

ARMY AVIATION

MARCH-APRIL, 1964

Meet Our New Test Pilot



It's the first one of its kind—a completely automatic test cell for gas turbine engines. It "flies" an engine through complex performance tests, using a computer to analyze the results. It's one more reason why Lycoming engines have a record for dependability unequalled anywhere in the world.

Lycoming

Division—Avco Corporation
Stratford, Connecticut

ARMY AVIATION

VOL. 13-NUMBER 3
MARCH-APRIL, 1964



■ THE CALIBER IS HIGH . . .	
by Brig. Gen. John J. Tolson, Director of Army Aviation, OACSFOR.....	7
■ THE LOH AIRCRAFT	
A "Background" Report Staff-Prepared at the U.S. Army Aviation Test Board....	15
■ LETTERS TO THE EDITOR	
Signed Commentaries from the Readers.....	21
■ 1964 AAAA USAREUR REGION ANNUAL MEETING	
A Photo Story covering the 3-Day AAAA Meeting held in Garmisch, Germany....	22
■ NECROLOGY	
Obituary Notices of deaths occurring during December, 1963-April, 1964.....	24
■ PCS	
March-April, 1964 Changes of Address and Residence.....	27
■ AAAA NEWS	
Summary of April, 1964 Chapter, Regional, and National AAAA Activities.....	30
■ MAPS	
Job Opportunities listed with the "Military Aviation Placement Service".....	31
■ ADVERTISERS	
Beech Aircraft Corporation.....	10-11
Bell Helicopter Company.....	25
Boeing-Vertol Division.....	4-5
Continental Motors Corporation.....	6
De Havilland Aircraft of Canada, Ltd....	3
Grumman Aircraft Engrg. Corp.....	16-17
Hiller Aircraft Corporation.....	13
Lycoming Division.....	Front Cover
■ POSTMASTER	
If this magazine is addressed to a member of the United States military service, whose address has been changed by official orders, it should be forwarded - except to overseas APO's - without additional postage. See Section 157.4 of the Postal Manual. "Return Requested" - When applicable, return the entire issue.	

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

TURBO-BEAVER IN UNIFORM

- MORE SPEED
- MORE LOAD
- BETTER STOL

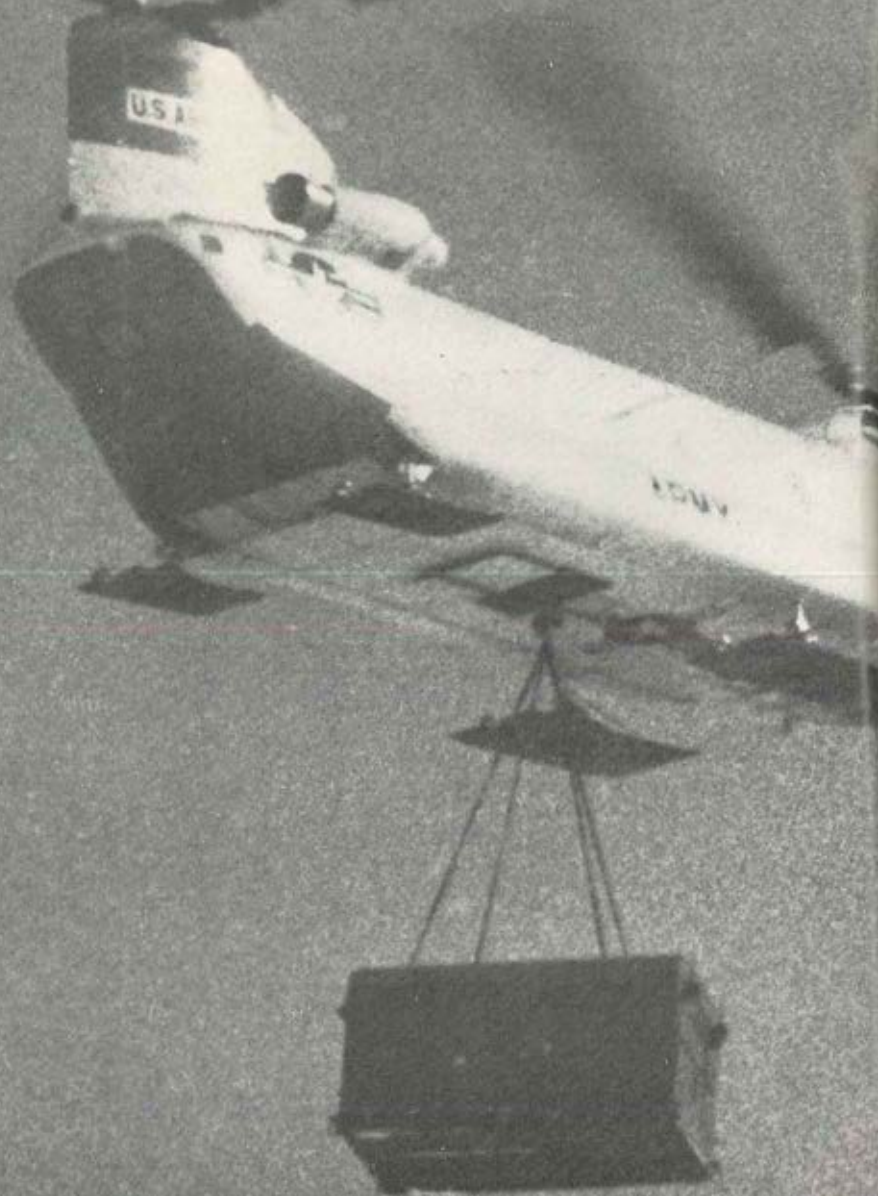


The Turbo-Beaver is now flying. The Pratt & Whitney PT6A-6 turbine engine combined with the dependability of the Beaver, make a unique STOL combination.

THE DE HAVILLAND  AIRCRAFT OF CANADA LIMITED
DOWNSVIEW, ONTARIO Offices located at:
ST. LOUIS, MISSOURI and WASHINGTON, D.C.

Chipmunk

PROGRESS



CH-47A CHINOOK PERFORMS RESCUE MISSIONS IN ALASKA

Shown at left is a U.S. Army CH-47A Chinook medium assault transport helicopter airlifting a 6,000-pound communications van in an external sling during emergency operations following the Alaska earthquake disaster. The much-needed communications was ferried from Fort Richardson, Alaska to Seward, one of the Alaskan cities that was heavily damaged by the earthquake and resulting tidal waves. The Chinook carried the van 120 miles through tricky windswept mountain passes.

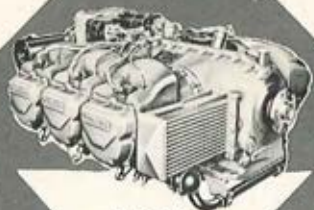
Other missions performed by the Chinook, undergoing cold weather capability tests at the U.S. Army Arctic Test Board at Fort Greely, included carrying 8,000 pounds of aviation gas and jet fuel plus 2,000 pounds of equipment. The Chinook subsequently transported 26 troops and several thousand pounds of equipment for guard duty in the stricken city of Valdez. In addition, the Chinook, piloted by Major Stebbins and Major Murphy of the Arctic Test Board, evacuated women and children from the disaster area.

BOEING

VERTOL DIVISION

CONTINENTAL AIRCRAFT ENGINES

... A WIDE RANGE OF MODELS
FOR MILITARY PLANES
AND GROUND SUPPORT
EQUIPMENT



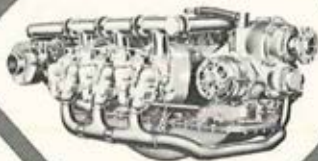
MODEL
IO470-D

PE-150
PACKETTE



FOR
GROUND SUPPORT
EQUIPMENT

MODEL
GTSIO-520-C

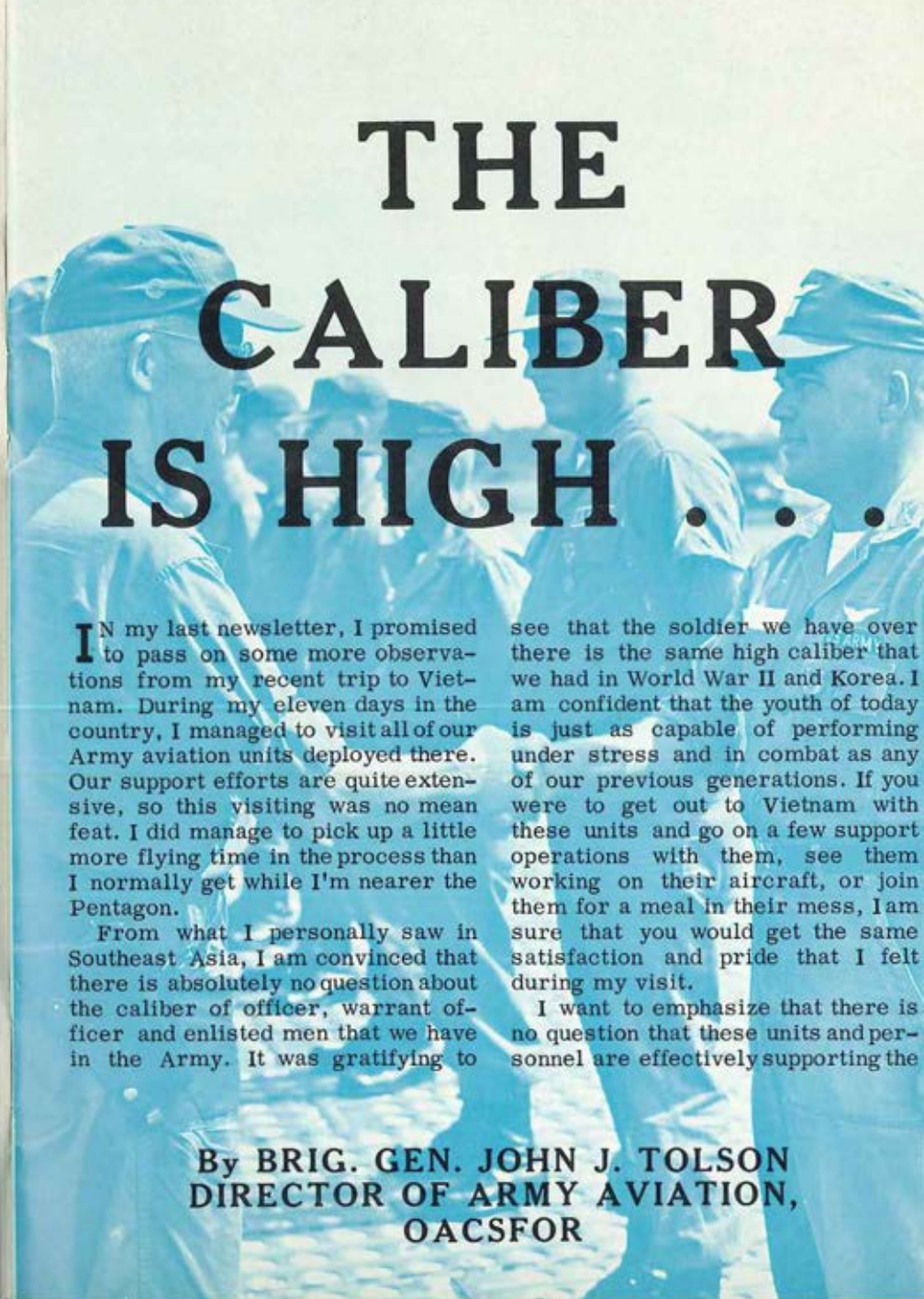


An exceptional record of dependability has earned these specialized power plants—for military aircraft, and a wide range of ground support equipment—an important role in the overall job of Free World defense. There is every indication that Red Seal total performance—power and economy proved in millions of hours of flight—plus the all-important backing of established world-wide service, is a major factor in assuring Continental Red Seal-powered utility aircraft of ever-wider use.

CONTINENTAL MOTORS CORPORATION

AIRCRAFT ENGINE DIVISION • MUSKEGON, MICHIGAN 49443





THE CALIBER IS HIGH . . .

IN my last newsletter, I promised to pass on some more observations from my recent trip to Vietnam. During my eleven days in the country, I managed to visit all of our Army aviation units deployed there. Our support efforts are quite extensive, so this visiting was no mean feat. I did manage to pick up a little more flying time in the process than I normally get while I'm nearer the Pentagon.

From what I personally saw in Southeast Asia, I am convinced that there is absolutely no question about the caliber of officer, warrant officer and enlisted men that we have in the Army. It was gratifying to

see that the soldier we have over there is the same high caliber that we had in World War II and Korea. I am confident that the youth of today is just as capable of performing under stress and in combat as any of our previous generations. If you were to get out to Vietnam with these units and go on a few support operations with them, see them working on their aircraft, or join them for a meal in their mess, I am sure that you would get the same satisfaction and pride that I felt during my visit.

I want to emphasize that there is no question that these units and personnel are effectively supporting the

**By BRIG. GEN. JOHN J. TOLSON
DIRECTOR OF ARMY AVIATION,
OACSFOR**

Vietnamese in their fight against the Viet Cong. The American soldier has a proud heritage to measure up to. These men are doing it daily; their determination and morale would be the envy of any unit commander.

ARMED ESCORTS

One of the most interesting examples of conceptual advancement shown in Southeast Asia involves the use of the armed escort helicopter. After employing these machines as escorts for the troop carrying helicopters en route to the objective areas as well as for firepower delivery during the critical landing and troop debarkation phase, we found that the number of hits sustained by the troop carrying choppers dropped considerably. This experience, incidentally, was accomplished in the face of a simultaneous increase in the total number of combat sorties flown.

In other words, the exposure went up but the hits went down. In this connection, I would like to emphasize a point. While a hit in a critical component may sometimes down a helicopter, instances in which repairs have been effected on the spot and the aircraft almost immediately returned to service are quite commonplace. In other words, we have found that helicopter vulnerability may not be the ogre that it is sometimes made out to be.

MOJAVE VERSATILITY

During my visit, I ran across some interesting poop regarding the operations of the CH-37 MOJAVE helicopters in Vietnam. As you know,

these aircraft are used to recover disabled aircraft and this use has resulted in both improved operational capabilities and monetary savings. When a helicopter is forced down, either by enemy fire or mechanical problems, it is usually able to make a soft landing with little or no additional damage. These damaged choppers often can be rapidly repaired on the spot. In those instances where this is not practical, the large CH-37 is called upon to lift the downed machine and transport it back to a repair base.

During the six months prior to my visit, the MOJAVES had recovered more than 40 downed aircraft in Vietnam. The majority of these were restored to operational status and the rest were salvaged. Total savings are estimated at over \$7 1/2 million. This technique has emphatically proved its value and demonstrates just one more important capability of the versatile helicopter.

AIRMOBILE TEST UNITS

I am happy to report that the program of organization, test and evaluation of the 11th Air Assault Division and the 10th Air Transport Brigade is proceeding on schedule. The division has been expanded to brigade force size and is conducting intensive training in preparation for the unilateral testing scheduled for this year. The Air Transport Brigade has been expanded proportionately and includes three complete CARIBOU companies at this writing. New production aircraft are being delivered to Fort Benning as rapidly as possible. For example, all of the new UH-1Ds and CH-47s, except for

test and training aircraft, are going to Benning to equip the division and the brigade.

"EXTRA HOURS"

The people involved in the air-mobile test and evaluation activities are doing a remarkable job. Many extra hours of hard work have been necessary to reach the present status of organization and training. I'm sure that all of us in Army aviation agree with General Wheeler's recent statement that "the officers and men taking part in the tests now underway at Fort Benning have a mission as important as any in the Army today."

PERMANENT FACILITIES

AR 415-31, which contains authorized space allowances for permanent facilities, has recently been revised. This document contains allowances for virtually all Army facility requirements and aviation items are interspersed throughout the regulation. The Office Chief of Engineers has provided a very helpful service to us in compiling an extract of this regulation which consolidates all of the aviation facility authorizations.

This extract has received only limited distribution but copies can be obtained from my office upon request. Many of the allowances for aviation facilities have been revised with some increased and others reduced. We would be interested in hearing aviators' views as to the adequacy of the new facility allowances as well as suggestions for improvement of the format and content of the regulation itself.

REVISION OF AR 95-1

New Army Regulation 95-1 will be published shortly. Department of the Army policy is emphasized concerning the use of Army aircraft. This regulation also provides for the filing of IFR flight plans (in CONUS) with intermediate stops and includes several new definitions which have been needed for quite awhile. The new AR 95-2 will follow shortly after the publication of AR 95-1.

SAFETY

We know from experience that most of our accidents can be traced to supervisory, aviator, discipline, training, maintenance or facility cause factors. We also know that effective supervision is the key to prevention. By effective supervision, I mean a well organized and aggressively planned program covering in detail all aspects of training, operation, facilities, maintenance and the physiological and psychological help of your aviators. I urge all of you to analyze your individual aviation safety programs to insure that they include effective supervision.

GAINS AND LOSSES

We have a welcome new addition with the arrival of Colonel Conrad L. Stansberry. Stan recently departed Heidelberg where he was the USAREUR Aviation Officer. At this writing, he is scheduled to take charge of the Plans, Programs and Review Division, replacing Lt. Colonel Charles E. Haydock. Chuck has decided to return to civilian life after a rigorous Pentagon tour. We

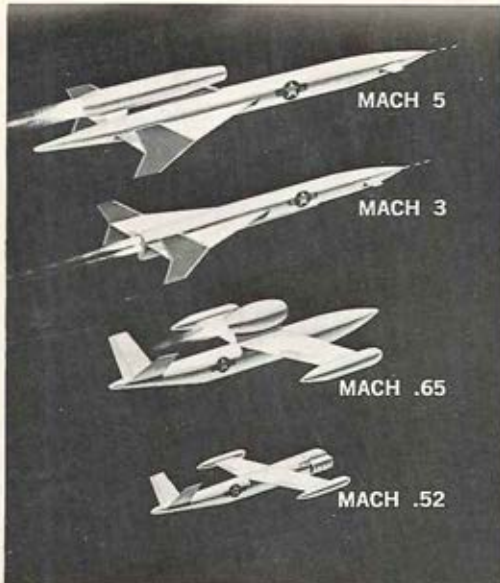
**BEECH "IMAGINIVITY"
In Missile Systems**



MACH 7, ANYONE?

What will be the requirements for tomorrow's missile targets? What are the problems in building them? Beech "Imagivity" is already seeking—and finding—the answers. The Beech missile above, designed to operate at speeds above Mach 7, is just one example of the way Beech is exploring the future—today.

**If you want to pass this Beech missile target,
you'd better be doing Mach 8—or better!**



Now from America's first family of missile targets, comes the newest example of Beech "Imaginity":

Today's modern air defense systems are only as effective as the shooting skills of the men who aim and fire them. To provide the realistic training needed to keep America's air defense units combat ready, Beech is building and has designed an entire family of missile systems to accomplish a variety of missions. They range in speed from Mach .52 to over Mach 7, with altitude capabilities from sea level to over 100,000 feet.

Two Beech missile target systems, the propeller-driven U. S. Army MQM-39A "Cardinal" and the rocket-powered U. S. Navy AQM-37A (KD2B-1), are already being produced in quantity. The AQM-37A is capable now of speeds above Mach 3. It gives today's most advanced weapon systems a realistic challenge to their capabilities.

This kind of successful experience in developing and building entire missile systems has given Beech a head start on the future. We are ready now to put Beech "Imaginity" in design, development, fabrication and testing to work on the even more advanced missile systems that will be required for tomorrow's training and air defense requirements. May we tell you more?

Beech Aerospace Division

BEECH AIRCRAFT CORPORATION • WICHITA, KANSAS 67201

For full information about how Beech's proven capabilities may help you in aerospace projects—from R&D and sophisticated testing to one-of-a-kind or mass fabrication—write, wire or phone Contract Administration, Beech Aircraft Corp., Wichita, Kansas 67201.



HELPING BUSINESS GROW FASTER: Only Beechcraft offers such a complete line of planes with so much speed, range, comfort and quiet to help business multiply the money-making decisions that each top man can make. That's how thousands of Beechcrafts have paid for themselves.

Executives: Write today for latest illustrated folders on ☐ Beechcraft twin-engine airplanes, ☐ Beechcraft single-engine airplanes. Address Beech Aircraft Corporation, Public Relations Department, Wichita, Kansas 67201, U. S. A.

all wish him the best of luck with the bulls and the bears of Wall Street.

I hate to continue on with the list of departures from the Directorate because each and every officer will leave behind shoes that are hard to fill. Losing so many key individuals simultaneously greatly increases the impact. My Deputy Director, Colonel Robert H. Schulz, has orders to be in Vietnam in early April. Bob's last day of duty here will be 5 March. We will all miss Bob and his practical approach to the many daily problems which confront us. All I can say is that I hope his next job doesn't burden him with as much paper work as this one has. Colonel George W. Putnam steps in as Deputy Director upon Colonel Schulz's departure. He has been chief of the Materiel and Facilities Division for nearly three years.

We are also losing Lt. Colonel George Rogers from the Operations, Training and Safety Division. George leaves the training problems very soon to assume some new problems in Korea. Lt. Colonel Harry Beaumont leaves the Plans, Programs and Review Division to take a new assignment in the 10th Air Transport Brigade at Fort Benning. This should prove to be a very interesting and challenging job.

MOHAWK DEPLOYMENT

Another significant event was recently completed by four U.S. Army aviators when they flew OV-1B Mohawk aircraft to Europe. This marks the first flight delivery of Mohawk aircraft to Europe, a deployment of over 4,000 miles which required

only 19 flying hours during a 3-day period to complete. All previous deliveries have been by surface means.

The four OV-1Bs are part of US-AREUR's Mohawk allocation and will be assigned to units presently stationed in Europe. As you know, the Mohawk is the Army's standard surveillance aircraft and is capable of all weather surveillance by visual, photographic and electronic sensory devices. The four deployed aircraft were equipped with Side Looking Aerial Radar systems (SLAR) which were operational during the flight. Upon arrival in Europe, all systems were operational and capable of immediate use.

This method of delivery is not only cheaper and faster than surface transportation, but also demonstrates the responsiveness of this aircraft to fulfill requirements in critical areas throughout the world.

The aviators who flew these Mohawks were: Major James R. Barkley, Headquarters Army Materiel Command; Captain Duthard R. Butler, Captain William L. McDermott, and Captain Nelson E. Williams, Fort Benning, Georgia.

I extend a hearty "Well Done" to these aviators as well as to all those personnel whose participation helped make this another significant achievement of Army aviation.

AA FORCE STRUCTURE

For some time now the Directorate has been helping to develop and support the Army position in the JCS concerning aviation force structure. In addition we have been working on the Army aviation portions of the Army Force Development Plan.

Merging man/machine/mission



U.S. ARMY OH-5A

THREE OF THE
DESIGN SELECTIONS
WHICH OPTIMIZE OH-5A FOR
TODAY'S MISSIONS...

...AND PROTECT ITS
COST EFFECTIVENESS
IN TOMORROW'S
MISSIONS

1. Ample rotor
diameter for
top hovering, auto-
rotational and speed
performance...

...and for gross
weight and power
increases
in future.

2. Engine location
permits open,
one-station
access to
turbine and
accessories,
drives and
controls...

...and provides
space for twin 250HP
or one 500HP
turbine
substitution.

3. Low drag
configuration
and detail
treatment
has best
speed/power
efficiency...

...and adapts to
advanced higher
speed systems
without
basic fuselage
change.



OH-5A DESIGN CHALLENGE: COST EFFECTIVENESS—Design of any new aircraft must be optimized for the mission it must perform. History proves, however, that missions change and grow—often unpredictably—in terms of enemy capability, climate, topography, and logistics. Because **TOTAL COST EFFECTIVENESS** was a primary design objective, the OH-5A is planned for growth in range, speed, and capability—not aircraft size—to meet the inevitably growing light observation mission.

HILLER AIRCRAFT COMPANY

PAULO ALTO, CALIFORNIA • WASHINGTON, D.C.

DIVISION OF ELTRA CORPORATION

While the details are classified, I can indicate that we are proposing an increase in the total number of separate aviation companies. If approved, this, together with increasing aircraft deliveries, will assure us an active aviation program for the future.

AIRCRAFT DISTRIBUTION

A revised forecast of aircraft distribution FY 1964-69 has been sent to TAG. The forecast indicates the distribution by quarters and by type, model and series of aircraft

to the major commands world-wide. This edition is based upon the currently approved force structure. Priority for the distribution of aircraft was to the forces in Vietnam, the aviation training base and the airmobile test units. The document will be three-hole punched to fit a standard binder. This should facilitate posting of changes which will be issued quarterly. Thus, the document will provide a current forecast reflecting the variations caused by changes in priorities, procurement and deliveries and force structure.

MOHAWK DEPLOYMENT



■ The pilots of the first four U.S. Army OV-1B Mohawk aircraft to be ferried to Europe are shown at Sandhofen, Germany, upon completion of their early March deployment from the U.S. Lt. Col. Robert G. Shepherd (left), Deputy CO of the Army Aviation Maintenance Center at Sandhofen, welcomes (left to right) Capt. Nelson E. Williams, Maj. James R. Barkley, Capt. W.L. McDermott, and Capt. D.R. Butler. The three-day flight which originated at McGuire AFB, N.J., was considered as "routine" by the crews. All of the SLAR-equipped OV-1B's were assigned to units presently stationed in Europe. (USA photo)

■ Warrant Officer Ralph Gelwitz is congratulated by Najeab E. Halaby, Administrator of the Federal Aviation Agency, for being honor graduate of his fixed wing aviator class at the U.S. Army Aviation School, Fort Rucker, Ala. Mr. Halaby was guest speaker at the mid-April graduation ceremony which resulted in wings being awarded to the largest class to complete fixed wing training to date. Observing the ceremony is Major General Clifton F. von Kann (left), Commanding General of the U.S. Army Aviation Center and Commandant of the U.S. Army Aviation School. (U.S. Army photo)





BACKGROUND: THE LOH

IN October 1959, the Office of Chief of Research and Development, Department of the Army, initiated an Army Aircraft Development Plan which provided firm guidance for Army aviation for the period 1960-1970.

As part of this plan, three Army Study Requirements (ASR's) were prepared to outline broad development objectives in the area of light observation, manned surveillance, and tactical transport. The ASR's were presented to industry at Fort Monroe, Virginia, on 1 December 1959. The light observation aircraft study resolved that a Light Observation Helicopter replace the OH-13, OH-23, and O-1.

TRI-SERVICE EVALUATION

Design competition for the Light Observation Helicopter (LOH) was initiated on 14 October 1960 by a letter to industry from the Bureau of Weapons, U.S. Navy. The designs were jointly evaluated by the U.S. Army and U.S. Navy, and three

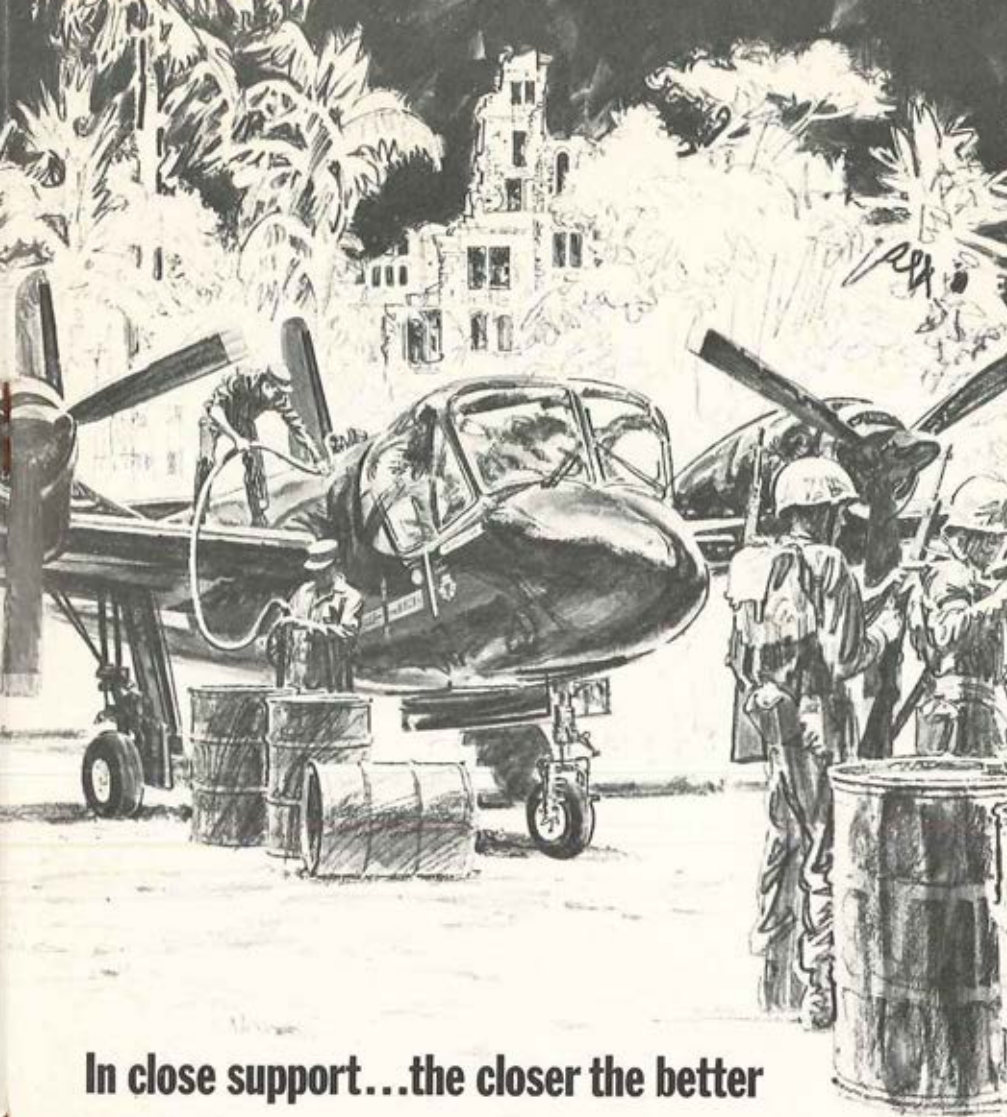
designs were approved for competitive evaluation: Bell Helicopter Company Model 206, Hiller Aircraft Corporation Model 1100, and the Hughes Tool Company Model 369. Army Model designations for these helicopters are the OH-4A (Bell), OH-5A (Hiller), and OH-6A (Hughes)

LIMITED MONITORSHIP

Contracts for "off-the-shelf" direct procurement of test quantities of aircraft were negotiated directly with industry. Each of the three manufacturers was awarded a contract in November 1961 for delivery of five prototype helicopters. Since competition for a large production order would stimulate initiative and demand employment of their utmost resources, the manufacturers were granted great latitude in determining the detailed design.

Military monitorship during the development was limited to contract administration with no direction of changes. The manufacturer was permitted to solicit advice from the





In close support...the closer the better

The Army Mohawk doesn't need an airstrip—paved or otherwise. Give it a patch of open field and it'll land and take off in true STOL style. It goes where the troops go and, like the troops, in any kind of weather. The Mohawk is the "elevated eyes" of the Army—there when you need it, providing instantaneous response in any battle situation.

GRUMMAN AIRCRAFT ENGINEERING CORPORATION • Bethpage, Long Island, N.Y.



military, but the responsibility for decisions on design and engineering questions rested with the manufacturer. This exploited the competitive aspects to reduce development time and to avoid contract cost increases.

Airworthiness of the helicopters is based on Federal Aviation Agency certification, the contractors being required to obtain certification in accordance with Civil Air Regulation, Part 6. Each initial aircraft delivered for Army evaluation was required, as a minimum, to be covered by an FAA Type Inspection Authorization including an acceptable flight envelope.

One evaluation helicopter from each manufacturer was scheduled for delivery to Fort Rucker in November 1963, followed by delivery of one machine each month to the Army until the deliveries were completed. However, the FAA Type Inspection Authorization was delayed on all of the helicopters. The first OH-5A arrived on 13 January 1964, the OH-4A on 25 January 1964, and the OH-6A on 9 February 1964. Each manufacturer is to provide support for a total of 2,000-hours of evaluation flights by the Army.

DESCRIPTION

The LOH designs feature a single main rotor and an anti-torque tail rotor. A four place cabin provides seating for a pilot and observer in the front and stowable seats in the rear for cargo or two passengers. Where appropriate, the main rotor blades have provisions for manual folding. A skid type landing gear is used. The power plant is an Allison T63-A5 gas turbine engine rated at

250 shp, dry weight of this engine being approximately 136 pounds. Particular emphasis was given toward aerodynamic cleanliness and weight savings by each manufacturer through efficient designing. An equal amount of attention was directed to simplification of maintenance and the lowering of support requirements.

COMPARATIVE TABLE

A comparative table of dimensions and weights is presented.

	OH-4A	OH-5A	OH-6A
Rotor			
Blades	2	2	4
Semi-Rigid	Yes	Yes	No
Articulated	No	No	Yes
Rotor Diameter	33'4"	35'0"	26'4"
Overall Length	38'9"	41'5"	30'4"
Maximum Height	8'11"	9'4"	8'4"
Design Gross Wt.	2900 lbs.	2530 lbs.	2100 lbs.

Each manufacturer will provide armament kits for evaluation. One kit will accommodate a twin- M-60 machine gun, while a second kit will be fitted with a single XM-75 grenade launcher.

ALLOCATIONS

Allocation of the test helicopters to portions of the evaluation program is as shown:

DHC-5 BUFFALO



Aircraft #1: Initial pilot training and 1000-hour accelerated logistical evaluation. Location: Ft. Rucker.

Aircraft #2: Confirmatory engineering and aerodynamic tests. Location: Edwards AFB, Calif.

Aircraft #3: Service User and Tactical Suitability tests. Location: Ft. Rucker and Ft. Benning.

Aircraft #4: Armament tests. Location: Ft. Rucker & Edwards AFB.

Aircraft #5: Avionics tests. Location: Ft. Rucker.

JANUARY 1 STARTING DATE

The official starting date of the evaluation was 1 January 1964 and all portions of the test are scheduled for completion by 30 June 1964. A Source Selection Board will convene in August 1964 to select one LOH design for production. A production contract will be awarded in October 1964 with delivery of the first production LOH in January 1966. This schedule may be affected by a unique provision allowing the Army to buy the reproduction rights to any or all designs. If exercised, this would give the Army the option of incorporating features of one type into the design of another. Also, the

Designed as an all-weather, tactical transport, de Havilland's newest STOL aircraft, the DHC-5 Buffalo, recently completed its first flight from Downsview Airport, near Toronto. Capable of rapid deployment anywhere in the world, the Buffalo can accommodate 41 fully equipped troops, 35 paratroops, or 24 litters and 6 seats. The STOL is powered by two G.E. T64 (2,850 ESHP) turbines with Hamilton Standard reversible pitch propellers to accommodate 5+ ton payloads.

Army could put the production on a competitive basis to the industry at large.

The entire LOH program has been oriented toward providing the Army a simple, reliable and easily maintained helicopter. The military characteristics specified maximum consideration for forward area self-sufficiency, supportability, reliability, maintainability, and ease of servicing.

When the desired characteristics were unattainable without compromise of other specifications, the priority was:

- (1) Cost and gross weight
- (2) Reliability
- (3) Ease of maintenance
- (4) Physical capability for specified overload items
- (5) Performance

The competition is very keen, and the program is being closely followed with great interest by the military and civil aviation both here and abroad.

AA IN PHOTOS

SOCIAL HOUR

Many of the 400 AAAA members attending the mid-March "Shrimp Dinner and Business Meeting" at the Lake Lodge, Fort Rucker, Alabama, are shown during the "Happy Hour" preceding the general festivities. Well over 500 pounds of shrimp were consumed by the attendees who took advantage of the \$0.25 per member ticketing for the function. The Open Membership Meeting served as the backdrop for the election of three officers to the Chapter Executive Board slate.



AAAA ROCKETTES

The Army Aviation Center Chapter's mid-March "Shrimp Dinner & Business Meeting" was not devoted entirely to the consumption of shrimp at 25 cents a head, or to business. The capacity crowd of 400 members were treated to a show by the "AAAA Rockettes," who entertained all with two dance routines. Capt. Endel Raidmets, Dept. of Maintenance, USAAVNS, served as the Master of Ceremonies. The "Show" followed the election of Col. Robert M. Hamilton, Thomas J. Sabiston, and Colonel Roy E. Creek as the Chapter Executive Vice President, Secretary, and Vice President, Industrial Affairs respectively.



SCHOLARSHIP WINNER

Brigadier General John J. Tolson, Director of Army Aviation, OACSFOR, D/A (2d from right), is shown congratulating Robert Spears, son of Lt. Colonel Leroy C. Spears (left), Chief of the Maintenance Division, Atlanta Army Depot, on his being awarded a 1964 AAAA Scholarship of \$500.00. Colonel T.L. Lyons, President of the Atlanta Chapter of AAAA and Director of Maintenance, AAD, is shown at the right. Spears competed with 41 other applicants for one of the several scholarships offered by the AAAA Scholarship Foundation, Inc. (USA photo)



FORT BENNING GATHERING

Mr. Russell Bannock (third from right), vice president for operations and military sales for de Havilland Aircraft of Canada, Ltd., and guest speaker at an early '64 Fort Benning Chapter meeting of AAAA, is shown with several of the key members of the AAAA's second largest Chapter. From left to right are Col. Gerald H. Shea, Col. Delbert L. Bristol, Col. George P. Seneff, Maj. Paul Robison (Chapter President), Mr. Bannock, Col. Curtis L. Hankins, and Col. Hubert E. Strange. Mr. Bannock addressed the AAAA membership on "Night Low Level Navigation." (Last month's "Equipment Issue" delayed the publication of all AA and Ass'n photographs).



LETTERS

ON TECH REPS . . .

Sirs:

There is an article on page 29 of the January-February, 1964 issue of the ARMY AVIATION MAGAZINE, "Gentlemen Without Portfolio," which tends to place considerable discredit upon the Army Aviation and Surface Materiel Command. I say, to place discredit on AVSCOM, because one of the sentences reads, "It is impossible to comprehend the intentions of such action by any military or industrial organization."

Unfortunately, the writer did not appear to have sufficient strength in his conviction to sign his name.

Furthermore, I believe the writer either is misinformed or did not care to fully analyze the situation.

Perhaps a little background would clarify the misunderstanding.

In an effort to reduce the high cost of our military establishments, the Army has established a policy to replace the industry-furnished Tech Reps by qualified Department of the Army civilians. This replacement is considered only after the equipment has been in use by our troops for at least two years. At the end of that time, it is presumed that most of the "bugs" have been worked out of the new equipment and we are able to conduct our own technical assistance in the field.

As the writer of this article accurately stated, the industry-furnished Tech Rep is a highly skilled individual who is motivated through his association with industry to do the best job for both the Army and the manufacturer. He has done a tremendous service for us in the past and I am sure he will continue to do so in the future. However, his services are very expensive. We do feel that by replacing these people with Department of the Army civilians, we can over the next few years arrive at a considerable savings in tax dollars.

Although I do not wish to stifle well-directed thought on any program, I feel that the article as it was written, tends to bring a considerable amount of undeserved discredit on the motives and intelligence of the people in the Army, particularly at AVSCOM. This action was not AVSCOM's doing. As a matter of fact, the advertisement was the most effective means to obtain the services of the best qualified men for these jobs. We expect to put these highly qualified individuals in the slots formerly occupied by the Tech Reps.

I would most certainly appreciate it, if you would publish this in your magazine so that the thousands of competent and highly motivated officers, enlisted personnel and civilians who man our Army aviation units and facilities can realize the



1964 AAAA USAREUR ANNUAL MEETING

HELD at the Garmisch, Germany, Recreation Center on March 4-8, the Fifth Annual Meeting of the USAREUR Region of AAAA was attended by over 350 U.S. Army aviation members and 40 representatives from 11 industrial firms. The 3-day program featured presentations by both military and industry officials on separate "Army" and "Industry" days with a third day being devoted to the presentation of Annual Regional Awards.

SERVING as keynote speaker, Col. Kemuel K. Blacker, USAREUR Regional President, stated that the major challenge facing each individual aviator and support personnel in Europe was to improve the utilization of existing aviation resources, rather than to divert effort to justify new equipment and organizations. Other "Army Day" presentations were made by Col. J.G. McFadden - Aviation Operations & Training; Mr. W.R. Gaines - USAREUR Safety; Col. M.V. Strok - Maintenance & Support; Maj. J.F. Brown - Flight Information; Capt. D.F. Hartshorn - Aviation Medicine; and Maj. G.C. Connor - USAREUR Personnel & Assignment Policies. Col. Robert M. Hamilton, Director of USABAAR, Ft. Rucker, Ala., was a featured Guest Speaker and anchor man for "Army Day" briefing the attending USAREUR members on the various functions and programs of the Aviation Accident Review Board.

PRESENTING brief reviews of their current operations as well as several insights into their future planning, representatives of 11 corporations provided the attending members with a broad picture of many of the technical developments within the aviation industry today. Presentations were made by Bell (B. Kelley), Consolidated Diesel Electric (E.N. Gomberg), De Havilland Aircraft of Canada (T.E. Hall), Grumman Aircraft (P. Butler), Hughes Tool Co.-Aircraft Div. (Col. N.R. Hoskot, Ret.), Ling-Temco-Vought (L.C. Josephs), Lycoming (Dr. H.K. Adenstadt), McDonnell Aircraft (W.G. Dickman), Republic Aviation (A. Buley), Sikorsky Aircraft Div. (J.E. Beighle), and Boeing-Vertol Div. (S. Tremper).

■ PHOTOS THIS PAGE: Top: Paul Butler, Grumman Aircraft, during Mohawk presentation. Center: Darwin P. Gerard, National President of AAAA, addressing the membership on "Honors Day." Below: Among the industry attendees were left to right, front row, W.G. Dickman, E.N. Gomberg, J. Belisle, A. Buley, D.P. Gerard, M. Bouvier, T.E. Hall, J.E. Beighle, and S. Martin, Jr. Rear row: Dr. H.K. Adenstadt, S. Holzhauser, P. Butler, W. Mattson, and H. Motteck.





■ PHOTOS ON THIS PAGE: Top: AAAA Chapter Presidents, Regional and National Officers, and Annual Meeting officials included, front row left to right, Capt. C. Sweeney, Lt. Col. H.R. Clark, Col. K.K. Blacker, D.P. Gerard, A.H. Kesten, Maj. G.L. Waldron, Maj. J.K. Selfe, and Maj. A.M. Smith. Back row: Capt. C.F. Drenz, Maj. L.J. Neville, Lt. Col. W.R. Mathews, and Col. K.F. Langland. Four Center Photos, left to right: The Tyrolean Dancers perform for the members, their wives, and their families at the "floor show" at the Gen. Patton Hotel. Center left: Maj. Lewis J. Neville, CO of "B" Company, 3d Aviation Battalion, 3rd Inf Div, accepts the "Outstanding USAREUR Aviation Unit Award" for 1963. Center Right: Col. Kemuel K. Blacker, USAREUR Regional President of AAAA. Right: Members and wives are shown at the Casa Carioca on "Honors and Awards Day." Bottom right: Admiring the "steins" given to each speaker as a memento of the '64 Annual Meeting are, left to right, Bart Kelley of Bell, Dr. Adenstadt of Lycoming, and A. Buley of Republic, Maj. Athol M. Smith and Gerald L. Waldron, and Col. Kemuel K. Blacker, USAREUR Regional Officers, look on from the right. (All photos by D.E. Saathoff and by courtesy of Aviation Company, 14th ACR).



LETTERS/Continued

true situation and the action being taken to give our forces the best trained technicians possible within the budget allocated to us.

HALLETT D. EDSON Brigadier General, USA USA Mobility Command Warren, Michigan

OBITUARIES

Dec., 1963 - April, 1964

James H. Allred
Donald G. Bischof
James S. Cameron, Jr.
Joseph G. Galambos
Roger E. Gauvin
Richard E. Jaeck
James W. Kelly
William G. London
Frank K. MacMahon
Kenneth A. Shannon
Charles W. Worley



Frank K. MacMahon

JAMES H. ALLRED

Major James H. Allred, assigned to the 117th Aviation Company in South Vietnam and widely known throughout Army aviation circles, died in the crash of an Army aircraft in Vietnam on December 14, 1963.

Major Allred was attempting a night rescue mission of wounded Vietnamese troops when the UH-1B helicopter he was piloting crashed into the sea, approximately 100 yards offshore. Although Major Allred sustained severe injuries in the crash, he died of drowning while apparently attempting to rescue a crewman who could not swim. The cause of the crash is unknown.

He leaves his widow, Mrs. Esther Allred and five children, Paul, Jamie, Jeffery, David and Gale. Also his parents, his paternal grandmother, and two brothers, all residing in Twin Falls, Idaho.

DONALD G. BISCHOF

First Lieutenant Donald G. Bischof, assigned to the 4th Aviation Battalion, Fort Lewis, Washington, sustained fatal injuries when his O-1E Bird Dog aircraft crashed during the conduct of a service mission near Needles, Calif., on February 28, 1964. He is survived by his father, Julius W. Bischof, of 1020 Avenue C, East Bismarck, N. Dak.

JAMES S. CAMERON, JR.

Warrant Officer James C. Cameron, Jr., assigned to Company B, 25th Aviation Battalion, Schofield Barracks, Hawaii, was involved in a fatal Army aircraft accident when the UH-1A Iroquois helicopter he was piloting crashed near Schofield Barracks. He is survived by his parents, Mr. and Mrs. James S. Cameron, Sr., of 724 North Kingston Avenue, Rockwood, Tennessee.

JOSEPH G. GALAMBOS

First Lieutenant Joseph G. Galambos, assigned to the 114th Aviation Company (AM LT), U.S. Forces,

Vietnam, sustained fatal injuries when the UH-1B helicopter of which he was pilot crashed in South Vietnam during the conduct of a service mission on April 10, 1963. Lieutenant Galambos is survived by his parents, Reverend and Mrs. Joseph Galambos, of 1010 P Street, Newman, California.

ROGER E. GAUVIN

First Lieutenant Roger E. Gauvin, assigned to the 114th Aviation Company, U.S. Forces, Vietnam, was killed in the crash of a UH-1B helicopter while engaged in a service mission on March 15, 1964. He is survived by his widow, Mrs. Roberta Ida McNeil Gauvin, of 42 Spring Street, Caribou, Maine.

RICHARD E. JAECK

First Lieutenant Richard E. Jaeck, assigned to the 73rd Aviation Company, U.S. Forces, Vietnam, sustained fatal injuries when the O-1 Bird Dog aircraft of which he was pilot crashed in South Vietnam during the conduct of a service mission on March 14, 1964. He is survived by his father, Elmer W. Jaeck, of 401 East Elizabeth Street, Milwaukee, Wisconsin, and by his mother, Mrs. Elizabeth Gueron, of 4305 South Lake Drive, Cudahy, Wisconsin.

JAMES W. KELLY

Captain James W. Kelly, assigned to the 4th Aviation Battalion, Fort Lewis, Washington, sustained fatal injuries when his OH-13G crashed during a cross-country flight near Baker, Calif., on March 31, 1964. He is survived by his widow, Mrs. Mary Kelly of Quarters 2469-A, Ft. Lewis, Wash.; his parents, Mr. and Mrs. Peter Kelly of 44 Ivy Street, Newark, New Jersey; and his sister, Mrs. George D. Munn, Jr., of 1039 Nicholas Avenue, Union, N.J.

WILLIAM G. LONDON

Captain William G. London, an Army Aviator with assignment with the 12th Signal Group Aviation Section, Stuttgart AFB, Germany, was

killed in the crash of an OH-13G Raven near Malsheim, Germany, on April 15, 1964. He is survived by his widow, Mrs. Theora London, of 191 Stearnburg Road, Hillsdale, Michigan.

FRANK K. MACMAHON

Colonel Frank K. MacMahon, U.S. Army Reserve, Manager of Military Liaison of The Boeing Company's Vertol Division, suffered a fatal heart attack on March 31.

MacMahon was a Founder of the Army Aviation Association of America, serving on that organization's first National Executive Board. He was also a charter member and a vice president of the American Helicopter Society, and was a member of the AUSA, the AOA, and the Twirly Birds.

Graveside services with full military honors were held at Arlington National Cemetery, on April 6, 1964. He is survived by his widow, Mrs. Ruth MacMahon, of Providence and Farnum Road, Media, Pennsylvania.

KENNETH A. SHANNON

First Lieutenant Kenneth A. Shannon, assigned to the 114th Aviation Company, U.S. Forces, Vietnam, sustained fatal injuries when the UH-1B aircraft of which he was co-pilot crashed during the conduct of a service mission in Vietnam on March 15, 1964. He is survived by his widow, Mrs. Ginger Campbell Shannon, of 3400 Skyview Place, Lynchburg, Virginia.

CHARLES W. WORLEY

Captain Charles W. Worley, an Army Aviator assigned to Company D, 227th Assault Helicopter Battalion, 11th Air Assault Division, Fort Benning, Georgia, sustained fatal injuries when the UH-1B Iroquois helicopter he was piloting crashed during the conduct of a training mission near Fort Stewart, Ga., on February 16, 1964. He is survived by his widow, Mrs. Greta Ann Worley, of 478 Craig Drive, Ft. Benning, Georgia.



700 MILES, NON-STOP!

BELL DELIVERS OH-4A TO ARMY

Bell's entry in the U. S. Army's LOH competition was delivered to the Army Aviation Test Board Jan. 25 after an unprecedented non-stop flight on which it averaged 158 mph ground speed. The OH-4A flight from the Bell plant in Fort Worth, Texas, to Fort Rucker, Alabama took only four hours and 27 minutes.

WORLD
STANDARD
bell
MILITARY & COMMERCIAL HELICOPTERS

Routine Mission? Yes! And this was accomplished in a standard Army configuration with over two hours of fuel left for further mission requirements. ■ The reliability and performance capability demonstrated by the OH-4A on this flight previews a new era in military mobility, the application of the Airmobile Army Jeep to the front line rifle company.



BELL HELICOPTER COMPANY

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

AA IN PHOTOS

100 PERCENT MEMBERSHIP

GRADUATION PARTY PLANS FOR MEMBERS OF WORWAC 64-2W WERE BOOSTED WHEN WARRANT OFFICER CANDIDATE JAMES H. DIXON (RIGHT) RECEIVED THE CLASS' AAAA "MEMBERSHIP INCENTIVE REFUND CHECK" FROM COL. EDWARD McMAKEN, AA CENTER CHAPTER PRESIDENT. UNDER THE INCENTIVE PLAN, AVIATION PRIMARY CLASSES HAVING 100 PERCENT QUAD-A MEMBERSHIP 1 MONTH PRIOR TO GRADUATION RECEIVE A "PER CAPITA" CLASS RETURN. (USA PHOTO)



DISTINGUISHED GUEST

BRIGADIER GENERAL JOHN J. TOLSON (2ND FROM RIGHT), DIRECTOR OF ARMY AVIATION, IS SHOWN JUST PRIOR TO ADDRESSING THE MEMBERSHIP OF THE ATLANTA CHAPTER, THE ASSOCIATION'S MOST ACTIVE MEMBERSHIP ORGANIZATION AT PRESENT. FROM LEFT TO RIGHT ARE COL. DAVID G. COGSWELL, AVIATION OFFICER, THIRD ARMY; JESS CHILDRESS, VICE PRESIDENT OF SOUTHERN AIRWAYS; COL. J.P. ALEXANDER, CO, ATLANTA ARMY DEPOT; JAKE BEARD OF LOCKHEED-GEORGIA; GEN. TOLSON; AND COL. T.L. LYONS, DIRECTOR OF MAINTENANCE, AAD, AND PRESIDENT OF THE ATLANTA CHAPTER. THE DIRECTOR ADDRESSED THE MEMBERSHIP AT A MID-MARCH DINNER MEETING. (USA PHOTO).



HONORARY MEMBERSHIP

COLONEL ROBERT R. COREY (LEFT), PRESIDENT OF THE FORT MONROE CHAPTER OF AAAA, IS SHOWN PRESENTING A "CERTIFICATE OF HONORARY MEMBERSHIP" IN THE CHAPTER TO GENERAL JOHN K. WATERS, CG OF THE U.S. CONTINENTAL ARMY COMMAND, PRIOR TO THE LATTER'S DEPARTURE ON A NEW ASSIGNMENT. THE CEREMONY TOOK PLACE IN GENERAL WATER'S OFFICE AND REPRESENTED COL. COREY'S FINAL ACTION AS CHAPTER PRESIDENT PRIOR TO RELINQUISHING THE OFFICE TO COL. J. ELMORE SWENSON. THE LATTER ASSUMED THE PRESIDENCY AT INSTALLATION CEREMONIES HELD AT THE CHAPTER'S APRIL 4 DINNER-DANCE. (U.S. ARMY PHOTO)



OUTSTANDING STUDENT EXHIBIT

DON DROVER (RIGHT), OF CENTER SENIOR HIGH SCHOOL, KANSAS CITY, MISSOURI, IS SHOWN RECEIVING AN AAAA "CERTIFICATE OF ACHIEVEMENT" FROM MAJOR WILLIE H. CASPER, JR., KANSAS CITY SUBSECTOR COMMAND, XI U.S. ARMY CORPS. THE YOUNGESTER'S 1964 SCIENCE EXHIBIT, A GROUND EFFECT MACHINE OF BALSAWOOD, WAS ADJUDGED THE MOST OUTSTANDING "AVIATION EXHIBIT" AT THE KANSAS CITY FAIR. THE LOCAL FAIR WAS ONE OF 181 SUCH FAIRS SUPPORTED BY AAAA, AND ONE OF 51 AT WHICH AAAA MEMBERS SERVED AS VOLUNTARY JUDGES. AAAA AWARDS COVER EXHIBITS IN THE FIELDS OF AERODYNAMICS, PROPULSION, OR SUPPORTING TECHNIQUES. (U.S. ARMY PHOTO).



CHANGES OF ADDRESSES - PCS

GENERALS

SAWYER, EDWARD W., MGen
Chief of Trans., Dept. of the Army
Washington 25, D.C. 20315

LT. COLONELS

BOYLE, GARRISON J., III
Seventh US Army, Trans Gp (Avn)
APO 154, New York, New York

DOHERTY, STEPHEN S.
441 Victoria Drive
Columbus, Georgia

EASLEY, CHARLES L.
P.O. Box 456
Fort Rucker, Alabama

ELIASSON, ARNE H.
309 Austin Loop
Fort Benning, Georgia

LIGHT, MORGAN C.
Headquarters, 714th IBROS&DE
Fort Eustis, Virginia 23604

RICHARDSON, HOWARD B.
7475 Snow Loop
Fort Belvoir, Virginia

SOLER, EDUARDO M.
Headquarters CONARC
Fort Monroe, Virginia

VAN ORNE, RONALD W.
521 Hazelton Street
Falls Church, Virginia

MAJORS

ALMQUIST, ALLEN F., JR.
2811 North 96th Drive
Omaha, Nebraska

BENTON, LUCIEN C.
5572-A Conroy Avenue
Fort Knox, Kentucky

BRITTON, WELDON C.
313 Castle Drive
Fort Bragg, North Carolina

BROWN, JOHN R.
USA Office-Bell, Box 482
Fort Worth, Texas

CURRY, ROBERT T.
Lakehurst N.A.S.
Lakehurst, New Jersey

DRANE, ELBERT E.
c/o Mrs. V.R. Drane
Senath, Missouri

DUELL, RONALD H.
35 Edwards Street
Fort Rucker, Alabama

MAJORS (CONT.)

GIGLIO, RUDOLPH F.L.
AFSC, Class 35
Norfolk, Virginia 23511

HARLAN, JAMES M.
Quarters 1812-D
APO 958, San Francisco, Calif.

KARK, JOHN S.
3129 Freeman Street
San Diego 6, California

MATHEWS, MORGAN H.
42 Logan Street
Fort Rucker, Alabama

POTTS, WILLIAM L.
Columbia Mission, Box 87
APO 817, New York, New York

REUTER, ROBERT M.
Hqs, 1st Sqdn, 1st Cavalry, 1st AD
Fort Hood, Texas

SILLS, CHARLES W.
Quarters 2529-E
Fort Eustis, Virginia 23604

TAYLOR, DONN E.
2nd Aviation Company
APO 122, New York, New York

WATKINS, THEO C.
Headquarters III Corps
Fort Hood, Texas

CAPTAINS

AGNEW, JACK S.
Headquarters, 13th Artillery Gp.
Homestead AFB, Florida

AIKMAN, JIM B.
117-B Arrowhead Road
Fort Benning, Georgia

AMMONS, DAVID C.
Box 562
Fort Rucker, Alabama

ANDERSON, NILS B.
11th Air Assault Division
Fort Benning, Georgia

BAGOZZI, DONALD F.
1506 North 47th Street
Lawton, Oklahoma

BANKE, JOHN R.
541 E. Maynor Drive
Williamsburg, Virginia 23185

BLOEMSA, WILLIAM A.
2nd Aviation Company (FWLT)
APO 58, New York, New York

BRAGG, GENE T.
P.O. Box 263
Daleville, Alabama

CAPTAINS (CONT.)

BRISCOE, GERALD A.
Box 921
State College, Mississippi

BROUGHTON, ROBERT L.
121st Aviation Company
APO 96, San Francisco, Calif.

BROWN, JERRY R.
102 Fawn Drive
San Antonio, Texas 78231

CAREY, GORDON T.
101st Aviation Bn., Airborne Div.
Fort Campbell, Kentucky

CHOAT, B.J.
117th Aviation Company (AML)
APO 38, San Francisco, Calif.

CLELAN, JOSEPH R.
Hqs., 73rd Signal Battalion
Fort Bragg, North Carolina

COOK, JAMES H.
67th Aviation Company (Corps)
APO 46, New York, New York

DONALDSON, ORLOW B.
802 50th Street
Columbus, Georgia

FARMER, GARRY H.
P.O. Box 534
Payette, Idaho 83661

FLOYD, RALPH H., JR.
862 Jo Ann Drive
E. McKeesport, Pennsylvania

FOLTA, RUSSELL J.
2nd Bn., 22nd Inf., 4th Inf. Div.
Fort Lewis, Washington

FRANKLIN, CHARLES D.
1985 King George Lane, S.W.
Atlanta, Georgia

GAUZE, JAMES E.
Company A, 7th Aviation Battalion
APO 358, San Francisco, Calif.

GRAYSON, EUGENE H., JR.
2570 Bond Avenue
Columbus, Georgia

HARDY, JOHN L.
4141 Norwood Drive
Columbus, Georgia 31907

HENDERSON, RALPH E.
19th Trans. Co. (MH)
APO 71, San Francisco, Calif.

HOUTS, RAY A.
Avn. Sect., 54th Signal Bn. (Corps)
Fort Hood, Texas

* CHANGES OF ADDRESS - PCS

CAPTAINS (CONT.)

HUTCHENS, DOUGLAS L.
330th Transportation Company
APO 91, San Francisco, Calif.

JOHNSTON, FRANCES E., III
15 Olson Lane
Fort Rucker, Alabama

KELLY, JAMES B.
2nd M.I. Bn., Delivery Platoon
APO 130, New York, New York

LOUVORN, ROBERT H.
4601 New Brunswick
New Market, New Jersey

MARVIN, HAROLD A.
29 Fowler Lane
Fort Rucker, Alabama 36362

MCKENNEY, WILLIAM R.
2481 69th Avenue, S.
St. Petersburg, Florida

MCTIGUE, DONALD H.
Aviation Company, 2nd AC
APO 696, New York, New York

MOORE, CHARLES L.
2nd Armored Division
Fort Hood, Texas

MOXLEY, ROBERT J.
New Country Club Apartments
Columbus, Georgia 31906

PAPPAS, THEODORE R.
59th Aviation Company
APO 358, San Francisco, Calif.

PEDERSEN, MILLARD L.
HHD, 37th Air Transportation Bn.
Fort Benning, Georgia 31905

PEELE, WILLIAM G.
ARMISH/MAAG, Aviation Branch
APO 205, New York, New York

PHILLIPS, CALVIN F., JR.
AS&E Battalion, 11th AAD
Fort Benning, Georgia

PIERCE, JAMES R.
Co B, 2nd Battalion, 30th Infantry
APO 36, New York, New York

PITTMAN, THURMAN M.
11th Medical Battalion (Air Asslt)
Fort Benning, Georgia

SCHMID, THOMAS W.
2015 N. 27th
Lawton, Oklahoma 73505

SHAY, PATRICK E.
3004 Hunt Trail
Austin, Texas 78731

SMITH, DUANE N.
Box 165
Alpine, Texas

STULTS, CLAUDE L., JR.
7th SFG (Abn.) 1st Spec. Forces
Fort Bragg, North Carolina

ULZHEIMER, ROBERT
Hqs Co, 3rd Bde, Infantry Div.
APO 162, New York, New York

WEBER, RALPH P.
11th Air Assault Division
Fort Benning, Georgia

CAPTAINS (CONT.)

WEST, ARTHUR H.
864th Engineer Battalion (Const)
Fort Wolters, Texas 76067

WHITLOCK, CHARLES L.
Company B, 8th Aviation Battalion
APO 111, New York, New York

ZUMBRO, HAROLD D.
18 Castle Way
Fort Rucker, Alabama

LIEUTENANTS

ADLER, JOHN S.
1900 S. Hamlin
Homewood, Illinois

ARNOLD, BOBBY N.
11th Air Assault Division
Fort Benning, Georgia

BARTMAN, THEODORE L.
5256 W. Grace Street
Chicago, Illinois

BAUER, DANIEL R.
114th Air Mobile Company
APO 157, San Francisco, Calif.

BECKER, JOHN J., JR.
6325 Snidercrest Drive
Mason, Ohio

BIGHIE, WALTER E.
119th Air Mobile (Lt.)
APO 95, San Francisco, Calif.

BISHOP, PAUL E.
Route 8
Cullman, Alabama

BITHER, RODNEY D.
137 Keys Ferry Street
McDonough, Georgia

BOSTDORF, JOHN M.
114th Aviation Company
APO 157, San Francisco, Calif.

BOYD, JOHN E.
6985 Carriage Hill Road
Cleveland, Ohio

BOYINGTON, JERRY J.
65th Transportation Company
APO 731, Seattle, Washington

BROGG, WALTER L.
3rd Howitzer Bn., 18th Artillery
APO 175, New York, New York

BROOKS, MILTON D.
USARL Aviation Battalion
APO 949, Seattle, Washington

BROWN, EDWARD, JR.
Admin. Co., 82nd Airborne Div.
Fort Bragg, North Carolina

BRUMMETT, HENRY U.B.
11th Air Assault Division
Fort Benning, Georgia

CESSNA, VERNICE R.
Co A, 504th Aviation Bn., 4th AD
APO 29, New York, New York

COLLINS, RICHARD H., JR.
1601 Grove Place
Birmingham, Alabama

COLQUITT, JAMES B.
121st Aviation Company
APO 20, San Francisco, Calif.

DANTZLER, WILLIAM D.
Hqs., 3rd Squadron, 14th ACR
APO 171, New York, New York

DASSLER, ROBERT G.
339 Gregory Drive
Golden, Colorado

LIEUTENANTS (CONT.)

DECK, HOWARD R.
176th Replacement Co, 38th Bn.
APO 20, San Francisco, Calif.

DISHMAN, CARLOS W.
333 McCartha Drive
Columbus, Georgia 31907

EASTERLING, DAVID P.
Aviation Company, 3rd ACR
APO 34, New York, New York

ERKINS, MOSES
H.R. #2, Box 174
Eufaula, Alabama

ESTES, ROBERT F., JR.
Hilltop Road
Anson, Maine

FIDDLER, JOHN L.
R.R. #6
Bedford, Indiana

FITCH, KENNETH L.
1007 S. 7th
Ponca City, Oklahoma

FOSSUM, RAYMOND O.
6553 3rd Avenue, N.W.
Seattle 7, Washington

FREEMAN, ELDON U.
Aviation Company, 2nd ACR
APO 696, New York, New York

GARNER, MICHAEL L.
USAAVNS
Fort Rucker, Alabama

GELENBECK, ROGER A.
4230 Hamilton Avenue
Cincinnati, Ohio

GILLIAM, FRANK H., JR.
Box 64
Hinsdale, Montana

GNIAZDOWSKI, FRANCIS
CGUSASGV
APO 143, San Francisco, Calif.

GOFF, WARNER B.
Berkley Street, R.F.D.#1
Taunton, Massachusetts

GRIDER, ROBERT J.
57th Medical Detachment
APO 143, San Francisco, Calif.

GROF, ROBERT L.
HHC, 2nd Brigade, 3rd Infantry
APO 36, New York, New York

GURSKY, ROBERT S.
94 Gordon Street
Clifton, New Jersey

HACKETT, ROBERT T.
383 Prospect Street
Amboy, New Jersey

HENLEY, EMMETT H.
Aviation Platoon, 11th Engr. Gp.
APO 403, New York, New York

HENLEY, GEORGE M.
Aviation Plt., 11th Engineer Gp.
APO 403, New York, New York

HIGHSMITH, ROY A., JR.
1007 South 17th Street
Copperas Cove, Texas 76522

HILL, KENNARD F.
57th Medical Detachment
APO 143, San Francisco, Calif.

HOPKINS, JOHN R.
937th Engineer Group
Fort Campbell, Kentucky

HOWD, JAMES A., JR.
211 2nd Street
La Harpe, Illinois

LIEUTENANTS (CONT.)

JENSEN, ROBERT O.
907 Marshall Street
Boise, Idaho

JEWEL, JAMES S.
3rd Brig., Infantry Div., Air Sec.
APO 162, New York, New York

JOCHETZ, CHARLES D.
Box 84
Eagle Lake, Texas

KEATING, DAVID W.
5th Aviation Battalion
Fort Carson, Colorado

KEHOE, WILLIAM J.
1467 Ohio Street
Vallejo, California

KEITH, FRED W., III
132 Torch Hill Road
Columbus, Georgia

KIMBALL, PAUL I.
2687 Alden Street
Salt Lake City, Utah

KNAPTON, DOUGLAS J.
377th Air Mobile Company
APO 20, San Francisco, Calif.

KOEHNKE, FREDERICK G.
2100 N. Ohio Street
Arlington, Virginia

KOKENDOFFER, GEORGE E.
Route #3, Box 33
Edmond, Oklahoma

KUHR, J. MARSHALL
USAAVNS
Fort Rucker, Alabama

KULIK, LEONARD D.
1515-A Werner Park
Fort Campbell, Kentucky

LaCOUR, SAMUEL L.
815 Simmons Avenue
Enterprise, Alabama

LAFENTE, ALBERT E.
764 Hooksett Road
Manchester, New Hampshire

LAMBERT, DRUEY D., JR.
Box 75
Glen Lyn, Virginia

LINSCOTT, HOWARD R.
73rd Aviation Company
APO 91, San Francisco, Calif.

LONG, FREDDIE E.
15th Medical Detachment (HA)
APO 252, New York, New York

LONG, THOMAS J.
73rd Aviation Company (Lt.)
APO 91, San Francisco, Calif.

McFEELY, GEORGE D.
18th Aviation Company
APO 40, San Francisco, Calif.

McKENZIE, ROBERT C.
USCONARC
Fort Monroe, Virginia

McNEIL, HAROLD L.
57th Medical Detachment
APO 143, San Francisco, Calif.

MELTON, BURNUM E., JR.
7209 Paris Avenue
Birmingham, Alabama

MERRITTE, RANDALL R.
1862 East 2nd Street
Defiance, Ohio

MILES, CHARLES W.
23 E. Main Street
Flemington, New Jersey

LIEUTENANTS (CONT.)

MITCHELL, WALTER G.
52nd Aviation Battalion
APO 95, San Francisco, Calif.

MOCK, ROBERT L.
Route 4, Box 352
Fort Myers, Florida

MURPHY, WILLIAM L.
377th Air Mobile Company
APO 20, San Francisco, Calif.

MUSTARD, JOHN D.
52nd Aviation Battalion
APO 95, San Francisco, Calif.

ORSAK, JOHNNIE W.
Headquarters, III Corps
Fort Hood, Texas

OSBORN, CHARLES R.
14 Rolland Drive, R.D. #3
Somerville, New Jersey

OWEN, DEAN M.
3rd Infantry Division
APO 36, New York, New York

PAUL, GERALD D.
504th Aviation Company
APO 696, New York, New York

PIERCE, FRANCIS D., JR.
47 Middlesex Road
Topsham, Maine

PRIEB, BEN M.
Aviation Company, 3rd ACR
APO 34, New York, New York

RAGSDALE, ROBERT L.
418 W. Pyron
San Antonio, Texas

RANDOLPH, DARRYL I.
5032 E. Capitol Street
Washington, D.C.

ROMER, MICHAEL M.
1st Aviation Company
Fort Riley, Kansas

ROSE, ROBERT D.
Route #2
Decherd, Tennessee

SANDIFER, CALVIN P., VI
Aviation Sec., Eighth U.S. Army
APO 301, San Francisco, Calif.

SEELEY, JOHN S.
Quarters 1639-A
Fort Belvoir, Virginia 22060

SILVA, CHARLES E.
D Troop, 2/9 Cavalry
APO 29, New York, New York

SLAMKA, JOHN R.
403 E. Maine Street
Dewitt, Michigan

SLAUGHTER, JESSE H.
57th Medical Detachment
APO 143, San Francisco, Calif.

SORENSEN, WAYNE R.
R.R. #2
Buhl, Idaho

SUMMERS, MAY M.
Box 293
Groom, Texas

SWITZER, SPENCER A., JR.
U.S.A. Garrison
Fort Chaffee, Arkansas

SYLVESTER, ERNEST J.
11th Air Assault, Medical Bn.
Fort Benning, Georgia

VAN DUSEN, CHARLES E.
52nd Aviation Battalion
APO 95, San Francisco, Calif.

*CHANGES OF ADDRESS-PCS

LIEUTENANTS (CONT.)

WADE, ROBERT B., JR.
4th Aviation Bn., Infantry Div.
Fort Lewis, Washington

WATKINS, JACK R.
121st Aviation Company
APO 96, San Francisco, Calif.

WATSON, JESSIE W., JR.
173rd Airborne Brigade
APO 51, San Francisco, Calif.

WESTERMAN, ROBERT L.
52nd Aviation Detachment
Fort Ord, California

WILLIAMS, HAROLD R.
652 Wright Street
Tuskegee, Alabama

WRIGHT, GARY L.
11th Air Assault Division
Fort Benning, Georgia

ZAWACKI, IAN E.
1st Aviation Company
Fort Riley, Kansas

CWO'S

BORNHEIM, JIMMIE C.
2nd Armored Division
Fort Hood, Texas

COOPER, THOMAS E.
2201 Amos Street
Columbus, Georgia

CRUZ, TOMAS Q.
Troop G, 17th Cavalry (Air)
Fort Ord, California

KEPNER, ALVA W.
205th Transportation Battalion
APO 154, New York, New York

WARRANT OFFICERS

BREWER, MELVIN O.
57th Aviation Company
Fort Sill, Oklahoma

GOSS, W.J.
2nd Squadron, 10th Cavalry
APO 14, San Francisco, Calif.

HORAN, GEORGE B.
11th Gen. Support Aviation Co.
Fort Benning, Georgia

LEVESQUE, ALFRED N.
10 Oxford Street
Sanford, Maine

WO CANDIDATES

WHITE, JERRY E.
USAPHS, Class 64-6
Fort Wolters, Texas

SP/4'S

WHALEY, ALBERT P., JR.
Company A, 504th Aviation Bn.
APO 177, New York, New York



AAAA NEWS

■ NATIONAL AWARDS

Nominations are solicited for the four National Awards of AAAA to cover the April 1, 1963-March 31, 1964 period. The four awards include the awards for "Army Aviator of the Year" - "Aviation Soldier of the Year" - the "Outstanding Aviation Unit Award" - and the "James H. McClellan Aviation Safety Award."

Nominations are welcomed from all sources - to include individual members, Chapter activities, industry, military units, etc. Members desiring to submit a nomination are requested to write to the National Office (AAAA, 1 Crestwood Road, Westport, Conn.) for an Association application form, which spells out eligibility criteria and detailed information on the documentation required. Next month's issue of "AA" shall provide additional background information on each award. The suspense date for the receipt of nominations for '63-'64 National Awards is July 31, 1964.

■ 1964 SCHOLARSHIP WINNERS

The AAAA Scholarship Foundation, Inc., a separate non-profit educational organization established to administer the annual provision of scholarship assistance to the sons and daughters of members of AAAA, announced the award of a 1964 \$500.00 Scholarship to each of the following, pending their enrollment as Freshmen at an accredited college or university this Fall:

Mr. Robert Spears, son of Lt. Colonel and Mrs. Leroy C. Spears, of 109 Westwood Way, Morrow, Ga.

Mr. Roger Moseley, son of Major and Mrs. Lonnie L. Moseley, of 524 US Lauman, Fort Sill, Oklahoma.

Mr. Danny Barrett, son of Major and Mrs. Ernest F. Barrett, of Hqs, 8th Aviation Battalion, APO 185, New York, New York.

The AAAA Scholarship Foundation derived the major part of its 1964 scholarship funding from the sale of records and sheet music of the new "Army Aviation Song" with limited funding being derived from the individual "memorial" donations of several members.

Incorporated in December of 1963, the Foundation is governed by a six-member Board of Directors, chaired by a former National President of AAAA, Bryce Wilson of Menlo Park, Calif. Brig. Gen. O. Glenn Goodhand, Col. Robert H. Schulz, Lt. Colonel William A. Richards (ARNG), Lewis E. Casner, and Arthur H. Kesten also serve as Foundation Governors.

■ 1964 AAAA ANNUAL MEETING

The Sixth Annual Meeting of the Army Aviation Association shall be held at the Shoreham Hotel in Washington, D.C., on November 19-20, 1964. Detailed plans for the 2-day professional meeting are being formulated by a 4-member National Committee, and shall be announced in the next issue.

MILITARY

AVIATION PLACEMENT SERVICE

ENGINEERING/FLIGHT

■ **MECHANICAL** Engineer. Graduated with the Degree of Bachelor of Science in Mechanical Engineering from the University of Maine. One year engineering experience. Army Aviator for 3 years. Com'l pilot certificate; Aircraft-SEL; Rotorcraft-Helicopter, S-58; Instrument qualified. Desire a position as engineer in aviation or aerospace industry in which both engineering training and aviation experience may be utilized. Available immediately. For personal resume, write AAAA, Attn: Box 590.

SALES/PUBLIC RELATIONS

■ **YOUNG FAMILY MAN** (Age 27) seeks sales or public relations opportunity with military aircraft or parts manufacturer. Previous Public Relations experience. Former Army captain and Army Aviator with 1,500 hours flying, FAA Com'l ASEL, helicopter, and instrument ratings. Prefers to locate in Northeastern U.S. but is willing to relocate. Available after June 1. For personal resume and photo, write AAAA, Attention: Box 5395.

ADMINISTRATIVE/OPERATIONS

■ **WANTED!** The opportunity to give the benefit of over 20 years' experience in leadership and organization. Applicant has wide experience in Aviation operations and logistics. Capable of planning, organizing, training, or directing. Experience includes management, safety, trouble shooting, and statistical analysis. Retiring in August, 1964 and willing to go where the future is. For resume, write AAAA, Attn: Box 120.

PENNSYLVANIA MEMBERS ACTIVATE 51ST CHAPTER

Designated the Keystone Chapter, an AAAA Chapter has been activated in Central Pennsylvania with Maj. Thomas H. Small, Executive Officer of the New Cumberland Army Depot air maintenance directorate, being elected the initial Chapter president.

ADMINISTRATIVE/OPERATIONS

■ **MASTER Army Aviator**, Major (Ret.), desires position with aviation industry in the field of aviation safety, operations, administration, or flight. 21 years of flying experience in Army aviation. ASEL and AMEL ratings; fixed-wing special instrument card; helicopter rating. A graduate of the Army Aviation Safety Course (Calif.), and the Crash Injury Investigators Course (Ariz.). Prefer location in Southwestern or Southeastern U.S. Available on August 1. For resume: write AAAA, Attention: Box 3026.

ANALYSTS/OPERATIONS

■ **SEVERAL** positions are open for recently retired Army Aviators who wish to participate as war game players/military analysts in the evaluation of air mobile concepts. Field grade officers are wanted who are experienced in staff and field operations, who have ideas, initiative, and objectivity. Other positions are open for commissioned or warrant officers who have had field experience in aircraft operations and aircraft maintenance management. For details, write AAAA, Attention: Box CC.

SALES/CUSTOMER RELATIONS

■ **MASTER Aviator** (Lt. Col., Ret.), desires position in aviation sales, customer relations, operations, administration or flight. 18 years in US Army aviation with 5,400 flight hours. Experienced Arctic, mountain, and desert operations. Com'l pilot, single and multi-engine, instrument, and helicopter ratings. Have graduated USC Safety Course.

At its initial organizational meeting, the 35 members and their wives heard Joseph F. Kilch, public relations director for the state's Department of Military Affairs, as its guest speaker. He also read official letters of welcome from Governor Scranton and Maj. Gen. Thomas R. White, Jr., the Adjutant General. The executive board of the Key-

Travel acceptable. For resume, write AAAA, Attention: Box 129.

A & P MECHANIC

■ **AN OPENING** for an airplane and power-plant mechanic (A & P) and manage a maintenance operation on civilian aircraft, up to and including a medium twin-engine aircraft. Position is available immediately. Major New Hampshire air facility. For details, write AAAA, Attention: Box 4634.

MAINTENANCE/SALES

■ **DUAL RATED**, licensed, Army Aviator desires a challenging position in maintenance, sales, supply or service management. Experience includes aviation, automotive, and armament. Health: Excellent. Age: 44. Available on May 1. For details, write AAAA, Attention: Box 1690.

SALES/CUSTOMER RELATIONS

■ **"MR. EXECUTIVE:** Do you have an opportunity in your sales/customer relations organization for an ambitious, energetic man who has been selling for one employer for five years? Twenty years' aviation experience qualifies me for your needs. Will relocate to challenging position with good future as a reward for outstanding accomplishment." For details, write AAAA, Attention: Box 2241.

MAINTENANCE/DEVELOPMENT

■ **INTERESTED** in obtaining position associated with aviation, either in development, maintenance management, or technical liaison. Associated with maintenance for 23 years and with aviation maintenance for 14 years. Fixed and rotary-wing qualified; AMEL and instrument ratings. Write AAAA, Attn: Box 512.

■ Address correspondence to AAAA, 1 Crestwood Road, Westport, Conn.

stone Chapter is shown below. From left to right are Maj. J.A. Detmold, Ret. (VP), Lt Col L.L. Hamacher, Jr. (VPG), Capt. A.M. Grigg (Sec), Maj. T.H. Small (Pres), Lt A.O. Donato (ExVP), Col. R.F. D'Elosua (VPA), Lt Col W.G. Prowell (VPD), and Capt. H.E. Shelton (Treas).

The Chapter is the 51st AAAA Chapter to be organized since 1957.



ARMY AVIATION MAGAZINE

1 CRESTWOOD ROAD

WESTPORT, CONN. 06882

POSTMASTER: If this magazine is addressed to a member of the United States Military Service, whose address has been changed by official orders, it should be forwarded — except to overseas APO's — without additional postage.

See section 157.4 of the postal manual.

"RETURN REQUESTED" applies in those instances wherein forwarding is not permissible. The publisher requests the return of the entire issue under the "RETURN REQUEST" provisions of the postal manual.

DE HAVILLAND APPOINTS BANNOCK AS VP, SALES

The de Havilland Aircraft of Canada, Ltd. has recently announced the appointment of Mr. C.H. Dickens to the post of Executive Vice President and Mr. Russell Bannock (left) to Vice-President, Sales. The appointments became effective on the 1st of April.

Well known throughout U.S. Army Aviation, Bannock joined DHC as Chief Test Pilot in 1946 after distinguished service in World War II with the RCAF. His decorations include the DSO, DFC, and Bar.

Computer Concepts, Inc., of Silver Spring, Md., recently announced the appointment of Lewis E. Casner (right) as Senior Staff Analyst specializing in Aviation Systems Analysis. Mr. Casner will also specialize



Bannock



Casner

in the application of the computer sciences to Operations Research and Weapons System Evaluation studies.

Currently serving as President of the Washington, D.C. Chapter of the AAAA, he is the Vice President, Reserve Affairs on the Association's National Executive Board.