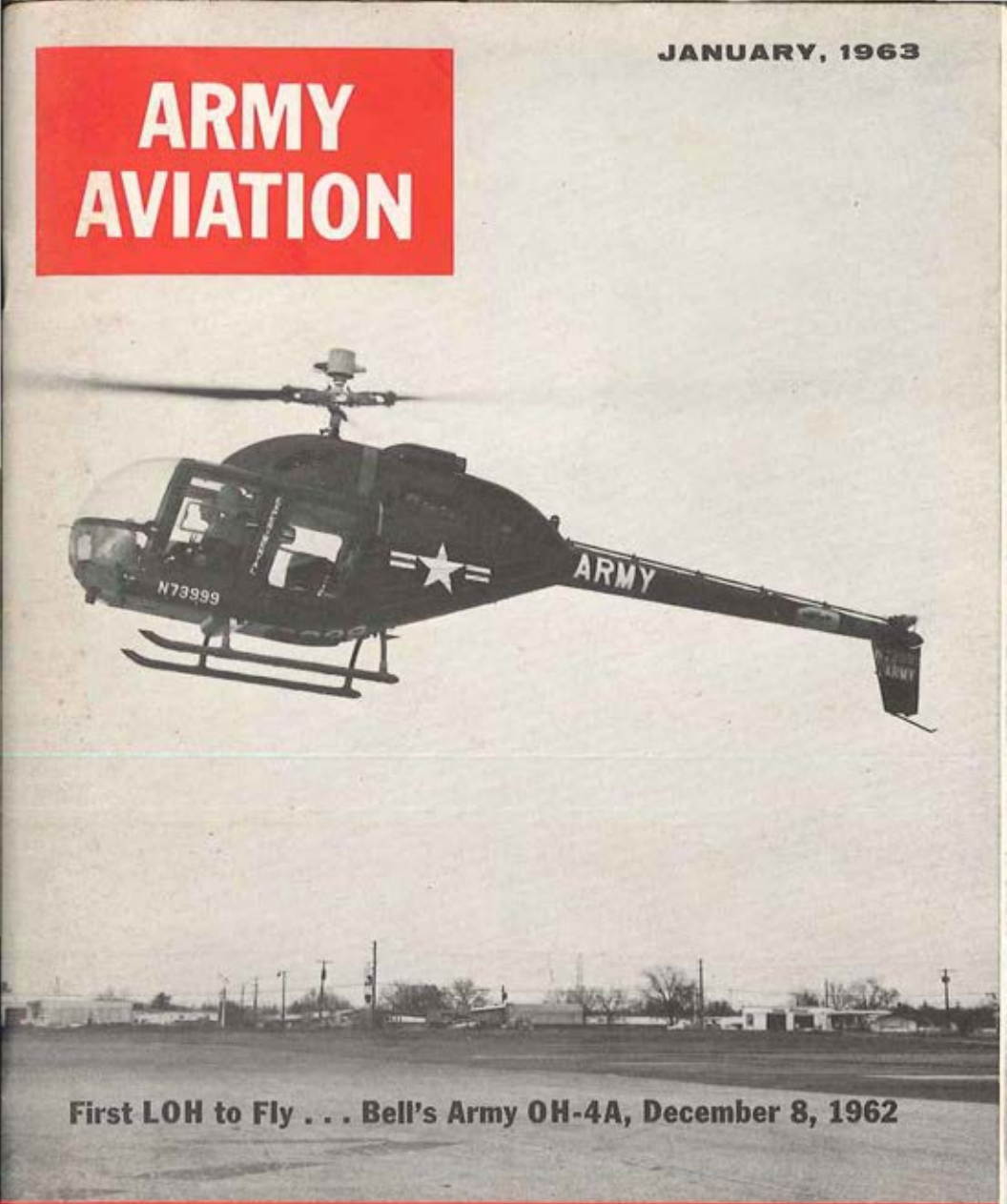
JANUARY, 1963

ARMY AVIATION



First LOH to Fly . . . Bell's Army OH-4A, December 8, 1962

BELL HELICOPTER COMPANY
FORT WORTH, TEXAS • A DIVISION OF BELL AEROSPACE CORPORATION • A textron COMPANY

ARMY AVIATION

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JANUARY, 1963

ARTICLES

DEPARTMENTS

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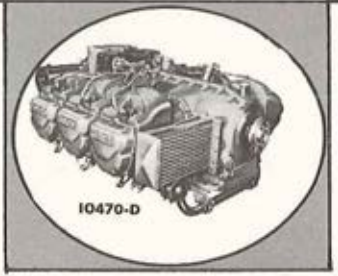
CONTINENTAL AIRCRAFT ENGINES

0470-15

0470-M

PE-150 PACKETTE

FS0526-A HELICOPTER



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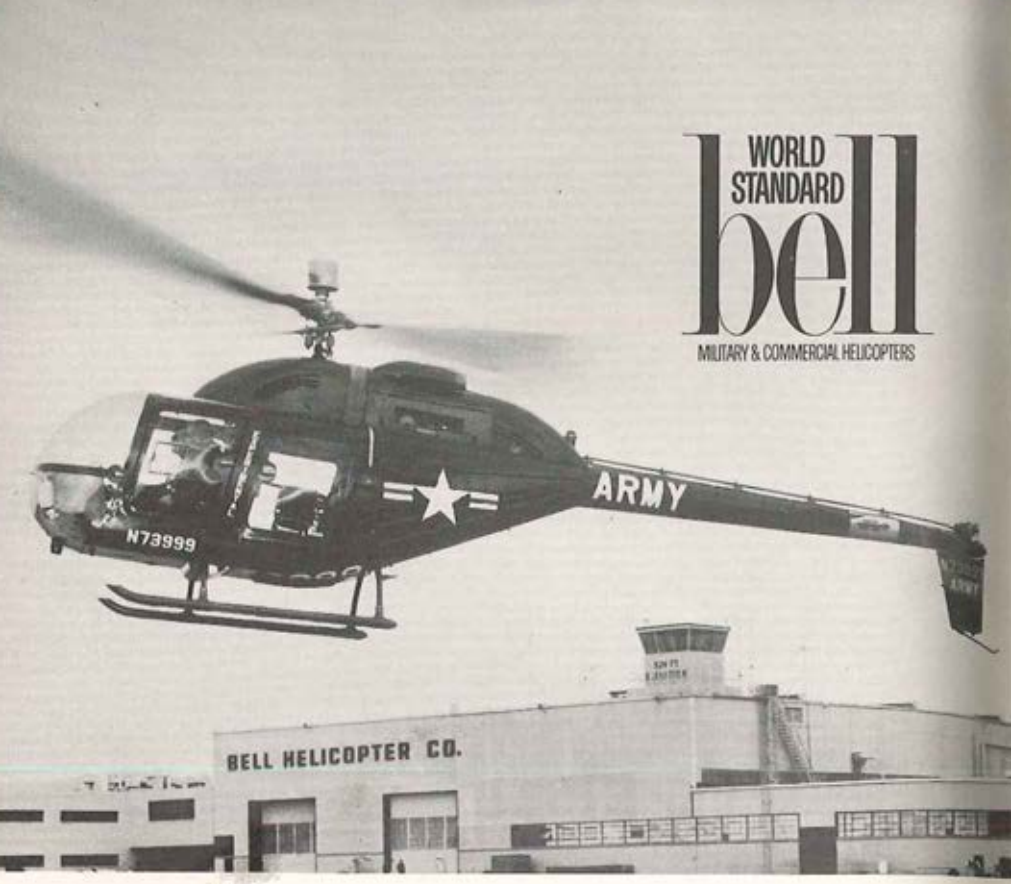

FIRST TO FLY!

BELL'S High Performance LOH

On December 8, the Army's new OH-4A made its highly successful first flights. Long a leader in Army Aviation, Bell flew its LOH less than 13 months from contract go-ahead . . two months ahead of schedule! This achievement reaffirms the superiority and depth of Bell's engineering/manufacturing/management team to see the tough jobs through . . on schedule!

BELL HELICOPTER COMPANY

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WHY ARMY AVIATION?

BY BRIGADIER GENERAL DELK M. ODEN
DIRECTOR OF ARMY AVIATION, ODCSOPS

So much has been written and said about Army aviation that it becomes necessary to clear the air periodically by restating our sole purpose for existence: The mission of Army aviation is to augment the capability of the Army to conduct prompt and sustained combat incident to all operations on land. Army aviation accomplishes this mission by increasing the mobility, firepower and flexibility of our Army combat forces. This is expressive of our philosophy which has remained unchanged since the birth of Army aviation in 1942.

We have no conflicting interests. The whole of Army aviation is devoted to the accomplishment of the ground combat mission. Accordingly, our aircraft and related equipment are designed to do the jobs necessary. Our armament concepts are sound, but rather unglamorous. Our weapons do nothing but provide old fashioned firepower augmenting or supplementing that of the parent combat unit. The Army simply does not send unarmed vehicles or men into combat.

We and our aerial vehicles operate in the ground environs of the Army. The extensions (indeed, improvements) of the Army's capabilities resulting from the use of organic aerial vehicles for rapid displacement of troops and supplies, and the accurate delivery of firepower result from the actions the Army has taken to insure that we are capable of fighting and surviving on the modern battlefield.

Army aviation people will continue to think and speak the same language as their fellow soldiers. The fact that they fly or ride in an aerial vehicle does not change the color of their uniform or the insignia they wear. I repeat: Army aviation is a part of the ground combat forces, and its mission is to augment the capability of these forces.

Officer Efficiency Reports

Aviation units have been subject to certain grade maladjustments for many years. As early as 1957, the Army recognized that grades specified for second lieutenant, first lieutenant, and captain TOE positions could be shown by "captain or lieutenant" (SR 310-30-15). With the expanded use of warrant officer pilots, it will take several years for officer and warrant officer strengths to adjust themselves. This will unavoidably result in filling some warrant officer TOE positions with officers.

If you find yourself faced with this situation, do not be dismayed. The Army Regulation on Officer Efficiency Reports (AR 623-105) which provides for appropriate comment in items 11-14 of the DA Form 67-5, Officer Efficiency Report, is designed to explain any grade discrepancy between the position you occupy and your rank.

Unit commanders and raters: You must insure that your officers are given appropriate additional duties from among the many which exist in aviation units and that proper notation of them is included in the OER. A discussion of this with your aviators would appear to be in order. These additional duties will permit you to appraise performance in other capabilities than solely competence as a pilot.

An associated aspect of efficiency reporting deserves a word of comment in passing. When an officer performs duty in a cockpit position, he is rated on his characteristics and performance as an officer, as well as his technical competence as a pilot. With respect to the latter, we must not get involved in undesirable detail. Such improper descriptions as "bounces on landings, does not use proper sequence in cockpit checks, etc.," do not constitute characteristics worthy of notation on the career record of an officer, unless, of course, they can be cited collectively as recurrent evidences of low skill level.

On the other hand, "lack of judgment, failure to maintain technical skill as required, inadequate attention to detail, recurrent disregard of or failure to follow prescribed procedures," are examples of phrases appropriate to a description of technical performance. These examples just happen to be in a critical vein. We must be equally ready to note praiseworthy performance. Credit the individual. His outstanding performance of duty deserves full attention and consideration when you make out his efficiency report.

We are all well aware of the Department of the Army's concern over aviator shortages. Army aviation, like many other activities, will not have all the people we need. Some units will be shorthanded and some of us are going to have to work harder. We must do our best to insure that our supply of aviators is used to maximum effectiveness. We must initiate action to reposition pilots who are doing jobs which do not require their skill.

We would hope that many more of our fine young three year obligated tour officers will see fit to stay on with us. I would ask all of you to become familiar with Army Circular 601-2, 10 May 1962, which announced a procurement program of company grade, reserve commissioned officers with a particular comment pertaining to aviators.

I have the feeling that many of our Reserve Component aviators do not realize that the Army is anxious to offer them an active duty commitment. Those of us in CONUS Army headquarters and in assignments in the Reserve Components should make sure that this circular, or at least information concerning its provisions, gets dissemination to the Reserve Component aviator.

I'm afraid that some of us are letting our desire for a good ac-

SCHOOL OF HARD KNOCKS

...with unparalleled success. Note well the achievements of the Army and Southern Airways professionals at Camp Wolters, Texas, largest helicopter operation in the world. Here, at the U.S. Army Primary Helicopter School, 518,000 flight hours have been logged on its Hiller fleet since 1956 and new standards of maintenance, safety and aircraft availability are established and surpassed with enviable regularity. Examples: 73% aircraft availability, compared with an overall military average of 55%. Safety record superior to average despite student pilots. 1,400,000 student touchdown autorotations; 36,119 in just one recent month, assuring that Camp Wolter's 4,600 pilots graduated to date are the world's most capable, fully prepared for field operations.

These records are the product of a 3-element team—the Army, civilian professionals and some 200 Hiller OH-23 helicopters. As Camp Wolters instructors will testify, primary trainers take many hard knocks every day. They must be tough, safe, dependable and available at minimum cost *commensurate with the mission.*

Hillers are.

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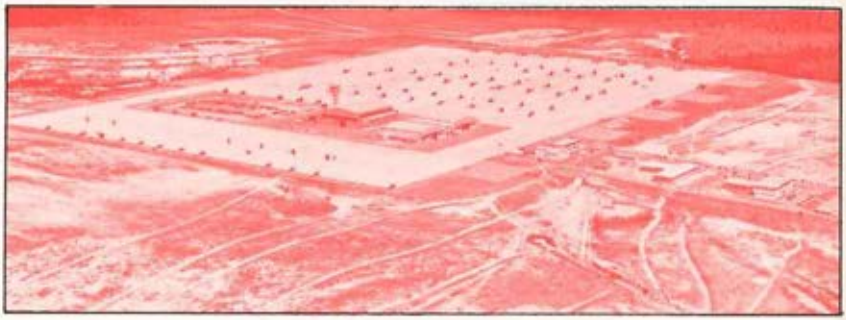
cident record influence the nomenclature we apply to aircraft mishaps. Recent examples are an O-1A that sustained sudden engine stoppage; an OH-23C with extensive main rotor blade damage due to a wire strike; and an OH-13G with damaged main rotor blades from contact with cedar shrubs. The Bird Dog required an engine change and damage to the helicopters was estimated at more than $2,000.00 each. Yet, these three mishaps were reported as incidents.

AR 385-40 spells out the difference between an incident and a major or minor accident in pretty plain language.

Let's call them according to the regulation and not as we'd like them to be. The prevention advantages of accident investigations can only be realized when we all call a spade a spade.



MAJOR AA INPUT PLANNED FOR USAAVNS

Details of the expansion of Army Aviator training at the Army Aviation School were announced recently by Brigadier General Robert R. Williams, Commandant of the Aviation School and Commanding General of the Aviation Center. Between now and the end of the current fiscal year, June 30, training of fixed wing aviators will virtually double over the rate of the past six months. General Williams stated that the first Army courses to give initial training to Warrant Officer candidates as fixed wing pilots will be included in the build-up. The first class of 120 candidates will begin training in March and a second class of the same size will start in May. In addition, existing classes will be increased in size, including larger classes to train pilots to fly the Army's largest aircraft, the CV-2 Caribou.

To handle the increased training load, more than 700 additional military personnel should be assigned to Fort Rucker by the end of June, with the bulk of them reporting in during the next three months. No increase in civil service personnel is planned at the present time. Also, letters of intent to increase the dollar value of current contracts are being mailed to civilian firms which are involved in training and support of the pilot program. These letters have been mailed to Ross Aviation, Inc., which conducts primary fixed wing training; Hayes International, Inc., which maintains aircraft; and Fuel Service of Enterprise, Inc., which refuels aircraft.

Military authorities estimate that the expanded training will increase Fort Rucker's operating budget by $2,400,000 over its current fiscal program of $45,000,000 a year. Plans to expand aviation training at this Alabama installation were first announced by General Williams at an open house for Wiregrass business and professional leaders in November.

THE BUILD-UP FOR CUBA

CONUS Army aviation units can rightfully be proud of their vital participation in the recent operations during the Cuban crisis. Following the visit of the President of the United States to Florida and the relaxing of the emergency, troops were withdrawn and the aviation units were returned to their home stations with the satisfying realization that their missions had been fully accomplished. Our congratulations to each of the officers and men for their outstanding achievements and devotion to duty in keeping with the combat readiness of the Army and the aviation program.

Aviation personnel and aircraft were involved in almost all phases and most of the units were in an excellent readiness posture. In some instances improvisation was required. Headquarters, USCONARC, for instance, found it desirable to develop as rapidly as possible an Army aviation organization to support operations throughout the southeastern portion of CONUS.

COLONEL JOHN NORTON
Chief, Aviation Division, DCSUTR, USCONARC,

100th Avn Co Formed

The unit formed to perform this assignment was designated by General Orders 124, Headquarters, U.S. Continental Army Command and titled the 100th Aviation Company (Prov). It was composed of highly experienced personnel selected from each of the U.S. Army areas. These officers and men realized the difficulties and hard work they would be confronted with in activating and organizing rapidly this new unit, but it was accomplished smoothly and efficiently as was shown by the exceptional results of this operation.

The mission of the 100th Aviation Company was to provide aviation support to Headquarters ARLANT (FWD) and the many subordinate elements located throughout the Florida area. The 416th Signal Company (Avn) from Fort Huachuca was attached to the 100th Aviation Company and was the primary source for aircraft and personnel. Capt. William C. Lawrence and his men are to be commended for their truly professional and enthusiastic approach in achieving the outstanding results. In addition to the aircraft provided by the 416th Aviation Company, UH-1B's from Fort Knox, CV-2's from Fort Bragg, OV-1's from Fort Rucker, and U-8's from Hq CONARC and Fifth and Sixth Armies were added to the list of Army aircraft requirements.

As an added note, you may be

Chinook PROGRESS

During the month of December three CH-47A Chinook transport helicopters were accepted by the government and were delivered to Fort Rucker, Alabama.

Two of these Chinooks were delivered to the United States Army Aviation Test and Evaluation Command, bringing to three the number now assigned for user testing. The third Chinook accepted in December was delivered to the United States Army Aviation School for use in its pilot training program. This Chinook is the first production helicopter and will eventually be assigned to an operational helicopter company. Enroute to Fort Rucker it made a stop on 20 December at the Pentagon heliport for inspection by military personnel.

Designed and manufactured by the Vertol Division of Boeing the Chinook is being procured for the U. S. Army by the Aeronautical Systems Division of the U. S. Air Force.

VERTOL DIVISION
MORTON PENNSYLVANIA
BOEING

SUMMARY

January, 1963

interested in a few of the suntanned familiar faces seen in the area. Lt. Col. Raymond G. Lehman, Jr., Aviation Officer, ARLANT (FWD); Maj. Robert Peterson, CO, 100th Aviation Company; Lt. Col. J.B. Felt, Key West; Maj. Patrick N. Delavan, Aviation Officer, Peninsula Base Command, and Capt. Bongers, CO, 335th TAAM Company.

During the recent Cuban incident the USCONARC Flight Detachment was also required to expand their operations to meet the increased demand of the headquarters staff. Maj. J.C. Minchew, the CO, ably responded by placing his entire force on a 24-hour operational basis. In order to meet the requirements for additional pilots the USCONARC Flight Detachment was augmented by Capts. Michael K. Magyar, (Ft. Leonard Wood), B.J. Mendes, (Ft. Bliss, Texas), David C. Senay, (Ft. Carson, Colo.), and W.A. Walker, (Ft. Knox, Ky.).

In addition to the captains listed, four (4) lieutenants also were temporarily assigned and assisted in both operations and flying requirements; Lts. C.F. Magness (First Army), R.E. Reader (Ft. Lewis, Wash.), D.H. Smith (Ft. Lewis, Wash.), and L.G. Young (Ft. Polk, La.).

Teamwork at Fort Knox

Visits to the field units outside the southern area showed C Troop, 17th Cav at Fort Knox in fine fettle. Capt. C.R. Bean, the CO, was putting his unit through strenuous training exercises, with emphasis being given to the continued development of low level helicopter operations and techniques. With the assistance of the Post Aviation Officer, Lt. Col. Jack A. McAuley, Capt. Bean and his unit continued to refine several "nap-of-the-earth" flying procedures.

Specific emphasis was placed on team-work among pilots which, unfortunately, the pilot fresh out of flying school has had little time to develop. Almost all of his training at school has been individual; hence, when he reports to an air cav unit, he must receive additional training as a member of "the team". Once oriented, however, he rapidly improves in this function.

"On-the-Spot" Transition

At Fort Sill, the Post Aviation Officer, Lt. Col. J.Y. Hammack, had things going at full speed. The 54th Medium Helicopter Company, commanded by Capt. Joe D. Ecrette, and the 57th Aviation Company (FW), commanded by Maj. H.C. Smith, were getting themselves in top operating shape.

Sledding for these units has been slow, but personnel and equipment have been coming in and significant goals in operational capabilities have been reached. In order to maintain the tactical integrity of the 54th Medium Helicopter, the decision has been made to conduct transition training in this unit to fulfill Department of the Army requirements rather than at the Aviation School.

This course of action retains aircraft and personnel at Fort Sill and provides further training opportunities for the 54th. Commencing 7 January 1963, eighteen students will be trained by the 54th for subsequent shipment overseas. Naturally, for this effort the 54th expects a rea-

sonable share of H-37 qualified aviators returning in the near future from overseas stations.

As a side point of interest at Fort Sill, the special link training program instituted by Col. Hammack and supervised by Jack Thorton has paid surprising dividends. Since July, each aviator has completed a link training syllabus, then administered his instrument check ride in the link trainer. If successful, he is then permitted to take his actual instrument check ride in an aircraft.

As a result, not a single aviator has failed to pass his instrument check ride in aircraft on the first go-around. This program may be a consideration for other units to adopt throughout CONUS. Not only does it save money and time, but it gives the aviator a very thorough procedures brush up, and instructors a good basis for planning training if required.

Throughout all visits, a need for stabilization of assignment for aviators was an obvious problem, particularly of pilots qualified in the heavier type helicopters. Contrary to the usual complaint, there was no question about the superb job being done by the logistical support agencies, particularly during the outstart of the recent crisis. When parts were immediately required, or at a low level, the logistical support came through.

"Tiger" Graduation

The Army Primary Helicopter School, Camp Wolters, graduated its first "Tiger" class on 30 November. After a grueling 24 week course of which the last four weeks were spent at the gunnery and artillery adjustment training area at Fort Sill, the "tigers" were all set for their ratings and return to home stations.

A very interesting and challenging future is in store for these pioneers. Although "nap-of-the-earth" flying is not a new concept (the first several classes at Fort Sill during World War II were taught this technique, then called contour flying), these "tigers" can do much in the years to come in the development of new tactics and techniques as applied to combat effectiveness.

A most enlightening operation at the school which has contributed so much to the readiness of the graduate is the expert quality control of pilot training exercised by the Operations Department. Under the monitorship of Lt. Col. James W. Hill, Assistant Commandant, and direct supervision of Mr. Edgar N. Anderson, the record checks on pilot quality provide an ideal control system.

Originally developed by HumRRO people, but extensively refined by Mr. Anderson, this statistical control keeps instructors as well as students well standardized. Any slippage of quality in instruction is immediately reflected in grade ratings. Continued deficiencies can be immediately spotted on "on site" graphs and remedial corrections can be initiated.

Ordnance Discussions

The Ordnance Training Command continued discussions at Aberdeen to develop requirements and training programs for aviation ordnance per-

sonnel. Lt. Col. Paul V. Jackson (Ret.), represented USCONARC at these meetings, together with Capt. Stevens and Capt. Nixon, U.S. Army Aviation School. The duties and functions of the crew chief, the enlisted aerial gunner, and the aviation ordnance maintenance technician were discussed and delineated and plans were made for appropriate training of these individuals in the coming year.

"Air Assault Divisions"

There has been recently published a special text 61-100-1, "Air Assault Divisions." This UNCLASSIFIED document will provide background information on concept, organization and doctrine relating to the new air assault unit. Manning tables for air assault units have also been published to be used as guides during the early part of the year. TOE's are to be ready by mid-year.

New Training Aircraft

Of the several important actions in the mill concerning school training, the study for possible procurement of new training aircraft is most significant. In light of the significant expansion in the training base, procurement of "off-the-shelf" aircraft is being considered for use in the fixed and rotary wing instrument training course at the Aviation School, Fort Rucker, and a light helicopter for training at Camp Wolters.

The thought behind this decision is that the employment of less expensive civilian type aircraft can result in decreased training costs and also release many combat type aircraft to tactical units. The decision should be forthcoming soon. Three categories of aircraft are under consideration: a fixed wing multi-engine instrument trainer; a rotary wing instrument trainer; and a light rotary wing primary trainer.

Equipment-wise, many new problems face CONARC in the gunnery training and armament systems. Range facilities are sorely needed at this time. In addition, the requirement for experienced personnel in armament systems greatly exceeds the number of personnel previously trained in this area. It is a new and wise open field. So, for those with experience or interest, the future is unlimited.

Av Gas Supply Problem

Another area of challenge is the problem of supplying Av Gas to highly mobile aviation units. True mobility cannot be achieved until refueling operations can be conducted over widespread areas. Today, nearly everyone depends almost entirely on the gas truck or prepositioned fuel.

It is therefore apparent that some type of highly mobile refueling equipment and fuel containers must be developed. The present thinking at CONARC leans toward a container with a capacity of 500 gallons which can be quickly slung and delivered by helicopters. Only a simple pump, filter, hoses and connections should be required. The sealed bin container was a start, but it has proved inadequate. So, if enough aviators and mechanics start thinking, a solution is guaranteed.

Annual Safety Conference

The annual conference of the Flight Safety Foundation was held at near-by Williamsburg, Virginia this year. The Army was well represented in these interesting seminars. The USCONARC Aviation Safety Officer, Col. William H. Byrd, as well as the Deputy Aviation Officer, Col. Robert R. Corey, attended these sessions. There was a large USABAAR contingent headed by the Board President, Col. Robert M. Hamilton, Maj. Henry H. Tomme (USABAAR LnO to Navy) and Maj. Vineyard (USABAAR LnO to Air Force), Lt. Col. Orval H. Sheppard, and others.

New CONARC Arrival

Lt. Col. Herman E. Greer, who served at Sharpe General Depot, has arrived at CONARC for duty. His assignment entails bird-dogging the armament systems, maintenance policies, and the aircraft systems management. With his extensive aviation background in maintenance, the headquarters certainly welcomes Lt. Col. Greer aboard.

A small but important cross section of the men behind Army aviation's support and operations gather to discuss problems at the Transportation Materiel Command during a recent visit by Brig. Gen. Delk M. Oden, third from the right, Director of Army Aviation. From left to right are Col. Earl H. Hauschultz, Deputy Commander, TMC; Col. M.F. Boyd, Asst. Chief of Staff for Operations, TMC; Col. Oliver J. Helmuth, who accompanied Gen. Oden; Brig. Gen. David B. Parker, CG, TMC; Mr. George C. Dellapa, Director of Materiel Requirements, TMC; Col. Arthur W. Ries, Chief of Staff, TMC; Mr. Joseph A. Moro, Deputy Director of Materiel Requirements, TMC; Gen. Oden; Mr. John K. Gerdel, Chief, Management Office, TMC; and Col. John L. Klingenhagen, Assistant Chief of Staff for Research and Development, TMC. (U.S. Army photo)

Teaching Machine

Hughes 269A Helicopter combines all the features of the "perfect" trainer. Consider these facts:

1. Designed for learning ease—Pilots who have "flown them all" praise the 269A for its responsive controls, very high maneuverability, unusual stability, 360° visibility, high rotor clearance—overall compact size.

2. Costs less to buy, less to fly—First cost of the 269A—$22,500—is at least half that of previous helicopters. Commercial operators report all direct operating costs are as low as $10.55 per hour. (One operator reports a maintenance parts and labor record of just $3.25/hour through 475 flight hours!)

3. Proved in U.S. Army and Air Force evaluations—The HO-2 (Army designation for the 269A prototype) met or exceeded all guarantees for a light two-place helicopter. Reasons: The 269A's high power to weight ratio, small rotor diameter, rugged structure, overall simplicity, and integrity of design.

4. Minimum maintenance, maximum air time—The 269A delivers more "up time" because it spends less time in the shop. Example: Wearing parts in major components have a life of at least 1000 hours. Hughes records show a ratio of three hours of flight time to one hour of maintenance.

5. "Off the shelf" delivery—The Hughes 269A is now in full volume production at Hughes Tool Company/Aircraft Division facilities. A world-wide dealer network offers complete sales, service and training support.

6. Salient Specifications for the Hughes 269A. Rotor diameter—25'. Overall length—22'. Useful load—640 lbs. Powered by Lycoming 180 h.p. engine. Cruise speed—83 mph. Range—200 miles. Endurance—3 hours.

For more information on the 269A and its unusual capabilities as a trainer, please contact the Vice President, Marketing, **Hughes Tool Company,** Aircraft Division, Culver City, California.

SOME ADVICE BEFORE GOING TO VIETNAM

A recently assigned officer enumerates some "Do's" and "Don't's" with regard to preparations for a Vietnam port call

BY LT. COLONEL KENNETH D. MERTEL
U.S. ARMY SUPPORT GROUP, VIETNAM

IN the event you have been assigned to duty in Vietnam, this Report may be of some assistance to you. I recently departed Headquarters, USCONARC, for an assignment with the U.S. Army Support Group in Vietnam and I feel my in-transit experiences as well as my pre-Vietnam training may be shared by many other Army Aviators who may be assigned to Vietnam duty at a later date.

MATADOR TRAINING

My Report starts at Fort Bragg, N.C., where I undertook the MATA Course (Military Assistance Training Advisor Course), a six-week course of instruction that many of you may receive prior to coming over here. "MATADORS" (the nickname for graduates of this course) undertake a curriculum conducted by the Special Warfare Center.

Students achieve a vocabulary of about 500 words in the Vietnamese language after some 40 hours of Berlitz language instruction. Vietnamese was romanized in the written form about a century ago, and thus is easier to learn than most oriental languages.

Upon completion of the course the graduate has a good base for further study and actually is able to understand most simple conversations. The basic language training is also a great help in bargaining for souvenirs, still a universal pastime.

In another phase of the course attendees study the history, geography, economics, religion, taboos, and customs of Vietnam. This training is quite thorough and along with your own study and outside reading will provide you with an excellent background about this most interesting country in Southeast Asia.

At MATA you will also receive a familiarization with ground communications and communications equipment employed in this area as

well as a weapons' familiarization course which includes the firing of all weapons from the 45 caliber automatic pistol to the 81 mm mortar. The weapons' phase is an excellent refresher, and is most practical as well as interesting.

Several hours are spent on demolitions, survival, land navigation (day and night), raids, ambushes, patrolling (didn't realize there were so many swamps at Ft. Bragg), first aid, and field sanitation.

The employment of Army aviation, air-ground operations, and close air support firepower are presented in the form of very interesting demonstrations. A major portion of the instruction is devoted to counter-insurgency and the tactics common in Vietnam.

An hour a day is devoted to calisthenics, rope climbing, wall climbing, horizontal bars, and running - this helps to keep you slim and in better physical shape than one finds oneself after a long period of desk duties.

Finally, the course gives you a chance to think a bit about this part of the world, read a little on your own, and prepare yourself psychologically for one of the most important and rewarding assignments of your career.

TRAVEL TIPS

My post-MATA activities may be of interest to you and I'll pass them along here. After a few days' leave I reported to Travis AFB for air transportation to Vietnam. Here are a few personal tips:

Make certain that you have processed an application for a passport and visa for Vietnam prior to reporting - both are required prior to departure from the ZI. If you initiated your application prior to taking the MATA course at Bragg, or when you first received orders, your passport and visa will be waiting for you at Travis. By the way, hang on to your extra passport photos - you'll need them in Vietnam for numerous other things.

LT. COL. KENNETH D. MERTEL

Your port call will designate your flight number and will direct you to report to Travis not later than 1900 or 2000 hours on the day of your departure. Most orders authorize a total of 134 pounds excess baggage, which with your normal allowance of 66 pounds for overseas flight will provide you with a 200 pound maximum.

After checking in your baggage, you'll receive your passport and in a few hours will depart by air, either by MATS or by MATS civilian charter. All procedures at Travis AFB are simple and the processing is handled efficiently. You're permitted to carry one item of hand luggage with you on the aircraft and plan this ditty-bag packing carefully for you will not have access to your other baggage until you reach Saigon.

Many departees wear "greens" this time of year, the uniform required in the San Francisco area at

present. These may get a bit warm enroute and it's probably best to depart Travis in khaki. Short sleeve shirts and long trousers are recommended. No short trousers enroute, however.

CROSSING THE PACIFIC

I departed Travis on a MATS civilian charter, a Super Constellation flown by Trans International Airways. Good meals were served all the way over and plenty of "Coffee, milk or tea?" served by three charming hostesses. Wheels up at 2200 hours and arrived in Honolulu the next morning after eleven hours enroute. The three hours at the terminal gave me the opportunity to shave and to buy some souvenirs.

Off again at 0900 hours, landing at Wake Island that afternoon after a ten hour flight. An hour or so on the ground and then on to Guam, a six hour flight. P-stop for an hour and a half, then seven hours to the Philippine Islands, landing about 0300 hours on the morning of the third day.

This was really the fourth day in that a day is lost crossing the International Date Line. We were at Clark Air Base for about seven hours and this is a good opportunity to shower and sleep in a real bed in the many BOQ's and BEQ's.

We left Clark about 0900 for the final four hour flight to Saigon. In all, it takes about thirty-three hours of flying time to cover the 7,000-odd miles across the Pacific. In retrospect, I found the flight to be very comfortable, no doubt due to the fact that the seats are somewhat farther apart than the usual economy or tourist class seating in the States. After a short period with customs at Saigon, you are met by personnel from the unit or the major command to which you are assigned.

NECESSARY CLOTHING

Now for a few observations that may answer some of your questions. First, fatigues are worn by most personnel in the units and are worn along with boots. The hard fatigue cap and the new baseball style are authorized for wear. Headquarters personnel usually wear khaki, either the abbreviated uniform (shorts and shirt) or regular long khaki trousers with short sleeve shirts.

Flying personnel usually wear flying suits and boots when flying, although some fly in fatigues. For your information, fatigues, khakis, and flying suits are not readily available over here so bring a sufficient quantity. Underwear and socks are obtainable in limited quantities and wear out rather fast due to native laundry procedures.

They tell the one about the two AA's who gave some native women a tin of gasoline to get out some spots in their uniform. On the face of it, the move was a smart one; however, the women hung the clothes over a heater and poof, the Naked and Red. . . Bring your flying helmet, by the way; you'll need it.

Individual weapons are brought by many and are authorized to be carried on missions or when in the field. Only one hand gun may be carried over and it must be registered with the local Vietnamese authorities - and this doesn't create any problems whatsoever. Leather goods are in plentiful supply here and holsters of all types, to include

excellent gun belts, can be made to your individual order for about thirty per cent of what you would pay for a similar product in the ZI. Many AA's bring hunting knives. They're not generally available here; however, standard issue bayonet knives or trench knives are issued.

Do not bring too many civilian clothes. Excellent tailors are available here and in Hong Kong, a few hundred miles away. All types of materials may be purchased locally and may be tailored as you desire.

A personal checking account is a must for you are authorized to draw a maximum of $100.00 of your pay in U.S. greenbacks. This does not go very far, if on your free time, you wish to do some sightseeing and buy some souvenirs. Mess bills and items purchased at the Navy Exchanges may be paid for by personal check. This makes your "green" stretch much further.

Each unit has a small officer and EM club. Chit books are used, collectible at the end of the month. These bills may also be paid by personal check. The current rate of exchange: seventy-three piasters for one U.S. dollar. Piasters must be used for all purchases in civilian establishments.

That's about it . . . In subsequent months I hope to continue with a sustaining "Vietnam Report" and, subject to the normal security restrictions, will attempt to provide more "words and pictures" on Vietnam activities than have appeared in ARMY AVIATION in the past. This is a scene of major Army aviation activity and it's my belief that you have a vital interest in the activities of your contemporaries who serve in this area of the world.

"CAPTAIN STRAIGHT ARROW"

Here's another "FIRST" in Army aviation . . . Captain Mark C. Kendall, an aviator in one of the helicopter units, is now known as "Captain Straight Arrow." After returning from a recent low level mission, he discovered a stick protruding from the skin on the underside of his chopper. A closer examination of the "stick" revealed that it was an arrow shot at the aircraft sometime during the mission. Captain Straight Arrow is now making a study of arrow trajectories and bow velocities to determine the feasibility of adapting cross bows as helicopter armament.

Speaking of "hits," one aviation unit commander has posted the following sign in his unit club: "A chit for a hit, if you are shot at and hit. . . . Save your own dough. Have a drink on the Major and the Battalion C.O." I understand that several free drinks have been collected already.

NASA SYMPOSIUM TO BE HELD JANUARY 28

■ The Fifth Annual Army Aviation Contract Services Symposium sponsored by the National Aeronautical Services Association (NASA) will be held January 28, 1963, at the New International Inn, Washington, D.C. The one-day meeting will be particularly significant and timely in view of the anticipated increases in Army aviation contract opportunities in pilot training, maintenance, and other services. ■

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BY MAJOR WILLIAM G. PHILLIPS
HEADQUARTERS, USATMC, ST. LOUIS, MO.

"THE CUPBOARD IS BARE . . ." ZERO BALANCE!

ZERO BALANCE! What does this term mean to you? . . . Your wife's bank account on the third day of the month? Yes, that's the right idea but perhaps we should start this discussion by telling you that we are referring to the term "zero balance" as it is used by your station Transportation Corps Property Accountable Officer.

WHEN this overseer of your TC air supply account makes reference to a zero balance, he is telling you that the quantity of a particular part on hand is zero on the DA Form 1296, Stock Accounting Record . . . or another explanation might be, the cupboard is bare.

THE TERMINOLOGY in this case is of little significance. An empty parts bin by any other name would smell as sour! What really matters is: How did we arrive at this sad state of affairs? How can we prevent this condition from recurring with other items? What can we do about a particular item in short supply?

TAKING these questions in order, we must first review the acts or omissions which contribute to the zero balance condition. In other words: What happened?

TWO will get you five, if you're a better man, that one or more of the following factors occurred in your own backyard and helped to cause your "zero balance":

No valid requisitions.

Requisitioning objective too small.

Insufficient order and shipping time projected.

No safety level included in the stockage objective.

Seasonal demands or special requirements not included in forecast.

Reorder points not established.

Failure to stock mission essential requirements.

An unexplained "inventory shrinkage." (Number of items shown to be on-hand by the stock record are not in the bin.)

Requisition filled and item received but not posted on the stock record or perhaps posted on the wrong card.

Past requirements for items obtained from external sources were not recorded as demands for future computation of stockage objectives.

Change of program resulting in over use without previously adjusting stockage objectives.

Failure to use Economical Order Quantities (EOQ) and the Economic Inventory Policy (EIP) properly as prescribed in C3, AR 711-16.

AN OCCASIONAL BOO-BOO

OH, OH, YOU SAY! Those cowboys riding herd on the electronic monster down on the banks of the Mississippi are putting all the blame on the field troops again. Well, it just ain't so. In the first place, most of General Parker's Boys took their turn on the "other" end of the pipeline; so we're sympathetic. And, in the second place, we have four thousand people here in St. Louis making an astronomical number of decisions each day. We KNOW we are going to boo-boo once in awhile; however, to keep you happy, we'll discuss a few of the break downs that we experience as the Air National Inventory Control Point.

Errors, omissions and delays in cataloging result in erroneous supply data such as wrong stock numbers which, in turn, cause your requisitions to be rejected by the IBM machine. Such requisitions are researched and occasionally cancelled, thus delaying the supply action pending a new requisition with more identification.

Requisitions from the field are backordered because of an out-of-stock condition at our depots. This condition may be a result of some of the same factors which were applicable at station level.

Lost, strayed, or mislaid shipping orders, transportation documents, etc.

Failure by the Shipping activity to assure movement of priority items to user by required dates.

Delayed or improper advice to the requisitioner because of administrative lag in the transfer or assignment of logictical responsibility among the several technical services.

Failure to provision correctly for certain items. This might be a result of faulty manufacturer advice or engineering analysis.

WHAT'S the point? Simply, that the old saw about a vicious circle applies to the supply system for Army aircraft. It all begins with the chicken - or is it the egg? The user is assigned a mission; the mission generates a requirement by the user for an item. The user relays the requirement to include characteristics and quantity to the procurer, who buys, manufacturers, or otherwise obtains the item and transports same to the user.

"USER" IS CRITICAL POINT

THE foregoing then is our answer to the second question of how to prevent zero balances or bare cupboards. Even a size two fatigue cap like me can figure that the first critical point in this system is the user making known his requirements in sufficient time to allow the supply agency to meet the demand.

TO accomplish your part as the user in preventing critical supply shortages, you must review your mission. When you are scheduled to receive new aircraft, you should requisition your stock of repair parts, so that they are available upon delivery of the aircraft. (AR 700-70).

DO YOU KNOW how many flying hours you need? Have you programmed these hours? If you plan to fly more, your usage rate can be expected to increase almost proportionately. And, of course, you must adjust your Requisitioning Objectives. Do you do this ahead of the time your increased flying hour program commences?

IF your increased flying time, as an average, exceeds the criteria established in SB 1-1, you should take a look at the composition of your fleet. Can you accomplish your goal by spreading your desired flying hour program over the available average flying hours inherent in your fleet? Maybe a change in your Table of Allowance or Table of Organiza-

tion and Equipment can be supported. The responsibility of requesting a supportable change in authorization is yours.

YOUR NEXT STEP should be to establish unit prescribed loads in accordance with the appropriate aircraft "dash 20" (Repair Parts Appendices Manual). Station stocks are requisitioned in accordance with the Authorized Stock List which, in turn, is prepared per AR 711-25 and AR 711-16. Failure to include each item at the unit level has obvious repercussions throughout the supply system. As a result, procurement action, if required, is not initiated as soon as it should be. It is evident that subsequent delivery of the parts from the manufacturer to the Army depots will be delayed.

ANOTHER WAY that we might be able to avoid zero balances is to be sure to establish our reorder points based on operating levels and usage rates plus order and shipping time.

HAVING DONE YOUR PART by properly managing your station stocks, to include forecasting and duly requisitioning your requirements in the authorized quantities, you may now turn your attention to the more important aspects of aviation, like mutual funds, income taxes, and the 24-hour weather forecast for West Palm Beach - see Jeppesen Low Altitude En-route Chart 32, "PBI."

FOLLOW UP!

BUT DON'T RELAX! Tie a string around your finger or use the more exotic "suspense file" system and FOLLOW UP! What was your required date? What advice have you received from the supply agency regarding your requisitions? Will the estimated delivery dates meet your requirement? Do you still need all the items? Should a requisition be cancelled?

WHEN the required date approaches, review your position. Have your supplies begun to arrive? Are you getting your supply record cards posted? Parts in the bin? If you have hoed your row up to now, you'll know whether or not your operational plans can be supported logistically in time to make changes if necessary.

RECOMMENDED STEPS

NOW WE COME to the last and most difficult question: How to obtain a needed part when the bin is empty. Deviating from the usual circling and shouting maneuvers executed by commanders and staff officers in this situation, the following "DO's" are recommended:

DO take a last look at your supply records to be absolutely certain that you are seeking the correct stock number and nomenclature.

DO verify from the above check that a valid DA 1546, Request for Issue, has been initiated and forwarded to the station TC air stock account.

DO verify with the station TC air accountable officer that the station has a valid requisition for this item placed with USATMC.

DO establish the priority that should now be assigned to the requirement. If the requisition in the mill is a routine replenishment for stock type, upgrading is not in order. A new requisition assigned the proper priority should be submitted.

DO allow the parts expediter in the station TC stock account time to exhaust possibilities of lateral supply, local purchase, and hocus-pocus BEFORE going into orbit!

DO wait at least 48 hours for USATMC's advice as to the status of your EDP requisition.

DO give honest consideration to the advice received from USATMC and try it on for size. Perhaps you can find a way to live with the shortages until the date the supply agency anticipates being able to fill the requisition. If not, your next step is to advise USATMC's Directorate of Centralized Depot Supply Activities (TCMAC-NS) of the unacceptability of the estimated delivery dates (EDD).

NOTE: It's still too early in the game at this point to advise the General that his fleet is grounded and that the Transpor-

tation Corps has closed their doors until the end of the horse racing season. Don't submit any suggestion forms - our Comptroller is already exploring the adaptability of the Automatic Data Processing machinery to horse racing as a means of supplementing the budget. Upon receipt of the advice from you with the explanation that authorized supply procesures will not fill the bill, our command will attempt the impossible. You will be advised of the outcome. All demands for priority shipments are subject to command and Inspector General scrutiny during inspections.

DO wait a reasonable amount of time to see if USATMC will be successful in its effort to achieve the impossible. If you're still not satisfied - GO AHEAD AND YELL and we'll join in on the chorus.

THIS SEEMS the logical place in this dissertation to beat the drum for the USATMC Technical Assistance Group. This activity is headed by an experienced supply officer, Colonel Harry D. Kamy. It is composed of four teams, one of which has been assigned monitorship responsibility for the geographical area in which you are stationed. Aside from the assistance visits this team makes to your station, it is as close to you as a telephone at all times. There are three Supply Liaison Representatives on each team ready to act as your proxy within the headquarters at St. Louis. After you have tried the authorized normal channels and failed to get a satisfactory solution, bring your problem to the appropriate team in the Technical Assistance Group.

PROPER UNDERSTANDING

TO SUMMARIZE, a zero balance doesn't just happen. You cause it; we cause it; they cause it. Errors, omissions, miscalculations, a changing world and the budget today and yesterday play a part. To fix the blame is not our purpose, but proper understanding of the cause of the problem will hasten the solution.

THERE is very little that anyone can do about shortages which exist at this minute other than expedite supply action. However, the proper application of supply management procedures at each level of command can reduce the frequency with which zero balances occur. Commanders may delegate the authority to operate the supply system, but the responsibility for the system cannot be delegated. Not to be forgotten are the various command actions available which can soften the impact when a shortage is encountered.

WORM-LIKE WARMERS
Several 7th Division crewchiefs use hose heaters to remove the frost from the wings of an O-1A in Korea.

MOBILITY WITH **MUSCLE**

a supreme test of STOL ability

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DOWNSVIEW

WASHINGTON REPRESENTATIVE: J. E. McDONALD, 319 TOWER BUILDING, 14th AND K S

SITE: A man-made quagmire in Alabama* inundated with water and ploughed 14" deep.

OBJECT: Test of Caribou STOL performance.

RESULT: At full gross load, the Caribou is airborne in 23 seconds. (Normal take-off from dry concrete is 12 seconds, zero wind)

The STOL Caribou takes off in a distance of 725 feet with 3 tons of military payload.

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* NOTE: The test was made at Fort Rucker Ala. The artist's drawing, however, is not a reproduction of the actual site.

RANDOM THOUGHTS ON GROUND SUPPORT EQUIPMENT

FOR the lack of a better starting point, we may ask, what is Ground Support Equipment (GSE); how did it get started; why do we need it and where is it going?

Ground Support Equipment is a part of the maintenance function of all aircraft. Maintenance has been and can be done without Ground Support Equipment, but work is much easier and takes less time when proper tools are available.

Probably one of the first items of Ground Support Equipment was the monorail that the Wright Brothers used to launch their machine at Kitty Hawk. Since then we have collected items from the simplest oil can to the "go" or "no go" type of diagnostic equipment for the entire weapon system.

Ground Support Equipment is constantly changing and keeping pace with the latest developments of the weapon systems that it must support. It is as much a part of the basic design and engineering of a weapon system as the spare parts support.

It is true that the only time an aircraft is earning its keep is when it is in the air, bringing a return for the original investment. This is true for the Army as well as the airlines and commercial operators who have schedules and utilization rates to meet. By necessity the Army considers In Commission and Availability Rates foremost, therefore for Ground Support considerations in Army aviation it can be said the only time an aircraft is any good is when it's ready to fly.

Most aircraft are never completely ready to fly and spend most of their useful service life in something less than perfect flying condition. This is not the fault of or lack of Ground Support Equipment, but rather a product of the maintenance concept and the peculiar design of aircraft systems.

For the Army mission the optimum situation would be complete elimination of all Ground Support Equipment. This would present a completely self-sufficient aerial vehicle that would never need maintenance, refueling or any other attention. The space coupe currently appearing in the Dick Tracy comic strip approaches this concept. It may be possible to design and build aircraft or any other vehicle that would never need attention during its useful life. This approaches the

throw-away concept or planned obsolescence built into many items planned for commercial use.

Because aircraft are heavier than air machines and must operate in spite of Newton's Law, it has been found more economical to design for certain minimum requirements; in other words, make the parts just strong enough to last for a certain period of time. This basic concept is what causes the continuing inspection, maintenance and repair and subsequent need for Ground Support Equipment.

Efforts are being made to provide better and more efficient Ground Support for all Army aircraft. The current evaluation of Ground Support Equipment in Army aviation will indicate what existing equipment is available, what would be thrown away, and what is needed for the future. Mobility and Air Transportability are the main considerations for all new equipment. New concepts are being explored. Self sufficiency should not be ruled out for certain aircraft. On Board auxiliary electric power is a proven system and can be extended to hydraulic and pneumatic systems. But the aircraft should not be penalized by carrying all this extra weight. Perhaps a plug-in system could be used, driven from a power take off like the farmer's tractor.

Another little explored concept would be a "Buddy" system whereby one aircraft could be used to furnish all auxiliary power and other services to another aircraft.

Compatability between systems of ground and air vehicles will be explored. Why not have each capable of supporting the other?

To counter the present trend of more and more sophisticated Ground Support Equipment, a second look is being taken at the basic problem. As previously stated the optimum situation is no Ground Support Equipment. Why not build enough reliability into a basic system to eliminate the reocurring inspections and check outs? Refrigerators and some components of automobiles have operated for years without any kind of attention.

Many Ground Support Equipment problems can be redefined. Don't let the statement suggest the answer. When a new family of light weight jacks are suggested, the field of endeavor is already limited. What is really wanted is a way to raise the aircraft for certain maintenance functions. This can be done by hoisting, by lifting air bags or in an emergency by simply inflating the landing gear struts and building suitable props under the wings. There is usually more than one answer to a particular problem.

Research and Development contracts have already been initiated in many ground support areas. A new light weight service kit has been designed and built that will furnish electrical, hydraulic and pneumatic power. A family of light weight jacks is under development. An aircraft tow dolly for retrieving grounded skid-mounted helicopters has been designed.

In conjunction with the current evaluation of Ground Support Equipment, a new draft publication to be added to the 55-405 series of Army Maintenance Manuals has been released for comments. This manual will list all available Ground Sup-

port Equipment with pertinent information concerning its use and capabilities. An illustration for each item of equipment is contemplated.

This manual is intended for the actual user of the Ground Support Equipment at the lowest echelon of maintenance and also by the highest Project Manager who has the responsibility for providing his Weapon System with maintenance tools. From this manual he will be able to match existing equipment with regular and peculiar maintenance functions of his aircraft.

These and other projects will aid in replacing most of the existing World War II equipment currently in use.

For future requirements of new weapon systems the Air Force family of Military Specifications for Ground Support Equipment will be utilized, MIL-D-9412 cites the requirements for data which provides information for the identification, selection, development and acquisition of Ground Support Equipment. MIL-S-8512 is a general specification covering the design of special aeronautical support equipment. MIL-D-8513 provides drawings and data lists for this equipment. MIL-A-8421 cites air transportability for Ground Support Equipment and MIL-M-8090 cites ground mobility requirements for support equipment.

The specifications covering aerospace Ground Support Equipment may be somewhat sophisticated for Army aircraft; however, the important thing is that they be cited in each weapon system model specification or contract until suitable Army specifications can be formulated. As an additional tool the old Air Force specification bulletins 115, 128 and 129 will be utilized. These documents define the functional areas that may require Ground Support Equipment.

As a final note, the resolution of any Ground Support problem can be facilitated by submission of Equipment Improvement Recommendations to TMC.

These comments are solicited from all using activities concerning any problems with old or new equipment or possible requirement for a new item of equipment. Nothing is too small; one of the best examples of Ground Support Equipment noted on a recent visit to Fort Knox was the small two wheel cart made to carry the heavy mechanic's tool box.

With these paper tools the Aircraft Support System Project Officer at TMC will insure improved Materiel Readiness through Development and Improvement of Ground Support and Handling Equipment.

LYCOMING RECEIVES T53-L-11 CONTRACT

A production contract for $25,763,171 for gas turbine engines has been awarded to Avco Corporation's Lycoming Division, Stratford Conn. The order, representing the largest single production contract for gas turbine engines ever received by Lycoming, calls for the production of 1,100 shaft horsepower T53-L-11 engines for use in the Army's Bell UH-1D helicopter.

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100% AAAA

■ COLONEL JOHN DIBBLE, JR., (RIGHT), CLASS LEADER OF OFWAC 63-3 AT THE U.S. ARMY AVIATION SCHOOL AT FORT RUCKER, ALABAMA, RECEIVES THE CONGRATULATIONS OF COLONEL WARREN R. WILLIAMS, JR., PRESIDENT OF THE ARMY AVIATION CENTER CHAPTER OF AAAA, ON THE 100 PER CENT ENROLLMENT OF HIS CLASS IN AAAA, UNDER THE "MEMBERSHIP INCENTIVE PLAN" PURSUED BY THE ASSOCIATION. THE CLASS RECEIVED A $192.00 REFUND CHECK AS AN INCENTIVE BONUS FOR THE ALL-OUT ENROLLMENT. 63-3 IS ONE OF THE FIRST CLASSES TO GO "AAAA ALL THE WAY" WHILE STILL ENGAGED IN PRIMARY FLIGHT TRAINING.

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HONOR GRADUATE

■ WARRANT OFFICER BILLY J. WAYMIRE (RIGHT) IS SHOWN BEING PRESENTED THE ASSOCIATION OF THE U.S. ARMY PLAQUE FOR BEING THE HONOR GRADUATE OF WARRANT OFFICER ROTARY WING AVIATOR CLASS 62-3. MAKING THE PRESENTATION DURING CLASS GRADUATION CEREMONIES HELD AT FORT RUCKER, ALA., IS BRIGADIER GENERAL HARRY W.O. KINNARD (CENTER), THE ASSISTANT DIVISION COMMANDER OF THE 101ST AIRBORNE DIVISION, FT. CAMPBELL, KY. READY TO ADD HIS CONGRATULATIONS IS COL. WARREN R. WILLIAMS, JR., ASSISTANT COMMANDANT OF THE U.S. ARMY AVIATION SCHOOL. (U.S. ARMY PHOTO)

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AUSTERITY PLUS

■ THAT CHRISTMAS CHEER IS UNIVERSAL IS AN ACCEPTED FACT - CHRISTMAS AUSTERITY IS ANOTHER MATTER. IN THIS MID-DECEMBER PHOTO, LEE SPRINGER (LEFT), COMPTROLLER AT THE ARMY MATERIEL COMMAND, ST. LOUIS, MO., GRAPHICALLY SHOWS MISS JENNIE LORDO THAT THE ARMY AIRCRAFT LOGISTICS AGENCY IS TRYING ITS BEST TO SAVE MONEY. THE UNIQUE TWO-ORNAMENT, TWO-BRANCH "CHRISTMAS TREE" IS HIS IDEA TO ENCOURAGE AUSTERITY AMONG HIS EMPLOYEES. SPRINGER IS RESPONSIBLE FOR AN ANNUAL BUDGET OF SEVERAL HUNDRED MILLION DOLLARS. MISS LORDO IS TRYING HER BEST TO ADD A THIRD BRANCH. (U.S. ARMY PHOTO)

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CV-7A

IN ONE OF THE FIRST PUBLISHED PHOTOGRAPHS OF THE DE HAVILLAND CV-7A, THE HONORABLE FINN J. LARSEN (RIGHT), ASSISTANT SECRETARY OF THE ARMY (RESEARCH AND DEVELOPMENT), VIEWS THE NEW TURBO-PROP CARIBOU MODEL IN THE DE HAVILLAND BOOTH AT THE RECENT AUSA ANNUAL MEETING HELD IN WASHINGTON, D.C. EXPLAINING THE FEATURES OF THE CV-7A IS MR. J.E. WATTS OF DE HAVILLAND'S PUBLIC RELATIONS DEPARTMENT. THE NEW AIRCRAFT WILL ACCOMMODATE A 3/4-TON TRUCK, THE PERSHING MISSILE SYSTEM, OR A 105 MM HOWZITER, AND WILL BE BIGGER AND FASTER THAN THE CV-2B.

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ON THE JOB

ASSUMING HIS FIRST DUTY ASSIGNMENT SINCE RECOVERING FROM HIS ORDEAL AT THE HANDS OF LAOTIAN COMMUNISTS, MAJ. LAWRENCE R. BAILEY RECENTLY BECAME THE NEW CHIEF OF AVIATION IN THE G3 SECTION AT SECOND U.S. ARMY HEADQUARTERS AT FORT MEADE. THE MAJOR, WHO HAS BEEN AWARDED THE BRONZE STAR MEDAL BY PRESIDENT KENNEDY, WAS CITED FOR HIS COURAGE IN RESISTING INTERROGATION DURING MORE THAN A YEAR OF IMPRISONMENT IN A PITCH-BLACK ROOM. MAJ. BAILEY WILL BE RESPONSIBLE FOR AVIATION ACTIVITIES IN THE SEVEN-STATE SECOND U.S. ARMY AREA. (U.S. ARMY PHOTO)

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AHS CHANGE

COLONEL P.J. HARRIS (LEFT), DEPARTMENT OF ROTARY WING TRAINING, NEW PRESIDENT OF THE FORT RUCKER SECTION OF THE AMERICAN HELICOPTER SOCIETY, IS SHOWN DISCUSSING A MODEL OF THE CH-47A CHINOOK HELICOPTER WITH LT. COLONEL WAYNE N. PHILLIPS, OUTGOING SECTION PRESIDENT. OTHER NEW OFFICERS ARE: COL. RUSSELL P. BONASSO (VICE PRES.), CAPT. H.T. McDANIEL (SEC-TREA), MAJ. EUGENE P. LUKERT, JR., MAJ. W.E. CROUCH, JR., CAPT. R.B. DAVIS, AND MR. O.A. BUETTNER. COLONEL PHILLIPS HAS SINCE RECEIVED CHANGE OF ASSIGNMENT ORDERS FOR VIETNAM DUTY. (U.S. ARMY PHOTO)

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627 Robbie Court
Aberdeen, Maryland

GRIPP, JAMES P.
Building 2322-A
Fort Eustis, Virginia

HAGEN, DUANE L.
239 Harris Drive
Fort Rucker, Alabama

HAVENS, ORIN D.
47th Transportation Company
Fort Riley, Kansas

JACOBS, ALLEN H.
81st Transportation Co (Lt Hel)
APO 95, San Francisco, Calif.

KAUTH, DAN H.
D Troop, 2nd Recon., 15th Cavalry
APO 696, New York, New York

KEGELMEYER, WILLIAM P.
USATC&FE, Aviation Division
Fort Eustis, Virginia

CWO'S

KEITH, LLOYD, D.
33rd Transportation Company
APO 27, San Francisco, Calif.

KRISIK, GERALD A.
54th Transportation Co (Med Hel)
Fort Sill, Oklahoma

KRIVENSKY, GEORGE R.
22nd Spec. Warfare Aviation Det.
Fort Bragg, North Carolina

LAWRENCE, GEORGE H.
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LONG, WILLIAM L.
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McCARTT, JAMES V.
503rd Aviation Company
APO 165, New York, New York

McCULLOUGH, JAMES L.
4th Transportation Company
APO 165, New York, New York

McKEEVER, JACK W.
1626 Dorchester Drive
Colorado Springs, Colorado

McTIER, LINDY D.
81st Transportation Company
APO 95, San Francisco, Calif.

MIKEL, JOSEPH M.
81st Transportation Company
APO 95, San Francisco, Calif.

NORTON, HENRY C.
32nd SC Battalion Corps
APO 175, New York, New York

PARKER, WILLIAM H.
Country Club Apartments, Apt. 75
Oklahoma City, Oklahoma

PARSONS, RICHARD W.
3rd Armd Cav Regt, Aviation Co.
APO 34, New York, New York

PATTERSON, JOHN W.
2303 Beatrice Avenue
Columbus, Georgia

PRICE, EUGENE E.
4435 E. Main Street
Bridgeport, Connecticut

TICKETED

THE WIVES OF STUDENT OFFICERS AT THE U.S. ARMY AVIATION SCHOOL, FORT RUCKER, ALA., ARE SHOWN RECEIVING THEIR "CARDS, INSTRUMENT, CO-PILOT," DURING A WIVES' DAY ORIENTATION HELD RECENTLY AT THE DEPARTMENT OF ADVANCED FIXED WING TRAINING. MRS. ROBERT B. BROKAW (IN COCKPIT) IS SHOWN READING THE CO-PILOT QUALIFICATIONS TO, LEFT TO RIGHT, MESDAMES RODNEY H. ARMSTRONG, ROBERT A WINTERS, AND ALEX S. PEREZ. ACCOMPANYING THE WIVES ON THEIR VISIT WAS CAPT. HARLAN W. LOHMANN, ASSISTANT INSTRUMENT DIVISION COMMANDER AT THE DEPT. OF ADVANCED F/W TRAINING.

CWO'S

PRICE, JIMMIE R.
Quarters 1686-A
Fort Belvoir, Virginia

PULLEN, DENNIS L.
81st Transportation Co (Lt Hel)
APO 95, San Francisco, Calif.

QUEARRY, BOBBY R.
545th Transportation Det (CHFM)
APO 95, San Francisco, Calif.

ROBERTS, CARL P.
850 Cherrywood Drive
Radcliff, Kentucky

ROBERSON, FRANK L.
36th Transportation Co (Lt Hel)
APO 165, New York, New York

SCHOMP, DONALD D.
Route #1, Box 79
Enterprise, Alabama

SHEFFLER, ROBERT J.
54th Transportation Company
Fort Sill, Oklahoma

STEWART, CHANDLIS L.
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VIERLING, RAY A.
33rd Transportation Company
APO 27, San Francisco, Calif.

WALTON, BILL C.
18th Aviation Company (FWLT)
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WILLIAMS, RAMON R.
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WO'S

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WO'S

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Hqs Btry, 5th Msl Bn, 56th Arty
Wilmington, Ohio

HEINL, JAMES E.
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Omaha 12, Nebraska

HUGHES, THOMAS A.
1st Armored Division
Fort Hood, Texas

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VLECK, BURTON J.
503rd Aviation Company
APO 165, New York, New York

WAUGH, JAMES W.
6th Transportation Company
APO 71, San Francisco, Calif.

SFC'S

PERKINS, FREDERICK W.
R.F.D. 1, Pine Acres Road
Allenstown, New Hampshire

SP/6'S

McDONALDSON, ELMER T.
47th Transportation Company
Fort Riley, Kansas

SCHUETTE, ARVIE W.
47th Transportation Company
Fort Riley, Kansas

SP/5'S

AHLERSMEYER, WILLIAM C.
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5744 E. Buckingham
Fresno, California

WEBB, JAMES H.
1730 Overhill Road
Columbia, South Carolina

SP/4'S

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Marina, California

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Washington 6, D.C.

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Washington 6, D.C.

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MOCKLER, DON RYAN
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Stoneham, Massachusetts

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RETIRED

BOLTON, LEONARD T., LCol
116 Davis Drive
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LOS BANOS, BERNARD, Maj.
764 Devonshire Way
Sunnyvale, Calif.

SLUMPFF, CARL F., LCol
P.O. Box 447, Mercer Island
Seattle, Washington

VIETNAM: A PILOT'S OUTLOOK

IN late fall of 1961 the Department of Defense announced the deployment of Army aviation units to South Vietnam. These aviation units were to provide an airmobility capability to the South Vietnam Armed Forces in their fight against insurgent guerrilla forces.

THE INITIAL UNITS selected for deployment were the 8th Transportation Company, Fort Bragg, N.C.; 57th Transportation Company, Fort Lewis, Wash.; 93rd Transportation Company, Fort Devens, Mass.; 18th Aviation Company, Fort Riley, Kan.; and the 45th Transportation Battalion (Transport Aircraft), Fort Sill, Okla. All of the helicopter companies were equipped with the H-21 (Shawnee) and the aviation company was equipped with the U-1A (Otter), with the 45th Transportation Battalion (Transport Aircraft) serving as the command and control headquarters for the four companies.

GENERAL BACKGROUND

IN ORDER to have a greater appreciation for South Vietnam the following general background information is offered. South Vietnam gained its freedom as a self-governing nation in 1954. Prior to that time it had been a French colony for 78 years. Its people are predominately engaged in agricultural enterprises. In topography it is a nation of two extremes; a lush, jungle covered mountainous region in the northern areas, and a flat river delta area in the south.

THE NORTHERN mountainous region is extremely rugged with mountain peaks reaching elevations over 10,000 feet. This area is 95 per cent jungle covered, with only a sprinkling of small communities situated on its sparse network of dirt roads. Primitive native tribes also live in this area. The only exception to this general description of the northern part of the country is the thin belt of relatively flat land that prevails along the coast. Between the vast mountains, and the South China Sea, lies a number of agricultural and fishing communities. This relatively flat area along the northern coast is from one to fifteen miles wide.

THE SOUTHERN PORTION of Vietnam is called the "delta". It has a mean elevation of twenty feet and is interspersed with numerous rivers, streams and man-made canals. Basically it is a large rice field. Communities are rather numberous and it has a reasonably modern two land highway system.

RETURN TO "BUSH FLYING"

FROM a purely aviation viewpoint, South Vietnam is still in the "bush flying" stage. Airfields are numerous, numbering approximately two hundred and seventy five. Of these only three would be called modern; Saigon International, Kha Trang, and Danang. There are perhaps an additional twenty five airports that are secondary, that is to say, they can handle C-47 type aircraft under VFR conditions.

THE REMAINING AIRFIELDS can most accurately be described as "strips", rather than airfields. Surfacing is predominately dirt or sod and runway length is from 800-2500 feet. Navigational aids are sparse and of poor quality. There are three VOR's in the country, only one of which is very effective. Approximately ten RDB's are available, with all but two being of questionable use. A system of airways does exist but Air Traffic Control Procedures are not modern. Controllers are poorly trained and speak a crude English, at best. Controllers will frequently assign aircraft a cruising altitude which is below MEA. Most U.S. pilots avoid IFR if VFR

is possible. An inadequate communications system makes flight following virtually non-existent. Accurate weather forecasting is non-existent.

THE VIETNAMESE ARMY consists of three Corps, each Corps having an area approximately one third the size of the entire country. These Corps have a conventional U.S. Army Corps type structure, except that topography makes the armored division impractical. The role of the 45th Transportation Battalion (Transport Aircraft) has been to provide mobility to all three Corps.

INGENUITY A PRIME FACTOR

UPON BEING ASSIGNED to Vietnam the Army aviation elements were taxed to their utmost in demonstrating flexibility and ingenuity. Normally, a Transport Aircraft Battalion will be assigned to a field army. When called upon to execute a specific airmobile operation the battalion headquarters will plan the mission and supervise the subordinate units in their execution of same. This assignment has negated all such thinking in aviation planning or execution.

TWO FACTORS have been predominant in disallowing Army aviation to fall back on prior service school training. The first factor, and the foremost, is the element of counter-insurgency. There are no fixed battle lines, no clearly distinguished enemy. The peaceful looking farmer in the daytime may be a company commander of a vicious pack of communist hoodlums when the sun goes down. In the daytime he may wave as your plane flies overhead.

THE SECOND FACTOR is geography and military structure. In that each Army Corps would have some airmobile capability it has been necessary to parcel the battalion out piecemeal. This has meant placing subordinate companies great distances from our battalion headquarters. One helicopter company has been positioned 445 miles from battalion headquarters. Even under ideal communications conditions this makes command and control relatively complex. Can you visualize commanding a helicopter company in Portland, Maine from a headquarters in Baltimore, Maryland? It has presented problems that have been overcome only by sheer determination.

THIS PROBLEM has been further compounded in that some helicopter companies have dispatched a portion of their aircraft to outlying sites. This divorces the helicopter from its main source of supply and maintenance. Our H-21C aircraft have operated in groups of two or three for extended periods. Our U-1A fixed wing company has been even further extended.

BASICALLY, it is designed to operate as an independent unit when logistically supported from outside resources. Yet here in Vietnam this company has placed an average of twelve aircraft per day in general support of the entire Vietnam army. These aircraft go out "on-site" in groups of two or three and operate for weeks on end away from company headquarters and maintenance. Each aircraft is provided a pilot, co-pilot, and crew chief. Two or three extra mechanics make up the "on-site" team. We have proved one thing here - it can be done, and with high success.

BEING DEPLOYED in a counter-insurgency role has been a new and educational experience for Army aviation. It is a new field for Army aviation and one that cannot be visualized. War, itself, is impossible to visualize. To prove the point ask anyone who has seen it.

COUNTER-INSURGENCY DEFINED

WHAT is counter-insurgency like? How do you tell a guerrilla from a friend? Will I be shot from ambush in a relatively secure area? Just three little questions; yet there are millions that can be asked when one finds himself about to be assigned to a counter-insurgency role. Guerrilla warfare is so confusing that it even negates the old saying, "You can't tell the

players without a program". Communications are utterly frustrating. Intelligence is difficult, yet even more vital than in conventional war. At least in conventional war one can observe the enemy by the mere fact that he wears a uniform. Guerrilla warfare is so different that it can't even be described!

DO WE HAVE A FUTURE?

OUR ROLE in South Vietnam has proven to be a testing ground for what one has to call "modern Army aviation". This is the first tactical employment of Army aviation beyond the "spotters" role of the Piper Cub and the flying ambulance role of our reconaissance helicopters in Korea. What have we learned? What is good? What is bad? Do we have a future?

ARMY AVIATION has one of the most important roles to be played in any type of future conflict. Why? Mobility! It's too elementary to warrant examination. A jeep is better than walking and an aircraft beats a jeep. It's that simple!

TRAINING FOR VIETNAM

OUR TRAINING PROGRAMS have proven sound within the capabilities of our equipment. Aviators are well trained within the scope of the instruction received. As a possible improvement in training it is suggested that more work be done in the area of flight training under maximum load conditions.

THIS TRAINING could be avoided, however, with the input of task vehicles whose power capacities would permit young pilots to make mistakes. Without aircraft that are vastly overpowered the Army faces a mobilization problem. The Army would be faced with a condition whereby there would be an insufficient cadre to carry the younger pilots through a "learning from experience process". Within this battalion we have been fortunate to have the high experience factor of nearly 2,000 flight hours per pilot. Several pilots have over 3,000 hours in the H-21 helicopter.

ENLISTED PERSONNEL have done an outstanding job in all areas. Our aviation maintenance personnel have maintained a high state of maintenance on organic aircraft. They are well trained and with on-the-job training can accomplish their tasks as a matter of routine.

THE LESSONS LEARNED

IN THE AREA of "lessons learned" it is felt that the following points have been clearly established in South Vietnam:

- As was brought out in the French-Algeria conflict, the crew is the most vital and vulnerable part of the aircraft. Crew protection is highly desirous and is under study.

- Armament for rotor heads would be highly desirous but it would levy a severe penalty in weight.

- Aircraft equipped with a reciprocating engine are obsolete. They are designed to carry too little payload under all but ideal conditions.

- The army needs an improved training program as deals with operating aircraft at maximum gross weights and at high density altitude.

IN THE FINAL ANALYSIS it can be said that the Transportation Helicopter Company has proven to be a sound tactical organization. With modifications to the Table of Organization it can meet any situation with every assurance of success. Its pilots and maintenance personnel have proven to be well trained, versatile, and ingenious.

The article - "Vietnam, A Pilot's Outlook" - was derived from materiel submitted in support of the nomination of the 45th Transportation Battalion (Helicopter) for the "Outstanding Unit Award" sponsored by the Hughes Tool Company-Aircraft Division and awarded annually by the Army Aviation Association. The name of the author was not provided.

Col. Edwin L. Harloff, AA Veteran since '42, Succumbs December 20 at Fort Eustis, Va.

Colonel Edwin Louis Harloff, Ret., a veteran of Army aviation since 1942, died unexpectedly at McDonald Army Hospital, Fort Eustis, Va., on December 20, 1962.

A native of Evanston, Ill., Colonel Harloff was born on December 1, 1906. He entered active duty with the 202nd Coast Artillery (Anti-Aircraft) in September, 1940, and attended one of the early field artillery pilot courses two years later.

During WW II, he served as division artillery air officer of the 11th Airborne Division seeing combat in the New Guinea, Leyte, and Luzon campaigns. After WW II, Colonel Harloff served as Operations Officer and Director of Aviation Maintenance Training at the U.S. Army Aviation School, Ft. Sill, Okla. Following a tour as Senior Artillery Advisor on a military aid mission to Turkey, he transferred to the Transportation Corps, assuming duties at the U.S. Army Transportation School at Fort Eustis, Va.

He served as Chief of the Aviation Department until December, 1959, and later as Chief of the newly-organized Transportation Technical Training Division until his retirement in February, 1961. Upon his retirement, he served as a Training Specialist at the Transportation School until his demise.

Colonel Harloff

Colonel Harloff was a member of the AAAA, Association of the U.S. Army, National Defense Transportation Association, Reserve Officers Association, and the Hampton Roads Power Squadron. Col. Harloff also served as President of the Fort Eustis Chapter of AAAA - later renamed the David E. Condon Chapter.

Colonel Harloff is survived by his wife, Mrs. Marie L. Harloff; a daughter, Miss Rebecca Harloff of Newport News, Va.; a son, Robert G. Harloff of Wheaton, Ill.; two sisters, Mrs. John T. Mock and Mrs. Lloyd L. Blankschien, both of Evanston, Ill.; and three grandchildren.

Funeral services were conducted in The Memorial Chapel at Fort Eustis, Va., on December 22. Colonel Harloff was buried in Arlington National Cemetery on December 24 with Lt. Colonel William F. Knoll, Lt. Colonel Henry S. Wann, Lt. Colonel Richard E. Bywaters, Maj. James Lowe, Maj. Erwin M. Mitchell, and Maj. Swayne B. Franklin acting as pallbearers.

JOHN M. ANTHONY

Second Lieutenant John M. Anthony, assigned to the U.S. Army Primary Helicopter School at Camp Wolters, Texas, as a student, sustained fatal injuries when the his OH-23D helicopter crashed and burned during the conduct of a training mission. The fatal accident occurred near Camp Wolters on November 29, 1962.

He is survived by his wife, Mrs. Shirley A. Anthony, of Shattles Trailer Village, Mineral Wells, Texas.

RUBEN M. HERNANDEZ

Captain Ruben M. Hernandez, assigned to the 59th Aviation Company, was killed in the crash of an OH-13E helicopter near Uijunbu, Korea, on December 11, 1962. He was involved in a training mission at the time of the fatal accident.

Captain Hernandez is survived by his wife, Mrs. Mary L. Hernandez, of 307 Lakeshore Drive, Ozark, Alabama.

AAAA NEWS

NATIONAL EXECUTIVE BOARD TO MEET AT FORT RUCKER

CONTINUING its policy of conducting several of its business meetings at widespread centers of Association activity, the National Executive Board of AAAA will hold its mid-winter quarterly meeting at the U.S. Army Aviation Center at Fort Rucker, Ala., on 8-10 February. The gathering will mark the first meeting of the Board at the Alabama facility since June, 1957, at which time the AAAA governing body held its first organizational meeting following the activation of the Association in April, 1957.

DURING THE COURSE of the three-day meeting the Board will convene at four separate business sessions, several of which will be held in the Blue Room of the new Lake Lodge at Lake Tholocco. Among the major agenda items to be covered are the selection of the site and date for the 1963 AAAA Annual Meeting, the appointment of a General Chairman for the 1963 Annual Meeting, the implementation of the Science Fair Awards Program on a national basis, and a review of the Fiscal Budget for the forthcoming April 1, 1963-March 31, 1964 membership year.

UNIVERSITY CHAPTERS TO BE CONSIDERED

THE BOARD will also consider the implementation of a Chapter program at those colleges and universities having an Army Aviation Flight Training Program and the participation of the organization in any major placement service designed to assist commercial flight training facilities.

THE MEETING of the National Executive Board is being held in conjunction with several Chapter functions conducted by the Army Aviation Center Chapter. A presentation by the Lockheed Aircraft Corporation on its "Rigid Rotor System" will be held on 8 February for the local Chapter membership and will be followed by an evening presentation by the Sikorsky Aircraft Division on "Heavy Lift Devices." The new AAAA President and the members of the Board are expected to meet the Chapter membership at a buffet dinner held on the evening of 8 February.

CHAPTER PRESIDENTS (or their proxies) are invited to attend this quarterly meeting of the National Executive Board. Billeting arrangements are being coordinated by Capt. Alfred R. Smith, U.S. Army Aviation Board, Fort Rucker, Ala.

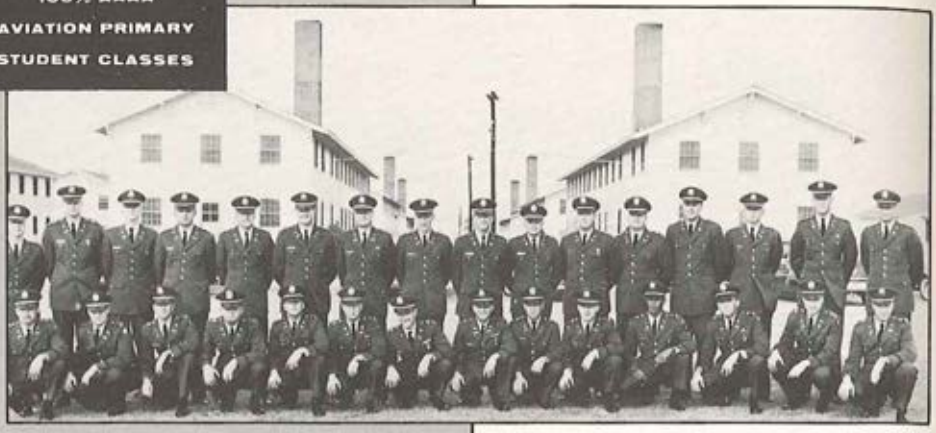
USAAVNS TO RETAIN HUGHES TROPHY

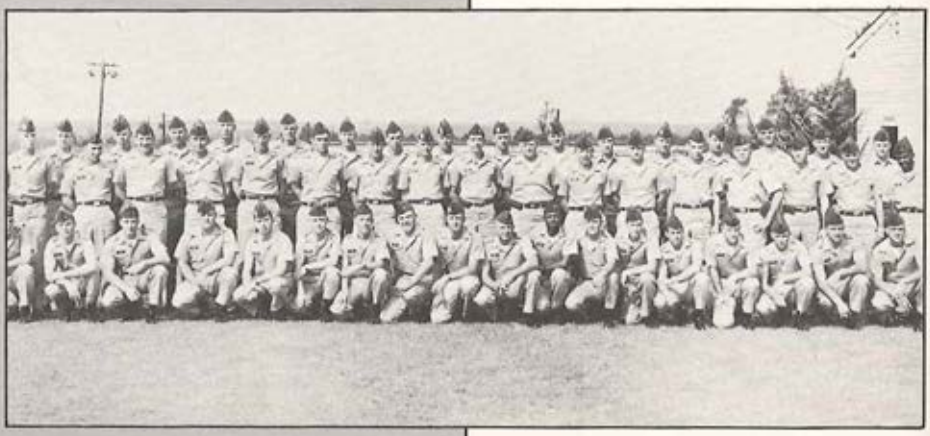
THE OUTSTANDING UNIT AWARD sponsored by the Hughes Tool Co.-Aircraft Division is being retained at the U.S. Army Aviation Center, Fort Rucker, Ala., for public display. Ordinarily this trophy is retained by the winning unit. In this instance, the 45th Transportation Bn (Hel) - winner of the 1961 Award - is on combat duty in Southeast Asia. Both the sponsors and the National Awards Committee felt that it would be inadvisable to forward the trophy to Southeast Asia and for the remainder of the award period the trophy will remain on display at Fort Rucker where the maximum number of Army aviation personnel may see it.

CHAPTER ELECTIONS PLANNED

A MAJORITY of the Chapters of AAAA have scheduled membership meetings in February to conduct Chapter elections prior to the commencement of the new membership year on April 1, 1963. The newly-elected slates of officers will be published as they are received.

100% AAAA AVIATION PRIMARY STUDENT CLASSES





OFFICER FIXED WING AVIATOR COURSE 62-9

FRONT ROW (left to right): Lts H.R. Morales, R.H. Lingenfelter, R.H. Armstrong, L.N. Peterson, C.P. Pylant, J.W. Adcock, M.R. Frizzell, C.T. Gibson, N.M. Kunitake, R.A. Winters, J.E. Brayboy, C.N. Hardy, & R.F. Fear; & Capt E.E. Evans (Class Leader). STANDING (left to right): Lts J.R. Armstrong, W.H. Green, M.W. Shears, R.W. Guayante, J.C. Hall, J.T. Rainwater, M.E. Neal, K.E. Harvell, D.D. Kidd, C.E. Huff, M.E. Bonner, D.W. Gorby, D.C. Morman, W.B. Owens, B.R. Wilkins, & G.R. Downer. Not pictured: Lts M.P. Hefferman, F.P. Massa, A.S. Perez.

OFFICER FIXED WING AVIATOR COURSE 62-10

FRONT ROW (left to right): Capts W.L. Longarzo & D.L. Riordan (Class Leader); Lt. Col. W. Johnson; & Capt. W.D. Conklin. SECOND ROW: Lts.J.J. Springer, Jr., J. George, E.T. Hand, W.P. Mignon, E.D. Sidler, A.L. Black, D.L. Kiefer, W.P. Lazdowski, G.D. Beech, J.D. Sennett, J.L. Bearden, K.E. Robinson, J.L. Haddock, D.B. Smith, J.W. Glance, III, & C.L. Reber. THIRD ROW: Lts. C.L. Carmichael, M. Layansaref (Iran), G.D. French, R.T. Holt, A. Saraji-Bozorgzad & M. Geranmayeh (Iran), R.G. Andrews, D.W. Riley, C.N. Yongue, N.B. Wika, Dennis Smith, F.J. Kaberna, Jr., & J. Messerly. FOURTH ROW: Lts. W.A. Rux, W.W. Holloway, III, M.H. Crowell, A.D. Judson, T.H. Trombley, R.L. Drisko, C.L. Moorer, M. Norozi (Iran), E.K. Lawson, III, N.C. Watson, C.A. Sales, J.I. Gilliland, F.D. Smith, A. Moreno-Espanol, N. Nichols, W.F. O'Connell, & J.P. Seery. FIFTH ROW: J.G. Singleton, R.L. Hogan, S.R. Casey, R.A. Helgelson, P.S. Glavinovich, D.C. Brewer, A.E. Hervey, Jr., E.M. Collier, J.J. Zavertnik, M. Tabesh (Iran), H.G. Montaz (Iran), L.Y. Liu (China), D.W. Koeppen, J.R. Lindsey, & C.H. Stump. (U.S. Army photo)

OFFICER FIXED WING AVIATOR COURSE 62-11

FRONT ROW (left to right): Lts D.W. McGinnis, H.S. Erlich, J.L. Futrell, R.R. DiGennaro, C.L. Gilbert, J.S. Roche, Jr. & T.H. Moore; Capt R.H. Kreulen; Lt Col R.V. Reitan (Class Leader); Capt A.L. Lambert; Lts H.B. Richards, R.A. Weiler, R.A. Berkowitz, J.P. O'Malley, L.C. Hughes, R.S. Daum, & J.W. Johnson. SECOND ROW: Lts R.B. James, M.R. Bracey, M.L. Brooke, W. Hately, D.E. Miller, L.L. Rose, A.J. Farmer, R.H. Stafford, D. Kern, R.C. Knight, M.F. Daley, E.J. Bavaro, P.M. Noyes, E.V. Lyman, A.B. White, Jr., J.A. Whitaker, & J.E. Turner. THIRD ROW: Lts L.J. Russack, P.G. Bauer, J.W. Serratt, & E.E. Turner, Jr., & Capt. T.L. Hester; Lts J.L. Brown, L.R. Kenyon, R.J. Kopecky, L.G. Logsdon, P. Ingwerson, C.N. Fulton, T.F. Enyon, III, A.P. Coty, G.F. Kraus, Jr., W.R. Votaw, & W.C. Thrasher. Not pictured: Lts A.R. Walker, D.J. Fisher, & K.A. Shaw. (U.S. Army photo)

NEW CHAPTER OFFICERS
Bad Kreuznach Chapter
Lt. Col. Stephen G. Martin
President (Left)
Lieutenant David M. Best
Secretary (Center)
Camp Wolters Chapter
Captain Billy E. Wofford
Secretary (Right)

ANNOUNCING A LIFE INSURANCE PLAN FOR AAAA MEMBERS

ENDORSED BY THE NATIONAL INSURANCE COMMITTEE AND THE NATIONAL EXECUTIVE BOARD OF AAAA

BASIC FEATURES

1. Full aviation coverage is provided with no restrictions.
2. Full war coverage is provided with no restrictions.
3. There are no restrictions as to coverage anywhere in the world.
4. Any applicant, currently in military service on active duty or active in the National Guard or Reserve Forces, will be accepted without evidence of insurability. All non-military applicants will be eligible by individual consideration.
5. This Plan is based on Ordinary Life Insurance, with options available for earlier paid-up insurance, cash surrender values, and extended insurance. Loans may be made against the policy and the policy of the Insured is assignable.
6. The minimum face amount is $5,000.00. Individual consideration will be given for face amounts over $25,000.00. Coverage for dependents is available in amounts less than $5,000.00.
7. Flexible settlement options are provided. Proceeds can be paid to a beneficiary in lump sum, lifetime income, or any other method that is specified.
8. Premium payment options include payment annually, semi-annually, quarterly, or by Government allotment. If paid by Government allotment, the monthly premium is derived by dividing the annual premium rate by 12.
9. The policy with LIFE INSURANCE PLAN may be continued in force regardless of whether or not the Insured continues his affiliation with AAAA.
10. Immediate coverage for military applicants will be provided on receipt of the application and the first premium check at LIFE INSURANCE PLAN, 1 Crestwood Road, Westport, Conn.
11. Double indemnity benefits may be added for issue ages 10 to 60 inclusive.
12. Members of the family are also eligible for coverage at the same premium rates.

Endorsed by the Army Aviation Association

13. This coverage has an Automatic Premium Loan feature which provides for premium payments to be made from existing cash values of the policy.

14. Under the Waiver of Premium benefit, an optional feature of the coverage, the premium payments of the policy are waived after six months of disability.

15. Under the Loan against Cash Value features of this policy, the Insured may borrow an amount up to the cash value of the policy at an interest rate of 5 per cent per annum.

PREMIUM RATES PER $1,000.00 ORDINARY LIFE

USE AGE TO NEAREST BIRTHDAY

Age	Annual*	Government Allotment Rate	Age	Annual*	Government Allotment Rate	Age	Annual*	Government Allotment Rate
10	$ 8.60	$ .72	28	15.33	1.28	46	31.86	2.65
11	8.76	.73	29	15.86	1.32	47	33.38	2.78
12	9.03	.75	30	16.40	1.37	48	34.99	2.92
13	9.32	.78	31	16.93	1.41	49	36.69	3.06
14	9.60	.80	32	17.44	1.45	50	38.50	3.21
15	9.90	.82	33	17.98	1.50	51	40.40	3.37
16	10.20	.85	34	18.59	1.55	52	42.39	3.53
17	10.49	.87	35	19.30	1.61	53	44.49	3.71
18	10.80	.90	36	20.13	1.68	54	46.72	3.89
19	11.13	.93	37	21.05	1.75	55	49.12	4.09
20	11.50	.96	38	22.05	1.84	56	51.65	4.30
21	11.91	.99	39	23.10	1.92	57	54.31	4.53
22	12.36	1.03	40	24.20	2.02	58	57.12	4.76
23	12.83	1.07	41	25.33	2.11	59	60.12	5.01
24	13.32	1.11	42	26.50	2.21	60	63.36	5.28
25	13.81	1.15	43	27.72	2.31			
26	14.31	1.19	44	29.02	2.42			
27	14.81	1.23	45	30.40	2.53			

Double Indemnity Rate Per $1,000 as follows for issue age 10 to 60 inclusive

Annual **$1.50**

Monthly ..... **.13**

Waiver of Premium Rate Per $1,000 as follows:

Annual **$1.20**

Monthly ..... **.10**

*For Semi-Annual and Quarterly, divide by two or by four and add $1.00 administrative fee per premium payment.

APPLICATION FOR
INSURANCE TO

LIFE INSURANCE PLAN

ENDORSED BY THE ARMY AVIATION ASSOCIATION

QUESTIONS 1 THROUGH 15 APPLY TO THE PROPOSED INSURED

(PRINT) First name, Middle initial, and Last Name?

1. Proposed Insured .....

2. Sex?
☐ M
☐ F

3. Address for communications?

Street .....

City ..... Zone ..... State .....

4A. Birth date? Mo Day Year

4B. Age nearest birthday?

4C. U.S. Citizen?
☐ Yes ☐ No

5. All present occupations?

6. Duties (Describe, do not repeat occupations)?

7. Face amount (Insurance on Proposed Insured)?..... $.....

8. Category?
☐ Active Military Duty ☐ Active Reserve Forces ☐ Other

9. Premiums Payable?
☐ Annual ☐ Semi-Annual ☐ Quarterly ☐ Government allotment

10. Waiver of Premium Option?
☐ Yes ☐ No

Double Indemnity Option?
☐ Yes ☐ No

11A. Height?
..... ft. ..... in.

11B. Weight?
..... lbs.

12A. Beneficiary for insurance payable upon death of Proposed Insured?

12B. Relationship?

12C. Address?

13. State any special request:

14. Name of Owner if other than Proposed Insured? (Dependent Coverage)

15. Address of Owner if other than Proposed Insured?

PLEASE COMPLETE REVERSE SIDE WHERE APPROPRIATE

FILL OUT FOR DEPENDENT AND CIVILIAN COVERAGE

	Yes	No
16. Have you within the past 5 years consulted or been attended by a doctor or other practitioner (disregard routine examinations required in your employment)?	☐	☐
17. Have you ever been treated for or had any known indications of heart trouble, high blood pressure, lung trouble, stomach or intestinal trouble, kidney trouble, nervous disorder, diabetes, sugar in urine, cancer, or tumors?	☐	☐
18. Are you now actively employed and physically able to perform all the duties of your occupation?	☐	☐
19. If Proposed Insured is a child, was birth premature or were there congenital abnormalities?	☐	☐

20. What are the full particulars with respect to each and every part of Questions 16 through 19 to which the answer is "Yes"?

Name of Person and Question No.	Condition and Complications (If operated, so state)	Onset Mo.	Onset Yr.	How long disabled?	Full Recovery Mo.	Full Recovery Yr.	Names and Addresses of Physicians and Hospitals

The undersigned hereby declares that all of the statements and answers to the above questions are complete and true and agrees that the foregoing together with this declaration shall constitute an application for insurance under a policy issued by the Insurance City Life Company.

(Be sure that you have read the answers to all questions in the application before signing)

Date ....., 19.....

X.....

Signature of Proposed Insured (or Parent)

TO ANY PHYSICIAN, HOSPITAL, OR CLINIC: I hereby request and authorize you to give the Insurance City Life Company or its authorized agent any information they request about me or any member of my family with reference to past medical history or attendance or advice or hospitalization. I agree to the right of the Insurance City Life Company to ask me to be examined at its expense by a physician assigned by it. (Affix signature and date at right).

Signature of Proposed Insured (or Parent) _____

Date....., 19.....

Make check payable to Insurance City Life Company and mail to LIFE INSURANCE PLAN, 1 Crestwood Road, Westport, Conn. If you select premium payments by the Government allotment option, submit two monthly premiums with application. Allotment checks should be made payable to Insurance City Life Company and mailed to LIFE INSURANCE PLAN, 1 Crestwood Road, Westport, Connecticut.

OFFICER FIXED WING AVIATOR COURSE 63-3

FRONT ROW (left to right): Lts S. Amrany (Liberia), R.F. Hopkins, R.K. Murakami, F.J. Malkin, A.E. Van Pelt, J.A. Armacost, Jr., P.J. Florio, M.S. Williams, K.S. McTaggart, J.E. Zuleger, S.S. Salmonson, J.P. Mattson, J.E. Valle, D.R. Thomas, J.L. Hopper; Lt Col F.I. Rettgers; Cols H.W. Rice & J. Dibble, Jr. (Class Leader). 2ND ROW: Lts O.T. Elmasri (Liberia), W.D. Collar, Jr., C. Boyle, & M. Freitag; Maj. C.R. Lehner, Jr.; Lts R.E. Phillips, C.W. Noble, W.B. Duke, Jr., J.P. Bolan, D.P. Wilhelm, T.J. Terry, R.D. Rooks, R.B. Mackenzie, A.T. Goins, R.L. Mayfield, & J.S. Williams. THIRD ROW: Lts R.C. Saxon, E.M. Thomas, L.J. Lerda, B.M. Wardlaw, E.L. Morey, G.D. Ohs, & A.B. Brown; CWO R.L. Chapman; Capt W.B. Damon; Lts B.G. Pedigo, & J.H. Janszen; Capt R.H. Knutson; Lt A. Simpson; Capt M.L. Shaw; Lt Col H.W. Webb; & Capt W.H. Johansen, Jr. (U.S. Army photo)

WARRANT OFFICER ROTARY WING AVIATOR COURSE 62-3W

FRONT ROW (left to right): Sp/5's J.M. Whitner, T.C. McAferty, & L.G. Stadulis; Sgt B.I. Epps, Jr.; Sp/5's B.D. Rolston & F.C. Smeeks, Jr.; Sgt P.E. Obray; Sp/5's W.E. Philbrook, A.R. Bowling, & G.F. Anderson; Sgt S.L. Geis; & Sp/5 B.J. Fowler. SECOND ROW: Sp/5 P.B. Fuesting; S/Sgt G.J. Phillips; Sp/5 C.D. Holbrook; SFC E-7 D.N. Newman (Class Leader); Sgt D.R. Fentress; Sp/5's R.D. Brown, B.W. Lindsey, & L.D. Peplow; S/Sgt F.L. Wendt; Sgt D.L. Arndt; Sp/5 B.J. Waymire; & SFC E-7 E.M. Sweeney. THIRD ROW: Sp/5D.S. Lorimer; SFC E-6 R.J. Thorpe; Sp/5's J.M. Vinson, J.L. Williams, R.P. Byrnes, F.T. Meyer, J.C. Mehaffey, J.R. Randall, B.J. Locke, W.F. Geer, D.E. Curtis, & V.K. Voisine. (U.S. Army photo)

NEW CHAPTER OFFICERS

Bad Kreuznach Chapter
Pres..... .Lt Col Stephen G. Martin
ExVP.....Capt Eugene T. Boyd
Sec.....Lt David M. Best
VP, Army Aff..Capt Simon L Miller, Jr.
VP, Indus Aff.....Lt Darel S. Johnson
VP, Public Aff...Capt Donald Bernstein

Fort Campbell Chapter
Sec.....Capt Merrill T. Peterson

Fort Hood Chapter
Sec.....Capt Bobby E. Wofford

Hawaii Chapter
ExVP.....Lt Col Luther B. Botts
Trea.....Lt Robert Mandap
VP, Indus Aff..Capt Lewis J. McConnell

Illesheim Chapter
Pres.....Capt Charles F. Drenz
ExVP.....Capt Henry R. Northridge
VP, Public Aff....Capt James O. Poulnot

Korea Chapter
Sec.....Capt Hanno F. Welsch, Jr.

Main River Valley Chapter
Sec.....Lt Jerry C. Carter

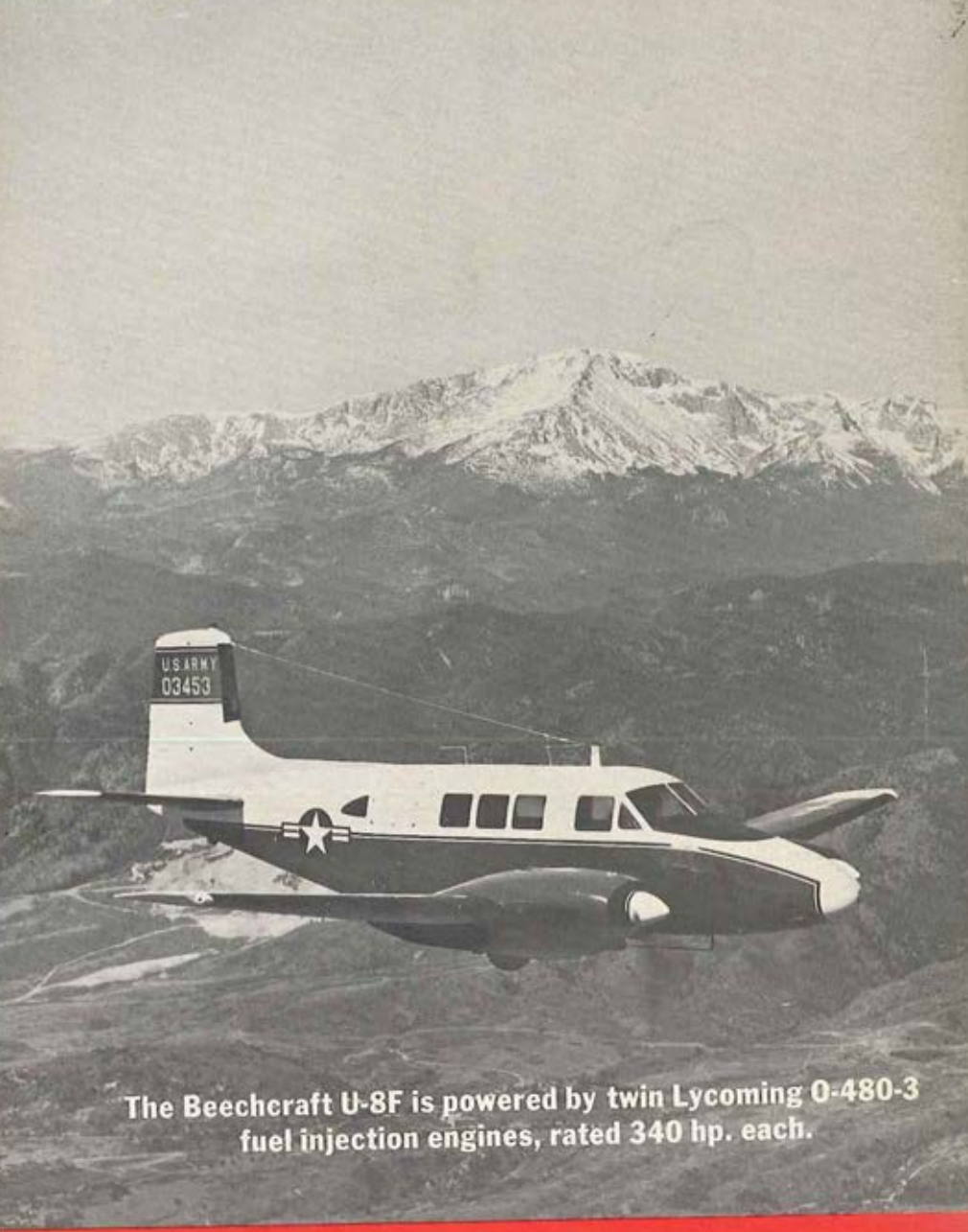
Nurnberg Chapter
Pres.....Capt Billy E. Rutherford
ExVP.....Maj Benny E. Edney
Trea..... .....Sp/6 Lloyd F. Evarts

Pikes Peak Chapter
Trea.....Capt George A. Morgan

Washington, D.C. Chapter
Sec.....Capt Jesse M. Burch, Jr.
VP, Res Aff.....Maj Landon J. Reid

82d Airborne Division Chapter
Sec.....Capt John W. Woodmansee

Chapter elections are normally held during the period 1 Jan. through 31 Mar. of each AAAA membership year.



The Beechcraft U-8F is powered by twin Lycoming O-480-3 fuel injection engines, rated 340 hp. each.

Lycoming

Division — Avco Corporation
Williamsport, Pennsylvania