

JUNE-JULY, 1963

ARMY AVIATION



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PROGRESS



CHINOOK DROPS PARATROOPS AT FORT BRAGG

During the week of June 10, the U.S. Army's Aviation Electronics and Special Warfare Board at Ft. Bragg, North Carolina, conducted a series of tests using a CH-47A Chinook helicopter to drop paratroopers. A total of 500 jumps was made by paratroopers from the 18th Airborne Corps of STRAC.

The initial jumps were made by six fully equipped paratroopers. The number was then graduated upward to twenty-eight paratroopers, the normal troop capacity for the Chinook on a paratroop drop mission.

The drops were made at various speeds during the tests which are part of the Army's User Test Program.

SUMMARY

June, 1963



BOEING

VERTOL DIVISION

ARMY AVIATION

VOLUME 12
NUMBER 6
JUNE-JULY, 1963

ARTICLES

- GREAT PROGRESS IN THE PROGRAM
by Brig. Gen. John J. Tolson, III, Director of Army Aviation, OACSFOR.....7
- EXERCISE COULEE CREST
Report by the Army Aviation Division, Headquarters, USCONARC.....9
- DECORATIONS PRESENTED IN VIETNAM
by Lt. Colonel Kenneth D. Mertel, HHD, U.S. Army Support Group, Vietnam.....17
- GERMAN VJ-101 VTOL
by George Cole, Aerospace Flight Controls, Honeywell Aeronautical Division.....23
- SANDHOFEN
A Report on USAREUR's Major Aircraft Maintenance and Supply Center.....29
- U.S. ARMY COMBAT DEVELOPMENT COMMAND
Centerfold Photo Chart Depicting Command and Staff Structure.....32-33

DEPARTMENTS

- TAKEOFFS
This Month's Changes of Address and Residence.....37
- NEWS PHOTOS
Photographs of Army Aviation Activities, June-July, 1963.....28
- NECROLOGY
May-July, 1963 Obituaries.....47
- AAAA NEWS
Reports of National, Regional, and Chapter Activities within AAAA.....61
- AAAA SCHOLARSHIP ANNOUNCED
\$1,500.00 Scholarship for 1963-1964 Sponsored by the Ryan Aeronautical Company...58

ADVERTISERS

- | | |
|--|--|
| Allison Division, General Motors Corp.....35 | Hiller Aircraft Company.....5 |
| Beech Aircraft Corporation.....10-11 | Hughes Tool Co.-Aircraft Division.....64 |
| Bell Helicopter Company.....22 | Life Insurance Plan.....41 |
| Boeing Vertol Division.....2-3 | Ling-Temco-Vought, Inc.....36 |
| Chandler Evans Corporation.....51 | Lockheed Aircraft Corporation.....26-27 |
| Continental Aviation & Engrg. Corp.....63 | Lycoming Division.....Front Cover |
| De Havilland Aircraft of Canada, Ltd.....6 | Sikorsky Aircraft Division.....48 |
| General Electric Company.....56-57 | Solar Corporation.....60 |
| Grumman Aircraft Engrg. Corp.....14-15 | United Aircraft of Canada, Ltd.....20-21 |

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DOWNSVIEW

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Expressive hands, accentuated by long brass finger thimbles, spell out a colourful gesture of greeting and respect in Thailand's traditional language of the dance.



GEN. TOLSON CITES . . .

GREAT PROGRESS IN THE PROGRAM

IT is indeed an honor to have been selected to be the Director of Army Aviation. I know that in the two years that have intervened from my leaving the job as the Deputy Director of Army Aviation, great progress has been made in the program. Every individual who has been in the program during this time, whether he be a mechanic, an aviator in an active cockpit seat, an aviator involved in career development on a ground assignment or in a staff position can be justly proud of the contribution he has made to the tremendous progress the past two years.

I look forward to the future with a great deal of anticipation and know that, with the support of each of you, the Army aviation program will continue to develop. Even greater mobility will be provided the ground commander.

AWA MEETING

It is of interest to all of you that for the first time the Army actively participated with a panel of speakers at the annual Aviation/Space Writers Association meeting in Dallas, Texas during the period 21-24 May.

It was a significant opportunity for the Army to tell a very important, articulate group in this country what Army aviation is really doing for the Army. Not only were the presentations well received, but the news clips and films that were shown in connection with the meeting enabled the Army to present a very "telling" story on why the Army needs organic aviation.

SAFETY

Cloth panels used to mark helicopter landing sites are potentially dangerous to every helicopter operating within the site. They have caused major accidents and considerable grief, as any aviator who has had such an accident will testify. Even the most secure panels can be jarred loose by rotor downwash. The pilot who makes his approach to and lands on a panel display is asking for trouble.

CAREER DEVELOPMENT

AR 600-105 provides for the career development of all Army aviator personnel through a system of assignment to various categories of duty. One of the most important

of these is the Category III branch qualifying type of assignment. A recent change in policy, imposed for a temporary period, has limited the tour of duty while in a Category III status to one year. It is imperative, therefore, that each aviator concerned takes maximum advantage of this tour for the purpose of maintaining proficiency in his basic branch. It is highly desirable that command positions, appropriate to the aviator's grade, be actively sought and each Army aviator must make every effort to advance his professional qualifications in this respect.

It is realized, of course, that many assignments cannot be influenced by the individual's personal

desire; however, it is to be expected that the expressed interest and desire of the individual officer concerned will contribute materially in developing his own career. In this regard, Army aviators who have been unsuccessful in receiving appropriate branch assignments may write to the Executive for Army Aviation, OPD, OPO, Headquarters Department of the Army outlining any deficiencies which exist in their present branch qualification assignment.

AVIATION MOSSs

A survey of Form 66s at Department of the Army indicates that many aviator duty MOSSs do not correspond with the duty to which the aviator is actually assigned. This is having a very detrimental effect on computation of aviator requirements and is creating assignment problems. Although the reporting system is being overhauled for accuracy, the primary responsibility rests with the AVIATOR HIMSELF.

Each aviator should, upon reading this notice, review his Form 66 to insure that the form correctly reflects his current duty and duty MOS and that any change has been reported to Department of the Army by his unit personnel officer. It is important to remember that the Prefix 6 is essential in the designation of an aviation assignment in other than the standard aviation MOSSs.

Again, it is great to be back working with you, and I am looking forward to seeing many of you in the near future.

AAAA CONVENTION

The Fifth Annual Meeting of the Army Aviation Association (AAAA) will be held in conjunction with the Annual Meeting of AUSA during the week of 21 October in Washington, D.C. Each member is urged to make plans now where possible to attend not only the AAAA but the AUSA meeting during this period. Both conventions will be held at the Sheraton-Park Hotel and you are encouraged to make your personal quarters' accommodations at the earliest date possible. Further details of the AAAA Meeting will be provided by the Association through this medium.

J.J.T.

EXERCISE COULEE CREST



COL. ROBERT R. COREY
Aviation Officer

ASIDE from the importance of this maneuver as a troop exercise, all aviators should be aware that two side tests conducted simultaneously during this exercise are of vital importance to Army aviation.

The first of these tests, "Air Traffic Control in the Combat Zone," is an effort to determine the best system of air traffic control for the battlefield. The system being tested was prepared by STRICOM and involves the use of both Army and Air Force control agencies. The primary Army objective is to retain the flexibility of utilization of aircraft in the forward areas. Basic to this objective is freedom to operate below a fixed ceiling (in COULEE CREST 4,500') without clearance from higher headquarters.

The AATRI test is being evaluated by a 9 man team (3 USAF, 3 STRICOM, and 3 Army); the Army evaluators were Lt. Col. Morris Rawlings, CDC agency, Ft. Rucker; Maj. Dale Weese, Ft. Ord, and Maj. Robert A. Lee, Ft. Hood.

The Army units engaged in the AATRI test include 6th AOD, Ft. Bragg, with Capt. Vincents and Manley; the 58th AOD, Ft. Hood, under command of Capt. E.D. Bonofisio, and 52nd AOD Ft. Ord under command of Maj. Cockle and Capt. MacIvor.

EVALUATION TEST

The second test - TARABS (Tactical Air Reconnaissance and Aerial Battlefield Surveillance) - is an evaluation of a STRICOM proposal that all aerial reconnaissance and surveillance means be controlled by a Joint Aerial Reconnaissance Center (JARC) at Joint Headquarters level. This would require all Army elements (divisions) to report all their reconnaissance and surveillance aircraft to the JARC and request their missions through the JARC. The general impression is that the procedures are too complicated and time consuming for use by divisions or lower echelons. Chief Evaluator for the TARABS Study

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- ☐ AS COMMAND LIAISON TRANSPORT, THE U-8F HAS SEPARATE PILOT COMPARTMENT AND "CONFERENCE ROOM" PASSENGER CABIN.
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is Col. Jack Smith from STRICOM.

Lieutenant Colonel W.C. Hash, 4th Division Aviation Officer, and his two assistants, Majors Anderson and Brandenburg, were working with the Blue Task Force in COULEE CREST. In order to fly all aircraft the 4th was augmented with 10 aviators from Fourth U.S. Army and 15 Reserve and National Guard aviators on 30 days active duty.

The 4th Aviation Company, under command of Capt. R.E. Newton, operated from the Ellensburg, Washington Airport during the first half of the exercise. Capt. Bell, Operations Officer of the Company, was keeping 24 hour radio relay and also 24 hours target acquisition aircraft throughout the maneuver. The airmobile operations van of the 4th is well arranged.

Captain Satterday, Surveillance Platoon Commander, conducted a series of night photo flash missions using both O-1A and OV-1 with the new illuminating cartridge. Some excellent SLAR imagery was produced using the RU-8D and APS-86. Drones were also brought into play but with sporadic results.

CIVILIAN SUPPORT

The Road Aviation Battalion of the Fifth Division under command of Lt. Col. R.V. Reitan constituted the principal Red aviation element. Approximately 42 division aircraft were flown to the maneuver area from Ft. Carson, Colorado. Maj. Lemon, CO of the G/S Co. of the Battalion, directed the major effort in the area. Capt. Rafferty, Commanding Officer, Troop D, 4th Sq/12th Cav (Air), provided recon-

naissance for the armored elements and the entire division.

Base operations of the battalion were located at Richland AEC Airfield under supervision of Majors Cameron and Miller. Planning and operations were in the capable hands of the Bn S-3, Maj. Case. Lt. Col. Reitan is represented at Division Headquarters by Capt. J.D. Rolinger, the ADAO.

Aircraft maintenance support for COULEE CREST is unique. It is provided by a mobile civilian team from the Post Shop at Ft. Lewis. Capt. Smith, the Ft. Lewis Post A/C Maintenance Officer, obtained a series of vans into which he places all needed tools and equipment.

COMPOSITE DETACHMENT

In order to provide administrative support for the maneuver director-controller headquarters during exercise COULEE CREST at Yakima, Washington, a composite Army aviation detachment was created under command of Capt. D.J. Licha of the 1st Division, approximately 39 aircraft were assembled for various CONUS services.

Captain Barrett received more than 40 operations officers for nine posts in CONUS to fly every type of mission in support of the headquarters. Capt. Humphries, Ft. Polk, Louisiana, was appointed maintenance officer and was responsible for maintaining this heterogeneous group of eight different types of aircraft.

The detachment operated from the Yakima Firing Center strip on a 24 hour basis. It is interesting to

note that in this joint exercise all administrative aircraft were Army, except a U-3 and two other transport types provided by the Air Force.

OUTSTANDING DISPLAY

The 1st Division Aviation Company under command of Maj. D.M. Dial presented an outstanding static display and fly-over for the recent Conference of Civilian Aides to the Secretary of the Army held at Ft. Riley, Kansas on 9-10 May 1963. The static display was capably described by Capt. R.A. Brown, Operations Officer.

Later in the day, CH-37's of the 54th Aviation Company supported the 1st Aviation Company, in an extremely realistic infantry attack problem. Maj. Jack L. Oliver, Division Aviation Officer, claims a new record for TDY - 24 of his aviators are scattered throughout the country and overseas on temporary assignments.

Colonel Robert R. Corey, Aviation Officer, USCONARC, was a guest speaker at the Conference. He presented a brief talk on the Howze Board Concepts and the status of the 11th Air Assault Division, Ft. Benning, Georgia. He particularly stressed the build-up in Phase I and the importance of the first test obstacle the Division must handle, the unilateral testing scheduled to take place during October 1963.

FLYING HOUR CONFERENCE

One of the many activities plaguing Army aviation today is the Flying Hour Program. Problems in procedures, requirements, funding and allocations are but just a few of the

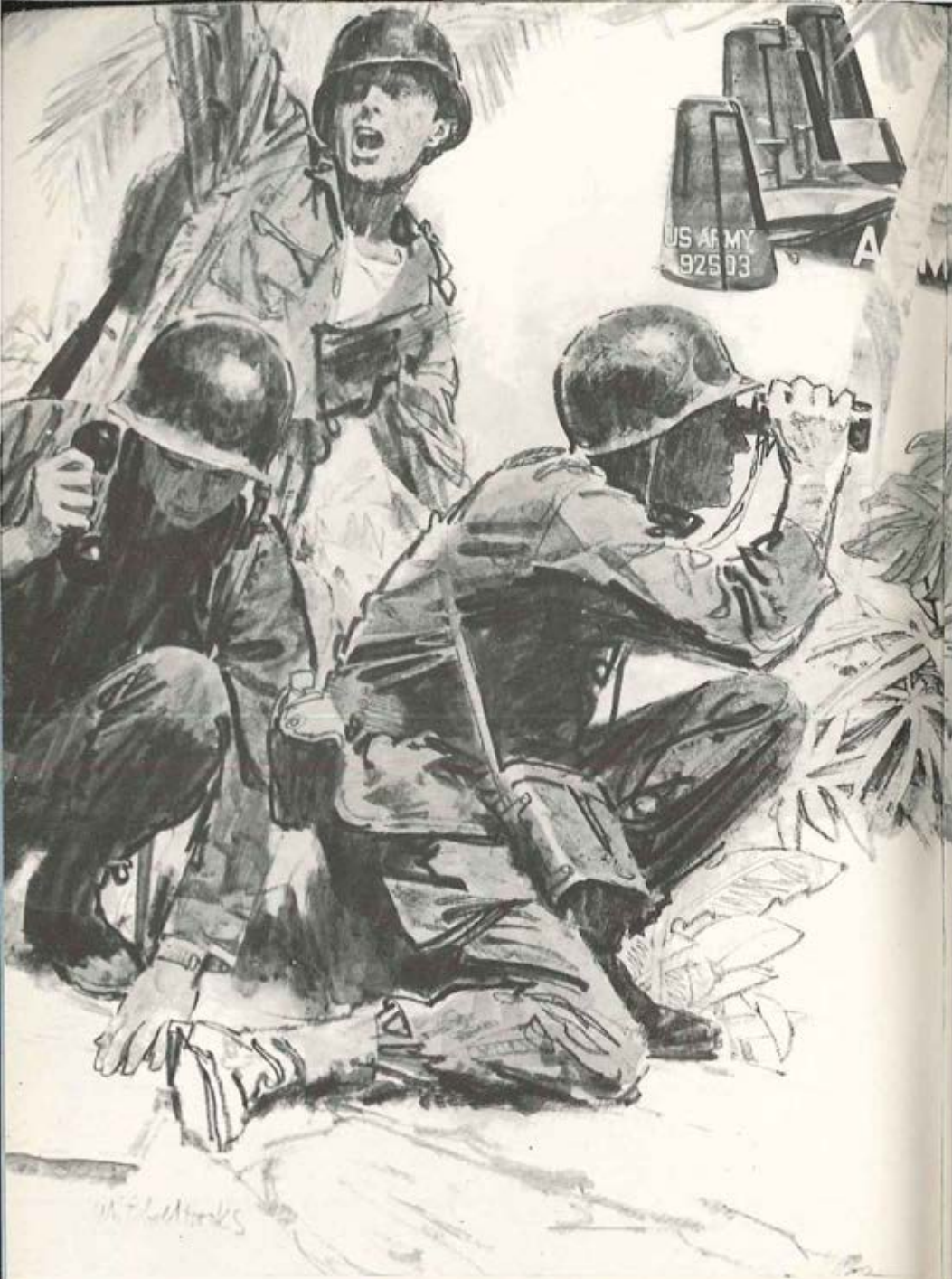
varied difficulties being experienced throughout CONUS.

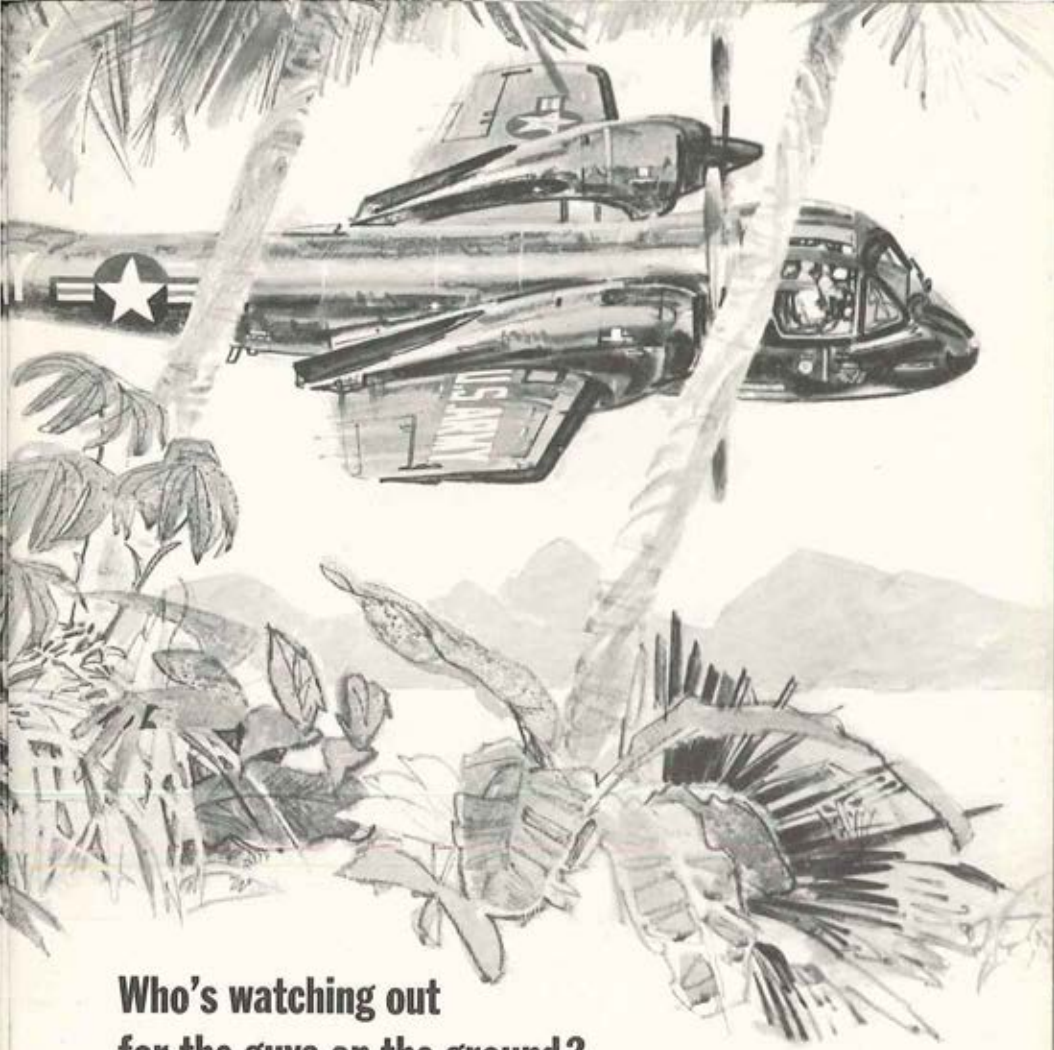
In hopes of rectifying the situation, an Army Aviation Flying Hour Conference was held at Headquarters, USCONARC, on 27 May 1963. The primary objectives were to establish a coordinated format on the preparation and presentation of FY 64 Flying Hour Data in accordance with AR 1-11-4. Also discussed were new concepts directed primarily toward the needs of an improved method in programming and long range forecasting of Army aircraft operating and maintenance costs.

PROBLEMS DISCUSSED

The conference was opened by Col. Robert R. Corey, Aviation Officer, USCONARC. Mr. Roy Stutts, USCONARC, presented an analysis of the FY 63 Flying Hour Program. Lt. Col. Charles E. Haydock, DCS-OPS, D/A, presented a review of the reporting procedures for the FY 64 Flying Hour Program and also outlined the need for new concepts in the flying hour program. Following a lunch at the Chamberlin Hotel at Old Point Comfort, discussions were held in the afternoon. The conference closed with a summary by Col. J. Elmore Swenson, Deputy Aviation Officer, USCONARC.

Major problems brought forth at the conference related to reporting data in the 2060 and 9040 program fields as reflected in AR 1-11-4. As a result of pro and con discussions, it was determined that additional cost codes would be required in the AR 1-11-4 to allow





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for any additional new types of aircraft which may come into the Army system like the flying crane.

A code would also be required to reflect costs for POL issued, but not consumed in order that pure POL and maintenance costs per aircraft could be obtained. D/A is to take the necessary action to modify these procedures in order to alleviate the current difficulties.

Conferees in attendance beside those mentioned above were:

Mr. F.X. Donaldson and Mr. J. Stanges, D/A; Mr. A.L. Sacca, First Army; Capt. J.A. Jones and Mr. C. L. Butts, Second Army; Mrs. R.C. Davis, Third Army; Maj. E.B. Junge and Mr. G.L. Moore, Fourth Army; Capt. T.R. Meadows, Fifth Army; Capt. W. Read, Sixth Army; Maj. W. G. Rutherford and Maj. W.J. Chamberlain, MDW; and Capt. R.W. Reid and M/Sgt. C. Simpson, SWC.

PERSONNEL CHANGES

Recent major personnel changes in Hq USCONARC have occurred which will be of interest to Aviation Officers, world-wide. The big one is the promotion of the Chief, Aviation Division to Brigadier General. General Norton, who has served as Aviation Officer, USCONARC for the past three years, departed for Ft. Benning, Georgia, where he will assume duties as Assistant Commandant, The Infantry School.

Everyone is familiar with the outstanding aviation work accomplished by General Norton, not only as the USCONARC Aviation Officer, but for his exemplary performance on the Howze Board. We wish him continued success at the Infantry School.

Also departing the Aviation Division, USCONARC, is Lt. Col. Arington C. Thompson, who assumes command duty in pleasant Hawaii. Tommy has done a tremendous job at USCONARC for the past three years and we wish him a fair Aloha with lots of success in his forthcoming assignment.

And finally, a salute to the staunch old pioneer aviator, who although not an immediate member of the USCONARC aviation family, has certainly been a close working party. Col. John O. Oswalt, Aviation Officer, Third Army, retires in June.

PIONEER ARMY AVIATOR

A graduate of P-2 Flight Class, 2 October 42, Johnny has been instrumental in pioneering a lot of "Firsts" in Army Aviation. He was one of the first ten Army aviators in combat, landing in North Africa on D+5 at Casablanca. He served as the Squadron 2 Commander at Bel-abbes, Africa. Later, he became the Aviation Officer of 1st Armored Division and served with that division through the African and the Italian campaigns.

INDUSTRY'S GAIN

Johnny later served in many key aviation assignments primarily in the area of R&D. He was the project officer who fought for and finally procured the first U-6 and U-8 aircraft. All aviators are familiar with the tremendous impact these aircraft have had on Army aviation. We all wish Johnny a fruitful second career with the Bell Helicopter Corporation and many pleasant retirement years thereafter.



AA UNITS CITED IN VIETNAM

BY LIEUTENANT COLONEL KENNETH D. MERTEL

PERSONNEL OF THE 8TH AND 33RD LIGHT HELICOPTER COMPANIES ARE AMONG MANY TO RECEIVE AWARDS

■ A NUMBER of decoration ceremonies have recently taken place in the Republic of Vietnam. The largest one conducted to date was held at the 8th Light Helicopter Company on 16 April 1963. A total of 42 individuals - officers, warrant officers, and enlisted men received Air Medals. In addition, three Purple Hearts were awarded. Maj. Richard D. Kisling, previous commander of the 8th Light Helicopter Company, received both the Air Medal and the Purple Heart. Brig. Gen. J. W. Stilwell, Commanding General, U.S. Army Support Group, Vietnam, presented the awards.

In a decoration ceremony at the 33rd Light Helicopter Company on 11 April 1963, Lt. Col. Robert Hoffman, Commanding Officer, 45th Transportation Battalion, presented the Air Medal to Major Joseph E. Henderson, Commanding Officer of the 33rd Light Helicopter Company and 11 other officers, warrant officers, and enlisted men. In addition, one Purple Heart was awarded. These were the first Air Medals to be awarded to members of the 33rd for successive combat support actions (25 missions).

The first Air Medals to be awarded to members of the UTT Company for

successive combat support actions were presented on 12 April 1963 by Brig. Gen. J.W. Stilwell. A total of 15 officers, warrant officers, and enlisted men received the award.

WELCOME ADDITIONS

The first of the new separate aviation battalions is now on duty in Vietnam. This Headquarters and Headquarters Company of the 52nd Aviation Battalion is organized under TOE 1-76-E (ROAD Aviation Battalion). This recently-arrived battalion headquarters is commanded by Lt. Col. William C. Sibert; Executive Officer is Maj. Victor C. Taylor; and S3 is Maj. Roy L. Miller. The unit is well organized and established, and is performing its mission in an excellent manner. The S2 and S3 have one of the finest Operations-War Rooms observed at the unit level. The unit is located in the northern portion of the Republic of Vietnam; so if assigned there, bring your field jacket.

Another addition to the Army Aviation Team in the Republic of Vietnam is the 70th Field Maintenance Detachment, attached to the 1st Aviation Company to provide Caribou field maintenance support. This unit is commanded by Capt. George A. Brown. Welcome aboard!

The 330th Heavy Maintenance and Supply Company is another recent arrival. This unit, commanded by Capt. Eugene M. Diamond, is expected to accomplish a great deal to improve our aviation maintenance and supply capability. Another most welcome addition to our forces in Vietnam.

A new commander of the 8th Light Helicopter Company assumed command on 20 April 1963. Maj. Richard D. Kisling, the departing commander, has completed his tour with the 8th. He has performed an outstanding job and leaves behind him a unit of excellent reputation. We all wish him the best of luck in his new assignment as Executive Officer of the 45th Transportation Battalion.

Major William S. Aiton, the new commander, is a recent arrival in the Republic of Vietnam from the 52nd Aviation Battalion. I am certain he will continue to provide the same guidance and direction to enable the 8th to continue to do its usual outstanding job.

"HELI-MEDICS"

A small but most important unit, the 57th Medical Helicopter Ambulance Detachment, is doing a yeoman-type service here in the Republic of Vietnam. Their mission is the evacuation of battle casualties, injured, and sick, both U.S. and Vietnamese military.

This outstanding unit, commanded by Maj. Lloyd E. Spencer, consists of 5 UH-1B helicopters, and a minimum number of aviators, crew chiefs, mechanics and airmen. These "heli-medics" operate on call day or night under any conditions of weather or terrain.

They have some rather harrowing stories to relate, such as landing in a confined area in pitch darkness, two-hundred feet trees all around - the landing zone marked only by a bon-fire, no air-ground communications, landing with the aid of the

search light, looking for obstacles - hoping this is the correct location - hoping that the lurking figures in the shadows are not Viet Cong.

Since the new Iroquois B-models have been received, more evacuation missions have been flown in the first 60 days than those flown previously since the arrival of the unit in the Republic of Vietnam. Recommendations for the Distinguished Flying Cross are currently being processed for one heli-medic crew that rescued the crew members of a downed transport helicopter while under enemy fire.

An important part of the heli-medic crew is the crew chief and the aid man who fly with each helicopter. They make an excellent team, with each cross-trained to perform the other man's duties if necessary.

Congratulations to you, Maj. Spencer, and to your officers and men for an outstanding unit and a superior performance of mission.

57TH ACHIEVES "FIRST"

The first H-21 helicopter company to complete 10,000 flying hours in the Republic of Vietnam is the 57th Light Helicopter Company. The 57th, commanded by Maj. Darwin D. Beauchamp, achieved this mark on 1 April 1963. Represented are many hours of effort on the part of maintenance men, crew-chiefs, gunners, and aviators. Another example of the amount of flying accomplished in this unit - 400 hours in a ten-day period - during the month of April. Congratulations, Maj. Beauchamp, to you and your men for a job well done. Keep up the good work!

STILL TWELVE!

■ While this issue is labelled June-July, 1963, it is not a combined issue. The next issue will be labelled July-August.

"FLYING GENERAL"

The United States Army has a true "Flying General" in the Republic of Vietnam. Since this anonymous general's command primarily contains Army aviation units, he decided that he should be qualified as an Army Aviator. With a background as a Master Parachutist, Sky Diver, and an amateur class Scuba Diver, flying did not seem unnatural. So, with a "Bird Dog" and an Instructor Pilot in the rear seat, he began his flying career.

At first, he was a bit rough on landings, and like all of us, logged 2 to 3 landings each time down. One tower reported him down - "at 46, 47, and 48." Now, after a number of hours, he is most professional.

A familiar sight throughout this country is the "Bird Dog" landing and taxiing up in front of Operations with the "Flying General" in the front seat. Anytime you fly with him, you'd better be on your toes for he'll ask some "shop" questions - the answers long forgotten, which can be quite embarrassing, coming from this tyro-aviator.

The General's ambition is to put "Tuffy" the Bengal Tiger from the 93rd Light Helicopter Company in the rear seat of the Bird Dog and fly in to visit some unit. To many, this will not come as a surprise, if and when it happens.

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offers more developmental and in-flight hours than
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ENGINE RUNNING HOURS

12000

10000

8000

6000

4000

2000

0



PIASECKI 16H



FLYING TEST BED
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1960

1961

23,000 HOURS IN 1965



KAMAN HUSKIE III



LOCKHEED XH-51A



EXECUTIVE TWIN TURBOPROP



DE HAVILLAND DHC-3 TWIN "OTTER"



HILLER TEN99

1962

1963

1964

1965

YEARS

UH-1D



..GOES OPERATIONAL

The first production line UH-1D Iroquois are now being delivered to the U. S. Army, *on schedule*. This new helicopter is an organic part of the air mobility concept. With this ship, the tactical integrity of the squad is retained with 12 fully-equipped men, plus pilot, dispatched as a unit. Externally the UH-1D is similar to the UH-1B...compact, low silhouette...air transportable...easy to maintain. The fuel tanks have been relocated and the cabin rearranged to gain the 50% passenger increase and the 57% increase in internal cargo space (220 cubic feet) over the UH-1B. The UH-1B's dynamic components are retained assuring the same proven, dependable Iroquois performance. UH-1B weapons kits are interchangeable. ■ This Iroquois can be converted from a personnel carrier...to an armed

assault ship...to an aeromedical ambulance...as fast as the situation demands. It gives field commanders another dimension...*surprise by air*...in the tactical deployment of their units.

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VJ-101 VTOL



**BY GEORGE COLE
PROJECT ENGINEER, AEROSPACE FLIGHT CONTROLS
HONEYWELL AERONAUTICAL DIVISION**

THE capabilities of jet airplanes have been combined with those of helicopters to produce new aircraft that can lift off the ground vertically and, after transition, are capable of flying at supersonic speeds. An aircraft with these capabilities is the German-build VJ-101 - X-1 VTOL, which has been demonstrated to the public near Munich, West Germany.

The aircraft, developed by the West German EWR-Sud, has a complement of six Rolls-Royce RB-145 Turbojet engines; two vertical engines located in the forward fuselage; and two located at each wing tip. The wing tip engines can be rotated (tilted) 90 degrees between vertical and horizontal positions.

Vertical take-off is made with the wing engines vertical. After lift-off the wing engines are slowly tilted toward the horizontal while

the fuselage engines slowly decrease in thrust. When airspeed is sufficient for flight as an airplane, the wing engines are in the horizontal position and the fuselage engines are shut off. VTOL landings are achieved by reversing the above procedure.

The aircraft stabilization task is given to an autopilot in order to enable the pilot to concentrate more on his mission and less on actually controlling the aircraft. The autopilot was designed and built by the Honeywell Aeronautical Division.

Aircraft control during the hovering and slow-speed portions of flight must be done by means other than conventional aerodynamic surfaces because these surfaces are not effective at these speeds. The X-1 control system obtains controlling moments in pitch and roll during hover and transition by

moving the fuel control linkages so as to alter the thrust between pairs of engines.

For example, pitch control during hover is obtained by controlling differential thrust between the wing and fuselage engines and roll control is obtained by controlling differential thrust between the right and left wing engines. During hover the yaw controlling moments are obtained by tilting the right wing engines in an opposite direction from the left wing engines. Stiff mechanical linkage between the control elements (conventional control stick and rudder pedal), fuel control units, and engine tilt mechanism is maintained during engine tilt for safety reasons.

TRANSITION EXPLAINED

The pilot's conventional control stick is mechanically connected to the fuel control linkages and the rudder pedal is connected to the engine tilting mechanism so as to produce the control moments described above. As the transition progresses and the wing engines tilt toward the horizontal, the control system becomes coupled between roll and yaw. This type of coupling complicates the control problem and requires that the control linkages change gearing ratios as a function of the engine tilt angle.

The Honeywell X-1 automatic flight control system introduces three hydraulic servos in series with the roll stick linkage, pitch stick linkage, and rudder pedal linkage. The servo outputs are positioned by signals from the attitude gyros, rate gyros, and control stick

transducers, and a rudder pedal transducer to provide the desired autopilot performance. The hover autopilot provides attitude control in pitch and roll and rate control in yaw during the hover mode.

ENGINE FAILURE "SAFETY"

As the transition progresses, the attitude control in pitch and roll is gradually changed into rate control. As the transition is completed, the hover autopilot is switched to a stand-by condition. The aircraft is now in flight as a conventional aircraft and a three-axis damper system is used for stability augmentation during the forward flight regime of the flight.

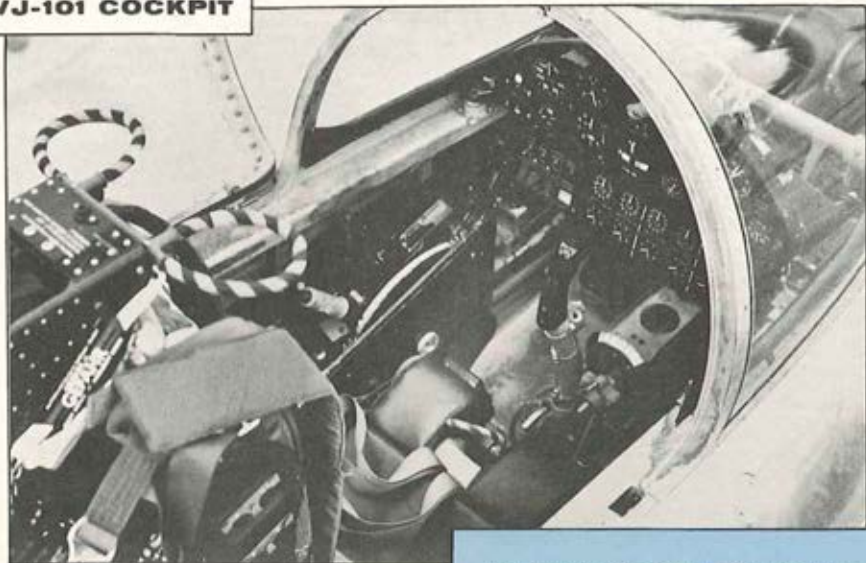
A significant safety aspect of the system is that the autopilot has sufficient authority to keep the aircraft level in the event an engine failure occurs during hover. This feature allows the hover autopilot to function as an engine failure protection system when the aircraft is in forward flight.

HIGH RELIABILITY NEED

During forward flight the hover autopilot is switched to a stand-by condition; but in the event that an engine failure should occur during forward flight, the autopilot would be automatically engaged and would reduce the thrust of the engines on the wing opposite the failed engine so as to limit the sideslip and the stresses on the aircraft.

Because of the high reliability requirement which is typical for V/STOL systems, Honeywell has used a dual and triple redundant

VJ-101 COCKPIT



configuration throughout the autopilot sensors and electronics.

The feasibility of controlling aircraft attitudes by changing engine thrust was carefully investigated by EWR before it was used on the X-1 airplane. This investigation was conducted in two phases.

Phase I consisted of a single-axis seesaw arrangement with a jet engine mounted at one end and a counterbalance at the other. This arrangement was used to simulate either the pitch axis (pilot faces perpendicular to the seesaw axis) or a roll axis (pilot parallel to the seesaw axis). The Phase I system was successfully operated in 1960 and demonstrated that control of a single axis by using changes in jet engine thrust was feasible.

The Phase II system is known as the "Flying Bedstead" and consists of three vertical jet engines mounted at the corners of a triangular struc-

The cockpit of West Germany's VJ-101 VTOL is conventional in appearance. Skilled observers will readily detect the additional VTOL appurtenances.

ture. This system has four degrees of freedom (pitch, yaw, roll and altitude) and represents a big step from the Phase I system. The Phase II system was successfully "flown" in free flight (with the aid of a Honeywell autopilot) in 1961 and demonstrated that hovering flight can be controlled by changes in jet engine thrust.

The design of the X-1 system was based on the experience obtained in the Phase I and II systems. First free flight of the X-1 airplane was accomplished in April, 1963. Both the aircraft and the autopilot have performed as predicted and to the entire satisfaction of the aircraft manufacturer.



How much will one USAF StarLifter lift?

154 troops or 127 paratroopers.

This is a typical example of how the new C-141 StarLifter will give MATS the airlift power to increase the Army's air mobility.

The StarLifter will also carry many combinations of men and machines, including outsize vehicles that could never be airlifted by jet before.

The C-141's truck-bed height or drive-on ramp rear-loading design permits immediate access to



the 7,000 cubic foot clear cube cargo area. For palletized cargo, the C-141 will use the new 463 L mechanized loading system. In a matter of minutes, the big turbofan airlifter can be loaded and be on its way to a destination anywhere on earth.

Progress report: The first C-141 StarLifter will fly this December.

Lockheed C-141 StarLifter

LOCKHEED-GEORGIA COMPANY

Marietta, Georgia — a division of Lockheed Aircraft Corporation



ARMY AVIATION

JUNE-JULY PHOTOS

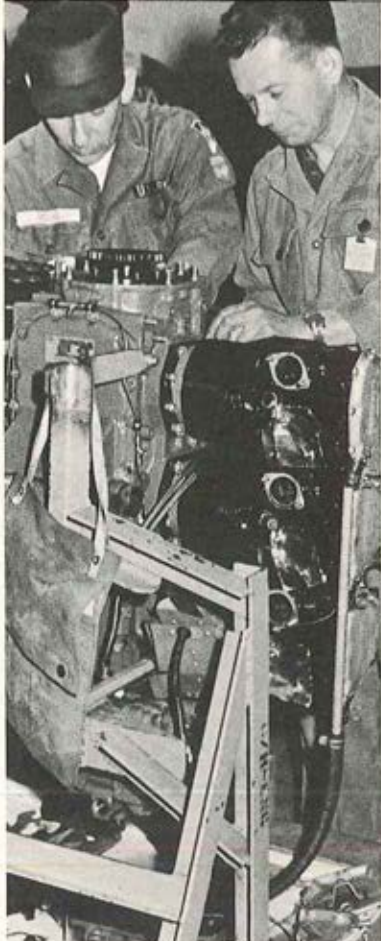


■ Commemorating the 21st Anniversary of AA, Fort Wolters Commandant Col. Jack K. Norris uses a tail rotor blade to cut the party cake. ■ Below: Ryan's new flying truck, the "Fleap," recently turned over to USATRECOM.



■ Discussing Fort Sill's newly activated 1st Aerial Artillery Battery (Provisional) with Colonel Raymond E. Johnson (far right) of Fort Rucker, are (left to right) Lt. Colonel C.P. "Tim" Damon, Major Thomas R. Smith, the unit's new commander, and Major James H. Merryman. The Fort Sill aviators were recent visitors at Fort Rucker, Ala. ■ BELOW: Great Neck, L.I.? Catalina? Nope! This rather posh airport is located at Tahiti. Sort of dispels the grass skirts, "The place is all bush" theory. (Shell Oil photo)





ON the outskirts of Mannheim, Germany, near the town of Sandhofen in the picturesque Rhine River Valley of Central Europe, a busy Army airfield houses the central facilities of the largest Army aircraft maintenance organization in USAREUR.

All operational types of Army aircraft from units in Germany, France, Italy, and the Military Advisory Assistance Groups in Greece, Turkey, Iran, Pakistan, India, Ethiopia, and the Congo come to Coleman Army Airfield, home of the U.S. Army Aviation Maintenance Center (USAAMAC), for depot level maintenance and repair.

At its establishment on July 1, 1955 the U.S. Army Aircraft Supply Center, as it was then designated, was a direct support unit providing 3rd echelon maintenance and supplying parts to units in the field. In the almost eight years since it has grown into an organization generally capable of supporting all Army aircraft throughout half the free world.

All functions from spot-painting aircraft to modifying existing engine designs are performed in the maintenance hangers at Coleman and at

SANDHOFEN!



the U.S. Army Aviation Maintenance Activity (USAAMA) at Brienne-le-Chateau, France - a similar unit which is a subordinate part of USA-AMAC.

Men working in the Maintenance Division's hangars and shops are specialists in their field with months of special schooling and years of experience behind them. Working hand-in-hand with these men are equally skilled Local National employees of the center.

In the Allied Trades Shops, various departments contribute their specialized services to the completion of the center's mission. The machine shop manufactures special tools and hard-to-procure aircraft parts. In another section major components such as gearboxes and rotorheads are overhauled and repaired.

Updating modifications on older model engines are made in the engine shop while another section overhauls and repairs entire instrument panels from all types of aircraft. Adding their skilled services to the many others of the division are the sheet metal, electrical, flaw detection, propeller, and electroplating shops.

IROAN PROGRAM

The IROAN (Inspect and Repair Only As Necessary) Program is a major part of the center's activities. Two types of aircraft, the OH-13 helicopter and O-1 (formerly L-19) fixed wing, are currently IROAN'd at the center, while the Brienne Activity processes U-1A fixed wing aircraft through its facilities.

The aircraft are processed into the center on the basis of their individual condition. They are then



■ Colonel Warren R. Williams, Jr., left, the Assistant Commandant of the U.S. Army Aviation School for the past two years, has been named Aviation Officer at Headquarters, Sixth U.S. Army, Presidio of San Francisco, Calif. Colonel Williams will report to his new assignment in July.

Colonel Robert F. Cassidy, right, is expected to assume the office of the Assistant Commandant of the Army Aviation School upon his forthcoming graduation from the Naval War College at Newport, Rhode Island. Colonel Cassidy is the second Army Aviator to complete student training at the Naval War College.

Both officers are Master Army Aviators and have served extensively in command and staff assignments within Army aviation.

The roll-out of the first Sikorsky S-61R (Air Force CH-3C) helicopter, shown below, took place at the Sikorsky Aircraft plant at Stratford, Conn., on June 6, three weeks ahead of schedule. The USAF has ordered 22 of the twin-turbine copters for use in its long range rotary wing support system.





■ Colonel Jules E. Gonseth, Jr., left, Chief of Staff at Fort Monmouth, N.J., is expected to assume the duties of Commandant of the U.S. Army Primary Helicopter School at Fort Wolters, Tex., later this year. During his long career in Army aviation, Colonel Gonseth has served as Commandant of the initial Primary Fixed Wing School at Camp Gary, Tex., and later as Assistant Commandant of the U.S. Army Aviation School, Ft. Rucker.

Colonel L.W. Leeney, right, Chief of the Air Mobility Division, Office of the Chief of Research & Development, has received a new assignment with Headquarters, U.S. Army Materiel Command. An Army aviation veteran, Col. Leeney served as Commander of the Lawson Army Aviation Command at Fort Benning, Ga., prior to his assignment in OCRD.

Cessna Aircraft Company will modify two T-37 jet trainer aircraft into a YAT-37D configuration for special combat missions which will look similar to the model pictured below. The two aircraft will be delivered to the USAF for evaluation as a low cost aircraft which may be used in combating guerrilla-type warfare.



thoroughly inspected and all necessary 5th echelon maintenance performed on them. When the aircraft has been reassembled and given a new coat of paint, it is test flown before being returned to its unit.

Other types of aircraft such as the U-8 (formerly L-23) fixed wing and the CH-34 helicopter are IROAN's by capable Western European manufacturers contracted with by the center. Experienced center personnel are stationed at these sites in Switzerland, France, Spain, Belgium, Holland, and Germany in an advisory capacity.

MAJOR MISSION: SUPPLY

Another major mission of the center rests with the Supply Division. Supply is not usually thought of as an exciting occupation but for the men of USAAMAC it is at least never dull. Over 13,000 different items are stored in the warehouse for issue to the center and to the contract sites. Everything from aircraft engines and rotor blades to tiny packets of nuts and bolts are handled by these men daily.

ECP (European Command Property) 1128, comprising half of Supply, requisitions and issues all parts and equipment for the center and for the Brienne Activity. ECP 853 receives and stores parts from TSCA (Transportation Supply Control Agency) and issues them to units throughout Europe.

Aircraft down for unscheduled maintenance often need only parts to put them back into service again. This makes the rapid and efficient supply of these parts imperative for the successful completion of the center's mission.



Colonel
Rowan P. Alexander
Chief, Air Support
Branch
Joint Operations
Division
Concepts and Doctrine
Development
Directorate

U.S. A COMBAT DEV COMM

HEADQU

CONCEPTS AND DOCTRINE DE



Lieutenant Colonel
John B. Stockton
Combat Development
Staff Officer
Air Support Branch
Joint Operations
Division



Lieutenant Colonel
Mose E. Lewis, III
Combat Development
Staff Officer
Air Support Branch
Joint Operations
Division

MATERIEL REQUIREM



Major
William J. Worth
Combat Development
Staff Officer
Mobility Branch,
Mobility Division



Major
Earl B. Montgomery
Combat Development
Staff Officer
Mobility Branch,
Mobility Division

SPECIAL DOCTRINE - EQUIPMENT GR



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James E. Gray
Operations Staff Officer
Doctrine & Organization
Division



Major
Howard B. Blanchard
Orgn. and Equipment
Plans Officer
Materiel Division

ARMY DEVELOPMENTS MAND



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Jesse G. Ugalde
Commanding Officer
USACDC Aviation
Agency

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Captain
Jowarren B. Shively
Combat Development
Staff Officer
Joint Operations
Division



Major
Walter E. Banker
Combat Development
Staff Officer
Supply and Maintenance
Branch
Combat Service Support
Division

MENTS DIRECTORATE



Major
Joseph F. Cobb
Combat Development
Staff Officer
Mobility Branch,
Mobility Division



Major
Joseph P. Smith
Combat Development
Staff Officer
Avionics & Surveillance
Branch
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Roy E. Creek
Deputy Commanding
Officer (Tactics)



Lieutenant Colonel
Morris G. Rawlings
Deputy Commanding
Officer (Logistics)

AVIATION TEST BOARD MARKS ORGANIZATION



■ Members of the Army Aviation Test Board assembled for their first Organization Day ceremonies on 6 June at Cairns Army Airfield, Fort Rucker, Ala. In the unit photograph, personnel are grouped according to their assignments, with the Board President, Colonel A.J. Rankin, standing in front of the group at the right center. The Test Board is composed of the former Aviation Board, the Transportation Test and Support Activity, and the Signal Aircraft Test and Support Activity. The mission of the Test Board is to plan and conduct service and maintenance tests of aircraft and allied equipment to include logistical tests, check and confirmatory tests, and evaluation for the purpose of recommending type classification of equipment.

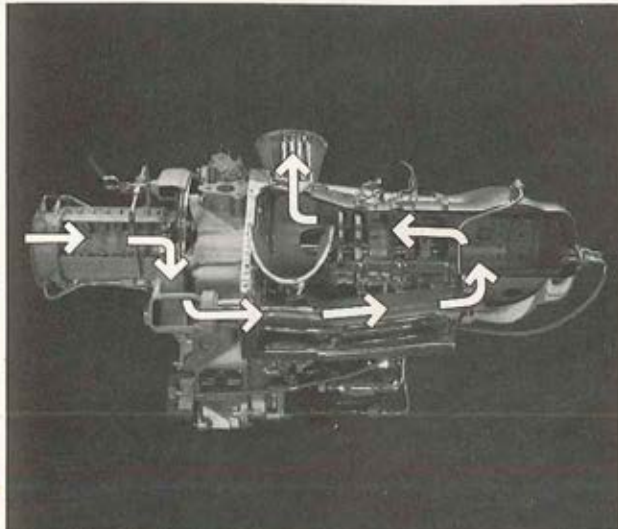
Working with the Supply Division, though not a part of it, is the Movement Control Section. This section handles all incoming and outgoing shipments of parts and equipment for the center. Often entire aircraft are shipped, sometimes as far as the United States.

Another duty performed by the men of USAAMAC is the deprocessing of theater inbound aircraft and the processing of outbound aircraft. Crews are maintained at the U.S. Army staging area in Bremerhaven for this purpose. Men from USAAMAC, Seventh Army and COMZ deprocessed the first OV-1 (Formerly AO-1) Mohawk aircraft to

arrive in the theater at the area last year and prior to that the first UH-1 turbine-powered helicopters—two of the Army's latest operational aircraft.

Army aviation is the answer to some of the oldest problems of warfare. Troop movements, surveillance, tactical support, aerial resupply and medical evacuations are now performed in a fast flexible way by Army fixed and rotary wing aircraft. In keeping with its motto of "Service," USAAMAC is assisting the modern Army to complete its mission in peacetime and, if necessary, in war through its expanding maintenance program.

Here's why the engine that powers the LOH is so simple and compact



Reverse Airflow—Here is path of air through engine. It enters through the compressor, flows to the rear, reverses itself to flow forward through the combustor, turbines and out exhaust.

A unique arrangement of components—coupled with a reverse airflow pattern—holds the key to the compactness and simplicity of the Allison T63-A-5 engine.

Because of the reverse airflow, it is possible to locate the compressor and power output shaft in front of the engine. This, in turn, reduces the dimensions of the engine envelope—and helps keep it barely a yard long.

The airflow pattern also lets us use an extremely simple combustion chamber which eliminates flame propagation problems. Thus we are then able to use only 1 igniter plug

and 1 simple fuel nozzle.

With the reverse airflow design the turbines are located adjacent to the power output shaft gearing, eliminating much concentric shafting. This simplifies the location and lubrication of shaft bearings.

Additionally, it makes insulation requirements less stringent, because many running parts are not subjected to the high temperatures of the combustion area.

Finally, it permits sectionalized overhaul of the engine, lets one man disassemble the entire engine in only 45 minutes—another indication of the engine's simplicity.

The T63-A-5 has been flying for one year at Allison's Indianapolis test facility. Its excellent acceleration characteristic has been demonstrated—less than 8 seconds from ground idle to take-off horsepower—a feature which will be particularly helpful in "nap of the earth" flying, emergency take-offs, and wave-offs.

The engine is also powering the helicopters built by three manufacturers as they prepare for Army LOH flight tests and airframe evaluation—adding to the 30,000,000 flight hours accumulated to date by more than 35,000 Allison turbine engines.



Flight testing is continuing at Allison test facility in Indianapolis in a Bell UH-130A on bailment from the Navy for complete flight evaluation of the T63-A-5.

If you have any questions about the T63-A-5 engine—or would like more information about it—we'll be glad to fill your needs. Just write: LOH, Allison Division of General Motors, Box 894 X, Indianapolis 6, Indiana.

ON TARGET WITH LOH POWER

Allison 

THE ENERGY CONVERSION DIVISION OF
GENERAL MOTORS, INDIANAPOLIS, IND.



***...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

MAJ. GENERALS

FYFFE, R.A.
St. Peter's Hill
Aylesbury, Bucks, England
WALSH, LOUIS A., JR.
5109 Marilyn Drive
Washington 16, D.C.

BRIG. GENERALS

NORTON, JOHN
118 Ramon Avenue
Fort Benning, Georgia
TOLSON, JOHN J., III
OACSFOR (DA)
Washington 25, D.C.

LT. COLONELS (CONT.)

KUTTESCH, FRED S.
785 Vogan Street
New Castle, Pennsylvania
PEYER, GUSTAVE A.
Headquarters CONARC
Fort Monroe, Virginia
PIERCE, JOHN T., III
15 Ferguson
Fort Rucker, Alabama
TIDMARSH, HAROLD A.
40th T-Bn., Atlanta Army Depot
Forest Park, Georgia
THOMSON, ARLINGTON C., JR.
25th Infantry Division
APO 25, San Francisco, Calif.

MAJORS (CONT.)

HENSON, VIRGIL A., JR.
Student Howitzer Bn., 16th ARM
Fort Lewis, Washington
HERMANN, ULLRICH
2019-A Miami
Leavenworth, Kansas
HORWITZ, MILTON
Univ. of Md., Military Sta. Div.
College Park, Maryland
JENSEN, FRANK L., JR.
4157 So. 62nd Street
Omaha, Nebraska
JOHNSON, RAYMOND P.
101 Brown Drive
Ozark, Alabama

TAKEOFFS

CHANGES OF ADDRESS AND RESIDENCE

COLONELS

BURCHELL, EDWARD L.
Hqs EUSA, Transportation Group
APO 20, San Francisco, Calif.
EDMUNDS, JOHN D.
ACofS, G-4
Fort Leonard Wood, Missouri
MacALLASTER, WILLARD R.
ITT Fed. Lab., 905 16th St., N.W.
Washington 6, D.C.
McMAKEN, EDWARD
Assistant Commandant, USAAVNS
Fort Rucker, Alabama

LT. COLONELS

BARRIOS, WILLIE W.
1216 Daleville Road
Ozark, Alabama
BOARDMAN, DUMAS H., JR.
ORWQC 63-6, USAPHS
Camp Wolters, Texas
BOWEN, WILLIAM C., JR.
OCOF (8564)
Washington 25, D.C.
COSBY, WARREN G.
605 York Road
Fayetteville, North Carolina
DYSINGER, WILLIAM C.
Headquarters, 1st MTB, 37th AR
APO 751, New York, New York
GRAFT, CHARLES V., JR.
6816 Cabin John Road
Springfield, Virginia
GRANDELLI, CHARLES L.
Advisory Team #96
APO 15, San Francisco, Calif.
KILMER, WILLIAM G.
2032 Columbia Pike
Arlington, Virginia
KINLEY, GORDON L.
1818 N. 73rd Street, Apartment #5
Omaha, Nebraska

MAJORS

ASBURY, HAROLD D.
American Embassy, Box #1
APO 662, New York, New York
BEARDEN, WILLIAM A.
Headquarters, 2nd Armored Div.
Fort Hood, Texas
BRADLEY, GLENN W.
Atlanta Army Depot
Forest Park, Georgia
BUSH, FRANKLIN D.
Hqs, Seventh Army (Trans. Sec.)
APO 46, New York, New York
CHAMBERLAIN, DONALD E.
U.S. Army Aviation Detachment
APO 343, San Francisco, Calif.
COOK, HAROLD E.
Hqs., U.S. Army Aviation CAD
Fort Rucker, Alabama
DAVIDSON, KENNETH E.
Route #3, Box 154
Port Orchard, Washington
DeLOACH, WILLIAM W.
AFSC, Class #34
Norfolk 11, Virginia
DRUMMOND, CHARLES H., JR.
Hqs, Seventh Army Training Ctr.
APO 114, New York, New York
DURALL, BEN D.
P. O. Box 261
Daleville, Alabama
EATON, LOREN D.
USACDC Aviation Agency
Fort Rucker, Alabama
FITE, BURGESS B.
Polk Army Airfield
Fort Polk, Louisiana
GILBERT, LESLIE H.
Hqs, 577th Engineer Bn (Const)
Fort Benning, Georgia
HARK, WILLIAM H.
S.A.M. Box 2734
Brooks AFB, Texas

MAJORS (CONT.)

JOHNSON, WALTER A., JR.
438 Tophill
San Antonio, Texas
LINDHOLM, JAMES R.
ARMISH-MAAG
APO 205, New York, New York
MAPP, JAMES H.
Aviation Company, Hqs 2nd AC
APO 696, New York, New York
MENGEL, GEORGE E.
1112 Irwin Street
Lawton, Oklahoma
MORRIS, ROBERT E.
Trans. Section, Hqs VII Corps
APO 107, New York, New York
MULLIGAN, DONALD E.
1516 Ossage Avenue
Leavenworth, Kansas
MURPHY, ALLEN P.
U.S. Army Arctic TB
APO 733, Seattle, Washington
NAGAO, HENRY J.
94 Harris Drive
Fort Rucker, Alabama
NIXON, DONALD A.
67 Harris Drive
Fort Rucker, Alabama
NORMAN, OLIVER V.
321 Meadow Lake Drive
Ozark, Alabama
OGILBY, HUBERT W.
3301 Pershing Court
Hampton, Virginia
PATTERSON, GEORGE E.
Co. A, 8th Avn Bn. (Air Mobile)
APO 185, New York, New York
RHODES, CHARLES C.
21 Plumlee Drive
Portsmouth, Virginia
SCHUMAKER, J.K.
27 Galt Lane
Fort Rucker, Alabama



THE FINALISTS . . .

FIVE YOUNG LADIES OF THE ARMY AVIATION AND SURFACE MATERIEL COMMAND STAND WITH THEIR BOSS, BRIGADIER GENERAL DAVID B. PARKER, COMMANDER OF THE ST. LOUIS ACTIVITY. TO THE RIGHT OF GEN. PARKER IS MISS LINDA HUNDHAUSEN, RECENTLY SELECTED AS "MISS AVSCOM," AND HER COURT, LEFT TO RIGHT, MISS ADELE REMBERT, MISS MARIANNE COMPTON, MISS MARGE FISHER, AND MISS PATHOLMAN, ALL OF ST. LOUIS. THE GIRLS WERE FINALISTS IN A CONTEST HELD BY EMPLOYEES OF THE COMMAND TO SELECT "MISS AVSCOM" AND HER COURT. GEN. PARKER AND MEMBERS OF HIS STAFF MADE THE FINAL SELECTION FROM 31 CONTESTANTS. (USA PHOTO)

MAJORS (CONT.)

SMITH, HERBERT M., JR.
2620 Pierce Avenue
El Paso, Texas
STARKER, JOSEPH B.
1011 Hampton Lane
Fairfax, Virginia
STEPP, JOSEPH J., JR.
USAAVNS, Dept. of Maintenance
Fort Rucker, Alabama
THOMAS, JOHN W.
Flight Operations, Lambert Field
St. Louis 34, Missouri
THOMAS, LEMUEL M.
179-B Arrowhead Road
Fort Benning, Georgia
TILL, FRED N., RET.
c/o R.R. Palmer
Flat, Texas
WILKINSON, JESSE L.
U.S. Army Element, JUSMAG
APO 146, San Francisco, Calif.
WILSON, MYRON R.
Box 214334
Sacramento 21, California
WITHROW, BERNARD O.
31 Johnson Street
Fort Rucker, Alabama
YATES, JOHN C.
P. O. Box 291
Fort Rucker, Alabama
YONTS, ROBERT W.
18271 Leafwood Lane
Santa Ana, California

CAPTAINS

ABRAMOWITZ, BENJAMIN L.
14th ACR, Aviation Company
APO 26, New York, New York
ADAMSON, GEORGE W.
Hqs, 7th Division, CG Mess
APO 7, San Francisco, Calif.
ADAMS, JOHN D.
245th Transportation Company
APO 185, New York, New York
ADLER, JAMES M.
Davison Army Airfield
Fort Belvoir, Virginia

CAPTAINS (CONT.)

ALLRED, JAMES H.
1751 Borah Avenue, E.
Twin Falls, Idaho
AMARAL, DAVID J.
Officer Student Co., Class 64-2
Fort Benning, Georgia
ANDERSON, PAUL F.
B.O.Q. 286, Room 25
Fort Leavenworth, Kansas
ARMSTRONG, JOHN E.
10th T.C. Group Trk. H.H.D.
APO 164, New York, New York
ARNOLD, ROBERT W.
Hqs, 45th Artillery Brigade
Arlington Heights, Illinois
BAGLEY, ROBERT T.
705 Cullen Avenue
Evansville 15, Indiana
BAGOZZI, DONALD F.
AOCC-4, Officer Student Battery
Fort Sill, Oklahoma
BAIRD, JOHN R., JR.
USAAVNS Regiment
Fort Rucker, Alabama
BAL, ROSCIUS I.
563 Fairview Street
Riverside, New Jersey
BASOM, DARREL W.
Det. 2, 2nd Student Battalion, TSB
Fort Benning, Georgia
BEHRENS, HELMER H.
1388 Theater Road
Tabbs, Virginia
BENNETTS, KENT W.
50th Medical Detachment (HA)
Fort Polk, Louisiana
BISCH, FREDERICK R.
USATSCH TOCC 64-1
Fort Eustis, Virginia
BISPING, JACK F.
5745-A Allison
Fort Knox, Kentucky
BOERNER, DENNIS H.
2003 Billie
Dallas 32, Texas
BOMAN, JACK D.
USAEFG, Libby Army Airfield
Fort Huachuca, Arizona

CAPTAINS (CONT.)

BOWDON, ARTHUR C.
USAAVNS Board
Fort Rucker, Alabama
BRADNER, WILLIAM L.
60th Aviation Company
APO 46, New York, New York
BRITTON, JOHN A.
Soldier,
Iowa
BROWN, GEORGE P.
45th Transportation Battalion
APO 143, San Francisco, Calif.
BRUNELLE, PIERRE V.
13 Diamond Avenue
Fort Rucker, Alabama
BRYAN, CLYDE M., JR.
911 W. Peace Street
Raleigh, North Carolina
BUDD, ALEXANDER S., JR.
Box 6172 West End Station
Colorado Springs, Colorado
CASTLE, EDWARD R., JR.
Officer Rotary Wing, Crs. 63-6
Camp Wolters, Texas
CHANCELLOR, ROBERT L.
USAIS School (3151)
Fort Benning, Georgia
CHAPMAN, THOMAS R.
AOCC 1-64, 1st Officer Stu. Btry.
Fort Sill, Oklahoma
CHAVES, ROBERT E.
45th Transportation Battalion
APO 143, San Francisco, Calif.
CHEDESTER, ROBERT R.
1st Aviation Company
Fort Riley, Kansas
CLARK, CARL G.
8904 Strand Lane
El Paso, Texas
CLINE, RICHARD T.
66th Aviation Company, V Corps
APO 79, New York, New York
COOPER, ROBERT G.
508th Army Security Agency Gp.
APO 76, San Francisco, Calif.
CORSEY, LAWRENCE E., JR.
92 1/2 Groton Avenue
Cortland, New York

THE WINNER . . .

MISS LINDA HUNDHAUSEN, 19, SHOWN IN THE BUBBLE OF AN ARMY OH-23 HELICOPTER, IS A PLEASANT REMINDER OF THE 21ST ANNIVERSARY OF ARMY AVIATION. MISS HUNDHAUSEN, A CLERK-TYPIST WITH THE ARMY AVIATION AND SURFACE MATERIEL COMMAND IN ST. LOUIS, WON THE TITLE OF "MISS AVSCOM" (THE ABBREVIATION FOR THE COMMAND) IN A CONTEST INVOLVING 31 GIRLS OF THE COMMAND. THE FINALISTS WERE SELECTED TO ASSIST THE COMMAND IN PUBLICIZING ITS PROJECTS. THE COMMAND, HEADED BY GEN. PARKER, IS RESPONSIBLE FOR THE LOGISTICAL SUPPORT OF ALL ARMY AVIATION, SURFACE, AND MARINE EQUIPMENT, ON A GLOBAL BASIS.



CAPTAINS (CONT.)

COX, JAMES A.
7609-B Thorne Street
Fort George G. Meade, Maryland
CREDEUR, JOHN L.
Hqs Co., 1st Battalion, 13th Inf.
APO 34, New York, New York
DALE, RONALD E.
2711 Northwest Avenue
Lansing, Michigan
DEAN, EDWARD R.
2nd Brigade, 24th Infantry Div.
APO 112, New York, New York
DEGENEFPE, DELANO E.
412-B Craig Court
Fort Benning, Georgia
DERR, EDWARD B.
1409 Oakhurst Street
Altus, Oklahoma
DIERDORFF, H. BEECHER, JR.
Trans. Sec., Hqs Seventh Army
APO 46, New York, New York
DILLER, RICHARD W.
542 Chicago Boulevard
San Antonio, Texas
DIMSLE, ARTHUR
1st Reconnaissance Squadron
APO 411, New York, New York
DODGE, DONALD L.
593 Amesbury Road
Haverhill, Massachusetts
DODRILL, JAMES E.
1st Aviation Company (FWLT)
APO 91, San Francisco, Calif.
DRANE, THEODORE E.
3rd ARB, 50th Infantry
APO 26, New York, New York
DUGAN, JOHN E.
2nd Battle Group, 31st Infantry
Fort Rucker, Alabama
DUNEGAN, WALTER L.
4th Aviation Co., Infantry Div.
Fort Lewis, Washington
EAKLEY, RICHARD L.
10890 W. 39th Avenue
Wheatridge, Colorado
EMMER, EUGENE S.
Hqs, 52nd Aviation Battalion
APO 95, San Francisco, Calif.

CAPTAINS (CONT.)

EVERETT, WILLIAM E.
Officers Associate Adv. Course
Fort Knox, Kentucky
FINLEY, JOHN L.
Sta. Off. Det. USATSCH 55-A-023
Fort Eustis, Virginia
FORD, WILLIAM W.
3 Wynn Place
Fort Stewart, Georgia
FRINKS, CHARLES P.
HHC 52nd Aviation Battalion
APO 95, San Francisco, Calif.
FUNK, DAVID L.
Hqs Co., 1st Brigade, 8th Infantry
APO 185, New York, New York
FUST, JOHN W., JR.
6411 Greyfield Road
Payetteville, North Carolina
GAEBELEIN, JAMES M.
71 Wilson Drive
Columbus, Georgia
GIBSON, GLEN D.
7th Aviation Bn., Infantry Div.
APO 7, San Francisco, Calif.
GINTER, DUANE L.
42nd Artillery, 11th AA Division
Fort Benning, Georgia
GOODE, FRANKLYN C.
ATOC 64-1, USATSCH
Fort Eustis, Virginia
GRAY, JOE E.
Engr. OCC, Student Officer Det.
Fort Belvoir, Virginia
GRIFFIN, JAMES W.
Det. 1, 2nd Student Battalion, TSB
Fort Benning, Georgia
GUIDROZ, EVANS J.
Quarters 6266-A
Fort Carson, Colorado
GUSTITIS, NORMAN L.
USAPHS Class #1
Camp Wolters, Texas
HARDWICK, WILLIS C.
Student Detachment, USAAMC
Fort Sill, Oklahoma
HATCH, VERNON L.
212th Artillery Gp., Aviation Det.
APO 165, New York, New York

CAPTAINS (CONT.)

HATFIELD, CHARLES F.
902 Cove Avenue
Copperas Cove, Texas
HAWES, ELBERT D.
13th Transportation Company
APO 358, San Francisco, Calif.
HEALEY, RICHARD W.
421st Medical Company
APO 46, New York, New York
HENDRICKSON, JAMES W.
c/o Ralph Summers, Route #1
Daleville, Alabama
HERBOLD, ROBERT A.
AIOC A-C23 Class #5
Fort Benning, Georgia
HEWELL, ROBERT E.
Company A, 8th Aviation Battalion
APO 185, New York, New York
HOBBS, DONALD I.
51st Company, 181st Trans. Bn.
APO 166, New York, New York
HOGAN, WAYNE C.
Quarters 390-B
Fort Lewis, Washington
HOLLERAN, RAYMOND F.
B Btry., 2nd How. Bn., 18th FA
APO 39, New York, New York
HOPPE, BRUCE J.
Headquarters USAHADCOM
Colorado Springs, Colorado
HOWARD, LONNIE T.
52nd Transportation Battalion
APO 95, San Francisco, Calif.
ISNER, WILFORD C.
25th Aviation Company
APO 25, San Francisco, Calif.
JACKSON, ROBERT M.
111 West 8th Street
Fort Dix, New Jersey
JACOB, JOHN S.
14 Booker Street
Fort Rucker, Alabama
JAMES, JESSE H.
Artillery OCC 64-1
Fort Sill, Oklahoma
JOHNSON, HAROLD R., JR.
1st B.G., 16th Infantry
APO 34, New York, New York



SEA TEST

A CH-113 HELICOPTER PRODUCED BY THE BOEING VERTOL DIVISION FOR THE ROYAL CANADIAN AIR FORCE IS SHOWN DURING WATER HANDLING AND STABILITY EVALUATION TESTS CONDUCTED OFF CAPE MAY, NEW JERSEY. "DUNKED" DURING SEASTATE THREE CONDITIONS IN 3 TO 5 FOOT WAVES, THE AIRCRAFT TESTS INCLUDED A 360 DEGREE TURN, TAXI INTO WAVE PATTERN, TAXI OUT OF WAVE PATTERN, A LEFT AND RIGHT HAND TURN INTO WAVE PATTERN, AND FLOATING PARALLEL TO THE WAVE PATTERN. THE U.S. COAST GUARD ALSO ASSISTED. THE CH-113A, ORDERED BY THE CANADIAN ARMY, WILL HAVE SIMILAR CAPABILITIES. (VERTOL PHOTO)

CAPTAINS (CONT.)

JOHNSON, JAMES C.
Route 2, Box 8
Orient, South Dakota
JONES, COLVER H., JR.
G Troop, 17th Cavalry (Air)
Fort Ord, California
JONES, HERSCHEL C.
U.S. Army Element, USSTRICOM
MacDill AFB, Florida
JONES, JOHN L., JR.
187th ABG, 101st Airborne Div.
Fort Campbell, Kentucky
JUDY, JERRY E.
AOCC 1, Detachment A, 1st Bn.
Fort Knox, Kentucky
KEEFER, GARY L.
2nd Aviation Company (FWLT)
APO 58, New York, New York
KLOSE, JOHN A.G.
EUSA Personnel Center
APO 20, San Francisco, Calif.
KNUDSEN, JOSEPH R.
Box 116, General Delivery
Setauket, L.I., New York
KOEHLER, WILLIAM F.
Hqs. Company, 52nd Aviation Bn.
APO 95, San Francisco, Calif.
KRAMER, BRYCE R.
c/o P.H. Gill, P.O. Box 187
Pine Mountain, Georgia
KUNTZ, GEORGE R.
Student Detachment, USATSC
Fort Eustis, Virginia
LAMBERT, ALEXANDER L.
54th Signal Battalion
Fort Hood, Texas
LANGSTON, HOWARD A.
114th Air Mobile Company
APO 157, San Francisco, Calif.
LARIOS, GUILLERMO I.
38 La Loma
Mexico City 20, Mexico
LAUTZENHEISER, RUSSELL D.
60th Aviation Company
APO 46, New York, New York
LAYNE, LESLIE A.
2nd Armored Division
Fort Hood, Texas

CAPTAINS (CONT.)

LEDWIDGE, AUGUSTINE T.
40 School Street
Wakefield, Rhode Island
LEINS, DAVID V., JR.
USAPHS (Squadron 09B)
Camp Wolters, Texas
LEWANDOWSKI, WILLIAM H.
A Btry., 4th Training Bn., USATC
Fort Sill, Oklahoma
MALKOFF, EUGENE P.
507 N. Lucas Drive
Fort Bragg, North Carolina
MARDEN, RICHARD H.
Headquarters, 8th Division, Arty.
APO 34, New York, New York
MARKLEY, LEIGHTON O.
2 Richland Drive
Denbigh, Virginia
MARR, FRANCIS W.
Box 492
Fort Rucker, Alabama
MARR, GIFFEN A.
3174 Wendover
Toledo 7, Ohio
MARSH, ELGIN R., JR.
55th Transportation Bn. (AM&S)
APO 20, San Francisco, Calif.
MCREADY, THOMAS E., JR.
18th Aviation Company (FWLT)
APO 40, San Francisco, Calif.
MCGEE, CALVIN A.
139-A Arrowhead Road
Fort Benning 5, Georgia
MCGOWAN, EUGENE
Aviation Sec., U.S. Army Garrison
Fort Gordon, Georgia
MESSER, ROBERT S.
Company A, 24th Aviation Bn.
APO 29, New York, New York
MILLER, CHARLES L.
Engineer Division, Mediterranean
APO 19, New York, New York
MILLER, FREDERICK T.
ASOCC
Fort Monmouth, New Jersey
MILLER, NORMAN H.
202-B Christian Lane
Fort Benning, Georgia

CAPTAINS (CONT.)

MOLINELLI, ROBERT F.
2nd Squadron, 8th Armd. Cav.
Fort Lewis, Washington
MORGAN, GLENN E.
Hqs. Company, 4th Brigade
Fort Ord, California
MORRIS, MARVIN E.
2436 Mesa Street
Columbus, Georgia
MOUTHRUP, ROBERT M.
Box 122
Georgetown, Georgia
MULVANEY, MERLE L.
45th Aviation Battalion
APO 143, San Francisco, Calif.
NEAMTZ, JOHN C.
New Cumberland Army Depot
New Cumberland, Pennsylvania
NEW, GUY E.
U.S. Army Depot
APO 343, San Francisco, Calif.
OKARSKI, GERALD M.
18331 Meier
Roseville, Michigan
OKSA, REINO O.
24th Aviation Battalion
APO 112, New York, New York
OSTERMEIER, WILLIAM F.
40 End
Fort Rucker, Alabama
PALMERTREE, TOMMY R.
310 E. Adams Street
Kosciusko, Mississippi
PANAGEAS, DAN P.
Hqs. 703rd Maint. Bn., 3rd Div.
APO 36, New York, New York
PAQUETTE, DEAN R.
Route 3
Louisburg, North Carolina
PAREDES, ROBERT
3319 Crestview Drive
McKeesport, Pennsylvania
PATNODE, CLARENCE A., JR.
6131 E. Beverly Street
Tucson, Arizona
PETERSEN, GERALD L.
11th Air Assault Division
Fort Benning, Georgia

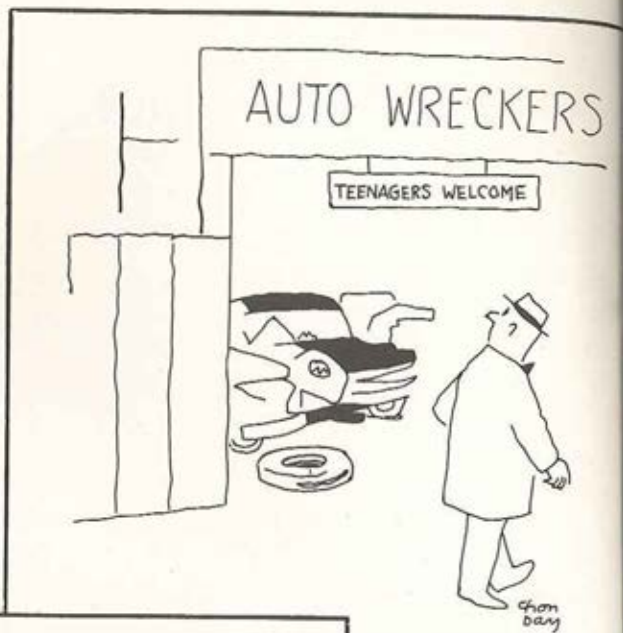
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THE LIGHT SIDE



"Now, our theory is . . . if we fly high enough, and in a 'V' formation . . ."

FULL CIRCLE

TWENTY YEARS AGO, AN ADVENTUROUS YOUNG CAPTAIN, CLAUDE L. SHEPARD, JR., PROMPTED BY THAT SIXTH SENSE, "THE SMELL OF SOMETHING COOKING," VOLUNTEERED FOR A TRANSFER TO 1 ARMORED CORPS (REINF) HEADQUARTERS, THEN COMMANDED BY LT. GENERAL GEORGE S. PATTON, JR. HE HAS LONG SINCE SHED HIS "RAILROAD TRACKS" - AND HIS PROPENSITY FOR FOLLOWING THEM AND TODAY HE'S STILL A VERITABLE BALL OF ENERGY WORKING AT HIS JOB AS SEVENTH U.S. ARMY AVIATION OFFICER. HE DOES THIS WITH THE SAME ZEAL HE ONCE EMPLOYED DURING WW II, PINPOINTING ENEMY DEFENSES AS A PILOT-ARTILLERY OBSERVER IN A FRAGILE PIPER CUB FOR SEVENTH ARMY HEADQUARTERS. (USA PHOTO)



CAPTAINS (CONT.)

PHILLABAUM, JACK O.
109 Kate Street
Enterprise, Alabama

PHILLIPS, JACK R.
Hqs. Second U.S. Army (2000)
Fort Meade, Maryland

PICK, RUDOLPH
3rd Light Aviation Section
APO 358, San Francisco, Calif.

RADSPINNER, FRANK H., JR.
1515 Central Avenue
Augusta, Georgia

RAKOWITZ, JAMES A.
64th Engineer Bn., (Base Topo)
APO 231, New York, New York

RHYAN, EARNEST W., JR.
1209 No. Tacoma Place
Tulsa, Oklahoma

RIXON, M.D.
P. O. Box 88
APO 817, New York, New York

ROGERS, JAMES E.
AFAOCC Class 64-1, USAAMS
Fort Sill, Oklahoma

RUMNEY, RUSSELL E.
1st Armored Division
Fort Hood, Texas

SCHAEFER, RICHARD B.
720 Coronado Avenue
Coronado, California

SCHENKER, FREDERICK W., JR.
South Street
Middletown Springs, Vermont

SEAGRAVE, DAVID A.
3 Brevity Court
Binghamton, New York

SEMMENS, PHILLIP D.
Hqs. Battery, 8th Div. Artillery
APO 34, New York, New York

SHARP, LEONARD J.
Det. 2, 2nd Student Battalion, TSB
Fort Benning, Georgia

SIBERT, GEORGE W.
EOCC, Student Off. Detachment
Fort Belvoir, Virginia

SIEMERING, EDWARD W.
827 Balmoral Court
E. Dundee, Illinois

CAPTAINS (CONT.)

SMITH, ALBERT L.
U.S. Army Signal School & Center
Fort Monmouth, New Jersey

SMITH, ANDREW J.
35 Richland Drive
Newport News, Virginia

SMITHERMAN, JOE V.
401-D Craig Drive
Fort Benning 5, Georgia

SMITH, KENNETH S.
31st Artillery Brigade
Oakdale, Pennsylvania

SMITH, RICHARD A.
79 Red Cloud Road
Fort Rucker, Alabama

SPARKMAN, FLOYD, JR.
31 Olson Lane
Fort Rucker, Alabama

STANALAND, WILLIAM A.
Hqs. 3rd ARB, 50th Infantry
APO 26, New York, New York

STOKES, JOHN H., III
USAREUR, Hqs. Aviation Det.
APO 403, New York, New York

STRATTON, JERRY R.
Box 367
Augusta, Arkansas

TALLGREN, ROBERT W.
Box 251
Blackburg, Virginia

THOMPSON, DAVID E.
USAPHS
Camp Wolters, Texas

TOBIASEN, RICHARD D.
81st Transportation Battalion
APO 95, San Francisco, Calif.

TREVINO, FRANCISCO, JR.
AFAOCC 3-63, 1st Off. Stu. Bn.
Fort Sill, Oklahoma

TRUPP, FREDERICK G.
2106 Iris Place
Bethlehem, Pennsylvania

UNDERWOOD, JOE D.
Qtrs. 511-A Fairfax Village
Fort Belvoir, Virginia

URBACH, WALTER, JR.
AACC 64-1
Fort Sill, Oklahoma

CAPTAINS (CONT.)

VINING, RAY E.
USAAVNS (3186)
Fort Rucker, Alabama

WADDELL, ROGER W.
XVIII Abn. Corps, Arty., Avn. Sec.
Fort Bragg, North Carolina

WAGG, ROBERT A., JR.
11th Air Assault Division
Fort Benning, Georgia

WASHINGTON, CHARLES W.
U.S. Army G Support Troops
Fort Hood, Texas

WEBER, VICTOR A.
Hqs. 52nd Aviation Battalion
APO 95, San Francisco, Calif.

WHEAT, THOMAS W., JR.
7th Logistical Comd., Avn. Det.
APO 612, San Francisco, Calif.

WHITMAN, PAUL R.
Class 63-8, Squadron 10-B
Fort Bliss, Texas

WOODARD, JAMES O.
114th Air Mobile Company
APO 157, San Francisco, Calif.

WRIGHT, LEWIS W., III
Hqs. 41st Artillery Gp., USAAMC
Fort Sill, Oklahoma

WYNN, THAD K., JR.
USAAVNS
Fort Rucker, Alabama

YOUNG, CARL L.
20 Olson Lane
Fort Rucker, Alabama

YOUNG, RAYMOND H.
Lexington Army Depot
Lexington, Kentucky

LIEUTENANTS

BAILEY, DWAYNE S.
1028 San Jacinta Avenue
Port Arthur, Texas

BERGERON, ANDREW L.
114 West Bow Street
Franklin, New Hampshire

BLACK, ALAN L.
73rd Aviation Company
APO 91, San Francisco, Calif.



MASTER AA

THE MASTER ARMY AVIATOR BADGE, ONE OF 160 IN THE ARMY, WAS AWARDED RECENTLY TO MAJOR RAYMOND FOREHAND, PLANS AND FACILITIES OFFICER OF THE FOURTH U.S. ARMY AVIATION SECTION, FT. SAM HOUSTON, TEX. HE WAS PRESENTED ARMY AVIATION'S HIGHEST RATING BY COL. LESTER F. SCHOCKNER, LEFT, FOURTH ARMY AVIATION OFFICER. A GRADUATE OF NAVAL FLIGHT TRAINING AT PENSACOLA DURING WW II, FOREHAND ENTERED THE AA PROGRAM THROUGH ARNG DUTY IN 1950, GOING ON ACTIVE DUTY THE NEXT YEAR AS A FIRST LIEUTENANT. A RATED MILITARY PILOT FOR 19 YEARS, FOREHAND HAS CLOSE TO 8,000 HOURS OF FLYING TIME.

LIEUTENANTS (CONT.)

BRADEN, JOSEPH L.
19280 Sanilac
Detroit 36, Michigan
BROOKE, MELVIN L., JR.
1st Aviation Company
APO 143, San Francisco, Calif.
CARTER, NORMAN D.
2115 Langley Avenue
Greensboro, North Carolina
CHRISTIAN, MICHAEL E.
45th Transportation Bn. (Acft)
APO 143, San Francisco, Calif.
CLAPP, RANDOLPH B.
114th Air Mobile Company
APO 157, San Francisco, Calif.
COALSON, HUBERT M.
810 E. Holly Street
Goldsboro, North Carolina
COGAN, LARRY C.
USAF
APO 91, San Francisco, Calif.
COLLINS, ERNEST J.
USAF
Fort Rucker, Alabama
COOPER, ALLAN
CSATC Rivers Camp
Manitoba, Canada
CYR, ARTHUR R., JR.
SVC Battery, 7th Bn., 16th Arty.
APO 34, New York, New York
DAWKINS, DONALD M.
114th Air Mobile Company
APO 157, San Francisco, Calif.
DIBENEDETTO, ANTHONY P.
4733 Langdon Street
Columbus, Georgia
DICKSON, FRANKLIN D.
8th Transportation Co. (Lt Hel)
APO 38, San Francisco, Calif.
DIGENNARO, RONALD R.
1st Howitzer Bn., 10th Artillery
APO 36, New York, New York
DRISKO, RICHARD L.
15th Aviation Co., 1st Cav. Div.
APO 24, San Francisco, Calif.
ERLICH, HARVEY S.
187th Trans Co., 11th AA Div.
Fort Benning, Georgia

LIEUTENANTS (CONT.)

FAIDLEY, PAUL S.
81st Transportation Company
APO 95, San Francisco, Calif.
FARNHAM, DONALD W.
USARV Flight Section
APO 331, San Francisco, Calif.
FINNERTY, ROBERT J.
114th Air Mobile Company
APO 157, San Francisco, Calif.
FREDRICK, GILBERT H., JR.
P. O. Box 745
Fort Rucker, Alabama
GOOD, JAMES G.
B Company, 8th Aviation Battalion
APO 111, New York, New York
GOWDY, ALVIN W.
28th FA Battalion, 2nd Howitzer
APO 330, New York, New York
GRISWOLD, WILLIAM S.
Box 412
Fort Rucker, Alabama
HALEY, JAMES R.
1316 Florence Avenue
Colorado Springs, Colorado
HARDY, LEONARD C.
Downtown Airport
St. Paul 7, Minnesota
HELGERSON, ROBERT A.
7th Aviation Co., Infantry Division
APO 7, San Francisco, Calif.
HELMS, HAROLD, J.A.
Route 2, Box 105
Titusville, Florida
HOPPING, SIDNEY D.
CJATC Rivers Camp
Manitoba, Canada
HUGHES, LAWRENCE C.
USAVNCC
Fort Rucker, Alabama
HUNTER, THOMAS E., JR.
2893 Sequoia Lane
Sarasota, Florida
HUTTO, ROBERT P.
8th Transportation Co., Box 16
APO 38, San Francisco, Calif.
INNES, DOUGLAS D.
Co. A, 8th Avn. Bn., Infantry Div.
APO 185, New York, New York

LIEUTENANTS (CONT.)

JAMES, ROBERT B.
55th Transportation Bn. AM&S
APO 20, San Francisco, Calif.
JAYNE, ROBERT K.
Quarters 1626-B
Fort Belvoir, Virginia
JONES, GEORGE L., JR.
45th Aviation Battalion
APO 143, San Francisco, Calif.
KALER, WILLIAM R.
28 Endl Avenue
Fort Rucker, Alabama
KAST, WILFRED H.
CAAF
Fort Campbell, Kentucky
KIMREY, JAMES G.
Sonora Route
San Angelo, Texas
LINDSAY, RODNEY C.
45th Transportation Battalion
APO 143, San Francisco, Calif.
LYNCH, JAMES N.
57th Medical Detachment (HA)
APO 143, San Francisco, Calif.
MANLEY, WILLIS L.
319 Anderson Street
Lead, South Dakota
MCGEE, WILLIAM E.
73rd Aviation Company
APO 91, San Francisco, Calif.
MITCHELL, PHILLIP H.
45 Edgecroft Road
Berkeley, California
MIX, CHARLES J.
Oldham
Pembroke, Massachusetts
MOSS, PAT L.
2nd Aviation Company (FWLT)
APO 44, New York, New York
NELSON, ROBERT A.
1st Aviation Plt., (FWLT) Trans.
Fort Ord, California
OWENS, BOBBY L.
Apartment 8-A, Battle Park
Fort Benning, Georgia
OWENS, ROBERT B.
55 Bienville Avenue
Mobile, Alabama

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TEXTRON'S BELL HELICOPTER COMPANY HAS DEVELOPED THE "WING DING," AN EXPERIMENTAL HELICOPTER WITH WINGS. THE PURPOSE OF THE BELL PROJECT IS TO DEVELOP AN AIRCRAFT WHICH WILL LIFT VERY LARGE PAYLOADS IN EXCESS OF THE HOVER CAPABILITY, TAKING ADVANTAGE OF RUNNING TAKE-OFFS AND LANDINGS. BELL TEST PILOTS HAVE FLOWN THE SHIP UP TO 100 MPH IN CROSS-COUNTRY FLIGHTS. THE WING DING IS POWERED BY A STANDARD LYCOMING VO 435 ENGINE AND BELL MODEL 47 ROTOR SYSTEM, WITH THE ROTOR'S MAST ANGLE CAPABLE OF BEING VARIED DURING FLIGHT. 15-GAL. FUEL TANKS ARE AT EACH END OF THE 25 FOOT WINGSPAN. (BELL)



LIEUTENANTS (CONT.)

PAASO, THOMAS H.
107 Briar Brae Road, R.F.D. #2
Stamford, Connecticut
PERKINS, MARSHALL H.
37 Gosnell Avenue
Inman, South Carolina
PLEASANT, ARNOLD R.
19 Ames Lane
Port Rucker, Alabama
PORTERFIELD, EDWARD G.
1015 Lascassas Road
Murfreesboro, Tennessee
POULIN, ROBERT H.
3 Bataan Avenue
Eatontown, New Jersey
REEL, BLANCHARD E.
P. O. Box 686
Port Rucker, Alabama
RENTMEESTER, RICHARD G.
Headquarters CAA, 3rd AD
APO 39, New York, New York
REYNOLDS, ROBERT S.
114th Air Mobile Company
APO 157, San Francisco, Calif.
RITTERSPACH, FREDERICK P.
4355 Empire Street
Columbus 7, Georgia
SEELY, CHARLES D.
ARMISH/MAAG
APO 205, New York, New York
SHAY, DAVID L.
Elm Street
Monroe, Connecticut
SINOR, DONALD R.
Route #1
Versailles, Kentucky
SMITH, DONALD B.
88 Harris Drive
Port Rucker, Alabama
SMITH, PETER M.
P. O. Box 246
Howard AFB, Canal Zone
SOTHOTT, MYRON F.
Detachment R, KMA
APO 18, San Francisco, Calif.
SPEAKER, THEODORE A.
CCA, 1st Armd. Division
Fort Hood, Texas

LIEUTENANTS (CONT.)

SPENCER, DAVID C.
891 Ridge Road
Wethersfield 9, Connecticut
THOMPSON, JAMES B.
582nd Transportation Company
APO 325, New York, New York
TRUDELL, JOHN A.
17 Hartell Way
Port Rucker, Alabama
TURNER, ERWIN E., JR.
Hqs Co., 3rd Bde., 8th Inf. Div.
APO 28, New York, New York
TWITCHELL, RICHARD S.
2905 Bel Air Drive
Marshall, Texas
WAGNER, WILLIAM W.
Sherman Terrace Apts., Apt. #3
Madison 4, Wisconsin
WARREN, THOMAS L.
59th Aviation Company
APO 2, San Francisco, Calif.
WEILER, RICHARD A.
1st Aviation Company (FWLT)
APO 91, San Francisco, Calif.
WENTWORTH, DAVID B.
611 E. Broad Street
Ozark, Alabama
WHITLEY, HENRY G., JR.
4205 Clifton
Amarillo, Texas
WILMART, GERALD K.
3013 N.E. 89th Street
Seattle 15, Washington
WOODS, LAWRENCE D.
U.S.A. OS Replacement Station
Fort Dix, New Jersey

CWO'S

BAILEY, ALONZA T.
P. O. Box 1462
Fort Benning, Georgia
BIGELOW, ROBERT W.
13 Williams Street
Fort Leonard Wood, Missouri
BLAKE, JAMES H.
205th Transportation Battalion
APO 154, New York, New York

CWO'S (CONT.)

CARROLL, WALTER J.
937th Engr. Group, Aviation Det.
Fort Campbell, Kentucky
CORNELL, MARK W.
Hqs., 5th Infantry Division (M)
Fort Carson, Colorado
CUSTIS, WARREN L.
Company A, 8th Aviation Battalion
APO 185, New York, New York
DANEKER, JOHN G.
2573 Rice Street
Columbus, Georgia
DAVIS, CHARLES O.
c/o Raymond Clements, Box 963
Black Mountain, North Carolina
FARRIS, LOWELL I.
6061 Howell Drive
La Mesa, California
GOWAN, PAUL E.
Box 338
Port Rucker, Alabama
HENDERSON, WILLIAM F.
19th Transportation Bn. (Med Hel)
APO 71, San Francisco, Calif.
HERRON, WILLIAM D.
Company A, 8th Aviation Battalion
APO 185, New York, New York
HODGES, FERMAN B.
26 Arlen Street
Colorado Springs, Colorado
HOLT, ALLEN L.
Hqs Co., USAAVNC Regiment
Port Rucker, Alabama
ISENNMANN, LESTER G.
P. O. Box 535
Fort Rucker, Alabama
JACOBS, ALLEN H.
1031 W. 10th Street
Junction City, Kansas
JARDINE, DAVID C.
90th Transportation Co. (Med Hel)
APO 177, New York, New York
KALMBACH, JACK R.
8902 Haviland Avenue, S.W.
Tacoma 99, Washington
KIDD, DENVER G.
1032 Piedmont Drive
Columbus 7, Georgia



KINGSIZE

DEPARTMENT OF MAINTENANCE STUDENT, PVT. ROBERT E. REILLY (LEFT), IS SHOWN A NORMAL MAGNETIC AIRCRAFT COMPASS BY SGT. EDWARD M. SHELIN, INSTRUCTOR, AS THE TWO MEN STAND IN FRONT OF THE "GIANT ECONOMY SIZE." THE HUGE COMPASS, FAITHFULLY CONSTRUCTED IN EVERY DETAIL AS A REPRODUCTION OF ITS SMALL COUNTERPART, WAS DESIGNED AND BUILT BY THE TRAINING AIDS DIVISION AT THE U.S. ARMY AVIATION SCHOOL, FORT RUCKER, ALABAMA. THE KINGSIZE TRAINING AID IS USED IN CLASSES CONDUCTED BY THE AIRCRAFT SYSTEMS BRANCH AT THE FORT RUCKER FLIGHT TRAINING INSTALLATION.

CWO'S (CONT.)

LINDSEY, CARLTON H.
Route 6
Brainerd, Minnesota

MILLER, LYLE I.
132 Del Mar Drive
Salinas, California

MOORE, HOOVER C.
17 Wilson Avenue
Ozark, Alabama

NETTLES, WILLIAM R.
524th Transportation Company
APO 165, New York, New York

NYSEWANDER, CARLETON J.
Walter Reed General Hospital
Washington 12, D.C.

NYSEWANDER, FRANK T.
Hqs & Service Co., Dept. of RW
Fort Rucker, Alabama

PAULI, FRANKLIN E.
7th Army Aviation Group
APO 154, New York, New York

ROSE, WESLEY E.
Aviation Company, 11th ACR
APO 305, New York, New York

STEJBACK, WILLIAM J.
5 West Berry Street
Sandston, Virginia

VALREY, CLEVELAND
90th Transportation Co. (Med Hel)
APO 177, New York, New York

WILLIS, HOWARD L.
138th Transportation Det. (CHFM)
Fort Benning, Georgia

WILLIAMS, RAMON R.
P. O. Box 413
Fort Ord, California

WARRANT OFFICERS

ALBRECHT, MARVIN C.
ALT, 1st Recon. Sq., 2nd AC
APO 411, New York, New York

ALLISON, RALPH L.
703rd OD Maint. Bn., B Company
APO 36, New York, New York

BONN, FRANK, JR.
U.S.A. OS Replacement Station
Fort Dix, New Jersey

WO'S (CONT.)

BUTLER, LARRY L.
1929-D Reece Road
Fort Meade, Maryland

COOK, ELMER M.
114th Air Mobile Company
APO 157, San Francisco, Calif.

COOK, LIBBURN C.
U.S.A. OS Replacement St., (1264)
Fort Dix, New Jersey

DALE, ORVAL E.
EUSAPERSSEN
APO 20, San Francisco, Calif.

HICKS, PAUL J.
11th Transportation Company
APO 46, New York, New York

KUHN, JIMMIE G.
U.S.A. Personnel Center
APO 20, San Francisco, Calif.

LAWSON, LEE B.
U.S.A. OS Replacement Station
Fort Dix, New Jersey

MARKLE, ROSS E.
Aviation Sec., 52nd Artillery Bde.
Bridgeport, New Jersey

METZGER, DONALD W.
Mitchell Field, Ladish Hanger
Milwaukee, Wisconsin

MILLICAN, CHARLES W.
1160 Olympia Avenue, Apt. H
Seaside, California

MONTGOMERY, MICHAEL E.
U.S.A. OS Replacement Station
Fort Dix, New Jersey

PAULSON, THOMAS R.
U.S.A. OS Replacement Station
Fort Dix, New Jersey

PEPLOW, LAWRENCE D.
3408 23rd Avenue, W.
Seattle 99, Washington

POTTER, HARVEY B.
24th Avn. Bn., Air Mobile Co.
APO 29, New York, New York

SAUNDERS, RICHARD W.
3rd Aviation Company
APO 36, New York, New York

SMECKES, F. CHASE, JR.
Air Section, 8th Division Artillery
APO 34, New York, New York

WO'S (CONT.)

THORPE, ROBERT J.
U.S.A. OS Replacement Sta. (1264)
Fort Dix, New Jersey

VOISINE, VICTOR K.
3rd Battalion, 68th Artillery
Snelling AFB, Minnesota

WATTS, RAYMOND, JR.
1830 Bridger Street
Fayetteville, North Carolina

WO CANDIDATES

SALTER, KEITH A.
Shady Brook Estates, Mobile Ct.
Libscomb, Alabama

STAFFORD, BILLY W.
707 Owens Drive
Huntsville, Alabama

WILKERSON, HERBERT
Officer Student Co., Box W-11
Fort Rucker, Alabama

SP/6'S

McDONALDSON, ELMER T.
188th Transportation Company
Fort Benning, Georgia

PFC'S

PESTANA, VICTOR A.
542nd Signal Company
Fort Hood, Texas

ASSOCIATES

BARRETT, MR. LAWRENCE A.
44 Brainerd Road
West Hartford, Connecticut

CRAIG, MR. DONALD G.
Box 155-A, Route 1
East Granby, Connecticut

GLASSER, MR. P.
2 Feather Lane
Comstock, New York

HACKETT, MR. EDWARD T.
1022 Art Hill Place, Apt. 2-8
St. Louis 10, Missouri

COMPOUND

THE PIASECKI MODEL 16H-1 HIGH SPEED COMPOUND HELICOPTER, IS SHOWN DEMONSTRATING ITS SHORT TAKE-OFF AND LANDING CAPABILITIES DURING RECENT TESTS CONDUCTED AT THE INTERNATIONAL AIRPORT IN PHILADELPHIA, PA., PIASECKI AIRCRAFT CORPORATION IS WORKING WITH THE NEW YORK REGIONAL OFFICE OF THE FEDERAL AVIATION AGENCY TOWARDS CERTIFICATION OF THE 16H-1 "PATHFINDER," AND EXPECTS TO COMPLETE THESE TESTS EARLY THIS YEAR. THE 16H-1 COMPOUND COMPLETED ITS INITIAL HOVERING AND HELICOPTER REGIME TESTING LAST YEAR. AN INCREASE IN RANGE AND PAYLOAD ARE PLANNED FEATURES OF THE NEW DESIGN.



ASSOCIATES (CONT.)

JENNINGS, MR. H.J.
Aerojet, Holiday Office, Suite 32
Huntsville, Alabama
KNORR, MRS. SALLY
c/o Wilfred Dennis, Liberty St.
Otter River, Massachusetts
MARSH, MR. LYMAN E.
4090 Yonge Street, Apt. 539
Toronto, Ontario, Canada
PRATT, MR. PERRY W.
Bishop Apartments, 5 Bishop Road
West Hartford, Connecticut

ASSOCIATES (CONT.)

ST. GERMAIN, MR. WILLIAM
Boeing Company, Box 29-65
Seattle, Washington
STARRS, MR. JOHN P.
1290 Avenue of Americas
New York 19, New York
TORPEY, MR. GEORGE J.
Colonial Road
Brookside, New Jersey
ZIEHL, MR. C.E.
16 Prospect Road
Westport, Connecticut

RETIRED

BROADHURST, EDWARD C., Major
5629 Sandalwood Boulevard
Columbus 24, Ohio
HALL, THOMAS E., LCol
1352 Hudson Hills Drive
St. Louis, Missouri
HIX, WILLIAM J., LCol
816 W. Dean Street
Killeen, Texas
HUNGERFORD, HARLEY, LCol
P. O. Box 355
Fort Rucker, Alabama

OBITUARIES

JOHN E. CONNER

Captain John E. Conner assigned to the Aviation Company, 1st Infantry Division, Fort Riley, Kansas, was killed on March 20, 1963 when the OH-13G helicopter he was flying crashed and burned on the Fort Riley Military Reservation. He was the sole occupant of the aircraft at the time of the crash. Captain Conner is survived by his two children, John Duane and Jana Lynn who are residing with their mother at 927 Sowers Road, Irving, Texas. He is also survived by his mother, Ida Mae Conner, of 8312 Alto Garden, Dallas 17, Texas.

JAMES N. DANIEL

First Lieutenant James N. Daniel, Jr., assigned to the 7th Aviation Company, 7th Infantry Division, APO 7, San Francisco, Calif., sustained fatal injuries when the O-1A aircraft in which he was flying had an engine failure and crashed during the conduct of a mission. The fatal accident occurred on May 31, 1963, two miles east of the 15th Aviation Company Airfield in Korea. Lieutenant Daniel

is survived by his parents, Mr. and Mrs. James N. Daniel, Sr., of 213 Graham Street, Forrest City, Ark.

SAMUEL D. DELOZIER

Captain Samuel D. Delozier of the 504th Aviation Company, APO 36, New York, N.Y. (Goeppingen, Germany), sustained fatal injuries when his UH-1B Iroquois helicopter crashed during the conduct of a service mission. He is survived by his wife, Mrs. Barbara A. Delozier of 714 West 6th Street, Chelsea, Oklahoma.

JAMES L. FUTRELL

First Lieutenant James L. Futrell assigned to the U.S. Army Aviation School, Fort Rucker, Ala., sustained fatal injuries when the OV-1 Mohawk of which he was pilot crashed during the conduct of a training mission. The fatal Army accident occurred near Blakely, Ga., on May 23, 1963. He is survived by his wife, Mrs. Brenda B. Futrell of 416 Birkhead Avenue, Owensboro, Kentucky.

JOHN J. KOCHIS

Mr. John J. Kochis, a Department of the Army civilian assigned to the U.S. Army Aviation School, Fort Rucker, Ala., as an Instructor Pilot, was killed in the crash of an OV-1 Mohawk aircraft near Blakely, Ga., on May 23, 1963. Kochis was serving as an Instructor Pilot on an official training mission at the time of the fatal accident. He is survived by his wife, Mrs. Winnell R. Kochis of 706 Wisteria Court, Dothan, Ala.

ADDRESS CHANGE?

The "PCS" columns of each issue reflect the change of address notices received by ARMY AVIATION MAGAZINE from subscribers and members of AAAA.

The magazine makes no attempt to derive "change of address" information from the many editorial and photographic contributions submitted to the magazine.

The Publisher suggests that subscribers submit a quarters address, rather than a unit address, whenever possible.



Vertical assault at 200 mph

Sikorsky's new CH-53A transport helicopter will be big, fast, and tough. It will provide the U.S. Marine Corps with its first all-weather, all-climate helicopter for vertical assault missions.

The powerful CH-53A will speed 30 troops or 8,000 pounds of cargo 115 miles at 170 mph—and return without refueling. On short missions it will transport 64 men or 16,000 pounds. It will carry a Pershing missile, 155 mm howitzer, or three-quarter ton truck. It will operate

from any terrain and offers a watertight hull for emergency flotation. Under light-load conditions, top speed will exceed 200 mph.

An advanced rear-loading cargo system will permit one man to load a ton a minute. Prerigged external cargo can be picked up in flight without a ground crew.

The CH-53A is based on the proven technology of Sikorsky's twin-turbine S-64 Skycrane. First flight is scheduled for 1964.

Sikorsky Aircraft

STRATFORD, CONNECTICUT

DIVISION OF UNITED AIRCRAFT CORPORATION

U
A



AAAA NEWS

1963 ANNUAL MEETING DETAILS ANNOUNCED

THE 1963 ANNUAL MEETING of the Army Aviation Association of America will be held at the Sheraton-Park Hotel in Washington, D.C., October 22-24, 1963. This will be the Fifth National Convention of AAAA members and it promises to be even bigger and better than the Association's four previous conventions.

THE DATES for the AAAA meeting have been scheduled to coincide with the Annual Meeting of the Association of the United States Army which will be held in the same hotel on October 21-23, 1963.

BRIG. GEN. John J. Tolson, Director of Army Aviation, OACSFOR, D/A, and A.D. "Dusty" Hight of Lockheed Aircraft, head the present 14-member Committee charged with the overall direction of the 1963 AAAA Annual Meeting.

WHILE the detailed programming for the three-day meeting is now under Committee consideration, the dates for the major functions of the convention have been established.

The AAAA-Industry Co-Sponsored Reception will be held on the evening of Tuesday, October 22, with the

Fifth Annual Honors Luncheon to be held at noon on Thursday, Oct. 24.

AAAA Members desiring accommodations at the Sheraton-Park are urged to contact the Reservations Manager directly. While the Ass'n has reserved a large block of rooms for attending members, the Ass'n cannot handle or accept reservations for rooms at the Sheraton-Park Hotel. The hotel corresponding address is 2660 Woodley Avenue, N.W., Washington, D.C.

ADDITIONAL details on the Annual Meeting Programming will be announced in the subsequent issue, pending the decisions reached at the July 8 "details" meeting of the 1963 Annual Meeting Committee. Rest assured that the overall programming will be arranged with your interests in mind and will combine a full mix of professional and social activities for all attendees.

LEAVENWORTH, ATLANTA CHAPTERS PLANNED

AAAA members residing within the general Atlanta, Ga., and Fort Leavenworth areas may soon be represented by full-fledged Chapter organizations. Interested members in each area have petitioned for Chapter recognition and are expected to hold Chapter activation meetings during the month of July.

ASS'N ENDORSES "AA SONG"

AN "ARMY AVIATION SONG" has been endorsed by the AAAA National Executive Board. Full details on the song will be released within the near future, pending copyright approval. A three-member "Song Committee" has been appointed and is investigating the commercial production of both records and sheet music.

NAT'L SCIENCE FAIR PARTICIPATION APPROVED

THE NATIONAL Executive Board has authorized the participation of the AAAA in the National Science Fair Program. Lt. Col. Darwin P. Gerard, Ret., has been appointed as Chairman of the National Science Awards Committee. Col. Richard L. Long, Lewis E. Casner, Anthony L. Rodes, and James E. Beach have been appointed by Col. Gerard to assist him as National Committee Members. The Committee has received authorization to spend up to \$1,000 to support AAAA participation in the '63-'64 National Science Fair-International. Details of local area participation are being prepared by the Committee and will be forwarded to all AAAA Chapters in the near future.

STANDING COMMITTEE REVIEW UNDERWAY

THE NATIONAL Nominations Committee has been charged with the responsibility of conducting a review of the present Standing Committees of AAAA, and to make recommendations to the National Executive Board on the dissolution, staffing, or creation of Standing Committees.

To assist the Committee, your viewpoint is solicited. At present, the Ass'n Standing Committees consist of a Nat'l Nominations Committee, a National Awards Committee, a Long-Range Planning Committee, a By-Laws Committee, a National Insurance Committee, and a National Science Awards Committee.

IF you have any suggestions with regard to the Committee structure or representation, please forward them to the National Office of AAAA, 1 Crestwood Road, Westport, Conn. Your reply will be treated as confidential, if you so specify.

PLACEMENT SERVICE ASSISTS MEMBERS

MEMBERS are reminded that the Ass'n conducts a Military Aviation Placement Service (MAPS). This is a free service to both job applicant and employer, the Ass'n National Office merely serving as the clearing house for the interchange of information.

YOU are encouraged to avail yourself of this service if you are interested in sales, operational, administrative, maintenance, or technical positions within the aviation industry. Applicants must provide a specific separation, discharge, or retirement date, or be in a civilian category to receive MAPS assistance. Sufficient copies of the individual's resume, together with personal photographs, should be submitted to the National Office along with a 50-word "Position Wanted" classified ad outlining the job request. Both the individual member and the potential employer communicate with AA's 7,500+ readers by means of these no-cost ads.



From an original painting for CECO by R. T. Handville

GRUMMAN'S OV-1 MOHAWK is powered by two Lycoming T-53 gas turbines, each with complete, single-package fuel control and pumping system engineered and precision-produced by Chandler Evans.

CECO's product in the Mohawk is one of a number of "unitized" control systems developed expressly for the fast-growing small gas turbine field. In addition to controls for application in fixed wing aircraft, other lightweight, compact CECO engine control systems have been developed for target drones and helicopters.

Chandler Evans pioneered single-package design of formerly separate fuel system components, and today enjoys a position of leadership in the field of small gas turbine fuel control and pumping systems.

CHANDLER EVANS CORPORATION • WEST HARTFORD 1, CONNECTICUT

A Major Industrial Component of Fairbanks Whitney Corp.



AAAA IN PHOTOS

JUNE-JULY PHOTOS



■ Top left: National AAAA Award winning student, Donald B. Bliss of Mobile, Ala., stands in front of his project, "A Radio-Controlled Peripheral Nozzle Air Cushion Vehicle," for which he received an AAAA \$100 cash award and a Certificate of Achievement at the National Science Fair-International at Albuquerque, N. Mex. ■ Center left: Members of the 14th ACR Aviation Company who won the USAREUR AAAA Trophy as the Outstanding Aviation Unit in '61-'62. ■ Bottom left: Betty Brantley of Echo, Ala., is all smiles after being named "Miss AAAA of the Fort Rucker Chapter" following her selection at the Quad-A picnic marking AA's 21st anniversary. Dothan mayor Earle C. Moody (left) and Col. Melvin A. McDuff, Deputy Commander of the Aviation Center, look on. ■ Top right: Brig. Gen. Harry W.O. Kinnard, CG of the 11th Air Assault Division, Ft. Benning, Ga., chats with, l-r, Condon Chapter president Col. A.A. Wilson; National AAAA president James N. Davis; Maj. Gen. John J. Lane, CG of the U.S. Army Transportation Center; and Brig. Gen. Robert R. Williams, CG of the U.S. Army Aviation Center at a recent meeting of the David E. Condon (Ft. Eustis) Chapter. ■ Bottom right: Several AAAA National Board officers congratulate Lt. Col. Richard E. Bywaters (center), former Condon Chapter president, upon his receipt of an Achievement Award from the Chapter. From left to right are Col. Jack L. Marinelli, Ret., VP, Public Aff; Lt. Col. Joseph E. McDonald, Jr., Ret., Past President; Col. Alexander J. Rankin, Senior Vice President; and Jack E. Leonard, VP, Industrial Affairs. The group met during the course of the recent Nat'l Board meeting at Ft. Eustis.

AAAA ANNOUNCES

\$1,500 SCHOLARSHIP

The Army Aviation Association will present a \$1,500.00 Scholarship Award for 1963-1964 during the course of the forthcoming AAAA Annual Meeting in October. The funds for this Scholarship were made available through the generous contribution of the Ryan Aeronautical Company of San Diego, Calif.

The contribution initiates a major Association program of scholarship awards intended to provide financial assistance to the selected children of members of the Association who intend to pursue courses of instruction at accredited colleges and universities.

Administration of the scholarship program will be handled by a separate Foundation Governing Board established by the AAAA with over-all scholarship fund contributions to be retained by the Foundation. Bryce Wilson, National President during 1959-1960, will serve as the Chairman and Trustee of the newly-established, five-member Foundation Governing Board.

ELIGIBILITY

The 1963-1964 AAAA Scholarship Award sponsored by Ryan will be presented to the recipient who shall be:

- The son or daughter of a member or deceased member of the AAAA.
- A high school senior or graduate.
- Unmarried.
- A citizen of the United States.

Applicants who meet the eligibility requirements outlined above may make application for the '63-'64 Scholarship and will be required to furnish:

Proof that he (or she) is the child of a member or deceased member of the Association.

A transcript of his high school scholastic record covering the four academic years.

A transcript of his record in the College Board Admission Test for the College Entrance Examination Board.

Proof that he (or she) has been accepted for Fall, 1963 entrance at an accredited college or university.

INTERVIEW

Upon receipt of this documentation, the National Office of AAAA will furnish a brief questionnaire to the applicant with instructions to report to a group of interviewing officers selected from the membership of the nearest local Chapter, or concentration of membership. During the course of the interview the interviewing officers will complete the questionnaire which shall serve as part of the documentation required for award consideration.

The final selection will be made by the AAAA National Awards Committee, a permanent Standing Committee of the National Executive Board of the AAAA. The selection

(Continued on Page 58)

100% AAAA
AVIATION PRIMARY
STUDENT CLASSES



WO OBSERVATION HELICOPTER AVIATOR COURSE 63-2WT

FRONT ROW (left to right): WO's Larry J. Pearson, William R. Robison, Ross E. Markle, Alva N. Rogers, Charles F. Edson, Henry P. Edwards, Donald R. Orr, Charles H. Smith, David M. Bray, Robert E. Marsh, and Louis V. Testa. BACK ROW: Wesley D. Page, Marvin C. Albrecht, William B. Kimbrough, Raymond L. Kuss, Richard D. Havenstrite, William P. Zucchelli, William C. Thompson, Paul T. Nelson, Wayne M. Stewart, Richard B. Borer, and Garry L. Graham. (U.S. Army photo)

OFFICER FIXED WING AVIATOR COURSE 63-5

SITTING (left to right): Lts F.W. Hill, A.J. Griffin, J.V. Gallagher, C.J. Banks, J.T. Walton, F.W. Kaase, E.J. Scott (Liberia), and 2d Lt Yao (China). KNEELING (left to right): Lts J.S. Sabine, IV, E.R. White, III, R.A. Highsmith, Jr., J.L. Dion, J.E. Kempster, W.L. Barker, W.J. Smith, and T.E. Coates; Capt J. Ahmad (Pakistan); Lts W.H. Herring, J.M. Kobylarz, G.K. Lancaster, D.G. Dunning, R.W. Garth, Jr., P.V. Jarrell, W.T. Raine, E.J. Preston, W.W. Duncan, J.J.W. Flaugh, H.P. Chin (China), and 2d Lt Lung (China). STANDING (left to right): Lts J.I. Thomas, M.D. Hall, and J.R. Stewart; Capts M.C. Hedrick and Z. Rahmad (Pakistan); Lts J.D. Van Diepen, J.R. Morlock, R.L. Grof, R.A. Hill, D.C. Wilson, D.C. Sundberg, and W.N. Walker; Capt J.F. Poe; Lts W.W. Romine, P.W. Hohnson, W.B. Hirtle, W.C. Buford, and P.S. Fath. Absent from picture: Lt E.R. Downing. (U.S. Army photo)

WARRANT OFFICER ROTARY WING AVIATOR COURSE 63-2W

FRONT ROW (left to right): WO's W.G. Maxwell, P.R. Hirsch, C.L. Mann, W.E. Weeks, B.E. Scott, L.H. Michal, A.L. Blanchard, and R.G. Battle. SECOND ROW (left to right): WO's G.B. Horan, C.J. Peterson, J.F. Vaughn, E.W. Scott, D.L. Fields, T.D. Cook, R.A. Waldo, and R.D. Tormey. BACK ROW (left to right): WO's J.D. Arnold (Honor Graduate), C.W. Reeves, Q.L. Johnson, J.W. Boyd, C.W. Putman, R.L. White, J.E. Remy, and L.A. Murrell. (U.S. Army photo)

NEW CHAPTER OFFICERS

ALASKA CHAPTER

President.....Major Charles E. Connaway

GRAND CANYON CHAPTER

VP, ARNG Aff....Lt Fred'k R. Upton, Jr.
VP, Indus Aff.....Mr. John M. Ewing

RHINE VALLEY CHAPTER

President....Lt Col Wm. R. Mathews, Jr.
Exec VP.....Major William R. Rathbone
Secretary.....Major George C. Connor
Treasurer.....Major Billy R. Nunnelee
VP, Pub Aff.....Captain Floyd H. Trudeau



Brig. Gen. John J. Tolson, left, Chairman of the 1963 AAAA Annual Meeting Committee and A.D. "Dusty" Hight of Lockheed Aircraft, '63 Co-Chairman.

is designed to place the competition for a Scholarship Award on a fair and impartial basis and to consider the qualifications and merit of each individual.

APPLICATION DATA

An individual application may be submitted directly by any interested student. The application should be typed and submitted in three copies, an original and two carbon copies. All questions should be answered with the applicant placing a "No" or an "X" in any blank that is not applicable.

The application form should include the following:

1. Full name
2. Permanent home address.
3. Place of birth.
4. Date of birth.
5. If foreign born, date natural-

ized, place where naturalized, and Certificate Number.

6. High Schools attended, to include dates attended, years completed, and date of graduation.

7. Other Schools attended, to include dates attended, years completed, and date of graduation.

8. An outline of extracurricular activities, to cover participation in:

- a. Athletics
- b. Student Government
- c. Clubs, Societies, and Organizations.
- d. Scholarships, Honors, and Awards, etc., to include athletic or academic scholarships.

e. Part or Full Time Employment while in a student status.

9. Personal History (Indicate any aviation or related subjects studied).

10. A statement that as an applicant you have not been arrested, summoned into court as a defendant, or indicted, convicted, imprisoned, or placed on probation, and that no case has been filed against you, as an applicant, or that you have been ordered to deposit collateral for an alleged breach or violation of any law, police regulation, or ordinance.

11. Signature.

12. Signature of father, or signature of mother if father is deceased.

An individual application, together with the necessary documentation, should be submitted on or before 1 September 1963 to:

Chairman

AAAA Nat'l Awards Committee

1 Crestwood Road

Westport, Connecticut

PAST PRESIDENT HONORED

■ Colonel Warren R. Williams, Jr., left, receives a desk plate honoring his service as president of the Army Aviation Center Chapter of AAAA. Making the presentation is Brig. Gen. Robert R. Williams, CG of the Aviation Center, as Lt. Col. Russ Blair, Ret., Chapter Executive Vice President, looks on. (U.S. Army photo)






Along the desert coast of Arabia, above the Arctic Circle, in the Himalayas, from carrier decks at sea—General Electric's high-endurance T58 turboshaft engine is performing on helicopters in the varied climates of 14 countries. Its stamina is indicated by exceptionally high ratings for Time Between Overhaul: current TBO's range from 400 to 800 hours in military use and from 1000 to 1200 hours in civil operation.

The T58 was developed to meet the U.S. Navy's demanding requirements for helicopters capable of hovering for long periods close to the surface of the sea. Delivering the highest power-to-weight ratio of any gas turbine helicopter engine in the 1000 to 1500 horsepower class, the T58's combination of durability, small size, and light weight are the result of advanced design, innovations in manufacturing techniques, and exhaustive testing.

As powerplant for ten U.S. helicopter applications and licensed for production by three overseas manufacturers, over 1200 T58 engines have accumulated a total of more than 200,000 flight hours. Long-life design, high reliability and persistent cost control for the T58 demonstrate the continuing *Accent on Value* from General Electric's Small Aircraft Engine Department, Lynn, Massachusetts.

AEROSPACE AND DEFENSE GROUP **GENERAL  ELECTRIC**

MARATHON RUNNER





DON'T PUT YOURSELF OVER A BARREL!

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FLIGHT PAY PROTECTION PLAN 1 CRESTWOOD ROAD WESTPORT, CONN.

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Rank/Grade

Name

ASN

Years Service for Pay Purposes

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(Post Box Number, Residence or Quarters Address Is Desired)

CITY

STATE

MONTHLY FLIGHT PAY?

ANNUAL FLIGHT PAY?

I have enclosed a check or money order made payable to FLIGHT PAY PROTECTION PLAN for the correct premium and I understand that coverage is to become effective upon the first day of the month after the month in which I make application for this coverage.

I certify that I am currently on flying status with an active U. S. Army or ARNG-USAR unit, am entitled to receive incentive pay, and that to the best of my knowledge I am in good health and that no action is pending to remove me from flying status for failure to meet required physical standards.

Signature of Applicant

Date

Submit application and premium check to FLIGHT PAY PROTECTION PLAN, Westport, Conn.

**PREMIUM BASED ON 1½% OF ANNUAL FLIGHT PAY!
HELD BY OVER 3,800 AA'S AND CREW CHIEFS!**



1963 AAAA ANNUAL MEETING

**COMMEMORATING
"THE COMING OF AGE"
21ST ANNIVERSARY
OF ARMY AVIATION
IN THE U.S. ARMY**

SHERATON-PARK HOTEL

WASHINGTON, D.C.

OCTOBER 22-24, 1963



Solar Titan gas turbine makes the Chinook helicopter self-sufficient

Solar's lightweight, rugged *Titan*® gas turbine APU helps make the Army's new Boeing-Vertol HC-1B Chinook helicopter self-sufficient for field use anywhere.

With the *Titan* gas turbine supplying electric and hydraulic power, the jet-powered Chinook can start itself, even at -65F. The APU also provides power for internal systems checkout without using main engines or rotors.

The *Titan* gas turbine is an exceptionally light and rugged, simple cycle, single shaft, constant speed engine. It de-

velops 80 hp, yet weighs only 61 lbs with all engine accessories. It starts instantly, accepts full load without warmup and runs without vibration. The engine can operate on combat gasoline, aviation gasoline, all jet fuels, kerosene and diesel fuel without any modification.

Other Army aircraft using the *Titan* gas turbine APU include the DeHavilland Caribou STOL transport and Grumman Mohawk reconnaissance aircraft.

For additional information about the *Titan* gas turbine

APU or about any of Solar's family of gas turbines, write to Solar, Dept. L-117, San Diego 12, California.



SOLAR



A Subsidiary of International Harvester Company

NEW MEMBERS JOINING AAAA

Lieutenant Tollie Adkins, Jr.
WO Marvin C. Albrecht
Lieutenant Norman L. Alley
Captain Robert G. Andree
WOC Jimmie D. Arnold
Lieutenant Theodore R. Austin, Jr.
Lieutenant Otto Babel
Lieutenant Colonel B.A. Bache, Ret.
Captain Alexander Balberde, Jr.
Lieutenant William D. Bartholomew
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MILITARY AVIATION PLACEMENT SERVICE

POSITIONS WANTED

ADMINISTRATIVE-FLIGHT

■ **ARMY AVIATOR**, Officer, married, rotary-wing and instrument qualified leaving service in September, 1963 desires employment with a company of any size offering helicopter transportation service. A position offering opportunities in office management or personnel relations in addition to flying duties would be preferable. Write AAAA, Box 5145, for resume.

■ **COMMERCIAL PILOT** with instrument card. Single engine. Desires flying and administrative opportunity. BA Degree with mathematics major and physics minor. Former officer in Army and high school teacher. Write AAAA, Box 6527, for resume.

■ **HELICOPTER PILOT** with FAA rating in S-58 and Vertol 44. Commercial experience, over 1,000 hrs. BBA Degree (Business Administration); Army Aviator. Seeking responsible opportunity. Age 26. Alert, capable, and conscientious. Married. Write AAAA, Box 1239, for resume.

ADMINISTRATIVE-FLIGHT-SALES

■ **EMPLOYMENT** in flying, flight management, airfield management, and/or sales; a position with responsibility commensurate with the ability and experience I have gained in 16 years and 6,500 hours in Army aviation; one year as civilian helicopter test and instructor pilot with foreign manufacturer. A permanent location is desired. Travel, including foreign, is acceptable. For resume, write AAAA, Box 801.

■ **EX-ARMY AVIATOR**, age 30, with a BS Degree in Business Administration and experience with one of the country's largest corporations;

desires a position in the aviation or allied industry. Commercial pilot's rating, single engine land and sea, rotorcraft, instrument rated and class rated in Vertol 44 with in excess of 2,000 hours of civilian and military flight time and prior aviation sales experience. Write AAAA, Box 7357, for resume.

■ **SUPERVISOR**, Pilot, Administrator, Technician, or Salesman. Qualifications: 6 yrs as Aviation Maintenance Officer; 2-1/2 yrs Aviation Officer on General's Staff; 4-1/2 yrs as NG Army Aviation Advisor; 4,850 flying hours with 965 in helicopters; Commercial Pilot, airplane single engine and multi-engine; Helicopter and instrument rated; Master Army Aviator; Army Special Instrument Card. Write AAAA, Box 3931, for resume.

FLIGHT-INSTRUCTIONAL-TEST

■ **DUAL RATED** Army Aviator with a CAA commercial rating - single engine land and rotorcraft. Graduate of the Army's Aircraft Maintenance Officer Course. Desires a test, instructional or operational position, preferable rotary-wing. Available on or after 26 June 1963. Write AAAA, Box 4487, for resume.

ADMINISTRATIVE-MAINTENANCE

■ **RETIRED MAJOR**, Army Aviator, age 38, desires position in administration or maintenance with aviation industry. Have had over 6 years of experience with Army aviation in helicopter companies as unit commander, and in fixed maintenance shops as officer-in-charge. Desires location in southeastern or southwestern part of the United States. Write AAAA, Box 1694, for resume.

FLIGHT

■ **ARMY AVIATOR** with approximately 1,000 hours of helicopter

time desires employment as a helicopter pilot. Majority of flight time in Sikorsky S-55's and Bell H-47's. Experienced in mountain flying and as a flight instructor at a major military flight training facility. Separated from active duty on 15 March 1963. Write AAAA, Box 6289, for resume.

ADMINISTRATIVE-OPERATIONS

■ **PRESENTLY** employed as an Air Operations Specialist in aviation. Previous to my service duty I was a salesman as well as having administrative experience. After separation from the service (date known), I would like to be related with the field of aviation, either in Air Operations or in an administrative capacity. Write AAAA, Box 6508, for resume.

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■ **PILOTS**, single and multi engine fixed and rotary wing aircraft qualified. Commercial license with Instrument Rating required. Salaries range from \$8,400.00. Forward resume or inquiry to AAAA, Box 2362, Westport, Conn.

■ **A & P MECHANICS**. Must have valid A & P license. IA desirable. Experience on multi-engine aircraft required. Renumeration is approximately \$120.00 per week with overseas bonus where applicable. Send resume to AAAA, Box 2362.

■ **AIRCRAFT** Sheet Metal Workers. Experienced in aircraft sheet metal work including modifications. A & P desirable, but not required. Send resume to AAAA, Box 2362.

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