOTH, BENNY L.
Student Officer Company, USASTR
Fort Gordon, Georgia

BROOKS, WILLIAM D.
USATTC
Fort Eustis, Virginia

BROWN, ISHAM H.
16712 Throckley Avenue
Cleveland, Ohio

BROWN, SAM E.
UTT Helicopter Company
APO 331, San Francisco, Calif.

CALDWELL, PHILLIP B.
901 Nolan Avenue
Killeen, Texas

CANADAY, WILLIS L.
Transportation Section, USAIC
Fort Benning, Georgia

CAUBLE, RICHARD C.
ATOCC Class 2, USA Trans Sch
Fort Eustis, Virginia

CHAPMAN, JOHN L.
362 Crowell Circle
Redstone Arsenal, Alabama

CHRISTY, DERYCK G.
417 East 11th Avenue
Spokane 3, Washington

CONLEY, SAMUEL G., JR.
Quarters 2561-A
Fort Eustis, Virginia

COTE, GEORGE R.
Hqs, 2d Transportation Bn (Trk)
APO 288, New York, New York

COVINGTON, EDWARD B.
Building 7205-A
Fort Carson, Colorado

CROWELL, GEORGE A.
2d Aviation Company, 2d Platoon
APO 122, New York, New York

CULLINS, ROBERT B., III
5647-2 Lockridge
Killeen, Texas

CULP, ARNOLD D.
Hqs, 212th Artillery Group
APO 165, New York, New York

CURRY, JERRY R.
Detachment F, KMAG
APO 59, San Francisco, Calif.

CURTIS, WILLIAM L.
51 Harris Drive
Fort Rucker, Alabama

DAMRON, HERBERT C.
151 Magruder
Mineral Wells, Texas

DAVIDSON, BILLIE A.
Lawson Army Airfield Command
Fort Benning, Georgia

DAVIS, G.B., JR.
802 Evergreen
Killeen, Texas

DAVIS, ROBERT B.
Aviation Section
Fort Rucker, Alabama

DEBOER, DUANE D.
Quarters 1661-A
Fort Belvoir, Virginia

CAPTAINS (CONT.)

DEGENEFFE, DELANO E.
8932 Sherwood Street
Detroit 11, Michigan

DELOACH, WILLIAM W.
110th Aviation Company (Lt Hel)
APO 168, New York, New York

DENMAN, WILLIAM F.
16 Meadowbrook Avenue
Eatontown, New Jersey

DEWEESE, THOMAS P.
922d Transportation Co (DS)
APO 957, San Francisco, Calif.

DOBBINS, WILLIAM F.
USAGA Brienne - Le Chateau
APO 325, New York, New York

DONAHUE, ROBERT A.
Hq Det, 2d Logistical Command
Fort Lee, Virginia

DRUMMOND, CHARLES H.
1st Aviation Company (Inf Div)
Fort Riley, Kansas

DUERR, RICHARD D.
1101-C Avalon
El Paso, Texas

EBAUGH, GLENN M.
Hqs, CCA, 3rd Armored Division
APO 39, New York, New York

FOUNTAIN, CHARLES D.
34 Nijmegen Street
Fort Bragg, North Carolina

FRANSEN, LEONARD R.
704 Meadow Wood Lane
Media, Pennsylvania

GAINY, JAMES C.
Off Mail Rm, Box 329, Sect 122A
Fort Monmouth, New Jersey

GARDNER, WILLIAM S.
TOCC Class 62-1, USA Trans Sch
Fort Eustis, Virginia

GAUSVIK, DONALD E.
Route 3, Box 100
Severn, Maryland

GEBELT, HENRY F.
5211-B Blanco Street
El Paso, Texas

GEORGE, ROBERT C.
Quarters 542-B
Fort Belvoir, Virginia

GONZALES, RALPH V.
Class 62-7-Q, USAPHS
Camp Wolters, Texas

GOODE, FRANKLYN C.
3552 Kent Street, Apartment 1
Fort Worth, Texas

GORDON, JOHN E.
2nd ARB, 41st Infantry
APO 35, New York, New York

GREYHOSKY, AUGUST
Air Section, 516th Signal Group
APO 164, New York, New York

HANKINS, CHARLES A.
Engineer District, Far East
APO 301, San Francisco, Calif.

HARDY, THOMAS O.
6231 Victoria
El Paso, Texas

HARRIS, CHARLES E.
28 Castle Way
Fort Rucker, Alabama

HARRIS, ROBERT E.
618 North 4th Street
Temple, Texas

CAPTAINS (CONT.)

HASWELL, EDWARD A.
421st Medical Company (Air Amb)
APO 114, New York, New York

HELFENBERGER, FOREST H.
3069 Ormand Drive
Columbus, Georgia

HENSCHEL, DENSMORE F., JR.
3303 Custer Street
Hampton, Virginia

HERMAN, LAWRENCE J., JR.
200 Dogwood Drive
Enterprise, Alabama

HOWELL, ROY R.
90th Transportation Co (Med Hel)
APO 177, New York, New York

HULL, MICHAEL H.
1671-B Potomac Loop
Fort Belvoir, Virginia

HUNT, GORDON M.
A Co, 3rd ARB, 36th Infantry
APO 39, New York, New York

INGRAM, THOMAS A.
706 North 31st
Lawton, Oklahoma

JARVIS, RONALD J.
2607 Cass Street
Omaha, Nebraska

JOHNSON, DAUL M.
6006-00 Opn, Gray Army Airfield
Fort Lewis, Washington

JOHNSON, EDWARD K.
7th Aviation Company (Inf Div)
APO 7, San Francisco, Calif.

JOHNSON, JOHN P.
23 Esquiline Drive
Columbus, Georgia

JONES, CLYNNE T.
Hqs, CCA, 1st Armored Division
Fort Hood, Texas

JONES, LINCOLN G.
2236 East Blaine
Seattle 2, Washington

JORDAN, ALDY C.
Signal Division, Hqs, USAREUR
APO 403, New York, New York

KALINA, JOHN M.
2nd ARB, 48th Inf, 3rd Armd Div
APO 39, New York, New York

KAMMER, KARL P., JR.
USA Chemical Training Command
Fort McClellan, Alabama

KEATON, JACK L.
AOC 3-62, Officers Student Btry
Fort Sill, Oklahoma

KEMP, FREDDIE L.
Course 62-4, QS-10-A
Fort Sill, Oklahoma

KINBACK, GEORGE E., JR.
AFAOCC-4, USAAMS
Fort Sill, Oklahoma

KIRSCH, FRANCIS J.
2d Battle Group, 28th Infantry
APO 29, New York, New York

KNIGHT, BOBBY M.
5336 South Middleton Drive
Greendale, Wisconsin

KOEHLER, JOSEPH R.
28-C Wilson Drive
Columbus, Georgia

KOMAR, GEORGE
306-3 Third Street
Fort Leavenworth, Kansas

CAPTAINS (CONT.)

LEBLANC, DALEX J.
65th Transportation Co (Lt Hel)
APO 731, Seattle, Washington

LEMES, RALPH V.
Hqs, 7th USA Signal Section
APO 46, New York, New York

LEMON, GILMAN J.
54th Transportation Company
Fort Lewis, Washington

LICHA, CHARLES A.
125-B Lower Brick Row
Fort Riley, Kansas

LUCKENBILL, ROBERT E.
Box 8
APO 143, San Francisco, Calif.

LUSTER, ALBERT B.
41st Transportation Battalion
APO 185, New York, New York

MARTIN, GEORGE L.
AOC 62-4, USAAMS
Fort Sill, Oklahoma

MASCIA, DONALD J.
3313 Madison Avenue
Fayetteville, North Carolina

McCOOLE, DELOS A.
Hqs Det, 52d Trans Bn (TA)
Fort Ord, California

McCREADY, THOMAS E., JR.
2d Air Recon Support Battalion
APO 227, New York, New York

McDERMOTT, FRANCIS P.
1st Armored Division
Fort Hood, Texas

McFADDEN, LOUIS P.
Quarters 2514-A
Fort Eustis, Virginia

McGOWAN, JAMES A.
Hqs Btry, 169th FA Group
Fort Sill, Oklahoma

McNAIR, JEPHTHA L., JR.
12 Fowler Lane
Fort Rucker, Alabama

McNUTT, GEORGE R.
1st Aviation Company (FW-LT)
Fort Benning, Georgia

MERRILL, WILLIAM L.
100 Austin Loop
Fort Benning, Georgia

MOORE, JAMES E.
Hqs, CCA, 1st Armored Division
Fort Hood, Texas

MULLEN, GORDON R.
101st Airborne Division
Fort Campbell, Kentucky

NEVILLE, LEWIS J.
3d Aviation Company (Inf Div)
APO 36, New York, New York

NOWALK, CHARLES L.
1621 Hughes Street
Amarillo, Texas

OBERMIRE, JOHN P.
Box 10031, School Support Comd
Fort Bliss, Texas

O'DONALD, ROBERT E.
USA ELM MAAG
APO 143, San Francisco, Calif

PARLAS, JOSEPH L., JR.
110th Aviation Company (Surv)
APO 168, New York, New York

PATTON, ROBERT S.
Company B, 1st Bn, 10th Infantry
Fort Carson, Colorado

★	C	H	A	N	G	E	S	O	F
A	D	D	R	E	S	S	-	P	C

CAPTAINS (CONT.)

PERDREW, WILLIAM W.
1st Howitzer Bn, 10th Artillery
APO 36, New York, New York

PERGERSON, BERNARD S., JR.
Hq Co, 2d BG, 47th Infantry
APO 699, New York, New York

PERKINS, THOMAS F.
Aviation Company, 2d ACR
APO 696, New York, New York

PERRIN, WILLIAM S.
503rd Aviation Company
APO 165, New York, New York

PIERCE, JAMES R.
39 East Bel Air Boulevard
New Providence, Tennessee

PROVENCHER, CONRAD J.
Hqs, 1st Signal Battalion
APO 46, New York, New York

RADFORD, JAMES T.
USATTC (7600)
Fort Eustis, Virginia

RAHN, WILLIAM E.
Class 62-6Q, USAPHS
Camp Wolters, Texas

RAKOWITZ, JAMES A.
112 South Rolla Street
Rolla, Missouri

RAYMOND, HENRY J.
572nd Engineer Platoon (Topo)
APO 231, New York, New York

ROACH, DICK E.
1432 Washington
Franklinton, Louisiana

ROCKEY, JAMES D.
ORWQC 62-7, USAPHS
Camp Wolters, Texas

ROGERS, RICHARD W.
Topographic Training Team
APO 205, New York, New York

SANDERS, ROBERT C.
Box 703
Howard Air Force Base, C.Z.

SHAVER, CHARLES W., JR.
1482-A Werner
Fort Campbell, Kentucky

SHAY, PATRICK E.
2nd BG, 12th Cavalry, 1st Cav Div
APO 24, San Francisco, Calif.

SHORES, CHARLES V., JR.
Company D, 16th Infantry
APO 111, New York, New York

SMITH, ATHOL M.
Hqs Co, CCA
APO 39, New York, New York

SMITH, HERBERT M., JR.
211 Casino Road
Fort Ord, California

SMITH, JOHN R.
203 S.W. 2d Avenue
Hallandale, Florida

SMITH, NORMAN
701 North Arkansas Avenue
Russellville, Arkansas

CAPTAINS (CONT.)

SMITH, WILLIS E.
18 Castle Way
Fort Rucker, Alabama

STORY, BILLY L.
309-A 1st Division Road
Fort Benning, Georgia

THOMPSON, BERNARD D.
2883 Miami Avenue
Omaha, Nebraska

THOMAS, EDWARD A.
Hqs Co, CCB, 3rd Armored Div
APO 39, New York, New York

THOMAS, RICHARD W., JR.
339th Trans Company (DS)
APO 143, San Francisco, Calif.

THOMSEN, WILLIAM E., III
109 Alview Terrace
Glen Burnie, Maryland

VAN DERVORT, EDMUND L.
52nd Arty Brigade, Phila. Elem
Pedricktown, New Jersey

VANCE, JAMES R.
55th Aviation Company
APO 301, San Francisco, Calif.

VAN WINKLE, DANIEL G.
Quarters 222-B Lowe Court
Fort Riley, Kansas

WALLACE, BUD
U.S. Army Aviation Board
Fort Rucker, Alabama

WALL, JAMES P.
Hqs, 16th Sig Bn, Unit 4
APO 39, New York, New York

WAPPES, GEORGE R.
USA Trans Acft Maint Shop
Forest Park, Georgia

WEISE, KENNETH S.
5th Mech Division
Fort Carson, Colorado

WENZEL, JAMES E.
101-B Running Avenue
Fort Benning, Georgia

WILLWERTH, DEAN R.
503rd Aviation Co, 3d Armd Div
APO 165, New York, New York

WILLIAMS, FORREST H., JR.
122 Harris Drive
Fort Rucker, Alabama

WILLIAMSON, WILEY T.
110 LeBlanc Street
Fort Bragg, North Carolina

WILMORE, JOHN H.
Hqs Co, Eighth U.S. Army
APO 301, San Francisco, Calif.

WRAY, DONALD P.
Stu Det, EOCC CI 62-2, USAES
Fort Belvoir, Virginia

WYLLIE, CLEMENT A., JR.
2014 Dogwood Drive
Chattanooga, Tennessee

YARBROUGH, WILLIAM B.
8th Transportation Bn (Hel)
APO 29, New York, New York

CAPTAINS (CONT.)

YOUNG, CARL L.
USARPAC
APO 59, San Francisco, Calif.

ZIEK, THOMAS G.
652 Gibson Drive
Fort Benning, Georgia

LIEUTENANTS

ADDISON, CHARLES S.
1429 Garner Avenue
Salinas, California

ANCELIN, DONALD R.
1045 21st Avenue
East Moline, Illinois

BACON, WILLIAM G., JR.
Air Branch, Transportation Div
APO 742, New York, New York

BEHRENS, HELMER H.
Box 136, RR
Ottertail, Minnesota

BLEVINS, VIRGIL E.
1506 North Adam Street
Beeville, Texas

BOESSOW, DANIEL S.
5621 Ramsey Street
Fayetteville, North Carolina

BRAZEALE, CHARLES R.
3d Gun Battalion, 82d Artillery
APO 169, New York, New York

BURNS, ROBERT L.
Lake Park
Iowa

CLARY, WILLIAM T.
1221-B Werner Park
Fort Campbell, Kentucky

COBB, EDWARD R., JR.
97th Signal Battalion
APO 46, New York, New York

DEARMIN, PAUL E., JR.
Hqs, 30th Artillery Brigade
APO 331, San Francisco, Calif.

DENSPORD, CHARLES F., JR.
3642-B Porter
APO 957, San Francisco, Calif.

FINNERTY, ROBERT J.
Hqs, CCA, 1st Armored Division
Fort Hood, Texas

FORMICA, SALVATORE E.
57th Transportation Co (LH)
APO 143, San Francisco, Calif.

GISSENDANER, WILLIAM E.
7th Repl Section (Inf Div)
APO 7, San Francisco, Calif.

GOOD, JAMES G.
846 South Union
Ozark, Alabama

GREENE, JOHN H.
USA Transportation Board
Fort Eustis, Virginia

HASTINGS, JAMES R.
1st Aviation Company (Inf Div)
Fort Riley, Kansas

IVEY, CHARLES E.
502nd Aviation Company
Fort Hood, Texas

JACKSON, THOMAS C.
1023 Carnegie Avenue
Akron 13, Ohio

KALER, WILLIAM R.
1213 Woodlawn
Union City, Tennessee

LTS. (CONT.)

KITTERMAN, JAMES H.
Box 167
Howard Air Force Base, C.Z.

LADD, OTTIE A.
7th Aviation Company (Inf Div)
APO 7, San Francisco, Calif.

LEE, PHILLIP A.
2nd Battle Group, 19th Infantry
APO 25, San Francisco, Calif.

LITTLE, MILTON L.
619th Engineer Co, 4th Platoon
APO 305, New York, New York

LOUDON, WALLACE W.
11 Moon Street
Fort Edward, New York

McPHERSON, WILLIAM
17th Aviation Company
Fort Ord, California

MEALER, MAURICE W.
1445-B Werner Park
Fort Campbell, Kentucky

MESSER, ROBERT S.
838-B Terry Drive
Fort Benning, Georgia

MEULEMANS, VINCENT J.
Class 62-8, USAPHS
Camp Wolters, Texas

MOLLNHAUER, JEREMIAH R.
572d Engineer Plat (Topo)(Avn)
APO 231, New York, New York

MURPHY, GALIN A.
18th Aviation Company
APO 143, San Francisco, Calif.

PRIODE, CARL B.
Hqs, CCA, 1st Armored Division
Fort Hood, Texas

RECHER, RONALD R.
Avn Det, 7th Logistical Command
APO 612, San Francisco, Calif.

SCHROLL, ROBERT L.
82nd Admin Co (Repl Sect)
Fort Bragg, North Carolina

SHAW, FRANK G.
68th Aviation Company
Fort Ord, California

SMITH, GLENN A., II
2d ARB, 41st Inf, 4th Armd Div
APO 35, New York, New York

SPARKS, RICHARD A.
8 Wilde Avenue, Apartment 5
Drexel Hill, Pennsylvania

STEVENS, MERVIN A.
991 East First
Prineville, Oregon

STROH, GEORGE C.
ORWQC 62-8, USAPHS
Camp Wolters, Texas

TOWER, WILLIAM E.
710 Herman Place
Fort Bragg, North Carolina

TROUVILLE, ROBERT J.
2nd Infantry Brigade
Fort Devens, Massachusetts

VAUGHN, JOHN P.
P.O. Box 149
Gloster, Mississippi

WHARTON, WALTER N.
704 Marumco Drive
Woodbridge, Virginia

WOSICKI, WALTER J.
Hqs, 72nd Artillery Group
APO 800, New York, New York

CWOS

BRENNER, DAVID A.
139 Dearborn Avenue
Waterloo, Iowa

CALDWELL, NELSON H.
90th Trans Company (Med Hel)
APO 177, New York, New York

COLE, LELAND R.
UTT Helicopter Company, RYIS
APO 331, San Francisco, Calif.

COLLINS, WHIT W.
544th Trans Det (CHFM), ATC
Fort Knox, Kentucky

COONEY, JOHN J.
93rd Transportation Co (Lt Hel)
APO 143, San Francisco, Calif.

CRABTREE, JAMES A.
55th Transportation Bn (AAM)
APO 20, San Francisco, Calif.

DAILEY, JAMES L.
209 Bunnell Street
Frankfort, Indiana

D'ANGELO, JOHN P.
Hqs, USA Transportation Board
Fort Eustis, Virginia

DEGEEST, GORDON E.
UTT Helicopter Company
APO 331, San Francisco, Calif.

DEMPSEY, WILLIAM M.
USATATSA
Fort Rucker, Alabama

DUGAN, RICHARD A.
1st Rocket Bn, 16th Arty, 2d AD
Fort Hood, Texas

ELLIS, SAMUEL F.
8th Transportation Co (Lt Hel)
Fort Bragg, North Carolina

ENGLISH, BILLY J.
USA Trans Depot (Sandhofen)
APO 28, New York, New York

EVERHART, WILLIAM G.
1st Aviation Company (FW-LT)
Fort Benning, Georgia

FINLEY, LESTER P.
18th Aviation Company (FW-LT)
APO 143, San Francisco, Calif.

GANEY, JEROME
245th Transportation Company
APO 185, New York, New York

GARNER, JAMES A.
12th Aviation Company (FW-TT)
APO 731, Seattle, Washington

GIDNEY, ROBERT N.
18th Aviation Company
APO 143, San Francisco, Calif.

GRATEKE, CRIS L.
3750 Johnson, N.W.
Cedar Rapids, Iowa

HADDOCK, JIMMIE J.
26th Transportation Co (Lt Hel)
APO 44, New York, New York

HASKINS, WILLIAM R.
582nd Transportation Company
APO 287, New York, New York

HEAPE, ARTIE A.
2305-B Debaca Place
Holloman AFB, New Mexico

HOLMES, HENRY E.
3191 Susan Avenue
Marina, California

HUNT, LESTER R.
18th Aviation Company (FW-LT)
APO 143, San Francisco, Calif.

CWOS (CONT)

JESKA, RAMON S.
57th Transportation Co (Lt Hel)
APO 143, San Francisco, Calif.

KAUTH, DAN H.
11th Transportation Co (Lt Hel)
APO 46, New York, New York

KEAN, ROBERT J.
9 Darlene Lane
Newport News, Virginia

KERN, WADE C., JR.
2238 Lois Avenue
Columbus, Georgia

LASHOMB, LEON V.
4th Transportation Co (Med Hel)
APO 165, New York, New York

MARSH, JAMES W.
2232 Lois Avenue
Columbus, Georgia

MAX, CLIFFORD F.
2469 Rice Street
Columbus, Georgia

McLOUGHLIN, JOHN H.
104 Grover Street
Dunsmuir, California

MERZ, MARTIN P.
2829 Ramsey Road
Columbus, Georgia

MOATS, CLODE J.
1600 Stewart Court Street
Manhattan, Kansas

MOORE, WILLIAM E., JR.
508th USASGP
APO 301, San Francisco, Calif.

NICHOLSON, FREDERICK C.
18th Aviation Company
APO 143, San Francisco, Calif.

PROUTY, RICHARD W.
90th Transportation Co (Med Hel)
APO 177, New York, New York

PUPPAFF, CLIFTON A.
925 South Garfield
Junction City, Kansas

REDFOOT, RALPH L.
Post Trailer Park, Lumkin Road
Columbus, Georgia

RHODES, H.B.
119 Red Cloud Road
Fort Rucker, Alabama

ROSE, BURNICE E.
110th Transportation Co (Lt Hel)
APO 29, New York, New York

SABENS, GEORGE C.
36th Transportation Co (Lt Hel)
APO 165, New York, New York

SAYLOR, DAVID R.
57th Transportation Co (Lt Hel)
APO 143, San Francisco, Calif.

SCHUG, VERDELL K.
110th Aviation Company
APO 168, New York, New York

SPAULDING, KYLE J.
4th Transportation Co (Med Hel)
APO 165, New York, New York

SWORD, ROBERT P.
57th Transportation Co (Lt Hel)
APO 143, San Francisco, Calif.

TRAMMELL, LANDRUM W.
Hqs, Lawson Army Airfield Comd
Fort Benning, Georgia

WILLIAMS, JOHN F.
FWQC 62-5, Box w-52, Off Stu Co
Fort Rucker, Alabama

* CHANGES OF ADDRESS - PCS

CWOS (CONT.)

WILLIAMS, RAMON R.
18th Aviation Co (FW-LT)
APO 143, San Francisco, Calif.

WOS

AINSWORTH, WALTER J.
65th Transportation Co (Lt Hel)
APO 731, Seattle, Washington

ARRINGTON, ALVIN D.
394 Spear Drive
Fort Bragg, North Carolina

LOGAN, JOHN R.
Hqs, Aviation Command
Fort Knox, Kentucky

RASBERRY, THOMAS L.
654 Maple Street
Fairfield, Alabama

CIVILIANS

BAGBY, MISS VERA M.
512 Hanna Road
Manchester, Missouri

BOSWELL, MR. ERNEST L.
1240 South Sutter Street
Stockton, California

DRESSLER, MR. KENNETH S.
119 High Forest Drive
Belleville, Illinois

GOLEMBIESKI, MRS. MARY A.
6233 Mills Road
Richmond 34, Virginia

HILL, MRS. CLARA G.
5209 Mayfair Avenue
Chattanooga, Tennessee

JUDE, MR. G.F.
5402 East Montecito
Scottsdale, Arizona

MERS, MR. HOWARD E.
Beech Aircraft Corp.-Box 631
Boulder, Colorado

MORRIS, MRS. JACQUELINE B.
370 Alberta Terr., N.E.- Apt D5
Atlanta, Georgia

NICHOLS, MR. JOHN
97 Euclid Avenue
Atherton, California

PETERSON, MR. G.O.
P.O. Box 116
Hondo, Texas

PRESTON, MR. WILMER L.
1610 Great Falls Road
McLean, Virginia

SAMUT-TAGLIAFERRO, MR. J.
Davis Field
Muskogee, Oklahoma

SCHUSTER, MRS. MINNIE J.
2900 Portugal Drive
St. Louis 25, Missouri

TAMBORNINI, MRS. MAZELL M.
1011 Whitehall Road
Murfreesboro, Tennessee

ARMY/CONT. FROM P. 164

"FURTHERMORE, the contributions of Army aviation to effective combat surveillance are helping immeasurably to extend the vision of the commander - to provide him with detailed battlefield information of unprecedented scope, accuracy, and timeliness, which vastly increases his ability to make prompt and valid command decisions. Our entire Army aviation program is oriented toward the performance of these strictly battlefield functions by aircraft able literally to 'live with the troops,' to land and takeoff with minimally prepared facilities, to operate effectively under conditions of severely restricted visibility or in the dark of night, and to defend themselves successfully against hostile fire -- aircraft, moreover, which are instantly available to the ground commander because they are organic elements of his command.

VIETNAM SERVICE

"THE WORTH of Army aviation is being demonstrated with dramatic clarity today in Vietnam, where we have a number of helicopter and fixed-wing units. One helicopter company is able to lift a battalion of Vietnamese troops. These American units, engaged in troop transport, observation, and resupply, are performing yeoman service in defense of the Free World. Without them, the effective conduct of operations by the Vietnam army against the infiltrating 'kill and vanish' communist guerrilla forces in this land of virtually impassable jungle would be immensely more difficult.

"YOU MAY BE INTERESTED in some of our immediate objectives in the development of Army aviation. For example, we are going forward with the creation of 'air cavalry' helicopter units -- air cavalry troops -- armed with machine guns, rockets, and wire-guided antitank missiles, and capable of offensive action against ground targets in the traditional cavalry role. The first of these units is now being formed at Fort Knox, Kentucky.



Each air cavalry troop will have a scout platoon and a weapons platoon who will fight 'mounted' -- that is, from the air -- and a troop platoon who will fight 'dis-mounted' as did their functional forebears.

ANOTHER OBJECTIVE is a reduction by 1970 of the number of different types of rotary- and fixed-wing planes from the present 17 varieties to 7, each endowed with a vital combat capability. There will be more than 2,400 aircraft of all types assigned to a field army, including air cavalry troops and observation, command liaison, communications, personnel, surveillance, and cargo aircraft, and also heavy-lift helicopters to move big and unwieldy loads short distances by means of slings.

"IT IS NOTEWORTHY that the trend is toward increasing emphasis on vertical takeoff and landing aircraft which have a tremendous potential as yet undeveloped. Our present Army inventory of some 5,000 aircraft is about evenly divided between rotary- and fixed-wing planes; by 1970 we expect the division to be approximately 8-1 in favor of the 'choppers.' Although no effort is being spared to develop new types of air vehicles suited to the Army's requirements, there is nothing in plain sight at the moment which can challenge the versatile helicopter.

ARMY



JAPAN GRADUATION

Recent graduates of a 3-week course of instruction on maintenance procedures and operational functions of the Army's HU-1A and HU-1D helicopters are shown at Camp Zama, Japan. Taught by Bell Helicopter instructors under a Mobile Technical Assistance Program, the course graduated 3 officers from the Japanese Ground Self Defense Force aviation units, 9 U.S. Army soldiers, a U.S. Army Japan employee, and a representative of Fuji Heavy Industries, the firm building the "B" Models for the JGSDF. (USA photo)

IN ITS FORWARD MARCH toward an optimum capability for air mobility in all its aspects, the Army has clearly seen the need not only for better aircraft, but also -- for some purposes -- larger aircraft. The maximum weight limitation of 5,000 pounds on Army fixed-wing aircraft which was imposed by the Department of Defense some years ago served to hamper seriously the freedom of the Army and industry to develop the kind of aircraft which were felt to be necessary.

TO BE SURE, in certain cases exceptions were granted when the need of the Army for a heavier plane was clearly demonstrated. For example, the Mohawk surveillance aircraft, which carries side-looking radar, cameras, and infra-red sensing equipment, as well as the Caribou personnel and cargo aircraft, were authorized although they considerably exceeded the limit. Nevertheless, proceeding by exception was a rocky road to progress.

I THINK it should be recognized by all concerned that the situation is quite different today. Secretary of Defense McNamara has made it very clear that he believes the Army should not be inhibited by arbitrary limitations in developing the equipment needed to carry out its vital mission. This position was emphasized in his recent testimony before the House

Sub-committee on Defense Appropriations when he was questioned about the 5,000-pound weight limitation. His reply was categorical: "We are not applying any such limitation."

BATTLEFIELD ENVIRONMENT

"I WANT to make one important point with regard to the development and procurement of larger Army aircraft. The Army is not embarked on a flight into the wild blue yonder. The environment of the battlefield will always be the environment of Army aircraft. I might point out in this connection that of all the planes of all types we expect to have by 1970, 75 per cent will be assigned to Army units of division-size or smaller.

"IN DISCUSSING Army aviation at such length . . . I hope I have gained your concurrence that its development is something so important to the Army's capability to discharge its missions that it should be fully understood and strongly supported by all Americans who are concerned, as you are, with the Army's future as a major element of our national defense . . ."

* CHANGES OF ADDRESS - PCS

CIVILIANS (CONT.)

THURSBY, MR. JAMES C.
404 Mixon Street
Enterprise, Alabama

WEDEMEIER, MRS. MARGARET A.
c/o Bierle, Quarters 840-B
APO 958, San Francisco, Calif.

WESP, MRS. WAKAE
3007 Correctionville
Sioux City, Iowa

WHEELER, MR. D.P.
Lockheed-1000 Conn. Ave. N.W.
Washington 6, D.C.

YOUNG, MR. RAYMOND A.
13942 Gimbert Lane
Santa Ana, California

RETIRED

ANDERSON, EDGAR N., Maj.
1505 S.E. 23rd Avenue
Mineral Wells, Texas

GOODE, JAMES C., Maj.
Clementsville
Kentucky

HETHCOAT, CHARLES L., Maj.
11009 Wyatt Street
Dallas 18, Texas

ROSEN, MILTON L., Col.
4201 Cathedral Avenue, N.W.
Washington 16, D.C.

CHANGES

The "PCS-CHANGE OF ADDRESS" columns of "ARMY AVIATION" are utilized for two purposes. First, they provide you, the reader, with an up-to-date listing of the current addresses of your friends and contemporaries. Secondly, the listing confirms to the subscriber who has changed his address that his address change has been received by the magazine and has been revised accordingly.

In those instances wherein a subscriber submits a "Change of Address Notice" to the publication and does not find the listing published in a subsequent issue of the magazine, the subscriber should presume that his Notice has gone astray and should re-submit a second notice to the publication.

When possible, the subscriber should submit his former address and his magazine code number in submitting an address change. This can best be accomplished by forwarding the back cover page of an issue on which the old address and the magazine code line appear.

VII CORPS DETACHMENT HONORED



Lt. Gen. John C. Oakes (right center), Commanding General, VII Corps, is shown congratulating Maj. Theodore M. Devine (left center) and other VII Corps Flight Detachment officers upon their Seventh Army Class II Flying Safety Award for the period 1 July 1961 through 20 January 1962. The Detachment flew over 1,400 accident-free hours, recorded over 120,000 passenger-miles, and participated in two major field exercises during the award period. Organized to provide tactical and administrative support to the VII Corps Headquarters, the Detachment is equipped with one L-23F, one U-1A, two L-20's, one H-19, two H-13's, and one HU-1B.

Photographed left to right are Capts. Joseph B. Allan, William D. Gahm, Charles B. Hedrick, and Edgar T. Todd; Maj. Theodore M. Devine, Flight Detachment Commander; Lt. Gen. John C. Oakes; and Capts. Robert H. Webb and Benjamin C. Johnson. (Ed. The photo captioning only provided the names of eight of the ten persons pictured). (U.S. Army photo)

OBITUARIES

Major Donald A. Carder, AR-MISH-MAAG, Tehran, Iran, failed to survive the aftermath of the crash of a U-1A Otter at an elevation of 12,000 feet near Dezful, Iran, on 27 February 1962. He is survived by his wife, Mrs. Lou W. Carder, of 3013 Sante Fe Road, Independence, Mo.

Captain Billy L. Hill, U.S. Army Aviation School, Ft. Rucker, Ala., sustained fatal injuries in the crash of an AO-1 Mohawk near Malone, Fla., on 9 March 1962. He is survived by his wife, Mrs. Gloria Ann Hill of 1629 Marian Drive, Norman, Okla.

First Lt. Donald M. Knapp, 501st Aviation Battalion, 2nd Armored Division, Ft. Hood, Tex., sustained fatal injuries in the crash of an AO61 Mohawk near Malone, Fla., on 9 March 1962. He is survived by his wife, Mrs. Mary Virginia Knapp, of 1204 Jackson Street, Killeen, Tex.

Captain Donald L. Knotts, TOPO Training Team in Tehran, Iran, failed to survive the aftermath of the crash of a U-1A Otter at an elevation of 12,000 feet near Dezful, Iran, on 27 January 1962. He is survived by his wife, Mrs. Mary Wilson Knotts, of 4123 Navajo Trail, Atlanta 19, Georgia.

First Lt. Joseph Ondi, Combat Aviation Company, 82nd Aviation Battalion, Ft. Bragg, N.C., sustained fatal injuries in the crash of an L-19 aircraft at Camp Mackall Army Airfield, Ft. Bragg, N.C., on 12 March 1962. He is survived by his wife, Mrs. Jean K. Ondi, of 613 Pearl St., Fayetteville, N.C.

First Lt. Gerald J. Peeden, Combat Aviation Company, 82nd Aviation Bn., Ft. Bragg, N.C., sustained fatal injuries in the crash of an L-19 aircraft at Camp Mackall Army Airfield, Ft. Bragg, N.C., on 12 March 1962. He is survived by his wife, Mrs. Barbara L. Peeden, of 519 Ijams Circle, Fayetteville, N.C.



AAAA ORGANIZATIONAL NEWS

900 PERSONS ATTEND USAREUR ANNUAL MEETING

Attended by more than 900 persons, including a large number of industry member representatives from the U.S., the February 23-25 Third Annual Meeting of the USAREUR Region was termed an "outstanding success" by Regional officials.

The three-day program was marked by business sessions, industry presentations, and the normal "fun" one associates with attendance at a leading winter recreation center.

Col. Russell E. Whetstone, '61-'62 Regional President, served as Chairman of the '62 Annual Meeting with major assistance being provided by the Meeting hosts, the 8th Transportation Battalion (Hel) and Capt. John W. McKinney of the 8th in particular.

Accompanied by his wife, AAAA President Joseph E. McDonald, Jr., made his own plans to attend the meeting and represented the National Executive Board at the three-day gathering. His address to the attendees is found on pages 218-219.

Joseph E. McDonald, Jr.



GEN. TRUDEAU TO PRESENT SCIENCE FAIR AWARDS

Now in the process of judging entries, the Science Awards Committee of the Washington, D.C. Chapter will hold a 17 May Awards Luncheon at the Fort Myer Officers Open Mess, Fort Myer, Va., to honor the student winners.

Lt. General Arthur G. Trudeau, Chief of Research & Development, U.S. Army, will be the Awards Luncheon guest speaker and will present the initial awards.

Some twenty high school students whose science projects were selected from exhibits displayed at the five Senior Area Science Fairs of the Greater Washington, D.C. Area will receive awards. The winning projects were selected by the Chapter Science Awards Committee chaired by Maj. Lewis E. Casner, Ret. The projects are related to the general field of aviation, and in particular to that area of aviation meeting the Army's special requirements.

LINDBERGH CHAPTER PLANS ANNIVERSARY CELEBRATION

Celebrating the 20th Anniversary of Army Aviation, the Lindbergh Chapter of AAAA in conjunction with the municipal authorities of St. Louis will participate in 2-7 June events signifying Army Aviation Week.

Tentative planning calls for a Fly-In, an IAS Model Airplane Contest, industry/commercial displays, the dedication of the new Spirit of St. Louis Airport in St. Louis County, and the presentation of a replica of the "Spirit of St. Louis" to the City of St. Louis. Col. John L. Klingenhagen serves as Chairman of the Planning Committee for the Lindbergh Chapter.

AAAA IN PHOTOS

■ TOP RIGHT: Secretary of the Army Elvis J. Stahr, Jr. (left), receives the first AAAA Silver Medal to be struck. The Award was presented to Secretary Stahr in recognition of his support of the purposes and objectives of Army aviation. AAAA National Past President Robert M. Leich (center) makes the presentation as Past President Bryce Wilson looks on. ■ TOP LEFT: FAA Administrator Najeeb E. Halaby (right) accepts the AAAA Silver Medal Award from National Past President Bryce Wilson (left) for "his contribution to U.S. Army aviation through the manifestation of great interest and encouragement to the Program." Col. Alexander J. Rankin, AAAA Senior Vice President, and Past President Robert M. Leich are shown looking on. ■ CENTER LEFT: General George H. Decker (center), Chief of Staff, U.S. Army, is shown being presented the AAAA Silver Medal Award in appreciation of his many efforts in support of Army aviation. Lt. Col. Joseph E. McDonald, Jr. (right), AAAA National President, presents the Award and is accompanied by Col. O. Glenn Goodhand, National Executive Board Member-at-Large. ■ BOTTOM LEFT: George E. Haddaway (center), Editor & Publisher of "Flight Magazine," is shown receiving the credentials of a Lifetime Honorary Membership in the Lindbergh Chapter from J. Ross Hunter (left), Chapter Secretary, as Marvin Marks, Chapter VP for Industrial Affairs, looks on. ■ CENTER TOP: USAREUR members and their wives enjoy the Ice Revue Hi-Jinks held at the Casa Carioca, Garmisch, Germany, during the course of the recent three-day USAREUR Regional Meeting. ■ CENTER: Lt. Col. Gustave A. Peyer (right), outgoing President of the David E. Condon Chapter (Ft. Eustis), presents the gavel of office to the new Chapter President, Maj. Kenneth J. Smith, as Maj. Richard Bywaters, new Chapter Executive Vice President, looks on. ■ CENTER BOTTOM: Head Table view at the Casa Carioca "Dinner" function held during the USAREUR Regional Annual Meeting. Shown, l-r, are: Col. Conrad L. Stansberry (new Regional President), and Messrs. Mayor (Vertol), Wood (Sikorsky), Weichsel (Bell), Haber (Lycoming), Sikorsky, and Bannock (de Havilland). ■ TOP RIGHT: The Ladies' gathering at Garmisch, Germany, held during the AAAA Business Session for the men. ■ BOTTOM RIGHT: Col. Russell E. Whetstone, '61-'62 President of the USAREUR Region, opens the AAAA Business Session of the Garmisch Meeting.





Application for Coverage

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

\$

 PREMIUM

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

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

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

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

that no action is pending to remove me from flying status for failure to meet required physical standards. I authorize the Company, or Company-designated representatives, to examine all official medical records that may be pertinent to any claim that I may submit.

SIGNATURE

DATE

Failure to sign above invalidates this application.

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

INITIATION FEE . . . \$3.00

First Year Membership Only. Includes Lapel Pin and Decal.

ANNUAL OR PRO-RATED AAAA DUES

Membership Year Terminates Each March 31st

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

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

CATEGORY OF AAAA MEMBERSHIP

- Active U.S. Army establishment U.S. Army Reserve Component
 U.S. Army National Guard Other. Describe below.
- _____
- _____

**Flight Pay Protection Plan
Premium Table**

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

**Don't
Jeopardize
Your
Flight
Pay!**

**FLIGHT PAY
PROTECTION PLAN**

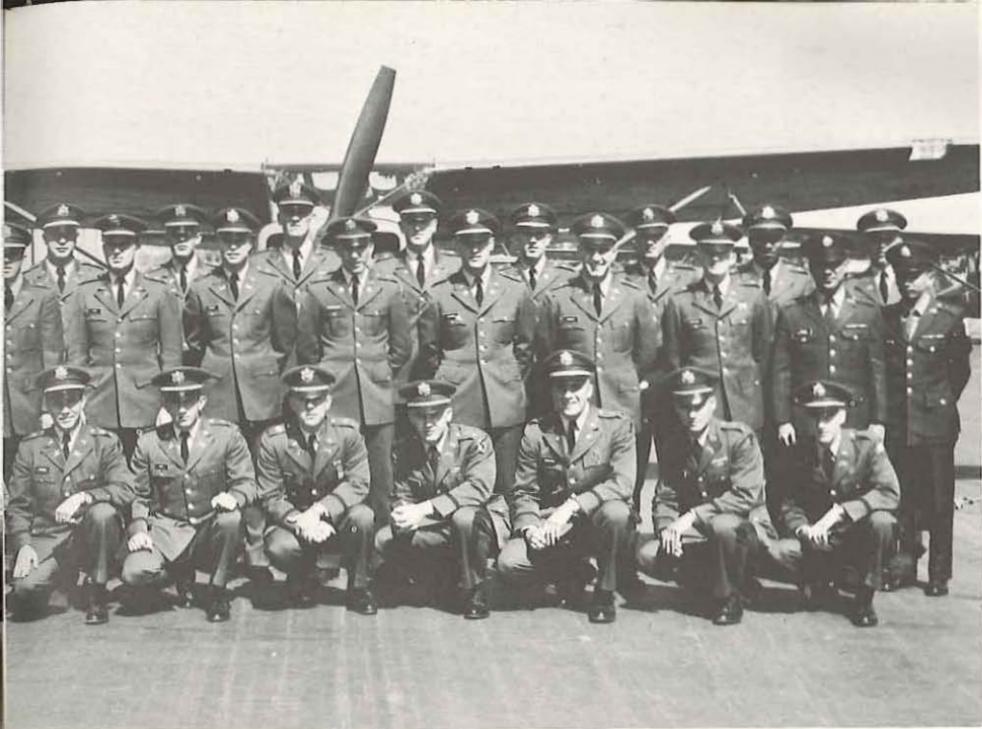


**Endorsed by the
Army Aviation Association**

AAAA IN PHOTOS

■ **TOP:** Members of OFFWAC Class 62-5, the first primary fixed-wing class at the U.S. Army Aviation School, Fort Rucker, Ala., to attain 100 per cent membership in AAAA. **FRONT ROW** (left to right) are 2d Lt. Jess S. Kennedy; 1st Lt. Robert F. Lauby; 2d Lts. James A. Hall, Wilmot R. Carter, and James C. Rea; 1st Lts. John J. Keefer and Donald I. Saathoff; 2d Lt. David M. Medaris; 2d Lt. James J. Davis; and 1st Lt. Daniel M. Hyde. **SECOND ROW:** 2d Lt. James E. Covington; Capt. Marion A. Doughty (Class Leader); 1st Lt. Donald E. Owen; 2d Lt. Kenneth D. Williams; 1st Lt. Edwin L. King; 2d Lt. Vernon G. Paige; 1st Lt. Robert L. Grandchamp; 2d Lts. Ted L. Rogers, Jon H. Phelps, and Bruce G. Wilkins; Capts. Somjate Markmal and Phithaya valdhayakul (Thailand). **THIRD ROW:** 1st Lt. Joe H. Holley; Capt. Alan W. Bourne; 2d Lt. Bobby J. Stokes; 1st Lt. Larry M. Nelson; 2d Lt. Alfred P. Bowles; 1st Lts. Michael D. Cavanaugh and Warren H. Dunnington; 2d Lt. David L. Dresser; 1st Lt. Willis L. Manley; 2d Lt. Robert E. Brown; and 2d Lt. Gary G. Louser. ■ **LEFT CENTER:** Shown receiving an AAAA check of \$124.00 from Col. Warren R. Williams, Jr., (left), President of the Army Aviation Center Chapter, is Capt. Marion A. Doughty, Class Leader of OFFWAC 62-5. Under the AAAA Membership Incentive Plan initiated for primary fixed-wing or rotary-wing aviation classes, the National organization provides a Class Rebate of \$4.00 per Class member to the Class for 100 per cent enrollment in AAAA. The Rebate is a "No Strings Attached" refund and may be used for whatever purposes the 100 per cent Class desires. ■ **LEFT BOTTOM:** Captain Jack R. Barnhisel (center, Class Leader of ORWAC 62-5, is congratulated by Col. Warren R. Williams, Jr., Army Aviation Center Chapter President, upon the 100 per cent AAAA enrollment of the primary helicopter class. Lt. Col. Wayne N. Phillips, Director of the Department of Rotary Wing Training at USAAVNS, and a former member of the National Executive Board of AAAA, is also on hand to lend his congratulations. ■ **BOTTOM RIGHT:** Lt. Colonel George A. Lutz (right), departing Commanding Officer of Fort Ord's 52nd Transportation Battalion and President of the Monterey Chapter, is shown presenting the credentials of a Lifetime Honorary Membership in the Monterey Chapter to Major General O.C. Troxel, Jr., Commanding General of Fort Ord. Prior to the ceremony, General Troxel had presented a Certificate of Achievement to Colonel Lutz who has since reported for duty in Washington, D.C. The General is one of only three or four non-aviators to hold such a membership within the AAAA Chapter structure. (US Army photos)





AAAA CHAPTERS

APRIL 1, 1962

- Alamo Chapter (Ft. Sam Houston)
Lt. Col. William D.C. Jones, Pres.
- Army Aviation Center Chapter
Col. Warren R. Williams, Jr., Pres.
- Camp Wolters Chapter
Lt. Colonel James W. Hill, Jr.*
- David E. Condon Chapter (Eustis)
Maj. Kenneth J. Smith, President
- Davison AAF Chapter (Ft. Belvoir)
Lt. Col. Nelson L. Lindstrand, Pres.
- Fort Benning Chapter
Capt. Weldon C. Britton, President
- Fort Campbell Chapter
Col. Russell P. Bonasso, President
- Fort Devens Chapter
Capt. Stuart G. McLennan, Jr.*
- Fort Hood Chapter
Capt. James M. Archuleta, Pres.
- Fort McClellan Chapter
Capt. Marvin E. Kemp, President
- Fort Monroe Chapter
Col. Robert R. Corey, President
- Fort Riley Chapter
Major Jack L. Oliver, President
- Jimmie L. Hilton Chapter (Ft. Sill)
Mr. Russell T. Blair, President
- Lindbergh Chapter (St. Louis, Mo.)
Mr. Joseph A. Moro, President
- Metropolitan New York Chapter
Lt. Colonel John L. Briggs*
- Monterey Chapter (Ft. Ord, Calif.)
To be elected.
- Pikes Peak Chapter (Fort Carson)
Lt. Col. Gordon L. Kinley, Pres.
- Washington, D.C. Chapter
Lt. Col. D.P. Gerard, Ret., Pres.
- 82nd Abn Div Chapter (Ft. Bragg)
Major Harold G. Keebaugh*
- Alaska Chapter
Lt. Colonel Nicholas G. Psaki*
- Bad Kreuznach Chapter
Lt. Col. Charles A. Merritt, Pres.
- Fulda Chapter
Capt. Leslie A. Layne, President
- Hanau Chapter
To be elected.
- Hawaii Chapter
To be elected.
- Illesheim Chapter
CWO Frederick G. Lieb, President
- Jefferson-Hightowe Chapter
Capt. Robert D. Henderson, Pres.
- Korea Chapter
To be elected.
- Lech River Chapter
To be elected.
- Main River Valley Chapter
Maj. Rennie M. Cory, President
- Munich Chapter
Maj. Henry C. Sullivan, President
- Nurnberg Chapter
Maj. John G. Cleveland, President
- Rhine Valley Chapter
Lt. Col. Rowan P. Alexander, Pres.
- Straubing Chapter
Capt. Jack W. Anderson, President
- Stuttgart Chapter
Lt. Col. Dan A. McCartney, Pres.
- USARCARIB Chapter
Lt. Col. Jack W. Ruby, President
- Wertheim Chapter
Major John Bergner*
- 91st Transportation Co Chapter
Capt. Leland G. Wanken, President

*President Pro Tem

B
 BAKER, Wallace I., Capt.....\$760.00
 BALLANTINE, L.F., Maj., Ret.....\$5,160.00
 BARRETT, Ernest F., Maj.....\$2,870.00
 BARTH, Todd M., Capt(*).....\$1,968.00
 BEAULIEU, Gary P., Lt.....\$1,440.00
 BENDER, Richard C., Lt.....\$600.00
 BENDL, Robert E., Capt(*).....\$1,312.00
 BENSON, Albert G., Capt.....\$1,760.00
 BERRY, Thomas P., Capt(*).....\$803.70

G
 GANEY, Jerome, CWO(*).....\$1,080.00
 GIBSON, Jack S., CWO.....\$1,125.00
 GILROY, John E., Maj.....\$1,644.28
 GIVENS, John W., Lt. Col.....\$1,960.00
 GOLEMBIESKI, Frank E., Capt(#).....\$634.83

H
 HAGLER, Jon L., Lt.....\$960.00
 HAMNER, Louis, Maj., Ret.....\$4,920.00

SEMI-ANNUAL REPORT

BIEBER, Harold J., CWO.....\$108.00
 BIRKMEYER, Louis R., Capt.....\$1,824.00
 BOBO, Carl E., Jr., Lt Col, Ret.....\$2,352.00
 BONIFACIO, Richard A., Capt.....\$1,585.31
 BOWER, Duane M., Lt.....\$1,200.00
 BRANSFORD, Thomas, Capt(*).....\$720.00
 BRINKLEY, Edwin T., Capt.....\$1,184.00

C
 CANTWELL, Franklin D., Capt.....\$1,776.00
 CLARK, Robert H., Lt.....\$1,196.00
 COLEMAN, Charles W., Capt.....\$3,075.00
 COLVIN, Gordon W., Sp/6.....\$2,400.00
 CONNER, Joe P., Capt.....\$4,560.00
 CONTOLE, William S., Lt. Col.....\$2,352.00
 COOKE, Horace G., Maj.....\$2,208.00
 COOPER, Thomas E., CWO.....\$1,000.00

D
 DALE, John R., Col., Ret.....\$2,352.00
 DAMERON, Fred, Capt(*).....\$960.00
 DAVIS, Edward J., Capt(*).....\$1,184.00
 DeGENEFFE, Delano E., Lt.....\$384.00
 DILLINGER, David R., Capt.....\$288.00

HARLOFF, Edwin L., Lt Col, Ret.....\$516.14
 HARR, Robert B., CWO(*).....\$700.00
 HARRIGAN, Thomas Y., Capt.....\$4,920.00
 HARRIS, Robert E., Lt(*).....\$840.00
 HARRIS, Truitt W., Capt.....\$1,968.00
 HAVENS, Orin D., CWO.....\$1,080.00
 HAWKINS, Edward S., Capt(*).....\$984.00
 HAWTHORNE, James D., Capt.....\$492.00
 HEAPE, Artie A., CWO(*).....\$756.00
 HENDERSHOT, Donald L., Capt.....\$4,920.00
 HENDRIX, John L., CWO(#).....\$1,169.93
 HENLEY, Raymon D., Capt.....\$4,800.00
 HENNINGTON, Harold M., Maj.....\$1,968.00
 HOLT, Robert H., CWO.....\$450.00
 HOYT, William C., Jr., CWO.....\$1,232.00

I
 IRBY, Chester R., Maj.....\$2,304.00

J
 JARVIS, Ronald J., Capt(*).....\$1,036.00
 JAYNE, David G., Lt.....\$3,600.00
 JEFFREY, Robert J., Lt Col, Ret.....\$565.20
 JELLISON, Edward C., Maj.....\$2,304.00

FLIGHT PAY CLAIMS

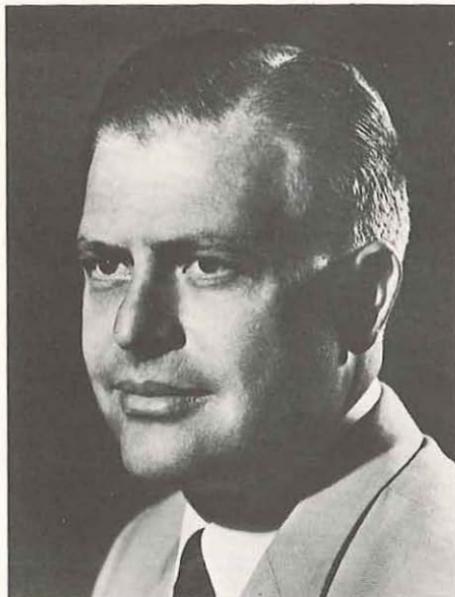
DOCKLER, Gordon S., Lt.....\$3,600.00
 DODD, William R., Maj.....\$880.00
 DUGAN, Richard A., CWO.....\$3,000.00
 DUPONT, George J., Capt(*).....\$656.00

E
 ECKSTEIN, Philip L., Lt(*).....\$1,296.00
 EDER, Herbert, Maj.....\$2,208.00

F
 FOWSER, Mark F., Maj.....\$2,208.00
 FRANDSEN, Donald P., Capt.....\$994.99
 FREYTAG, Robert J., Capt(*).....\$656.00

JENKINS, William T., Capt.....\$492.00
 JONES, James D., Capt.....\$640.00
 JUHL, Milford L., Lt Col(*).....\$240.00

K
 KAYLOR, John O., Maj.....\$656.00
 KEEN, Donald E., Capt(*).....\$1,021.03
 KENNEY, Michael A., CWO.....\$2,530.00
 KIMAK, Philip B., CWO.....\$110.00
 KNIGHT, Daniel B., Capt.....\$3,342.00
 KOEPP, Robert W., Capt.....\$4,560.00
 KRAMER, Joseph E., Capt.....\$1,968.00
 KUCHERA, Earl A., Maj.....\$1,968.00



"I consider it most fortunate for me to be able to attend your Regional Annual Meeting. I'm sure that all of you agree with me that meetings such as this, and the regular meetings of your 14 Chapters, form the real foundation of our National Association.

"The National Executive Board must rely heavily upon the opinions and recommendations voiced by the entire membership. Your individual ideas for better achieving our aims can be discussed with your Chapter and Regional associates and can be approved or discarded.

"It is occasions such as this that can generate changes in our National programs, our organizational structure, and can initiate new programs or eliminate ineffective ones.

"In this regard, the National Executive Board considers the USAREUR Region as one of the Association's most effective organizations.

"Your membership growth, particularly during the last year, promises to offer

even greater potential. It is apparent that this growth is a direct result of individual enthusiasm, and aggressive Regional and Chapter officers who obviously have the support of an active membership.

"Accordingly, your Region is capable of influencing to a great degree the manner in which the Association achieves its objectives.

"As we see it at the National Executive Board level, one of the biggest problems associated with our rapid growth to nearly 6,000 individual members, 42 Industry Member firms, and 40 very active Chapters, is in the improvement of our means of communication.

"This is to be expected to a small degree in an organization such as ours which has no permanent paid staff, frequent changes in (National, Regional, and Chapter) officer personnel due to the large percentage of active duty members, no travel funds for Association officers or the National Staff, and the fact that our Association activities extend world-wide.

"All things considered, we feel that our communication" is thorough, and that recent steps taken by the Association will provide for the rapid interchange of information on all Association areas of interest.

"There are presently many means by which we, as individual members, all try to keep on the same frequency. The ARMY AVIATION MAGAZINE is one way - an excellent way of helping all Army aviation elements profit by your experience.

"The National Board fully realizes the necessity for keeping the Regions and Chapters as completely informed as possible in all AAAA areas. In this regard, a series of weekly letters is utilized. Through these MONDAY REPORTS our National Office communicates with your Regional and Chapter Presidents and Secretaries on all matters on a weekly basis.

"National Board coordination is also enhanced by a separate "communications" letter, TEN DAY REPORTS keeping all

National Board members informed of the individual actions of Board members. These REPORTS also serve as "progress reports" on all current Association programs.

"AAAA INFORMATION FILES, in which all pertinent and periodic data regarding Association matters is compiled and maintained, have been issued to each National Board member and to each Regional and Chapter President and Secretary. These FILES - at the Chapter level- are intended to be used as reference manuals by all members and we encourage you to make use of these FILES to answer any questions you may have on the Association and its objectives and individual programs.

"Your Chapter Presidents and Secretaries can be most effective in helping to smooth out "information" and administrative areas by utilizing these FILES and by their normal communication with our National Office in Westport, Conn.

MEETING THE PROBLEM

"I think you will agree with me that in our MONDAY REPORTS to Regional and Chapter Presidents and Secretaries, in our TEN DAY REPORTS to Board members, through our INFORMATION FILES available to members, through ARMY AVIATION MAGAZINE, and by the flow-back of information to our National Office from all Chapters, we are meeting the problem of "communication" head-on.

"What about representation? Formal proposals to the National Executive Board may be submitted by any Chapter, or by any individual member not affiliated directly with a nearby organized Chapter activity. The National Board sincerely solicits recommendations from all members and you can be assured that each is given serious consideration to the best interests of the Association as a whole.

"Regional Presidents, as you know, are members of the National Executive Board. Chapter Presidents are extended

open invitations to attend each quarterly meeting of the National Board. Your attendance is most difficult, we realize. However, we sincerely hope that your rigid schedule here will not prevent your Chapter Delegates from attending the Annual Meeting of the Association in Washington this October.

"Under study at present are By-Law revisions to provide for National Executive Board seating of Chapter Presidents whose Chapter activities represent 150 or more members. These Board members would be known as "Chapter Members-at-Large" and would participate fully in all National Board deliberations.

"I would like to stress that National Board members, although scattered from the East Coast to the West Coast, make every effort to attend meetings such as yours in order to better understand your problems and to help you solve them where possible.

"The presence here of so many representatives of our Industry Member firms further indicates the importance of these meetings in order that they may better understand the needs of Army aviation, particularly with regard to your area of operations.

"Likewise, their presence here provides Army aviation with a better knowledge of the capabilities of its supporting Industry. This is necessary world-wide.

"I hope these comments emphasize why we consider activities such as yours here this week to be so important.

"In closing, I believe that you will agree with me that the Association, in its relatively short five year life, has established a firm basis for a strong, effective organization, capable of supporting the mission of Army aviation.

"It simply requires more of the type of initiative, teamwork, and good fellowship characterized by your Region and which is so evident here now."

KUNZ, Joseph F., Capt.....\$1,974.77

L

LAMB, William T., CWO(*).....\$576.00
LAPINSKES, George S., Lt.....\$1,536.00
LaROSA, Peter A., CWO.....\$520.00
LUCAS, Harlan S., Capt.....\$1,968.00

M

MAGNEY, Evan F., Maj(##).....\$1,777.80

T

TAI, William K., Lt.....\$1,920.00

SEMI-ANNUAL REPORT

MARKS, Harold E., CWO.....\$1,248.00
MARSHALL, Thomas J., Lt(*).....\$960.00
MASCHMANN, James E., Capt.....\$615.00
MASON, Elijah F., Lt.....\$1,536.00
MAXEY, James H., CWO.....\$1,152.00
MAYS, Luama W., Lt.....\$1,536.00
McCUNE, James P., CWO(*).....\$783.40
MEEHAN, William J., Capt.....\$1,776.00
MITCHELL, Malcolm L., Maj.....\$2,304.00
MITCHELL, Theodore L., Capt.....\$633.30
MIYAMOTO, A. A., Lt.....\$960.00
MOYER, Kenneth G., Capt.....\$4,715.00

N

NASH, Verna M., Capt.....\$4,920.00
NUTTALL, Richard W., Capt.....\$1,824.00

O

OGDEN, Robert J., Maj., Ret.....\$2,304.00

P

PADGETT, Bogus, Sp/5.....\$456.00
PARKINSON, Ralph W., Maj.....\$1,968.00
PASSANO, John D., Capt.....\$1,738.00

THERIAULT, Bernard R., Capt.....\$990.00
THOMAS, Michael R., Capt.....\$1,958.00
TIDMORE, Carl C., Capt.....\$1,776.00
TOWNSEND, James R., CWO.....\$3,240.00
TRAVER, Wallace H., Capt.....\$4,920.00

V

VALDEZ, Isidro, Jr., CWO.....\$1,296.00

W

WALKER, Robert L., Capt(##).....\$2,760.08
WARD, Charles E., Capt.....\$571.64
WHIDDEN, Raleigh J., CWO.....\$3,240.00
WHITNEY, Edwin F., Lt Col; Ret.....\$5,880.00
WILLIAMS, William, Jr., CWO.....\$1,248.00
WILSON, Robert E., Capt(*).....\$ 968.17
WOODWARD, Herbert E., CWO.....\$3,240.00

Y

YENNE, Walter D., Capt.....\$1,968.00

Z

ZIEGLER, William E., Lt.....\$288.00

FLIGHT PAY CLAIMS

PECK, Michael, Capt.....\$1,920.00
PEREZ, Roberto D., Lt(*).....\$560.00
PETERSON, Robert A., Lt.....\$1,700.00
PFEIFFER, Francis, Maj(*).....\$815.69
PERGERSON, Bernard S., Capt(*).....\$576.00
PREMO, Oliver P., Maj.....\$1,968.00
PRICE, Eugene, CWO(*).....\$416.00

R

RATAYCZAK, Robert P., Maj.....\$3,960.00

S

SANDERS, Brian C., Lt.....\$800.00
SHAFFER, Lewis N., Lt. Col. (*).....\$1,176.00

CLAIMS TOTALS

Claim Alerts Received.....173
Claims Paid.....133
Claims Disapproved.....7
Returned to Flight Status Prior to Loss.....36
Total Indemnities Paid.....\$241,519.58

The above Semi-Annual Report covers claims received and indemnities paid through March 1, 1962.

Arthur H. Kesten
Executive Vice President
AAAA

NEW MEMBERS JOINING AAAA

- ABRAMSON, Clifford H., M/Sgt.
 ADESSA, Anthony J., Capt.
 ALLAN, Joseph D., Capt.
 ALLEN, Teddy G., Lt.
 ANDERSON, Charles W., CWO
 AUSTIN, Donald J., Capt.
 AUSTIN, William D., CWO
 AUSTROW, H., W., Mr.
 BANNICK, Elmer J., Mr.
 BARNES, George H., Sp/5
 BAUCHSPIES, Richard E., Lt.
 BECHTHOLD, Wayne H., Lt.
 BLACK, Gerald L., Mr.
 BLANTON, Cecil C., Capt.
 BLOCK, Murray, Mr.
 BLOUNT, Robert E., Maj.
 BORGES, Louis J., Mr.
 BOTWAY, Donal L., Mr.
 BOURNE, Alan W., Capt.
 BOWLES, Alfred P., Lt.
 BOYD, Richard L., Sp/6
 BOYER, Samuel R., Jr., Maj.
 BROWN, Robert E., Lt.
 BUNYARD, Jerry Max, Capt.
 BURKE, James A., Lt.
 BURROUGHS, Robert A., Lt.
 BUSH, James K., Maj.
 BUTLER, John E., Lt.
 CARTER, Wilmot R., Lt.
 CHANDLER, Billy D., Lt.
 CHANCELLOR, Robert L., Lt.
 CHAPMAN, John L., Capt.
 CLARK, Byron L., Lt.
 CLINE, Paul W., Lt.
 COLLINS, Bernard D., Capt.
 COOK, James H., Capt.
 COOLIDGE, George A., Mr.
 COVINGTON, James E., Lt.
 CRICKENBERGER, R., F., Lt.
 DAVIS, Barrie S., Maj.
 DAVIS, J., L., Mr.
 DAVIS, James J., Lt.
 DAVIS, Marion L., Lt.
 DIAL, David M., Sr., Capt.
 DICKENS, Raymond E., Capt.
 DORSEY, James A., Lt. Col.
 DOUGHTY, Marion A., Capt.
 DOYLE, Henry J., Jr., Mr.
 DRESSER, David L., Lt.
 DUBON, Bruce V., Lt.
 DUNNINGTON, Warren H., Lt.
 EAST, Wilbur L., Jr., Mr.
 FELTY, Devone W., Sp/5
 FENN, Janet L., Lt.
 FERGUSON, Donald W., Capt.
 FERGUSON, Norman N., Lt.
 FINNERTY, Robert J., Lt.
 FINN, Robert H., Mr.
 FLYNN, Robert J., Mr.
 FORDHAM, John C., Jr., Capt.
 FOSSUM, Raymond O., Lt.
 FOWLER, Claude W., S/SGT.
 FRANK, L., L., Mr.
 GARNER, Houston H., Capt.
 GILLES, Virginia L., Miss
 GIPSON, David C., Capt.
 GOEBEL, Ernest W., Lt.
 GOMBERG, E., N., Mr.
 GOSHORN, Edward W., Mr.
 GOULDING, Melvin K., Maj.
 GRAYSON, Charles H.,
 GRAY, Ted J., Lt.
 GREGORY, Stanley A., Capt.
 GROOM, Keith L., Capt.
 HALL, Charles K., Lt.
 HALL, James A., Lt.
 HAM, James A., Lt.
 HANDLY, John G., Lt.
 HANKES, Wilbur R., Mr.
 HANSON, Myron D., Mr.
 HARALSON, Robert E., Lt.
 HARDIN, Cletus A., Capt.
 HARPER, Edward D., Lt.
 HAYNIE, Robert R., CWO
 HODGE, Harold L., Jr., Capt.
 HODNETT, William J., Lt.
 HOGAN, James H., Lt.
 HOLASEK, Ronald S., Capt.
 HOLLEY, Joe H., Lt.
 HONDA, Gilbert S., Jr., CWO
 HOPKINS, James R., Lt.
 HUCKABEE, Rayburn D., Lt.
 HUGHES, Joseph M., S/Sgt.
 HYDE, Daniel M., Lt.
 INGRAM, Jack W., Sp/5
 JENKINS, Edward H., Capt.
 JENNINGS, Harry G., Maj.
 JENNINGS, Robert H., Jr., Capt.
 JOHNSON, Norman L., Lt.
 JOHNSON, Robert C., Lt.
 JONES, Isaac R., Capt.
 JONES, James M., Lt.
 KEEFER, John J., Lt.
 KENNEDY, Jess S., Lt.
 KESLER, Pat., Capt.
 KING, Edwin L., Lt.
 KRIENKE, Albert F., CWO
 LANDRY, E., L., Maj.
 LAUBY, Robert F., Lt.
 LAVITE, Anthony Jr., Maj.
 LEQUIEU, Vernon D., Lt.
 LEWIS, David L., Mr.
 LINDSAY, Rodney C., Lt.
 LINER, Cornelius E., Capt.
 LINKROUM, William H., III, Lt.
 LOUSER, Gary G., Lt.
 LOVELY, Richard H., Jr., Lt.
 MAILLET, George L., Sp/5
 MANLEY, Willis L., Lt.
 MANN, Betty E., Miss
 MARONEY, George E., Lt.
 MAST, Phillip K., Lt.
 MATOS, Joseph A., Jr., Lt.
 MAY, Dennis A., Lt.
 MCCORD, J., A., Jr., Lt. Col., Ret.
 MCCULLOUGH, James L., CWO
 MCDERMOTT, A., J., Jr., Lt. Col.
 MCDONALD, J. Wallace, Mr.
 MCINTYRE, Stephen, III, Lt.
 MCINTOSH, Van L., Lt.
 MCVEY, Curtis A., CWO
 MEDARIS, David M., Lt.
 MENDEL, Jack G., CWO
 MENGELE, George E., Maj.
 MINCH, R., J., Mr.
 MONDT, Warren E., Maj.
 MOODT, John C., CWO
 MORGAN, Beaver C., CWO
 MORGAN, Lloyd H., Lt.
 MOTES, Clyde L., Lt.
 MUTER, Joseph J., Maj.
 NEALON, Emmett F., Mr.
 NETTLETON, J. Gilbert, Jr., Mr.
 OBRIEN, Ralph V., Mr.
 OLIVERIO, Louis D., Lt.
 ONDI, Joseph, Lt.
 OSBORN, Thomas E., Lt.
 OSTHELLER, Ralph W., Lt.
 OSTICK, Charles T., Lt.
 OWEN, Donald E., Lt.
 PAIGE, Vernon G., Lt.
 PARKER, Murry E., Capt.
 PAUL, Thomas W., Lt.
 PHELPS, Jon H., Lt.
 PIERCEALL, Bobby A., Capt.
 PRATT, Donald E., Lt.
 RANDALL, Evelyn M., Mrs.
 RANDOLPH, James W., Capt.
 REDMAN, William W., Jr., Capt.
 REID, James R., Lt.
 REINHOLD, Raymond H., Mr.
 RICHARDS, Leroy E., CWO
 ROACH, Alden G., Jr., Sp/4
 ROBB, Richard H., Mr.
 ROBERTS, Benjamin D., Capt.
 ROBERTSON, Kenneth R., Sp/6
 ROGERS, Ted L., Lt.
 ROGERS, William C., Col.
 ROWLAND, D., Mr.
 ROY, Harold, Maj., Ret.
 RUTH, Francis J., CWO
 SACKLER, A., A., Mr.
 SAUNDEES, Leonard P., Lt.
 SCHELHORN, Carlton L., Capt.
 SCHNIBBEN, John H., Jr., Capt.
 SEATON, Peter P., Capt.
 SHATTUCK, A., B., Maj.

NEW MEMBERS JOINING AAAA

SHAW, Frank G., Lt.
 SHELTON, Emerson L., Lt.
 SHOBERT, Teddy B., Lt.
 SMITH, J., P., Mr.
 SPRINGOSKY, George, Lt.
 STEVENS, Darryl M., Lt.
 STOKES, Bobby J., Lt.
 STONE, Freddie D., Sp/7
 STUBBS, Thomas G., CWO

SUMMEY, John E., S/Sgt.
 TETER, Darwin L., Sp/5
 TETSCHNER, Carrol J., Lt.
 TROXEL, O., C., Jr., Maj. Gen.
 VERLANDER, Charles W., Lt.
 VINZANT, William O., FirstSgt.
 WALKER, Hugh E., Mr.
 WEAVER, Carl A., Jr., Lt.
 WEISE, Kenneth S., Capt.

WILKINS, Bruce G., Lt.
 WILLIAMS, Fred N., Jr., Sp/5
 WILLIAMS, Philip E., Capt.
 WILLIAMS, Wallace D., Sp/7
 WINBESSETTE, Richard C., Capt.
 WRIGHT, Lewis W., III, Capt.
 YENGLIN, Donald H., Capt.
 ZIEHL, C., E., Mr.
 ZUMBRO, Harold D., Lt.

ARMY AVIATION ASSOCIATION APPLICATION FOR MEMBERSHIP



I wish to become a member of the Army Aviation Association. I have inclosed my Initiation Fee and my Membership Dues. Please start my ARMY AVIATION MAGAZINE subscription and send my membership credentials.

CHECK ONE
 My past or current duties affiliate me with the field of U.S. Army aviation or its allied pursuits.
 My past and current duties have not affiliated me with the field of U.S. Army aviation but I wish to further the aims and purposes of the Army Aviation Association.

NAME (Please print) M. I.
 Rank/grade First Last

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

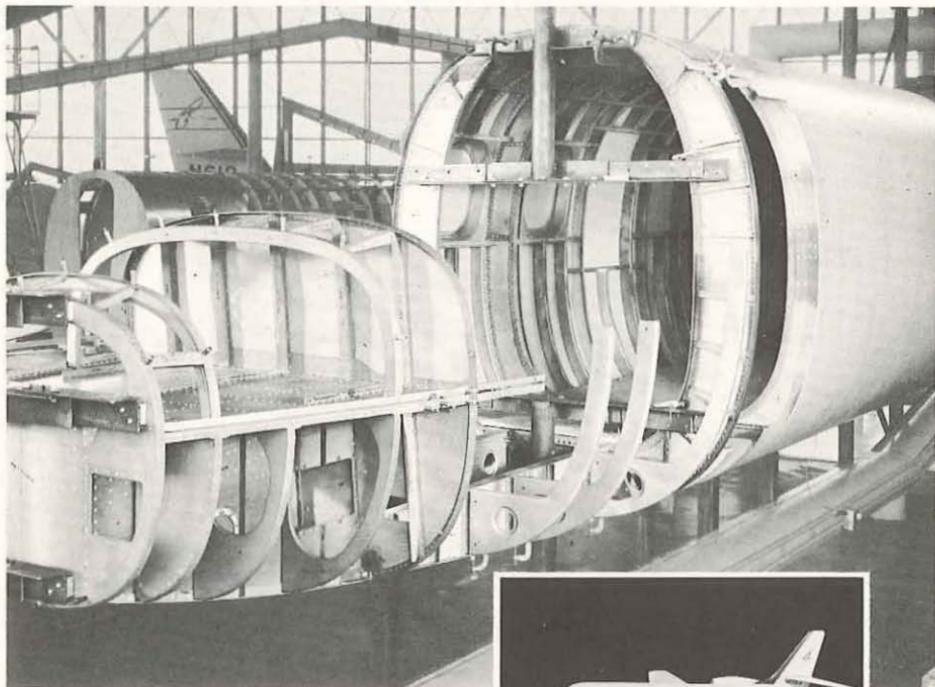
CITY **ZONE** **STATE**

CATEGORY OF AAAA MEMBERSHIP
 Active U.S. Army establishment U.S. Army Reserve component
 U.S. Army National Guard Other. Describe below.

INITIATION FEE . . . \$3.00
 First Year Membership Only. Includes Lapel Pin and Decol.
ANNUAL OR PRO-RATED AAAA DUES
 Membership Year Terminates Each March 31st

<input type="checkbox"/> \$6.00 (Applications submitted April 1 - June 30)
<input type="checkbox"/> \$4.50 (Applications submitted July 1 - September 30)
<input type="checkbox"/> \$3.00 (Applications submitted October 1 - December 31)
<input type="checkbox"/> \$1.50 (Applications submitted January 1 - March 31)

Your check or money order, made payable to AAAA, and your application form should be submitted to AAAA, Westport, Conn. **SIGNATURE**



Mobility in the modern concept...



This is the model 1121 Jet Commander. Its purpose is to provide the utmost in modern mobility. A 500 mph pure jet aircraft, the 1121 will utilize any airstrip which serves the current Aero Commander L-26 series. This is the go-anywhere flexibility required by the modern military. The 6- to 8-place 1121 packs 5,700 lbs. thrust in two aft-mounted CJ610 (J85 type) turbines for speeds over .80 mach. It's pressurized to maintain a differential of 8.0 psi for comfortable transportation at altitudes above 35,000 feet. The Jet Commander, combining jet speed with short field flexibility, is the new concept of completely practical air transportation. Write Military Relations Dept. for details.

AERO **COMMANDER**



Cat's eyes on target



An elusive low-flying aircraft follows a course around hills and other hazards, pin-points its target, and swoops in. The pilot "sees" his course and target clearly, even in midnight darkness or in spite of severe weather conditions, with Norden's Search and Terrain Clearance Radar.

This system, serving as "cat's eyes" for the Grumman A2F-1 Intruder in difficult flight environments, provides an electronic display of information supplied by advanced sensory equipment. Two viewing screens in the cockpit enable the pilot to determine targets and geo-

graphical features. The aircraft automatically pursues the desired approach, discharges its weapons and leaves the target area. The pilot may easily alter course if the situation demands it.

Norden now offers a compact Terrain Clearance Radar System for Army aircraft engaged in weapons delivery, reconnaissance or resupply. It is another Norden contribution which strengthens our nation's defense by Extending Man's Capabilities.

FOR FURTHER INFORMATION ABOUT NORDEN TERRAIN CLEARANCE RADAR SYSTEMS, WRITE:

Norden DIVISION OF UNITED AIRCRAFT CORPORATION

**U
A**

NORWALK, CONNECTICUT