

APRIL 30, 1963

ARMY AVIATION

The Boeing-Vertol CH-47A
Chinook is powered by
twin Lycoming T55
gas turbine engines,
rated 2200 shp each.



Lycoming

Division—Avco Corporation
Stratford, Connecticut

Chipnook

PROGRESS

CHINOOK CATEGORY II TEST PROGRAM

The Category II engineering flight test program on the U.S. Army's CH-47A Chinook medium transport helicopter began on 22 February 1963 at Vertol Division's flight test center, Philadelphia International Airport. The Category II test program is being conducted by USAF and Army personnel from the Air



SUMMARY

April, 1963

Force Flight Test Center, Edwards Air Force Base, California, and is being supported by the contractor. The sixth CH-47A is being utilized at present, and will be augmented by the seventh Chinook in June. The Category II test program includes engineering evaluation of flying qualities and verification of performance to provide pilot handbook data.

BOEING

VERTOL DIVISION



ARMY AVIATION

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As an armed scout, the new Sioux augments the nation's limited war capability. The OH-13S plus its big brother, the heavily armed UH-1 Iroquois, form Army Aviation's most striking team in the new Air Cavalry Troop.

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DCSOPS REORGANIZATION

..... ITS MEANING TO AA

BY COL. ROBERT H. SCHULZ

DIRECTOR OF ARMY AVIATION

ALTHOUGH the guiding hand of Army aviation has changed, it is appropriate that the same title to the newsletter be used because it is indicative that there will be no major changes in policy. It is a real honor to be permitted to sit in the "Director's Chair" and to occupy the position that has been held by a number of distinguished Army leaders in the recent past. Although the bulk of this newsletter will be an important item which was contributed by Brigadier General Oden, there are several other points that should be covered.

DCSOPS SPLIT

First, the matter of reorganization of DCSOPS. If you have heard rumors or read about DCSOPS being split, this is true. Army aviation, at some date to be announced in the near future, will be under the Assistant Chief of Staff for Force Development (ACSFOR) which, as a new member of the General Staff, works directly under the Chief of Staff. Lt. General Ben Harrell is the new ACSFOR and immediately under him

is Major General Creighton W. Abrams.

The other members of ACSFOR will be Combat Developments (Renamed), Organization and Training, CBR, and Programs and Budget. Also - by the time this is in the press - for the first time since the Office of the Director of Army Aviation was organized in January 1956, the Director will have a new office location. The "powers that be" have decided to move us closer to the Heliport and let us suffer from our own doing. Our telephone numbers should remain the same, but the new office location for the Director will be Room 3E486.

CINFO NEED

One other point I would like to cover is that this office is in vital need of individual, humanistic, audience-catching incidents which could be used by CINFO. If anyone has a new brainstorm on a good way to present a human interest story regarding the Army or Army aviation which would be satisfactory for

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Low-cost way to maintain instrument proficiency

Substitute the Beechcraft U-8F for large, expensive to operate multi-engine airplanes frequently used to maintain pilot instrument proficiency. Savings will run into hundreds of thousands of dollars. And necessary realistic regular training schedules can be easily maintained.

The U-8F is fitted-out like a much larger airplane. Yet it costs far less to buy, operate and maintain. Its ample space and weight allowances provide for all electronic navigation and communi-

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Already in worldwide use by the U. S. Army, U-8F's are quickly and economically available.

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use on TV (or in the press) for a nationwide audience, we would appreciate your writing to Major Tommy Thompson, Army aviator in OCINFO, with an information copy to this office.

THE SUPPLY MISSION

Supplies in support of Army aircraft are managed at the National Inventory Control Point (NICP) level. The U.S. Army Mobility Command has charged the U.S. Army Transportation Materiel Command (TMC) with this management mission.

The TMC Supply System consists of a high speed communications network, working in conjunction with automatic data processing equipment (ADPE) and electrical accounting machines (EAM). TMC maintains centralized inventory records on all aircraft supplies stored in selected depots throughout CONUS.

Requisitions prepared by posts, camps or stations, including aircraft rebuild facilities, are sent by electrical means directly to TMC. Here, a computer edits the requisitions, selects stocks located closest to the requisitioner and directs the shipment of the required stocks, all electronically. This is the system that provides you with repair parts in support of your flying program.

TMC is continually working to improve the aviation supply system to make it more responsive in supplying the parts required and particularly to decrease the number of aircraft deadlined for parts. Provision has been made for requisitions sent through the Military Standard Requisitioning and Issue

Procedures (MILSTRIP) to carry a designator for Equipment Deadlined for Parts (EDP) with the priority to be established by the requisitioning unit. The use of this new designator with the proper priority citation will reduce the time that aircraft are out of commission waiting for parts.

EDP MANDATORY

You may ask why we are so deeply embedded in "machines" and electronic processing. Basically, electronic procedures must be employed because of the magnitude of the task and the speed required in the processing of the requisitions. For example, TMC has 110,000 line items for aircraft parts alone. Manually handling these requisitions for our fleet of 6,000 aircraft would require virtually an army of personnel.

USE OF "EIR's"

Many of you as Army aviation operators undoubtedly have ideas on improvements that could be made in aircraft which would increase availability. The Army Equipment Record System and Procedures (TM 38-750) provides the means for you to participate actively in the design of aircraft through ideas submitted under Section III, "Equipment Improvement Recommendations," DA Form 2407. (The aforementioned are known as EIR's). By means of this system, Army aviation support agencies can avail themselves of your invaluable experience and observations to improve equipment, maintenance techniques and operating procedures both in existing and future aircraft.

IT'S TIME TO POLL ON AAAA AWARDS

SUSPENSE DATE:
JUNE 30, 1963



FOR THE
That Through
Personnel
in Every
in Further
ARMY
Created for
by
Major
Award

THE ARMY AVIATOR OF THE YEAR AWARD

■ GENERAL

Established in 1959, the "Army Aviator of the Year Award" is sponsored by the Army Aviation Association of America and is presented annually to an Army Aviator who has made an outstanding individual achievement in Army aviation during the previous April 1-March 31 period. The Award, a handsome sterling silver cigarette box, is presented to the Awardee at the Annual Meeting of the AAAA by the National President.



**JAMES H. McCLELLAN
AVIATION SAFETY AWARD**

■ ELIGIBILITY

A candidate for this Award must be a rated Army Aviator in the active U.S. Army or in the Army Reserve Forces, and must have made an outstanding individual achievement in the period specified. Membership in AAAA is not a requirement for eligibility.

■ DOCUMENTATION

Documentation in support of a nomination for this Award should include the name of the nominee, his assignment or position, the name of his organization, his address, and a brief outline of the reasons for his nomination for this Award. A photograph of the nominee should accompany the documentation.

Supporting documents should be typed. Tabs should not be used in that the documentation will be photo-copied for individual review by the six-member National Awards Committee.

■ ATTENDANCE

The Association will arrange to have the Awardee attend the presentation ceremonies in person by coordination with the appropriate military or corporate authorities. The Awardee and his wife will be guests of the Association at all Annual Meeting functions.

■ PREVIOUS WINNERS

In 1959, Captain James T. Keer, assigned to the U.S. Army Transportation Test and Support Activity, Fort Rucker, Ala., received the first "Army Aviator of the Year" Award.

Chief Warrant Officer Clifford V. Turvey, assigned to the U.S. Army Aviation Board, Fort Rucker, Ala., received the "AA of the Year" Award for the year 1960.

In 1961, Chief Warrant Officer Michael J. Madden, assigned to the U.S. Army Transportation Board, Fort Eustis, Va., was named "Army Aviator of the Year."

Captain Leyburn W. Brockwell, Jr., of Headquarters, XVIII Airborne Corps, Fort Bragg, N.C., received the "Army Aviator of the Year Award" for 1962.



A photo of the "Outstanding Aviation Unit Trophy" appears on the previous page.

■ GENERAL

Established in 1960, the "Outstanding Unit Award" is sponsored by the Hughes Tool Company - Aircraft Division of Culver City, California, and is presented annually to a unit that has, as an organized unit effort, demonstrated an outstanding capability of aircraft in furtherance of the Army mission, over and above the normal mission assigned to the unit.

■ ELIGIBILITY

Any active U.S. Army or Army Reserve Forces aviation unit, group, or organization is eligible for this Award.

■ BASIS FOR AWARD

While it is recognized by the sponsors and the National Awards Committee of AAAA that many Army aviation units demonstrate an outstanding capability of aircraft in furtherance of the Army mission, the unit nominated for this Award must have demonstrated clearly that the unit achievement or achievements for which it has been nominated are accomplishments **OVER AND ABOVE THE NORMAL MISSION ASSIGNED TO THE UNIT.**

■ DOCUMENTATION

Documentation in support of a nomination for the "Outstanding Unit Award" should include the name of the unit, the name of its commanding officer or chief, the present assignment or official address of the unit, and a brief outline of the reasons for the unit's nomination.

Supporting documents should be typed. Tabs should not be employed so that the documentation may be photo-copied for individual review by the six-member National Awards Committee.

■ RETENTION OF AWARD

The "Outstanding Unit Award," a large, handsome silver trophy, is engraved with the name of the winning unit and is retained by the unit until the time of the next Annual Meeting of AAAA. At that time, an engraved silver ladle is presented to the unit for permanent retention.

■ ATTENDANCE

The Association will arrange to have representatives of the outstanding unit

THE OUTSTANDING AVIATION UNIT AWARD

attend the presentation ceremonies by coordination with the appropriate military authorities. The Commanding Officer of the unit and an appropriate number of unit representatives will be guests of the Association at all Annual Meeting functions.

■ PREVIOUS WINNERS

In 1960, the First Reconnaissance Squadron (Sky Cavalry), 2nd U.S. Army Missile Command (Medium), Fort Carson, Colorado, received the first "Outstanding Unit Award." Lt. Colonel Robert F. Tugman, the unit's commanding officer, accepted the trophy from Lt. General John C. Oakes, Deputy Chief of Staff for Military Operations, Department of the Army, on behalf of the personnel of his unit.

In 1961, the 937th Engineer Company (Aviation) (Inter-American Geodetic Survey), Fort Kobbe, Canal Zone, received the "Outstanding Unit Award." Lt. Colonel Jack W. Ruby, the unit's commanding officer, accepted the trophy from General George H. Decker, Chief of Staff, U.S. Army, on behalf of the personnel in his unit.

The winner of the Hughes Trophy in 1962 was the 45th Transportation Battalion (Helicopter), APO 143, San Francisco, Calif. Subordinate units sharing the award included the 8th, 57th, and 93rd Transportation Companies (Lt Hel), and the 18th Aviation Company.

The Hughes Trophy is currently on display at the Lake Lodge at the U.S. Army Aviation Center, Ft. Rucker, Ala.



Why does the Mohawk

Why is the Mohawk so blunt and bug-eyed?

To afford maximum visibility short of putting men in an open cockpit. This is called "eyeball observation," because the Mohawk is primarily an observation airplane. The pilots can see the same point directly under the airplane from only 37 feet up.

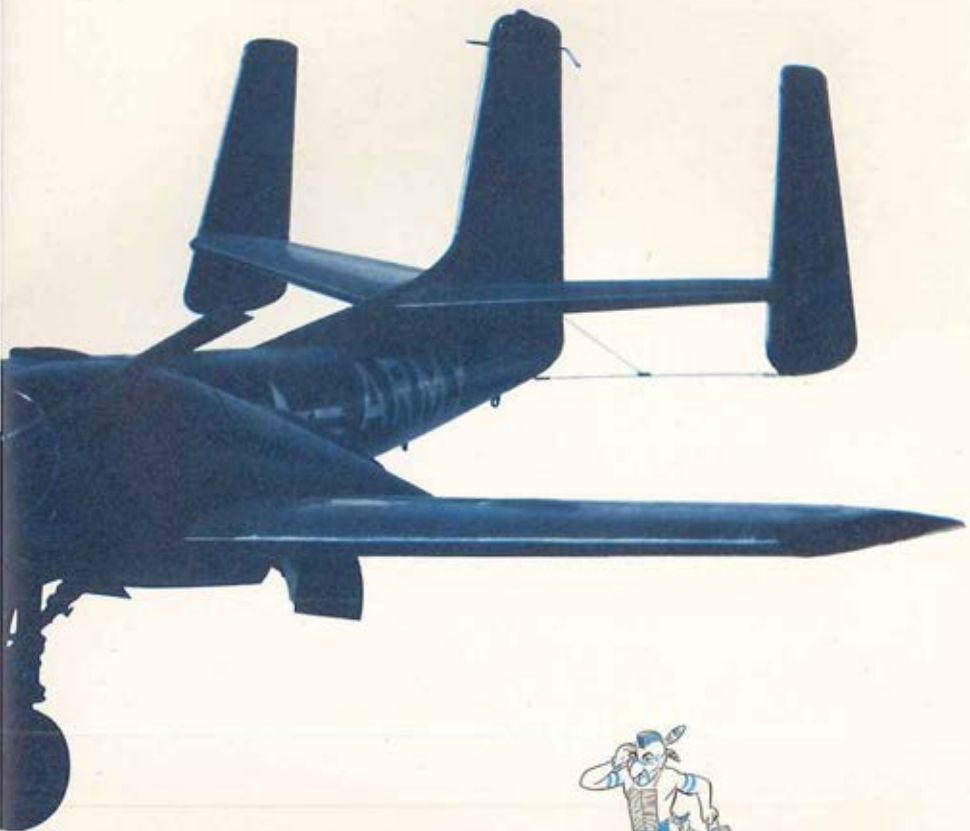
Why is landing gear so bulky?

To attain a landing capability or sink speed of 17 feet per second (1020 fpm). If the average airplane landed this hard, it would crush the landing gear. This rugged landing gear gives the Grumman Mohawk unique and exceptional rough field capability.

Why a midwing?

When a wing is high on the fuselage, the landing gear is necessarily longer—and weaker. If the wing is low on the fuselage, the propellers are close to the ground and may become fouled on rough fields. This also permits protection of engine and fuel tank from ground fire.

GRUMMAN AIRCRAFT ENGINEERING CORPORATION



look the way it does?



Why is the wing attachment location between the engine and fuselage?

If the wing attachment location were outboard of the engines on the Grumman Mohawk, the "wings-off" component would be too wide for towing the aircraft on roads or shipping it by rail.

Why is the landing gear tread so narrow?

The Grumman Mohawk's main wheels are attached to the fuselage section rather than the wing. This, plus the wing attachment location, permits easy handling of the fuselage—which is, of course, the heaviest unassembled part.

Why three tails?

A single tail would have to be massive and would present an extremely large silhouette. One large tail would also require power controls. Small tails facilitate manual controls, reduce radar reflectivity and permit low ceiling hangar storage and camouflage under low trees.

Bethpage · Long Island · New York



THE JAMES H. MCCLELLAN AVIATION SAFETY AWARD

■ GENERAL

Established in 1959, the "James H. McClellan Aviation Safety Award" is sponsored by the many friends of Senator John L. McClellan in memory of his son, James H. McClellan, a former Army aviator who was killed in a civil aviation accident in 1958. Mr. Howard E. Haugerud, a former National Vice President of AAAA and the present Deputy Under Secretary of the Army, is President of the foundation that administers this Association award. The award is presented annually to the person who has made an outstanding individual contribution to Army aviation safety during the previous April 1-March 31 period. A large, handsome trophy, the Award is presented to the Awardee at the Annual Meeting of the AAAA.

■ ELIGIBILITY

Any individual, military or civilian, is eligible as a nominee for this Award. Membership in AAAA is not a requirement.

■ BASIS FOR AWARD

The Award is based on an "individual" contribution to Army aviation safety, such as a broad technical achievement, an operating procedure, an aircraft or equipment modification with broad safety implications, etc. It is recognized by both the donors and the National Awards Committee that a safety achievement may result from the development, planning, and implementation activities undertaken by several individuals, or several agencies. Every effort should be made, however, in documenting a nomination, towards pinpointing the single individual primarily responsible for such an improvement, since only one award will be given to one

individual, in accordance with the original intent of the donors who established the Award. The Award is NOT intended to be given for competitions between units for safe flying, etc.

■ DOCUMENTATION

Documentation in support of a nomination for this Award should include the name of the nominee, his assignment or job title, the name of his organization or firm, his address, and a brief outline of the reasons for his nomination for this Award. A photograph of the nominee should accompany the documentation.

Supporting documents should be typed. Tabs should not be used in that the documentation will be photo-copied for individual review by the six-member National Awards Committee.

■ ATTENDANCE

The Association will arrange to have the Awardee attend the presentation ceremonies in person by coordination with the appropriate military or corporate authorities. The Awardee and his wife will be guests of the Association at all Annual Meeting functions, with the Association providing suitable RON accommodations for them prior to the Annual Meeting.

■ PREVIOUS WINNERS

In 1959, Lt. Col. (then Maj.) Arne H. Eliasson, assigned as the Chief of the Aviation Safety Division of Headquarters, Seventh U.S. Army, APO 46, New York, N.Y., received the "James H. McClellan Aviation Safety Award."

Colonel John L. Inskeep, Commandant of the U.S. Army Primary Helicopter School, Camp Wolters, Texas, and Mr. Raymond L. Thomas, General Manager of the Southern Airways Company operation at this facility, jointly received the 1960 Award.

The "James H. McClellan Aviation Safety Award" was not presented in 1961.

Colonel Spurgeon H. Neel, Jr., the Commandant of the U.S. Army Hospital at Fort Rucker, Ala., was the 1962 winner of the "James H. McClellan Aviation Safety Award."



ANNUAL HONORS LUNCHEON



BELL H-13

ARMY AVIATION'S
FIRST HELICOPTER



THE AVIATION SOLDIER OF THE YEAR AWARD

■ GENERAL

Established in 1961, the "Aviation Soldier of the Year Award" is sponsored by the Hiller Aircraft Corporation of Palo Alto, California, and is presented annually to the enlisted man serving in an Army aviation assignment, who has made an outstanding individual contribution to Army aviation during the previous April 1-March 31 period. The Award, a handsome sterling silver cigarette box, is presented to the Awardee at the Annual Meeting of the AAAA by a distinguished Army dignitary. In 1961, Secretary of the Army Elvis J. Stahr, Jr., presented the first Award to Master Sergeant Robert R. Young, Flight Operations Chief, S-3 Division, Army Airfield Command, U.S. Army Aviation Center, Fort Rucker, Ala.

■ ELIGIBILITY

A candidate for this Award must serve in an Army aviation assignment in the active U.S. Army or in one of the Army Reserve Components. Membership in AAAA is not a requirement.

■ DOCUMENTATION

Documentation in support of a nomination for this Award should include the name of the nominee, his assignment or position, his address, a photo (for publicity purposes), and a brief outline of the reasons for his nomination, to include: his duty assignment in the unit, a description of his outstanding contribution or contributions made to Army aviation during the period specified, his years of service, his number of years in the Army aviation program, his attendance at service schools, and his character, disciplinary, and proficiency ratings.

1962 AWARD WINNER



General Earle G. Wheeler (left) is shown discussing the James H. McClellan Award with Col. Spurgeon H. Neel, Jr. ('62 winner) and Mrs. Neel.

Supporting documents should be typed. Tabs should NOT be used in that documentation will be photo-copied for review by the six-member National Awards Committee.

■ ATTENDANCE

The Association will arrange to have the Awardee attend the presentation ceremonies in person by coordination with the appropriate U.S. Army authorities. The Awardee and his wife will be guests of the Association at all Annual Meeting functions, with the Association providing suitable RON accommodations for them prior to the Annual Honors Luncheon.

■ PREVIOUS WINNERS

In 1961, Master Sergeant Robert R. Young, Flight Operations Chief of the Airfield Operations Command, Ft. Rucker, Ala., received the "Aviation Soldier of the Year Award." The presentation was made by the Honorable Elvis J. Stahr, Jr., Secretary of the Army.

The Honorable Stephen Alles, Under Secretary of the Army, presented the 1962 "Aviation Soldier of the Year Award" to Specialist First Class James C. Dykes of the 255th Signal Detachment (Vietnam), APO 143, San Francisco, Calif.

CONARC REPORT

THE USARAL STORY

A member of the USCONARC Aviation Division, Lt. Col. A.C. Thomson, paid a visit recently to several aviation units in Alaska. His primary mission was to observe their participation in the joint exercise "TIMBERLINE." Not only did he bring back an excellent report on the exercise, but also many interesting notes on the fine flying operations being accomplished by the Alaskan aviation crowd.

Exercise TIMBERLINE was a two-sided maneuver and included the 1st Battle Group of the 12th Infantry and other units of the 4th Infantry Division from Fort Lewis, Washington. Also forming a part of the exercise were aviation units from Fort Ord, California.

The exercise made extensive tactical and administrative use of Army

aviation. The bulk of the aviation organization was provided from the USARAL Provisional Aviation Battalion. Units of this battalion included the 80th Transportation Company (LH), commanded by Capt. Edward P. Preisendorfer, which supported the Joint Maneuver Directors Headquarters and Visitors Bureau.

The 65th Transportation Company (LH), commanded by Maj. Leo C. Bryan and the 12th Aviation Company (FW-LT), commanded by Maj. Thomas W. Stephens, were in administrative general support of both sides on an "on-call" basis. Other elements of the Provisional Aviation Battalion Headquarters were from the Headquarters and Headquarters Company, commanded by Capt. Fred R. Harris. They provided reconnaissance, observation, and aerial surveillance support for the two forces.

ROLE APPRECIATED

It doesn't take too much imagination to realize and appreciate the important role Army aviation played in the exercise. Army aviation provided mobility as well as the fast intelligence reporting means for the combat units. Weather stood out as the big factor and in more ways than just the actual flying activities. Zero degree temperature always hampered maintenance and necessitated a great deal of initiative and common sense to make things go.

For example, one scheme which greatly facilitated cold weather operations during Exercise TIMBERLINE was the use of an experimental vegetable base oil called "Anderol." Manufactured by the Lehigh Chemical Company, this oil stayed fluid



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

even at -50 degrees F where standard 1100 oil froze solid. The only pre-heat required with this lubricant was on the carburetor for about 30 minutes to insure fuel vaporization.

The use of skis, the need for mastery of mountain flying skills, and full knowledge of good old VFR flying were just a few of the many techniques the pilot needed to know. The situation dictated professional competence and the Provisional Aviation Battalion, commanded by Lt. Col. Edward C. Podworny, certainly hit this mark. The USARAL Aviation Officer, Lt. Col. Nicholas G. Psaki and his able assistants, Maj. Richard H. Scott and Capt. Buell R. Powell, also accomplished excellent staff planning and execution. (Incidentally, the flying hazard of strung wires applies to Alaska, too. Only in this case, Col. Podworny had the misfortune during the last week of the exercise to "trip", not fly into, but trip on a guy wire which resulted in a broken arm).

Many of the Davison Army Airfield and USAREUR types will be pleased to know that Army aviation's friendly forecaster, Maj. "Magellan" Venable, USAF, accompanied the Fort Lewis troops to Fort Greely where he served as Assistant Weather Officer in the Director Headquarters.

All in all, congratulations to a very fine outfit for a job well done! As a final note in recognition of Army aviation is the fact that the only POW who escaped in Exercise TIMBERLINE was an Army aviator - name unknown.

Another joint exercise which will enable Army aviation to strut its stuff is in the making. Exercise COULEE CREST will involve several Army aviation units and takes place in the Yakima, Washington area during 5 - 20 May 1963. Here, the 4th Infantry Division will be pitted against the 5th Infantry Division.

Lt. Col. William A. Hash, Aviation Officer, 4th Infantry Division, is making preparations to have his OV-1 and UH-1B aircraft carry a major portion of the Army aviation participation in the exercise. Maj. Robert O. Miller, 5th Infantry Division Aviation Officer, will move his equipment a considerable distance - Fort Carson, Colorado to Yakima - to bolster the aviation part of the 5th Infantry. The recent assignment of additional OV-1 aircraft and OH-23 helicopters will provide the aviation elements at Fort Carson with a much improved capability to support the exercise.

BUILD-UP AT CARSON

By way of an interesting sidelight, the 5th Infantry Division will be in for happier times upon their return from COULEE CREST. MCA funds have been appropriated for Fort Carson for utilities which includes extension of Butts Army Airfield, a hangar with shops, a new tower, an access apron, and even a heating plant. Bids are now being received. A total of 2.1 million dollars has been funded and approved by Congress. The bids opened in late March with a low of 1.6 million. The items mentioned are in addition to approximately 7 million MCA on FY 64 DA

U.S. ARMY OH-5A DESIGNED TO LEAD

"Hands-off" flight characteristics of an airplane. "Platform" stability for positive target acquisition and fire control. Provision for unprecedented IFR and night flight ability. More room, plus built-in growth potential for higher speed, higher lift, more demanding missions of the future.

One reason for these qualities in the Army's new Hiller OH-5A is an exclusive rotor stability augmentation system, proved in a year and a half of flight operation. Another is the OH-5A's aerodynamic design, the inherent cleanliness of design perfection. Another is the rugged structuring of the aircraft itself.

No halfway ship this—but a thoroughbred light helicopter, fully engineered to meet its mission, and forgiving to fly.

The professional pilots of the United States Army deserve the best.

This is it.

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AIRCRAFT COMPANY
PALO ALTO, CALIFORNIA • WASHINGTON, D.C.
DIVISION OF THE ELECTRIC AUTOLITE COMPANY



Program which is before Congress now.

This construction program may not mean much to the average aviator when read in black and white, but it does register on him when it shapes up on the ground. As it now looks, Fort Carson promises to be in future years one of our most promising Army aviation installations.

AIRSPACE HASSLE

Of interest to many aviators has been the year in and year out hassle of who owns what air space in the combat zone. There has been no firm agreement between the Air Force and the Army; nevertheless, it is hoped that a tentative joint procedure can be finalized and evaluated during Exercise COULEE CREST.

A conference was recently held at Langley Air Force Base where working groups from USSTRICOM, USARSTRIKE, USAFSTRIKE, and USACDC attended. It was determined and agreed at the conference that both USARSTRIKE and USAFSTRIKE could provide the necessary resources for an evaluation on the JTF Blue Side only in Exercise COULEE CREST. USSTRICOM agreed to provide the communication link between the Army and USAF (AN/TRC-24).

Flight Control Center and the Army Flight Operation Center is to be located with the Air Force Control and Reporting Center. The provision of the vital link, the dropping of the word "test" in favor of "evaluation," and some relaxation in reporting requirements made it possible for USARSTRIKE representa-

tives to agree to provide support for Exercise COULEE CREST, but considerable staffing remains to be done. If all goes well, we may be a big step closer in providing something worthwhile on the coordination and control of aircraft in the combat zone.

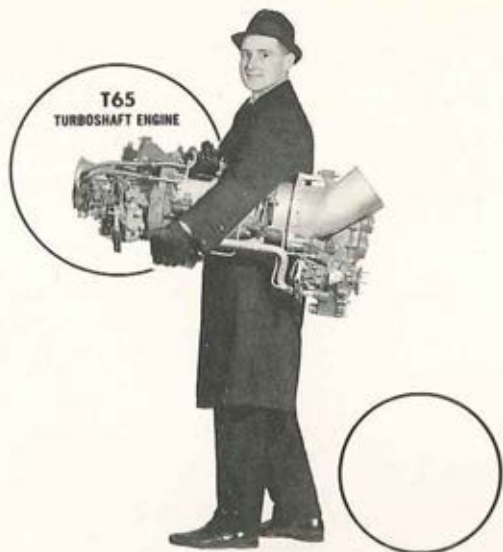
ALL EYES ON BENNING

All Army aviation eyes continue to focus on the early activities of the 11th Air Assault Division and the 10th Air Transport Brigade at Fort Benning, Georgia. A Division Master Training Program has been drafted and divisional units are training under this program. The test units have now received 95 per cent of the authorized enlisted personnel and 87 per cent of the authorized officers. For the Phase I part of training, the division and the attached brigade are authorized some 465 officers and warrant officers and 3,174 enlisted men. The test units are authorized 161 aircraft and 113 should be on hand by the end of April with the remainder coming from production soon after.

Perhaps the most difficult part of the individual training is the provision of aerial gunnery training in the OV-1 aircraft. Gunnery training has been started using the facilities at the Navy ranges at Jacksonville, Florida. This has been established through close coordination with USCONARC, the 11th Air Assault Division, and the Aviation School.

ARMAMENT SYSTEMS

A small, but vital aspect of the automobile unit testing is the armament systems. To get the Army



Man, carrying MAN-CARRYING engine ... and that's not double-talk

As a matter of fact, though, it usually works the other way 'round, with the engine carrying the man. But this emphasizes the light weight—130 pounds, ready to run—of Continental's new 250-hp T65-T-1 turboshaft engine. The engine is being developed for use in the Army light observation helicopter, and meets all Military and FAA requirements. It is compact—40 inches long by 19 wide by 18 high. Unusual design simplicity makes for maintenance ease as well as for the operating reliability for which Continental turbines are noted—reliability proved in more than 5,000 J69-series turbines in military use.



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aviation armament training program rolling in late FY63, USCONARC held a conference at Fort Monroe, Va., in March to establish training requirements and determine equipment availability. Detailed discussions were directed primarily toward requirements for air and ground crews, instructors, ground handling equipment, munitions, and firing ranges as related to training on the various weapons systems.

Equipment shortages and personnel requirements were determined and from these shortfalls, problem areas were explored and actions programed in order to finalize a training program for the remainder of FY 63. These programed actions specified responsibilities for timely delivery of certain aircraft; the training and assignment of personnel, and, of course, range, ammunition, and supporting equipment requirements; resolution of new TOE needs; and arrangements for school- ing support.

Principal conferees from agen-

cies outside Headquarters, USCONARC were Colonel W.H. Stutter and Major W.F. Armfield, Hq Third U.S. Army; Colonels R.P. Campbell, E.B. Conrad, and W.R. Williams from the Aviation School; Colonel G.P. Seneff from the 11th Air Assault Division; Lt. Col. W.C. Tyrrell, DCSOPS, D/A; Lt Colonels J.E. Denhart and C.A. Pieper from U.S. Army Materiel Command, and Lt Colonels D. Brooks and R. Bruch from U.S. Army Combat Development Command.

NEW DANGERS

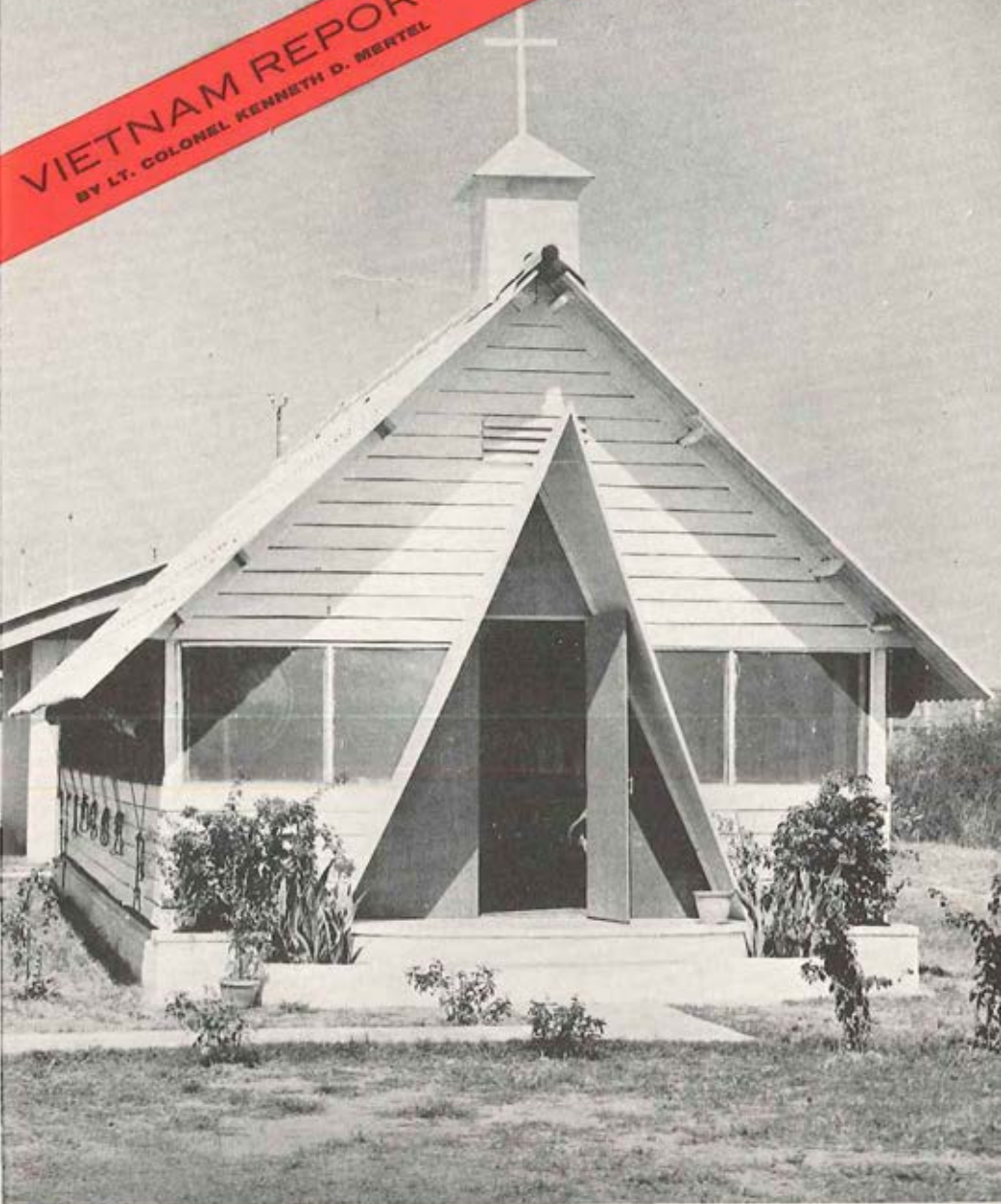
Plenty of warnings will be announced on forthcoming spring and summer flying hazards. Icing and slick runways become fading hazards, but thunderstorms and density altitudes come to the fore. CONUS aviators should take heed now and review all the dangers from spring and summer flying. Refresh your memory with the proper techniques to cope with these accident causing factors.



NEW ASSIGNMENTS

■ Brig. General O. Glenn Goodhand (left), has departed his assignment as Division Artillery Commander, 1st Cavalry Division (Korea) and will assume the duties of Chief of Staff, III Corps, Fort Hood, Tex. ■ Col. Claude L. Shepard, Jr. (center), Aviation Officer, Seventh U.S. Army (Germany), has been elected as the 1963-1964 President of the AAAA USAREUR Region. ■ Col. Gerald H. Shea (right) has been assigned to the 11th Air Assault Division, Fort Benning, Ga. ■■

VIETNAM REPORT
BY LT. COLONEL KENNETH D. MERTEL



The "Chapel of Inner Strength"—unit chapel of the 57th Transportation Company (Light Helicopter) in Vietnam.

THE word "gung ho" is seldom applied to a Transportation Field Maintenance Company (DS); however, this may be another "first" for Army aviation for such a company does exist here in Vietnam.

The 611th Field Maintenance Company (DS), commanded by Capt. Samuel G. Conley, Jr., is the unit. This unit has the usual mission of 3rd and 4th echelon maintenance and back-up support for the CHFMD detachments assigned to helicopter companies. This mission is accomplished exceedingly well, both at its home location and by use of contact teams that are sent out to the various unit locations.

"SOME HAIRY TALES"

In addition, the Recovery Platoon, led by Capt. Milton C. Shattuck, Jr., gets a real workout in recovering CH-21's that have gone down on combat support missions. The men in the platoon have some pretty hairy tales to tell about missions they have performed. These range from temporary repairs and/or the replacement of an engine or other components while under fire and flying it out; cutting it up and airlifting it out with their own CH-21; or bringing components and the aircraft itself out by riverboat, LCU, vehicle, ox cart, and numerous other means.

When a helicopter goes down, the call goes out for the Recovery Platoon from the 611th. Portions of the platoon are flown to the site and the recovery work begins. Many times the site is under enemy fire and work must be performed to the tune of flying bullets. A quick estimate is made as to what is needed for re-

pairs - can it be accomplished at the site and flown out or will it have to be evacuated?

If parts are needed, a radio call brings the required items by air from the home base or some other field maintenance location. Engines have been changed in six hours under field conditions and harassment by the enemy. Sometimes it may take several days to get the helicopter out if it must be evacuated.

However, they always come out. Thus far, this unit has not had to destroy one helicopter. Even if the aircraft is a total loss and unrepairable, all parts and pieces are brought out. Nothing is left for the Viet Cong.

ALL SEEK MISSIONS

It is surprising how the efficiency of this unit increased and with it, morale - when combat recovery missions were assigned. Cooks and clerks from the company headquarters plead with the Platoon Leader to be permitted to go out on the "next mission." This spirit has permeated the entire unit, giving them all the "gung ho" attitude.

The success of this unit is demonstrated by the fact that the Platoon Leader, Capt. Shattuck, and the Company Maintenance Officer, CWO John F. Leonard, have both won Distinguished Flying Crosses for evacuation and aircraft recovery under enemy fire. Several other awards, including recommendations for the DFC, are pending and will probably receive approval.

This unit has another first, at least "a first" over here under combat support conditions. Flying in their CH-21 recently on a recover

mission, Capt. Shattuck and Mr. Leonard on landing at the site were greeted by an emergency request to fly ammunition to a field site. They loaded up 3,500 pounds of ammunition and, with a full fuel load, delivered it several miles away to a rice paddy site.

There they found a number of wounded Vietnamese soldiers whom they flew out to a field hospital. The total carried in the one trip was 27 Vietnamese soldiers, plus the crew of four Americans (pilot, co-pilot, crew chief, and gunner). Who said the CH-21 couldn't carry 31 people?

Congratulations to you and your men, Capt. Conley, for a number one "Combat Maintenance Company." Keep up the good work.

THE "MILK RUNS"

Every theater has a "milk run." The Republic of Vietnam is not an exception, for the 1st Aviation Company provides several daily. One such run is the one serving IV Vietnamese Corps area on a regular schedule, 6 days a week.

A typical day started at 0730 at Tan Son Nhut, Saigon International Airport. The Caribou flown by CWO Phillip Crossan, co-pilot CWO William Everhart, and crew chief Specialist Fifth Grade Henry W. King departed on schedule with a full load of U.S. military personnel, Vietnamese military and civilian personnel, U.S. Mail, moving pictures, baggage, critical supplies, etc.

The first stop is at one of the MAAG Detachments. An easy strip, 1850 feet long, light gravel on sod, rice paddies on both sides. Here a change of passengers; some get off,

some on. Mail is exchanged, also moving picture film.

Next stop, 12 minutes later, is a nice long hard surfaced runway, 2,400 feet. A group of soldiers meet the flight to exchange news, or bid farewell to a rotatee who is beginning his journey back to the U.S. A few light-hearted comments to a buddy off for R&R to Hong Kong or Bangkok. Off again for a 20-minute flight, this time landing on a 3,000 foot sod strip - slippery as glass when wet. A similar exchange of passengers, parcels, mail and packages and take-off again.

ONE TRIP: 26 STOPS

If you are getting dizzy by now with the constant ups and downs, keep in mind that one aviator recently made 26 landings and 26 take-offs on his 5 1/2 hour "milk run."

Another gravel strip, this time only 1,500 feet usable on a 3,300 foot runway. No problem for the Caribou, runway about half utilized on landing, one-third on take-off. Ten minutes later to the next stop - 1,300 feet of hard surface. A short field landing without any difficulty. An almost complete change of passengers at this station, except for rotation and R&R personnel. Two very tired Infantry 1st Lts and a Sergeant get aboard, returning to Saigon for a few days of well earned rest - several months in the field with Vietnamese Army units! As soon as the Caribou is airborne, all three are asleep. Fifteen minutes later another field strip followed a few minutes later by yet another.

A high approach this time to the

airfield of a major unit command post. From 1,500 feet above the ground - power approach at 65 knots, not because the field is short - but because a Viet Cong sniper may fire at you if you "drag one in." In addition, a good crosswind on this one. A crosswind is most common in the Republic of Vietnam, and the wind is always off one wing and at a pretty strong velocity.

MULTI-PURPOSE MISSION

Off again, two more stops and then back to Saigon. Some may doubt the value of the "milk run," but one look at the expectant faces at each stop, the men going out for R&R or rotation; the mail for delivery, recently written letters to the ZI to go out; the exchange of moving picture film; the delivery of critical items of equipment; delivery of rations to the isolated MAAG and Special Forces Teams; a chance to talk with other soldiers and an exchange of the latest news and gossip. This all adds up to a very important mission for Army aviation and one that many officers and men on the receiving end will long remember.

PILOTAGE IMPORTANT

The "milk run" varies with location. In the mountains, the strips are short and narrow with high obstacles at either end, literally carved out of the jungle valley. Many of the strips are fogged in much of the time.

Strips must be located by pilotage. Often, the approach must be high due to enemy fire from the surrounding area. The cargo varies constantly. In the north, in addition to personnel and equipment, it may consist of

rice, live chickens, and goats and pigs in wicker baskets - rations for Vietnamese Army outposts.

Whether in the "Delta" or in the "Mountains", the Caribou Company lives up to its motto - "We Support." This they do with an extremely high degree of efficiency, excellence, and professional competence.

STAFF ORGANIZATION

The command and staff aviation organization here in the Republic of Vietnam may be of interest. At the Military Assistance Command, Vietnam, (MACV), is Lt. Colonel Arne Eliasson as Aviation Officer who replaced Lt. Colonel Otto Huebner, on his departure. Col. Guy Jones recently arrived from the ZI to replace Col. Delbert Bristol as Military Advisory Assistance Group (MAAG), Aviation Officer. Col. Bristol has been the spark plug of Army aviation for quite a period here, beginning from the early days when he was pretty much in it alone. He has worked hard and accomplished a great deal. Congratulations on your new assignment with the 11th Air Assault Division! We here in Vietnam wish you the best of luck.

MAAG TEAM

Lt. Colonel Lester C. Robertson is the Aviation Officer of the United States Army Support Group, Vietnam. All Army aviation units are assigned to the U.S. Army Support Group, including all flying units as well as aviation maintenance units. Maj. Charles L. Clance is the Aviation Maintenance and Supply Officer. Staff Aviation Officers are also assigned to the MAAG Teams in

support of each Vietnamese Corps.

Another major unit with a large number of Army Aviators is the Army Concept Team in Vietnam (ACTIV), commanded by Maj. Gen. Edward L. Rowny. More recent arrivals to ACTIV include Col. Edward B. Bissell, Col. John L. Klingenhagen, Lt. Colonel Charles R. Shaw, Lt. Colonel Henry N. Weggeland,

Lt. Colonel Leland R. Cantlebury, and Maj. John J. Clark.

The Republic of Vietnam is one area in which a pair of wings is quite commonplace. At every location one meets many Army Aviators, be it in Saigon or from Da Nang to Soc Trang. It is just like old home week.

FELKER AAF OBTAINS "INSTANT WEATHER"

The latest and most refined meteorological equipment has been installed at Felker Army Air Field at Fort Eustis and is now being used by the weather detachment - Detachment 13, 16th Weather Squadron (MATS).

More sophisticated and refined, the new \$50,000 apparatus can easily be seen by anyone visiting the field. On the west side of the airfield, placed as near to the runway as safety will allow, are four towers, approximately eight to ten feet high.

A variety of electronic equipment with various functions is fixed on top of each tower, all of this equipment being fully automatic. Information is fed into the weather station continuously, and instant readings of temperature, humidity, wind velocity, cloud heights, and visibility can be taken and recorded.

INCREASED ACCURACY

For example, the rotating beam ceilometer allows a cloud height reading every 12 seconds. Automated weather stations are not being constructed merely to decrease the work loads of weather observers; their value is measured in increased accuracy, always a primary ingredient in weather prediction. As each new machine is installed the possibility of human error is minimized.

"By enhancing our observational capa-



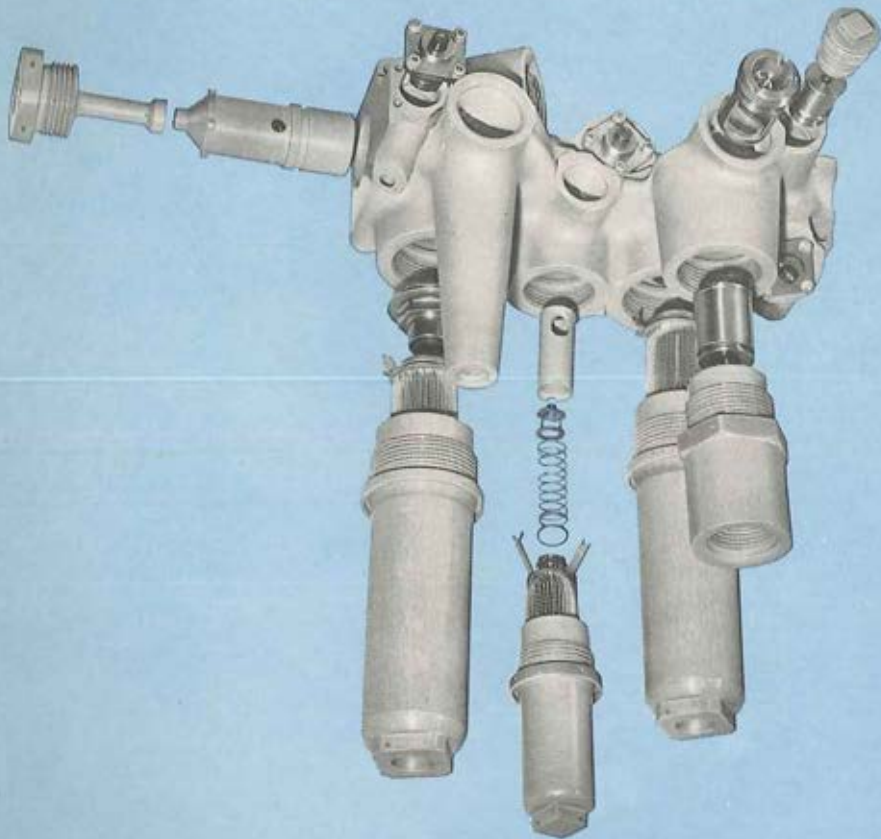
bility we can insure that the air crews operating at Felker Army Air Field get more accurate and instantaneous weather information," stated Maj. Eric H. Finney, commanding officer of the weather detachment. Felker AAF has approximately 270 takeoffs and landings and 40 air crew weather briefings each day. "Also," he stated, "this is the first step toward complete automation. All of our equipment can be further refined, reducing the data collecting time and increasing the element of quality."

In the photo above, Lt. Col. Richard E. Bywaters (left), Eustis Aviation Officer, and Maj. Eric H. Finney (center), CO of the weather detachment, are shown receiving the official "turn-over" papers from an Air Weather Squadron technician.

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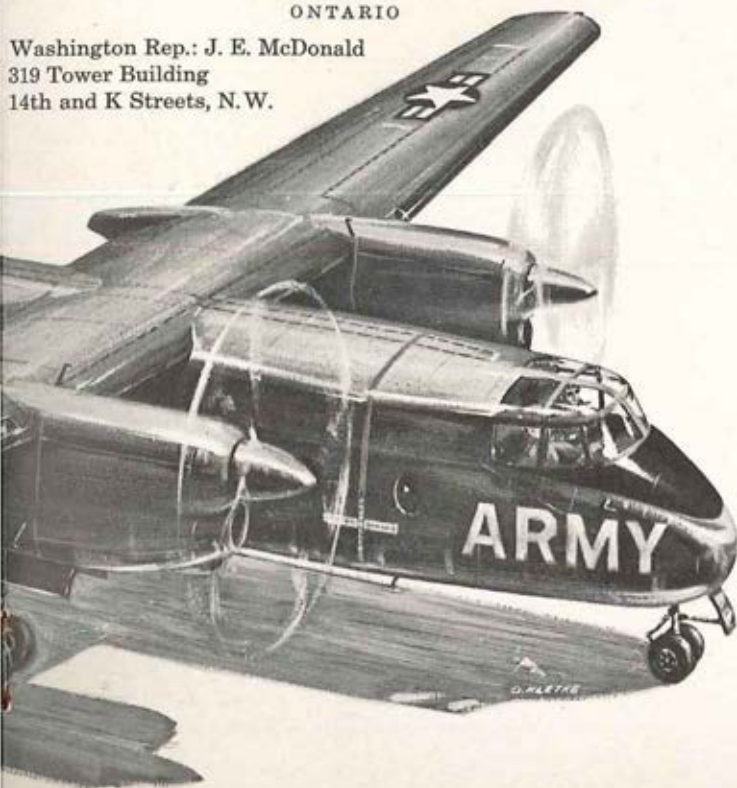
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(Cacti) - ranged even farther into Thailand's hinterland and presented correspondingly greater requirements for airlift and aerial resupply. The Battle Group's biggest training exercise was in the remote Northwest near Chiang Mai.

THE JUNGLE CURTAIN

Most tourists to Thailand read about Chiang Mai (with its teak forests, its elephants, and its wood craftsmen), but few make the three-hour flight from Bangkok to see it. Fewer still penetrate the jungle curtain surrounding the city. Hence, these modern military explorers had only scant information and unreliable maps with which to start their jungle walks in this region.

The Caribous provided valuable terrain intelligence on reconnaissance flights with the Battle Group staff and company commanders. They flew the tactical troops and their equipment to Chiang Mai, kept them re-supplied, and evacuated defective equipment and medical patients back to Korat. This was accomplished on a regular daily basis in spite of heavy monsoon rains and low ceilings which added to the hazards of flying in this rugged terrain. The Caribou pilots also met up with the Cacti companies at a small airstrip near the Burmese border and returned them with their native guides back to Chiang Mai when their jungle march was over.

VARIETY OF MISSIONS

Meanwhile, monsoon rains in the northeast created problems, too, for units of the 4th Cavalry on a forty-day, 800 mile road reconnaissance testing armor trafficability. These troops were isolated for some time

ACTIVITY

funds contributed by the personnel of the 57th. ■ **BOTTOM LEFT:** Shown flying in "V" formation, three CV-2B Caribou of the 1st Aviation Company are photographed from the ramp door of the lead aircraft. ■ **TOP RIGHT:** A typical cargo in Vietnam - cackling and squealing rations - stands ready for loading in a Caribou. A short time later, the rations were air-dropped to several far-flung Vietnamese Army outposts. ■ **BOTTOM RIGHT:** Their belongings beside them, Vietnamese villagers queue up and await loading instructions prior to Caribou airlift.

due to the unusual flooding and the Caribous became their principal contact with the outside world.

The company could expect a variety of mission requests during a typical day's operation in Thailand. These might include flights for counter-insurgency training cadres, rushing serum to a snake-bite victim, carrying R&R troops to Bangkok or selected personnel on orientation trips to the Republic of Vietnam. There were also frequent VIP flights. Besides the almost daily trips with Lt. Gen. Richardson, JTF 116 Commander, the company flew Thai civilian and military officials; American Ambassador Young; Cardinal Spellman; Generals Taylor, Wheeler, Shoup and Collins, Admiral Anderson; together with numerous Defense Department officials and members of Congress. The 1st Aviation Company introduced these and many other civilian and military visitors to the Caribou and briefed them on the Company's response to conditions in Southeast Asia.

CIVIC ACTION PROJECTS

During typhoon Harriet, when wind and water created so much damage in southern Thailand, the Caribou crews flew relief to the victims in the form of food and medical supplies together with engineer teams and their equipment. Other civic action projects included the transport of medical supplies to a leper community in Khon Kaen, together with regular monthly contributions to the work.

Perhaps the most heartwarming task, however, involved Pin, the little Thai boy who waited outside

the mess hall each morning with his bundle of "Stars and Stripes." Pin had what appeared to be a cataract in his right eye and the company flew him to an eye specialist in Bangkok for an examination. It proved to be a serious eye infection, and the officers and men made it possible for Pin to have an operation which arrested the infection and enabled him to retain the vision of a normal Thai boy again.

A glimpse at the Company's camp at Korat revealed their close identification with the ground soldier. The tents in which they lived, together with their operations and maintenance areas, were located beside the runway. With the assistance of the Company's three Engineer officers, and some "Peace Corps" type engineering, the men built their own mess hall, troop billets, day room, and operations building. They literally carved their camp out of the jungle, rid it of its snakes and underbrush, and made a home for their 39 Officers and 124 enlisted men which was to last for over six months.

DEPLOYMENT TO VIETNAM

The Thailand chapter of the Company's historical operations closed with the phasing out of the U.S. tactical troops and the dissolution of JTF 116. There were now greater areas of need, and in December 1962, the Company received orders for deployment to the Republic of Vietnam.

Eight Caribou crews had already been assigned in the Republic of Vietnam on a monthly temporary duty basis; hence, the pilots and

crew chiefs were quite familiar with operations in their new location. The crews continued their normal operations without a break while the rest of the company made the move from Thailand. The Company was assigned to the United States Army Support Group, Vietnam and became operational on 1 January 1963. Its mission is to provide immediate and highly flexible aircraft support in furtherance of the MAAG mission in the Republic of Vietnam.

The record so far in Vietnam has already furnished impressive evidence as to the Caribou Company's unique ability to provide flexible support to the ground soldier whenever and wherever he needs it. The key to this kind of support again appears to lie in the Company's close identification with the ground soldier. This includes the ability to adjust to his often unforeseeable schedules of troop movement, resupply and evacuation - the ability to think, speak and act like him so as to respond instantly to his needs.

UNIMPROVED AIRSTRIPS

Logistics support in the Republic of Vietnam's Mekong Delta and Camau peninsula hinges largely on the use of expedient airstrips in various stages of development. Most of the strips are short and narrow; many are little islands in the rice paddies with no over-runs. Most are plagued with difficult crosswinds during much of the year. Yet the Caribou pilots use these strips every day, both on scheduled "milk runs" and on special missions for the Vietnamese IV Corps.

The terrain typical of the Central

and Northern Vietnamese highlands allows even less margin for error. Particularly in the mountains of the Da Nang area, low clouds, turbulence, and unpredictable down-drafts add to the difficulties inherent in the use of small drop zones and short unimproved airstrips.

GROUND FIRE

Coupled with these demands on the aircraft and its crew is the not uncommon possibility of receiving Viet Cong ground fire. Both in the southern rice fields and in the northern jungles, the line of security becomes extremely vague off the limits of the airstrip or drop zone and the outpost it serves. Consequently, Caribous have occasionally been hit - on climb out from the rice drops, on final approach to land cargo, on leaflet drops over unsecure areas, and on medical evacuations during combat operations.

In spite of these difficulties, the Caribou crews have been able to conduct their flights on a regular basis. Special Forces personnel at Mang Buk (thirty minutes south of Da Nang) have come to rely on the Caribou crews to drop the rice, thatch, and equipment they need for their new compound precisely on their postage stamp-size drop zone. The Vietnamese soldier at A Loui outpost, cut off from the outside world except for an adjoining 1,200-foot runway, knows that whenever humanly possible, the Caribou crews will fly in the pigs, ducks, and rice that he must have for survival.

Last Christmas Eve was a good example. For nine days low clouds and monsoon rains had blanketed the

A Loui valley. Rations in the outpost were exhausted, and the troops were eating a chop suey made of grass. Then at 1600 hours approximately, on the 24th of December, the weather broke for about three hours.

The Caribou crew at Da Nang had waited for days for this opportunity and they were ready when it came. Within minutes they were airborne. Some thirty minutes later they had crossed the trackless jungle to the A Loui Valley and descended through the sudden break in the cloud cover to the tiny strip. Scores of hungry troops were standing by and unloaded the squealing cackling cargo in time for the aircraft to take off before the clouds spilled into the valley again. Through the dusk below, the pilots could see the campfires lit and the troops preparing an unexpected

ABOUT THE AUTHOR

■ Captain Dewey is a Corps of Engineers Officer with the 1st Aviation Company in the Republic of Vietnam. He is presently working with ACTIV on its test of the Caribou Company in Counter-insurgency operations. Captain Dewey is a 1956 graduate of the United States Military Academy.

pork, duck, and rice feast for Christmas Eve.

To the 1st Aviation Company, the motto which each man wears on his right fatigue pocket - "We Support" - is no vague, idle boast. For the pilots and crews, it has become a way of life in Vietnam. For the man they support, it is his daily bread.



■ The members of Class 63-3, the most recent class to graduate the Crash Injury Investigators' School conducted by the AvCIR Division of the Flight Safety Foundation, are shown following their 29 March graduation from the Phoenix, Arizona facility. From left to right, FRONT ROW, are C.O. Miller, Victor E. Rothe, Robert J. Jeffrey, Alfred C. Barnes, Harold F. Roegner, and Richard T. Been (AvCIR instructors). CENTER ROW: Capts Alan D. Brandt (USARAL), Julian Aherrera (PAL), Joseph G. English (OSG), and David B. Fearis, III (11th ACR, USAREUR); Col. Robert M. Hamilton (Director, USA-BAAAR); Dr. Clodualdo Ventura (PAL); and Lt. Col. Adolph N. Brocato (La-ARNG) and Frank O. Grey, Jr. (III-ARNG). BACK ROW: W.C. Crisman (USABAAR); Capt. James A. Eberwine (Ft. Rucker); Maj. Donald L. Miller (BAMC); Maj. Carroll W. Smith (USAAD-CEN); Mr. James W. Coleman (USABAAR); Mr. Samuel M. Phillips (Ft. Rucker); and Maj. Terry C. Salt (ARADCOM). MISSING: Capt. William H. Luther (USAEPG) and Capt. Robert F. White (Fort Huachuca, Ariz.). ■■

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GET-TOGETHER

TWO WEST POINT GRADUATES GOT TOGETHER WITH A FUTURE GRADUATE RECENTLY WHEN MAJOR GENERAL WILLIAM B. BUNKER, '34 (LEFT) AND BRIGADIER GENERAL DAVID B. PARKER, '37 (RIGHT) TALKED WITH CADET STEVE HARMAN OF THE CLASS OF '65 DURING THE CADET'S RECENT VISIT TO THE ARMY TRANSPORTATION MATERIEL COMMAND IN ST. LOUIS. GEN. BUNKER, COMPTROLLER OF THE ARMY MATERIEL COMMAND IN WASHINGTON, D.C., AND A FORMER TMC COMMANDER, HAD DROPPED IN UNEXPECTEDLY ON THE ORGANIZATION HE ONCE HEADED FOR SIX YEARS. THE CADET IS A NATIVE OF NEARBY BALLWIN, MISSOURI.

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DeDAVIES, OSCEOLA O.
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RATED

BRIGADIER GENERAL HENRY V. GRAHAM (RIGHT) OF BIRMINGHAM, ALA., IS SHOWN BEING CONGRATULATED UPON RECEIVING HIS ARMY AVIATOR'S WINGS FROM BRIG. GENERAL ROBERT R. WILLIAMS, COMMANDING GENERAL OF FORT RUCKER, ALA. THE ASSISTANT COMMANDER OF THE 31ST INFANTRY DIVISION OF THE ALABAMA NATIONAL GUARD, GEN. GRAHAM COMPLETED FIXED WING PILOT'S TRAINING AT THE ARMY AVIATION SCHOOL AT FORT RUCKER. A FORMER ADJUTANT GENERAL OF ALABAMA, THE GENERAL OFFICER IS SECRETARY OF JEMISON REALTY COMPANY IN BIRMINGHAM IN CIVILIAN LIFE.



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"TEXANS"



THE STATE OF TEXAS GAINED 10 HONORARY CITIZENS WHEN 10 ALLIED OFFICERS UNDERGOING FLIGHT TRAINING AT CAMP WOLTERS RECEIVED HONORARY CITIZENSHIP CARDS SIGNED BY GOV. JOHN CONNALLY. SHOWN, L-R, ARE 2D LT PHAM BINH (VIETNAM); 1ST LT VICTOR M. ROMERO (MEXICO); 2D LT DINH H. HIEP (VIETNAM); 1ST LT NGANDANI (INDONESIA); MARSHALL HAMILTON, MINERAL WELLS CHAMBER OF COMMERCE PRESIDENT; 2D LT DO V. HIEU (VIETNAM); 1ST LT MIGUEL A. CHACON (MEXICO); 2D LT TRAN X. QUANG (VIETNAM); CADET FRANS WIDYATMO AND 2D LT SI-MANDJUNTAK (VIETNAM); AND 1ST LT DOM. DUC (VIETNAM).

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COMMENDATION MEDAL

CAPTAIN CHARLES E. WARD, JR., SENIOR ARMY AVIATOR WITH THE G2/G3 AVIATION DETACHMENT, U.S. ARMY JAPAN, CAMP ZAMA, IS SHOWN BEING DECORATED WITH THE ARMY COMMENDATION MEDAL FOR MERITORIOUS SERVICE. CAPTAIN WARD RECEIVED THE DECORATION FROM MAJOR GENERAL JEAN E. ENGLER, COMMANDING GENERAL, USARJ, FOR HIS OUTSTANDING PERFORMANCE OF DUTY FROM SEPTEMBER 1961 TO SEPTEMBER 1962 WHILE ASSIGNED TO THE 1ST CAVALRY DIVISION IN KOREA. MRS. WARD (LEFT) WAS PRESENT FOR THE AWARD CEREMONIES.



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FOR VALOR

MRS. ANNE STONE, WIDOW OF 1ST LT. LEWIS L. STONE, RECEIVES THE FIVE POST-HUMOUS AWARDS EARNED BY HER HUSBAND FOR MERITORIOUS SERVICE IN BOTH THE U.S. AND VIETNAM. COL. EDGAR C. WOOD, COMMANDING OFFICER AT DAVISON ARMY AIR FIELD, IS SHOWN MAKING THE PRESENTATIONS. LT. STONE, WHO WAS KILLED JAN. 11 WHEN THE HELICOPTER IN WHICH HE WAS RIDING CRASHED IN SOUTHEAST VIETNAM, WAS AWARDED THE AIR MEDAL FOR EVACUATION RESCUES IN THE U.S.; THE FIRST OAK LEAF CLUSTER TO THE AIR MEDAL, THE DISTINGUISHED FLYING CROSS, AND THE FIRST OAK LEAF CLUSTER TO THE PURPLE HEART FOR VIETNAM VALOR; AND THE BRONZE STAR FOR VALOR "FOR HEROISM IN GROUND COMBAT." ■■

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MASTERS ALL

OLD CAVALRYMEN NEVER DIE - THEY JUST MAKE MASTER AVIATORS! SHOWN LEFT TO RIGHT AT A RECENT CEREMONY HELD AT FORT RUCKER ARE THREE OLD AVIATORS: COLONEL ALEXANDER J. RANKIN, PRESIDENT OF THE U.S. ARMY AVIATION TEST BOARD; LT. HARRY BURRO WILLIAMS; AND LT. COLONEL JACK CRANFORD, LIAISON OFFICER OF THE TEST BOARD AT WRIGHT-PATTERSON AIR FORCE BASE, OHIO. THE OCCASION FOR THE GATHERING WAS THE AWARD OF MASTER AA WINGS TO COL. CRANFORD WITH COL. RANKIN BESTOWING THE AWARD. THE OLD CAVALRYMAN IN THE MIDDLE OF THINGS - WHO ANSWERS TO HIS BOSS, GENERAL WILLIAMS - WANTED IN THE PICTURE.



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ORIENTATION VISIT

ON A RECENT VISIT TO THE U.S. ARMY AVIATION CENTER, FORT RUCKER, ALA., MAJOR A.K. CASSELMANN, COMMANDING OFFICER OF THE CANADIAN ARMY AVIATION TACTICAL SCHOOL, STRAPS HIMSELF IN PRIOR TO BEING TAKEN ON AN ORIENTATION FLIGHT IN AN ARMED UH-1 IROQUOIS HELICOPTER. DURING THE COURSE OF THE FLIGHT, MAJOR CASSELMANN WAS GIVEN INSTRUCTIONS IN THE USE OF THE SIGHTING MECHANISM SUSPENDED BEFORE HIM AND LEARNED OF ITS CAPABILITIES. THE CANADIAN OFFICER SPENT TWO DAYS AT FORT RUCKER LEARNING ARMY AVIATION TECHNIQUES AND DEVELOPMENTS. ■■

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GUEST OF HONOR AT FT. EUSTIS

GUEST OF HONOR AT A RECENT DAVID E. CONDON CHAPTER MEETING AND GUEST SPEAKER FOR SENIOR OFFICER ARMY AVIATION LOGISTICS COURSE 1-63 AT FORT EUSTIS, VA., BRIG. GEN. HALLETT D. EDSON (RIGHT), DEPUTY CG OF THE U.S. ARMY MOBILITY COMMAND, CENTERLINE, MICH., CHATS WITH MAJ. GEN. JOHN J. LANE (LEFT) AND BRIG. GEN. EDWARD W. SAWYER, THE LATTER TWO OFFICERS SERVE AS HONORARY PRESIDENT AND HONORARY EXECUTIVE VICE PRESIDENT OF THE FORT EUSTIS AAAA CHAPTER ACTIVITY. (U.S. ARMY PHOTO)



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THE LIGHT SIDE



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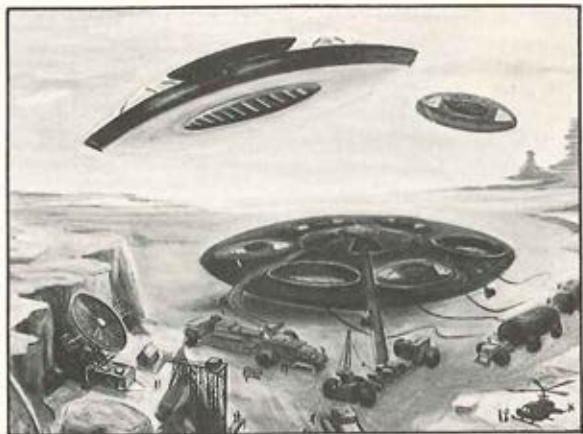
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BY
LT. COLONEL
MORRIS G.
RAWLINGS



DRAW YOUR OWN PICTURE!

THE illustration above depicts a company-sized fighting vehicle which touches the ground from choice rather than through necessity. Each of its six components is a self-contained, 20-man fighting unit capable of semi-independent operation.

Only two of these components are required to furnish motive power for the complete vehicle, thus creating a tactical and logistical reserve of great mobility. The complete vehicle carries supplies for 15 days, and its fuel cells will permit operation anywhere on the globe.

IT DOESN'T EXIST.

IT CAN'T BE BUILT!

There are many reasons why this machine has not been built. Since a discussion of some of those reasons is the prime purpose of this article, let us list three:

■ It cannot be manufactured by modifying existing equipment nor by a product improvement campaign.

■ It may or may not be technically feasible, and it would be extremely expensive to develop.

■ It fails to project the concept, and is immediately dismissed as a comic book configuration.

The fact that normal man is a conservative animal, choosing evolution rather than revolution to progress is well known and can be verified by peering into the past. The fact that much of his evolution is accidental is perhaps less capable of proof. It is doubtful that Ogg consciously computed the benefits to be gained from placing a round stone under his dragged load. It is more probable that he learned by accident from the rounded rock which happened to be there.

It is harder to believe that he first mentally pictured a spear and then made a weapon, than it is to believe that he found a spearlike object and put it to use. Ogg did not start his first fire - he found it. He did not dig his first cave, nor build his first

home - he merely put to use that which he found.

His modern home differs from his first in many ways, most of which are evolutionary rather than revolutionary. Even the razor which stunts his beard is but an improved version of that developed in the Middle Ages. Product improvement - evolution - takes baby steps and takes them one at a time.

Contrary to the beliefs of cynical citizens, this relatively slow progression is not entirely based upon economics. Many a manufacturer has built a better mousetrap only to learn that the public had no desire for radical change. Many a builder has gone to great expense to learn what the public - or the military - supposedly wants, only to be left holding the upper half of a bottomless bag.

Economics are only a part of the reason why progress is measured

in aeons rather than years. Man prefers to remain conservative. He would rather use wheels on his automobile and awkwardly back into a parking area than install globular bearings which would permit movement in any direction.

Our fighting vehicle could be flown with rotor blades - of that we're sure. Da Vinci told us so centuries ago, and we have at last proven him correct. Rotor blades, however, do not represent product improvement in the sense of modification - they represent compromise - an unacceptable compromise which satisfies our requirement for conservatism but negates the value of the vehicle.

Our second reason for not having this flying, fighting machine is expressed by the lack of certainty as to its technical feasibility, and the expense involved in any attempt to find out. Any specialist/technician





**LT. COLONEL
MORRIS G.
RAWLINGS
COMBAT
DEVELOPMENTS
AGENCY
FT. RUCKER, ALA.**

will tell you that the apparent weight/thrust ratio is too high and the power demand far in excess of that presently available.

"OPINIONS" CAN'T FLY!

Some will refuse an opinion until and unless they can work from a scale drawing, while others will suggest a thorough technical feasibility study. Each consultant will apply his knowledge of the existing state-of-the-art to the mental images conjured up by the outward appearance of the vehicle, and arrive at certain conclusions. Unless his conclusions can be based upon having seen a similar device in operation, he can only state an opinion. No one to date has ever flown an opinion.

As each opinion is reduced to certainty through changes in design or by return to known capabilities, the result is again, compromise. If we will give up the requirement for 15 days of supplies and accept 4 hours; if we change our fighting vehicle back to a carrier for fighting

men; and if we will reduce our speed/range requirements, we can have a modified helicopter. The chopper, with its 400-year gestation period, is now an accepted part of military life, but it, too, is only a baby step on the road to progress.

The final reason advanced for our not having the fighting vehicle is by far the most important. We have totally failed to make our real needs known. Is there a military requirement for a flying saucer? OBVIOUSLY NOT. Is there a requirement for the protected transport of firepower and maneuver elements? ALWAYS.

PROJECTING THE CONCEPT

Our major difficulty lies in transmitting the idea without, at the same time, sending along a picture of the tool we visualize as necessary for a job. The proponent of an armed, armored, self-contained fighting vehicle does not care whether it looks like a flying saucer or a floating peacock. He does, or should, care that the concept is not so diluted by

state-of-the-art considerations as to make the result an ineffectual compromise.

Let us proceed to the specific. For Army aviation to perform its functions during the likely conditions of warfare, there are two major considerations.

- It must be able to observe the enemy and cause reaction to his threats.

- It must be able to move our own fighting forces when and where they are needed.

NO IMPROVEMENT

Take the first of these requirements alone. Can we see in 1963 any better than we saw in 1943? No. We have instead, learned to fly without seeing. We have accepted as compromises, such tools as artificial horizons, absolute altimeters, terrain avoidance radars and other such paraphernalia intended, not to help us see, but to remove the necessity for doing so. This is an entirely different objective.

This new objective, it appears to me, tends to make the tool more important than the man who wields it. Check the cockpit. Those instruments once used by the pilot to tell him where he was going, are now being geared to tell him where to go. Navigation is now performed at the direction of a pointing needle, the failure of which causes cockpit convulsions. Weapons once aimed and fired a round at a time at a visible target now attack automatically and blurb themselves empty at hyper-ventilated blobs on a radar screen. All such product improvement is intended as an aid

to man; toward making the perfect tool which functions without human guidance. The announced objective, however, was to help man see, not to make a machine with eyesight of its own. Let machines prepare their own requirements!

Machines are, perhaps, being allowed to develop their own needs. Few people believe that the Cub of World War II was developed to fill the artillery's requirement for an elevated observation post. Most feel that it was pressed into service because it was physically present. If the latter is true, then one of three undesirable events is occurring. Either the salesmen are overly-effective; the military is too easily satisfied; or we are failing to make our requirements clear. Our initial premise was that we failed to make our requirements clear, not that they were being subverted by those with ulterior motives. Let us return to that supposition.

THE IDEA SUBORDINATED

The artilleryman expressed a requirement for an elevated device which would enable him to overlook the target area. As he transmits the idea, he also transmits a mental or physical picture of the tool which appears to him proper for the job. It may be an elongated BC scope, human eyeballs fitted on an adjustable stalk, a gravity-defying stationary platform, or a man hung motionless in space. Industry's reception will be determined, not by the idea, but by the proposed tool. The idea - the requirement - is subordinated to the hardware, and if the image of the desired tool does not conform to

the conventional, the reception will be cool. Some things are literally below the freezing point - among them, gravity-defying stationary platforms and flying saucers!

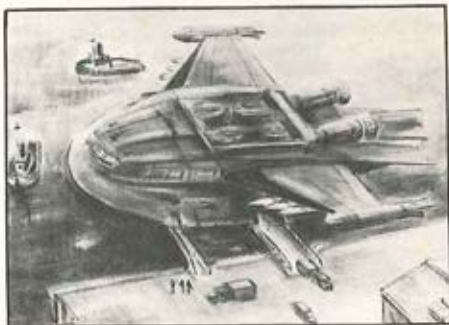
DIFFERENCE IN DEGREE

That concept of a favorable mobility differential which is a decisive in battle was in effect long before elephants crossed the Alps. The difference today is only in degree, and in the routine use of an aerial trafficway. No one today objects to the picture of a tool such as this emplacing a handful of men and a single weapon:



The resistance becomes more pronounced however, when the mental picture received contains a less conventional but more practical delivery of many men and much equip-

ment from a tool such as this:



The greatest single objective for those engaged in describing our future military needs, it seems to me, is to limit themselves to an exposition of the need without describing the tool by which it is to be accomplished.

For example, about 1985, we will proceed to public expression of that concept which envisions a combined military force operating independently from a land/sea/air vehicle which serves not only as transport but as a fighting platform as well. The concept is by no means new. The hardware to make it possible has not been built nor will it be until everyone concerned is willing to divest themselves of preconceived opinions and a state-of-the-art complex.

Draw your own picture!

OBITUARY

■ First Lieutenant Robert G. Knorr, U.S. Army Aviation School, Fort Rucker, Ala., sustained fatal injuries when the UH-19D in which he was flying crashed during the conduct of a training mission. The fatal helicopter accident occurred near Fort Rucker, Ala., on April 2, 1963. Lieutenant Knorr is survived by his wife, Mrs. Sally Jean Knorr, of 19 Olsen Lane, Fort Rucker, Ala. ■■



AAAA NEWS

NATIONAL EXECUTIVE BOARD TO MEET AT FORT EUSTIS

Continuing its policy of conducting its quarterly business meetings at the wide-spread centers of Association activity, the National Executive Board of AAAA will hold its Spring quarterly meeting at Fort Eustis, Va., on 10-12 May. During the course of the three-day meeting, the members of the Board expect to meet the best part of the membership of the David E. Condon Chapter and the nearby Ft. Monroe Chapter.

Members of the Board and their wives have been invited by Major General John J. Lane, Commanding General of the U.S. Army Transportation Center, to visit the general Williamsburg area during the "breaks" in the three-day schedule. The Board will be conducted on a tour of the post's Aviation Maintenance facilities on their first afternoon and will join with the combined Chapter membership at a joint "social" on 10 May.

Saturday, 11 May, has been set aside for business meetings with the Board members and attending Chapter Presidents discussing a wide variety of agenda items during separate morning and afternoon business sessions.

National President James N. Davis has indicated that twenty of the Board's twenty-six members have signified that they will attend the forthcoming 10-12 May meeting.

AA CENTER CHAPTER HONORS FOUR YOUNG SCIENTISTS

Participating in the National Science Awards Program pursued by AAAA, the Army Aviation Center Chapter sponsored four awards at the March, 1963 South-eastern Alabama Regional Science Fair held at Montgomery, Ala.

The awards, consisting of an Association check for \$25.00 and an AAAA Certificate

of Achievement, were presented by Col. Warren R. Williams, Jr., Chapter President, to the winners in the categories of Aerodynamics, Propulsion, and Equipment, and Theory as related to the first three categories.

Judges who selected the AAAA winners were Lt. Col. J.L. Wooley and Capt. J.L. Summers of the U.S. Army Aviation Test Board; Dr. Robert H. Wright, HumRRO; and Lt. David L. Dresser of USAAVNS. Maj. Oran Jolley (USA, Ret.) of HumRRO is the National Science Fair Chairman of the Army Aviation Center Chapter.

AWARD NOMINEES SOLICITED FROM ALL AAAA MEMBERS

Nominations for the four AAAA National Awards are solicited from all members and should be forwarded to AAAA, Westport, Conn., Attn: National Awards Chairman on or before 30 June 1963.

Members are encouraged to write to the National Office for the appropriate "nomination form" for each award. Basic awards data appears on pages 11-18.

The National Awards Committee is expected to meet in early July to select 1962 award winners. Colonel Robert M. Leich, the AAAA's first National President, serves as the Chairman of the National Awards Committee.

RENEWAL CUT-OFF DATE SET AT JUNE 30, 1963

AAAA Members who have not as yet renewed their 1963-1964 membership are advised that the cut-off date for membership renewal is 1 June. The initial Annual Dues invoice was forwarded to all members in mid-February; a second and final invoice was mailed to all non-renewal members on 27 April. It is customary for the Association to "carry" all non-renewal members two months beyond the end of the membership year on 1 April.

AAAA PHOTOS



■ Top Left: The newly-elected officers of the David E. Condon Chapter at Ft. Eustis, Va. include, left to right, Col. Albert A. Wilson (Pres), Lt. Col. John R. Adie (Exec. Vice Pres.), Lt. Col. Robert J. Dillard (VP, Indus. Aff.), and Maj. Densmore Henschel (Sec.). ■ Center Left: Mrs. Betty W. Pittman, Scriba Non Publicae and Unofficial Secretary of the Condon Chapter, is shown receiving the Chapter's Certificate of Honorary Membership from Lt. Col. Richard E. Bywaters (right), Past President, while Lt. Col. Glendon E. Oldefendi, outgoing Executive Vice President, looks on. ■ Below Left: Recipients of the AAAA Science Awards at the Southeastern Alabama Science Fair are congratulated by Col. Warren R. Williams, Jr., President of the Army Aviation Center Chapter. The winners (left to right) were Miss Linda Lucy Long of West Point, Ga.; Michael Griswald of LaFayette, Ala.; James Wilson of Montgomery, Ala.; and Paul Andrews of Enterprise, Ala. At the right is Oran Jolley, Science Fair Program Chairman for the AA Center Chapter. ■ Below Right: Winner Michael Griswald, recipient of a Chapter Certificate of Achievement and a check for \$25.00, explains the operation of his digital computer to Col. Williams. ■ Bottom Left: Members of Tactics Course 63-T at Camp Wolters, Texas, the first "Tiger" Class to go AAAA 100 per cent, are shown in a Ft. Sill group photo. Back Row (l-r): Lts H.E. Preusz, A.R. Johnson, P.R. Schultz, I.J. Wright, P.L. Shay, J.A. Lacy, B.G. Morris, R.J. Piche, R.C. Heath, C.E. Holbrook, J.G. Halambos, G.F. Dolin, and R.C. Colston (Class Commander). Front Row: Lts L.P. Saunders, M. Burke, P.H. Mitchell, J.R. Cox, J. Urban, V.B. Freeman, H.W. Holden, W.E. Snyder, and J.F. Boyer. ■ Bottom Right: Col. Edward McMaken, the Deputy Assistant Commandant of the U.S. Army Aviation School, will head the Army Aviation Center Chapter during 1963-1965 as its newly-elected President.



■ Bottom Left: Members of Tactics Course 63-T at Camp Wolters, Texas, the first "Tiger" Class to go AAAA 100 per cent, are shown in a Ft. Sill group photo. Back Row (l-r): Lts H.E. Preusz, A.R. Johnson, P.R. Schultz, I.J. Wright, P.L. Shay, J.A. Lacy, B.G. Morris, R.J. Piche, R.C. Heath, C.E. Holbrook, J.G. Halambos, G.F. Dolin, and R.C. Colston (Class Commander). Front Row: Lts L.P. Saunders, M. Burke, P.H. Mitchell, J.R. Cox, J. Urban, V.B. Freeman, H.W. Holden, W.E. Snyder, and J.F. Boyer. ■ Bottom Right: Col. Edward McMaken, the Deputy Assistant Commandant of the U.S. Army Aviation School, will head the Army Aviation Center Chapter during 1963-1965 as its newly-elected President.



NEW MEMBERS JOINING AAAA

Captain B.W. Addy, Jr.
 Captain Richard E. Akin
 Lieutenant Herbert L. Alford
 WOC Ronald W. Allendorfer
 WOC Ralph L. Allison
 Captain Allen G. Alter
 Lieutenant C.A. Archer
 Lieutenant John K. Bachmann
 Lieutenant Robert J. Bailey
 Captain Lowell L. Ballard
 Captain William G. Ballard
 Lieutenant John R. Banke
 Lieutenant Michael Banyas
 Captain Marion E. Beaumont
 WOC Kenneth A. Berry
 SP/6 Donald L. Bicknell
 Lieutenant Thomas J. Bourgeois
 Lieutenant Paul G. Bowers
 Lieutenant Donald G. Boyd
 CWO Harold L. Boyd
 Lieutenant John F. Boyer
 Lieutenant David B. Bradley
 Captain William D. Brandon
 CWO George D. Brinton, Jr.
 SP/5 Larry L. Bristow
 Lieutenant Carter D. Brooks
 Captain Robert L. Broughton
 Lieutenant Edward M. Brown
 Lieutenant Gary A. Brown
 Lieutenant Millard Burke
 Captain Harland Burroughs
 WOC Larry L. Butler
 Lt. Col. Langston H. Caldwell
 Lieutenant Donald L. Carlson
 Lieutenant John E. Carroll
 Lieutenant Louis A. Carricarte
 Lieutenant Robert D. Carroll
 Lieutenant Thomas D. Casey
 Lieutenant Dudley M. Clark
 Mr. George H. Clark

Lieutenant Martin W. Cohen
 Lieutenant Donovan M. Collins
 Lieutenant Raymond C. Colston
 Captain Michael D. Conarton
 SP/4 William T. Conner
 Lieutenant R.A. Costa
 Colonel Alvin E. Cowan
 Lieutenant James R. Cox
 WOC Leonard A. Cox
 Captain Louis T. Cox, Jr.
 Captain Gerald K. Cross
 WOC Clarence A. Cruse, Jr.
 WOC Orval E. Dale
 Captain Phillip E. Daves
 Captain Edward B. Derr
 Lieutenant William J. Derus
 Lieutenant Robert H. Desjardins
 Captain Theodore L. Doherty, Jr.
 Lieutenant Garry F. Dollin
 Lieutenant Theodore J. Dolloff
 CWO Lester Dorsett
 Captain Francis Doyle
 Lieutenant Dennis A. Dunn
 Captain William H. Edwards
 Mr. John M. Ewing
 Lieutenant Robert S. Fairweather
 Lieutenant Donald W. Farnham
 WOC Robert E. Farnham
 Lieutenant Jerome E. Fewox
 WOC Doctor A. Fields
 Lieutenant George W. Flanders
 Lieutenant David G. Forsberg
 Lieutenant Benny E. Foster
 Lieutenant Verbon B. Freeman
 Captain Charles P. Frinks
 Lieutenant Troy M. Gaffey
 Lieutenant Joseph G. Galambos
 CWO Albert G. Gay
 Lieutenant Marion J. Goodin, Jr.
 Master Sergeant Harry P. Goodwin

PFC Henry B. Grammer
 Mr. Artelle N. Hale
 SFC/7 Herbert C. Hall
 WOC Jonathan J. Hasbrouck
 S/Sergeant Daniel B. Hattaway
 Lieutenant Roderick C. Heath
 Mr. Harry J. Hemler
 WOC Paul J. Hicks
 Lieutenant Ramen A. Hill
 Lieutenant Charles E. Holbrook
 Lieutenant Hugh W. Holden
 Captain Larry E. Honsinger
 WOC Franklin G. Hood
 Lieutenant Sidney D. Hopping
 Lieutenant J. D. Hosey
 Lieutenant Robert P. Hutto
 CWO James M. Jacobs
 Captain James W. Jay
 Lieutenant Allan R. Johnson
 Lieutenant Ralph W. Johnson, Jr.
 WOC Brady C. Jones
 Lt. Colonel Richard L. Jones
 WOC Billy H. Kaehr
 Lieutenant Charles F. Kane, Jr.
 Lieutenant James B. Kelly
 Lieutenant Dennis R. Kennedy
 Sp/5 Jack P. Kidder
 Lt. Colonel James D. Kidder
 Captain Kenneth L. Klippel
 WOC Robert F. Knight
 Lieutenant D. F. Kockx
 Colonel Sidney P. Kretlow, Ret.
 Colonel Michael J. Krisman
 Captain Joseph L. Kulmayer
 Lieutenant Joseph W. Kupplich
 Lieutenant Thomas O. Kuypers
 Captain Alverado F. Kysar, Jr.
 Lieutenant Joseph A. Lacy
 Lieutenant Lee A. Laird
 CWO Charles E. Larkin

APRIL-MAY, 1963 MEETINGS

- **GRAND CANYON CHAPTER** (Fort Huachuca, Ariz.). Professional Dinner Meeting. Colonel R.J. Johnson, Chief of Staff, Air Fleet, Marine Force Pacific, Guest Speaker. 5 April 1963.
- **ARMY AVIATION CENTER CHAPTER** (Fort Rucker, Ala.). Professional-Business Dinner Meeting. Installation of 1963-1964 Chapter Officers. Colonel George P. Seneff, Headquarters, 11th Air Assault Division, Guest Speaker. 5 April 1963.
- **ALAMO CHAPTER** (Fort Sam Houston, Tex.). Professional-Business Meeting. Mr. Charles M. Scott, Jr., Sperry Phoenix Company, Guest Speaker. Fort Sam Houston Officers' Open Mess. 25 April 1963.

- **WASHINGTON, D.C. CHAPTER.** The Second Annual Science Fair Awards Luncheon. Lt. General Dwight E. Beach, Chief of Research and Development, Department of the Army, Guest Speaker. Army-Navy Country Club, Arlington, Va. 1200 hours. 3 May 1963.

- **NATIONAL EXECUTIVE BOARD.** Quarterly Business Meeting. Chapter Presidents invited. Fort Eustis, Va. 10-12 May 1963. Rendezvous Point: Visitors' Bureau, Heileman Hall (Hqs).

- **WASHINGTON, D.C. CHAPTER.** The Second Annual AAAA Golf Tournament. Open to members and guests. Army-Navy Country Club, Arlington, Va. Stag Golf Tournament and 19th Hole Awards Banquet. 14 May 1963.

THE CLOSING DATE FOR THE RECEIPT OF MEETING NOTICES IS THE 15TH OF THE MONTH



**...all the
runway
it needs...**

The Ling-Temco-Vought XC-142 looks remarkably like an airplane. Its four turboprop engines will give it a speed of 365 kts at 25,000 ft, a cruise speed of 250 at sea level and a rate of climb from 5,500 to 7,200 fpm, depending on the mission. When it's acting like an airplane, the XC-142, developed jointly with Hiller and Ryan, will carry a 20,000-lb payload 400 miles using high-altitude, optimum-speed cruise on two engines.

Just one difference. The XC-142 is sitting on all the runway it needs. With its tilt wing raised, this new V/STOL transport will vertically lift 32 combat-ready troops — or four tons, set them down in an unprepared clearing 200 miles away, and be back for more in 106 minutes. Using its STOL capabilities, the XC-142 will operate off airstrips 300 miles apart, carrying payloads of seven tons. Ferry mission? 2,600 miles at 25,000 ft and 240 kts with a VTOL landing for a flourish. With two of the latest torpedoes aboard, the XC-142 will snoop around the target area for three hours of anti-submarine duty.

Because the XC-142 is an airplane with V/STOL capabilities, it will provide the kind of mobility, flexibility and reliability necessary for today's defense missions. Chance Vought Corp., Aeronautics and Missiles Division, Post Office Box 5907, Dallas, Texas, a division of Ling-Temco-Vought, Inc.

LTV LEADERSHIP THROUGH VERSATILITY

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WOC David L. Lawley
Lieutenant Allen T. Layla
Sp/6 Henry J. Lemke
Lieutenant Rodney D. Lester
CWO William E. Lewis, Jr.
Master Sergeant Carl L. Liley
Captain Richard A. Lochner
Lieutenant Gerald R. Long
Lieutenant Stephen M. Lowe
Major Robert J. MacLennan
Lieutenant William H. Maloney
Sp/5 Daniel H. May
Lieutenant H. A. Mayer, Jr.
Lt. Colonel Francis M. McCullar
Captain Ronald L. McCunn
Lieutenant Joseph K. McNutt
Captain Donald H. McTigue
Captain Roger F. Meissner
Major Elmer V. Merritt, Ret.
Lieutenant Victor E. Micol, Jr.
Captain Harvey F. Miller
Lieutenant Phillip H. Mitchell
Captain Bobby C. Moore
Lieutenant Donald E. Moore
Captain John D. Moorer, Jr.
Major Ray R. Moran
Lieutenant James G. Moreau
Lieutenant Donald W. Moss
WOC Merrick C. Murray
Lieutenant James A. Nelson
Lieutenant Thomas E. Nordyke
Lieutenant Bobby G. Norris
Captain John P. Obermire
Captain George L. O'Grady, Jr.
Captain Orlie C. Olson
Lieutenant William C. Osborn
Captain Roger B. Ouellette
Captain Clyde E. Oxford
Captain Charles E. Parker, Jr.
Lieutenant Neil B. Paxson

Lieutenant Marshall H. Perkins
Captain James W. Phillips, Jr.
Lieutenant Ronald J. Piche
Lieutenant James C. Pierce
Captain William N. Pittard
Lieutenant Robert J. Poshard
Lieutenant Harold E. Preusz
Lieutenant David E. Prewitt
Captain Raymond A. Proietti
Lieutenant Raymond J. Pukys
Captain James T. Radford
Captain Ben C. Reisman, Jr.
Lieutenant Blanchard E. Reel
Lieutenant George T. Rethmeyer
Lieutenant C. R. Reynolds
Captain Edwin C. Riley
Lieutenant Robert G. Ristau, Sr.
Captain Raymond J. Riticher
Lieutenant John D. Robinson
Captain Avery M. Rogers
Captain Carl L. Ross
Captain James O. Rymus
Colonel Jean P. Sams
Lieutenant Larry F. Sanders
Lieutenant Thomas W. Schmid
Lieutenant Erwin A. Schmidt
Lieutenant Paul R. Schultz
Lt. Colonel Peter S. Scoles
Lieutenant Robert M. Shabram
Captain William L. Shackelford
Lieutenant David L. Shay
Lieutenant Thomas H. Sherron
WOC Joseph W. Shimer
Lieutenant Allan R. Simpson
Lieutenant Donald R. Sinor
Mr. Edward E. Smith
Lt. Colonel Magnus L. Smith
Major Murry D. Smith
Lieutenant Paul M. Smith
Mr. Willard H. Smith

Lieutenant Graver E. Snipes
Lieutenant William E. Snyder
Lieutenant Myron F. Sothcott
Lieutenant Harold G. Sparks
Sp/4 Ben W. Springer
Lieutenant Norman L. Stanley
WOC Carl F. Steiner
Lt. Colonel John M. Stephens, Jr.
Captain Richard E. Stephenson
Captain Leo F. Suiter
Captain William F. Sullivan
Jack D. Sundquist
Lieutenant Benjamin D. Svoboda
Lieutenant Robert F. Sweeney
Lieutenant Homer G. Taggart
Major Victor C. Taylor
Lieutenant William D. Telfair
WO Homer L. Thomas, Jr.
M/Sgt Hubert L. Tompkins, Jr.
Lieutenant Richard A. Tower, Jr.
Lt. Colonel Delbert L. Townsend
Lieutenant Jimmy G. Tucker
Mr. F. W. Tuxill
Lieutenant John Urban
Captain Ralph A. Urbanus
WOC John D. Vance
Lieutenant Ronald L. Vaughn
Captain Ronald C. Vines
Lieutenant Larry C. Walker
Captain Bobby G. Walls
WOC James L. Wallace
Captain Ramon F. Warner
Lieutenant Thomas M. Watson
Sp/4 Albert P. Whaley, Jr.
WOC Roger M. Williamson
Sgt/5 James M. Wilson
Lieutenant William L. Wilson
Lieutenant Ronald L. Windham
Lieutenant Hewell T. Winn
Partial List (to be continued)

NEW CHAPTER OFFICERS

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VP, Army Affairs.....Major Willie F. Dixon
VP, Public Affairs.....Major Wallace H. Martin

■ FORT BENNING CHAPTER:

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Executive VP.....Major Paul B. Robinson
VP, Army Affairs.....Lt. Colonel Olva B. Butler
VP, Reserve Affairs.....Lieutenant Jack W. Crooks
VP, Industrial Affairs.....Captain Billie A. Davidson
VP, Public Aff.....Lieutenant Rayburn D. Huckabee

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Executive Vice Pres.....Major James Y. Sheppard
Secretary.....Captain James C. Mark
VP, ARNG Affairs.....Major Robert L. Michellon
VP, Reserve Affairs.....Major Richard L. Johnson

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VP, Army Affairs.....Major Murray D. Smith
VP, Reserve Aff.....Lt. Colonel Clarence H. Ellis, Jr.
VP, Industrial Aff.....Lt. Colonel Robert J. Dillard

■ FORT MONROE CHAPTER:

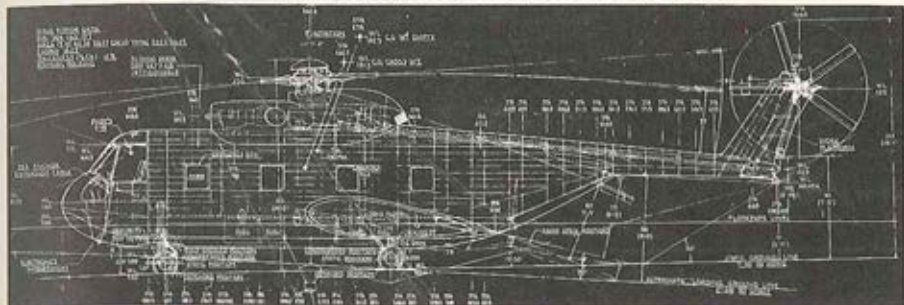
Exec Vice Pres.....Lt. Colonel J. Elmore Swenson
Secretary.....Lt. Colonel Robert G. Culbertson
Treasurer.....Lt. Colonel William C. Edler
VP, Army Affairs.....Major Ralph E. Hill
VP, Reserve Affairs.....Captain John W. McKinney
VP, Public Affairs.....Major James E. Martin

■ JIMMIE L. HILTON CHAPTER:

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Exec Vice Pres.....Lt. Colonel Charles T. Anders
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Take a world-record performer*



... add rear loading and increased capacity



... you've got Sikorsky's new S-61R

From its wide rear ramp to its big new cabin, Sikorsky's S-61R (military CH-3C) is designed to complete military missions with speed and efficiency.

The twin-turbine S-61R can fly 25 troops or 5,000 pounds of cargo 238 miles at 150 mph—or 2,400 pounds 810 miles. Operating costs will be the lowest in the medium transport class.

The rear cargo ramp and hydraulically operated winch permit swift handling of supplies and equipment. Ex-

ternal sling loading is also possible. The new fuselage design reduces drag and assures stability on water in winds to 46 mph.

A modification of the proven SH-3A ASW weapons system, the S-61R offers Sikorsky-designed automatic flight control, APU, 10-second blade inspection, blade folding, and consistently high mission availability. Deliveries to the Air Force will begin this year.

*Sikorsky's SH-3A currently holds 5 world speed records.

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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 rec-

ords show a ratio of three hours of flight to one hour of maintenance.

5. "Off the shelf" delivery—The Hughes 269A is now in full volume production. Hughes Tool Company/Aircraft Division facilities. A world-wide dealer network, 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 of Marketing, **Hughes Tool Company**, Aircraft Division, Culver City, California.