

# ARMY AVIATION

APRIL-MAY, 1964

## ***When an engine can't stop to catch its breath***

*This high up, every load is marked  
'Caution—handle with care.' It's no place  
for an engine that has to set down ... or let up  
... or cool off. That's why dependable Lycoming  
engines are called in. They have a 50-year  
reputation for doing workhorse jobs.*



# Lycoming

Division — Avco Corporation  
Williamsport, Pennsylvania

# chipook

# PROGRESS

## CH-47A CHINOOKS PARTICIPATE IN HAWK THRUST II

The 228th Assault Support Battalion of the 11th Air Assault Division continued field testing of the U. S. Army's air assault concepts at the Fort Stewart, Georgia maneuver area. CH-47A-equipped units supported other elements of the Division by providing heavy airlift capability.

During this exercise known as "Hawk Thrust II," the 228th Battalion Chinooks demonstrated their versatility by flying sorties in support of infantry units, artillery units, and transporting fuel in general support of the Division.

### **BOEING**

VERTOL DIVISION



# SUMMARY

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June, 1964



# ARMY AVIATION

**VOL. 13-NUMBER 4**

**APRIL-MAY, 1964**



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# 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

# 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.

I am sure that all of you join me in offering congratulations to Chief Warrant Officer Keith R. Borck, who was recently awarded the Distinguished Service Cross for valor in Vietnam. CWO Borck was decorated for his heroism as a CH-21 commander during the intense action at Ap Bac in January 1963. As you undoubtedly know, his DSC is the highest decoration yet awarded for action in Vietnam. As I have said before, I was highly impressed with the caliber of our people serving in Southeast Asia. CWO Borck's actions have served to emphasize this fact and reflect great credit upon himself, the United States Army and our country.

#### **FIRST FLIGHT OF CV-7A**

On 9 April 1964, the de Havilland CV-7A broke ground on its maiden flight from Downsview Airport near Toronto, Canada. During this flight and those which followed, the test pilots have reported excellent handling qualities and flight character-

istics. The official "first flight" ceremonies are expected to be held at Downsview Airport in the latter part of May.

The CV-7A is designed for the dual role of a commercial utility aircraft and a tactical military transport. Powered by two G.E. turbine engines of 2850 shafthorsepower, its STOL performance will equal its predecessor, the CV-2B Caribou. Reversible pitch propellers are employed.

Designed for employment under all weather conditions in areas where only short, rough, unprepared strips are available, the CV-7 features exceptional controllability at slow speeds. It will accommodate payloads of over 5 tons and will transport 41 fully equipped troops, 35 paratroops or 24 litter patients. The normal cruising range of 1,300 miles may be increased to over 3,000 miles by the installation of ferry tanks, thus permitting rapid deployment to far-flung parts of the world.

**GEN. TOLSON COMMENTS ON THE:**

# **CV-7A**

## **FIRST FLIGHT**



The CV-7A now being flown is the first of four prototypes constructed under a Production Sharing Agreement between the U.S. and the Canadian Department of Defense. Development costs are borne equally by the U.S. and Canadian governments and the de Havilland Company.

### AIR MOBILITY TEST

In my February newsletter I gave you a progress report on the airmobile test units at Fort Benning. Since that report, the units have entered an accelerated test program, the objective of which is the completion of Army unilateral test and evaluation of the air mobility concept by the end of CY 64. This revised test program will require an increase in the training tempo for General Kinnard's 11th Air Assault Division and Colonel Bristol's 10th Air Transport Brigade.

Between now and 1 October, both units must expand in size, conduct combined unit training, participate in a division size field training exercise and be ready for the unilateral test.

Expansion of these units to the size authorized for test commenced on 1 April. Some units from the 2nd Infantry Division will be used to fill the 11th Air Assault Division. Since the majority of these units have already completed unit training, that problem is somewhat alleviated and major emphasis can be placed on air mobility exercises. In the 10th Air Transport Brigade, one additional Caribou company will be activated and the 17th Aviation Company from Fort Ord will bring to five the number of Caribou companies. Four CH-

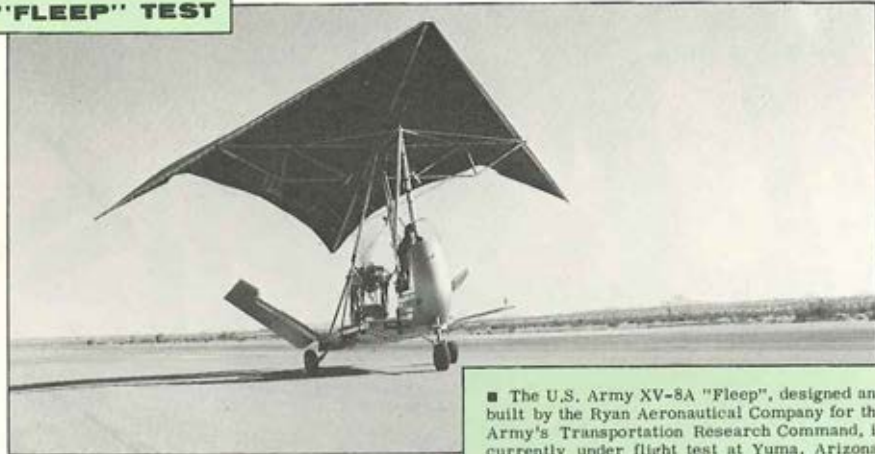
54 Flying Cranes will be delivered prior to the test and provide a heavy lift capability.

The remainder of this year will be busy and important for the Army and, in particular, the airmobile test units. Under the revised test program, plans have been made to conduct three reinforced infantry brigade field training exercises and one division size field training exercise in addition to the unilateral test. The majority of the large scale exercises will be conducted in the Carolina maneuver area. Smaller scale exercises of battalion and company size will be conducted in the Fort Benning - Fort Stewart areas.

The 11th Air Assault Division will be tested against an aggressor force of comparable personnel strength. Using its 459 organic aircraft for increased battlefield mobility and additional firepower, the 11th Air Assault will demonstrate its capabilities to conduct tactical operations. Colonel Del Bristol's 10th Air Transport Brigade will provide the lifeline to the division by supporting tactical operations with an air line of communication.

After completion of the test exercise, the results will be subjected to critical review and analysis to determine the combat potential and effectiveness of the air assault division organization and the basic air mobility concept.

Another note on the Air Mobility Program. The Army has long been interested in increased mobility for elements of the field artillery and has experimented in the displacement of artillery pieces by helicop-

**"FLEEP" TEST**

■ The U.S. Army XV-8A "Fleep", designed and built by the Ryan Aeronautical Company for the Army's Transportation Research Command, is currently under flight test at Yuma, Arizona. Ryan engineering test pilot H.C. "Rick" Cotton reported that "All flight checks have proved satisfactory (and the Fleep) is easy to handle."

ter sling load. The 11th Air Assault Division is now testing complete airmobile field artillery units, specifically designed for displacement by helicopter.

To date, testing of airmobile artillery concepts by the 11th Air Assault Division has involved the Iroquois and Chinook helicopters, the Little John rocket and two versions of the 105mm howitzer. The UH-1B/2.75 inch rocket combination is also being tested for use in the artillery support role. Airmobile artillery units could reinforce normal cannon fires and provide primary artillery support when normal artillery fires are unavailable.

Airmobile field artillery units offer hope toward reducing the mobility limitations inherent in our current fire support units. With air mobility, the commander could more rapidly displace his artillery effort to advantageous positions which might well be inaccessible via ground mobility means.

**AIRCRAFT DISTRIBUTION**

The revised forecast of aircraft distribution for FY 1964-69 mentioned in the last newsletter was mailed to major commands on 19 March 1964. Several errors have been noted here in the post-publication review of this document, and it is expected that additional errors will be found in the field. Accordingly, this distribution plan should be reviewed in detail and any errors reported to us at an early date. With your assistance, we hope to develop a more accurate and useful document.

**FLIGHT INFORMATION**

The recent change in the Jeppesen chart communications symbolization is considered a most welcome, logical and useful improvement. The yellow explanation sheet entitled "Communicate the Easy Way," which





## 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.



was distributed to all users, should be carefully studied and appropriately utilized.

The publication of the location of Air Route Traffic Control Center remote transmitter sites and the listing of associated frequencies is especially useful to the IFR pilot who suffers a loss of radio communications with the center during actual weather flight. The use of these remoted center frequencies should not be abused. When VFR, radio contact with center through a remoted location should only be made as a last resort to avoid an emergency situation. You should normally file en route flight proposals with the nearest flight service station (FSS) or area radio.

Except in isolated areas, the Center controller is usually swamped with the everyday business of traffic control and has little time to prepare a flight strip and other administrative tasks necessary to accept you into the IFR environment. En route filing is best accomplished through the FSS whenever possible. Abusive use of this heretofore unavailable information could well cause its withdrawal from charts.

Just a word on economy. CONUS "Jep" Manuals are purchased on a flat rate basis for each Army aviation user. The Eastern, Central, and Western IFR Manuals are purchased for initial issue on a per sheet basis. A modest initial cost is offset by a considerable fee charged per month for weekly revision service. A considerable savings will result if manuals are not requested prior to actual need. Additional savings are

realized when revision service is cancelled promptly.

Some aviators are now holding full U.S. coverage of instrument approach procedure charts and seldom perform an extended mission outside their home areas. In some cases, aviation operations officers may maintain office copies in excess of their needs. Turn-in of excess copies and area coverage can save many dollars each year. Turn-in, stoppage, and re-initiation of Jeppesen service is governed by AR 95-14. I urge each user of the Jeppesen Manual to evaluate his needs carefully and act accordingly. Money saved might well be better utilized for purchase of other aviation tools.

## **SAFETY**

I would like to draw your attention to two recently distributed USA-BAAR publications. The first of these is the 1964 Aircraft Accident Prevention Survey which contains pertinent questions in all areas of our aviation operations. This survey, which has evolved over the past seven years, is one of our most valuable safety tools. It is also one of the best methods for commanders to monitor unit prevention programs. I encourage full use of this survey on a continuing basis.

The second publication is the DESERT STRIKE supplement to the WEEKLY SUMMARY. While this publication was directed primarily at those units participating in DESERT STRIKE, it contains many reminders which are pertinent to all units, particularly those which will be taking part in our various field maneuver exercises this summer.

# WHY PREFLIGHT FOR THE WOC'S?

BY COL. JULES E. GONSETH  
COMMANDANT, USAPHS



**I**N a small town in Iowa the driver of a milk truck whistles merrily as he delivers milk during the hours before dawn. He is happy because his reserve unit has informed him that he will soon be leaving for Fort Wolters, Texas where he will attend a Warrant Officer Candidate Rotary Wing Flight Training Course.

At Fort Jackson, South Carolina, a recruit in the final phase of basic training dreams of helicopters because he has also been informed that he will be going to Fort Wolters upon completion of his basic training.

## **FORT WOLTERS TRAINING**

In fact, on this date, orders have spurred the imagination of men from many areas across the United States and around the world wherever the U.S. Army is stationed. One hundred and ten individuals have been formally notified that they are to report to Fort Wolters for training.

At this early date, these servicemen have one thing in common. They have all volunteered for helicopter flight training under the Warrant

Officer Candidate Program.

Unfortunately at this time, they will have little else in common, for they come from all walks of life; cooks, heavy equipment operators, mechanics, clerks and policemen are examples. Yet at the end of their training cycle at Fort Wolters and Fort Rucker after they have successfully completed the courses of instruction they will all be appointed as Warrant Officers in the United States Army.

## **COMPLEX REQUIREMENTS**

They must then move into a new way of life, one that will be completely foreign to them and where the requirements imposed upon them will be many and complex. They must be prepared to accept the responsibilities that will face them in the future. Preflight Training prepares these soldiers to meet the future with confidence and teaches them to perform the tasks that will be assigned to them as Warrant Officers in an Army Aviation Unit.

On arrival at Fort Wolters they will be placed into a Warrant Officer Candidate Preflight Training

cycle. All will be eager to start flying immediately. Most of them will ponder the question, "Why must we take preflight training?" Some of the group will discuss this among themselves, others will even go to their TAC Officers and put the same question into words. A few will resign from the course because they fail to understand the need for this type of training. Since this question plagues so many of the Warrant Officer Candidates it should be answered.

### **HINDSIGHT APPRECIATION**

The student will give a better performance if he understands the reason for the program and is properly motivated to accept it. This question would eventually answer itself for the individual after he has been commissioned as a Warrant Officer and served in a unit for a period of from 18 months to three years. By this time he has the hindsight to appreciate the preparation he received for Warrant Officer Commissioned status. Unfortunately this is much too late to help the student.

### **PREFLIGHT NECESSARY**

The TAC Officer can tell the candidate when he arrives at the school why he must have this type of training, but this is also too late, since the pressure associated with adjusting to preflight training prevents the candidate from accepting advice in an objective manner. The student must arrive at USAPHS with a basic understanding that preflight training is necessary and that it is to his advantage to obtain maximum benefit from the instruction offered.

Preflight accomplishes a multitude of things but above all it qualifies the candidate to be a member of the Warrant Officer Corps and prepares him to accept the responsibilities he will acquire with his appointment. The student is taught self discipline. This enables him to evaluate his capability to remain calm in a crisis and decisive under pressure.

Since the students embarking in this training represent many levels of experience in military affairs, various phases of education, and come from all types of environments, it is important, first of all, to lift them to a common standard in various subjects. The candidate must be made aware of the responsibilities he will assume upon being appointed a Warrant Officer.

### **SETS EXAMPLE**

A Warrant Officer is a leader. He is senior to all enlisted men in the service and must by act and deed set the example in everything he does. It will become a routine part of his life to fly heavy helicopters, often transporting up to 30 persons on a flight. As a pilot, the Warrant Officer will often be in sole command.

### **LEADERSHIP EVALUATION**

When an emergency arises his ability to react coolly and accurately under adverse conditions will be brought to the supreme test. His ability to give quick and proper orders, then to insure they are promptly carried out may mean the difference in life and death for the passengers he transports. This

gives USAPHS one of its objectives for preflight training - to evaluate the individual for leadership potential - to test his reactions to controlled stress under adverse and unusual conditions.

### **VARIED DUTIES**

The Warrant Officer Candidate must be prepared to speak before groups of people. As an aviator it will become routine for the individual to brief passengers he is to transport. He must be able to speak intelligently since a passenger often gains a lasting impression of Army aviation from his contact with flight crews.

The future Warrant Officer must be thoroughly acquainted with all of the functions of an aviation company. As a member of the unit, he will be expected to perform his share of the additional duties necessary in the day to day operation of the unit. This requires training in unit administration, supply, mess management and maintenance.

### **HIGH STANDARDS**

Perhaps one of the most important functions performed by preflight training is to teach the individual the customs and traditions of the service. This enables him to move into an environment new to him, and fit smoothly into this society.

As these objectives are met the candidate is put into top physical and mental condition to enter the flight phase of the course of instructions, and they are also conditioned to absorb instructions rapidly.

It may be said that the Army is not prepared to hand just any in-

dividual an appointment as a Warrant Officer. The candidate must demonstrate that he meets the standards which have been established. It is very important that he be able to fly well. It is also important that he be able to represent the Army in a favorable manner wherever he may be assigned.

Every candidate should consider Warrant Officer Candidate preflight training as a personal challenge to him. No apologies will be extended for the toughness of the program; no lowering of the standards will be tolerated. When the candidate graduates from preflight he can be confident he is well prepared for the future. He can take pride in the fact that he has finished a difficult and necessary part of his training.

The candidate should face preflight with anticipation because it is an opportunity to receive training that will be of great value to him throughout his career as a Warrant Officer in the Army of the United States.

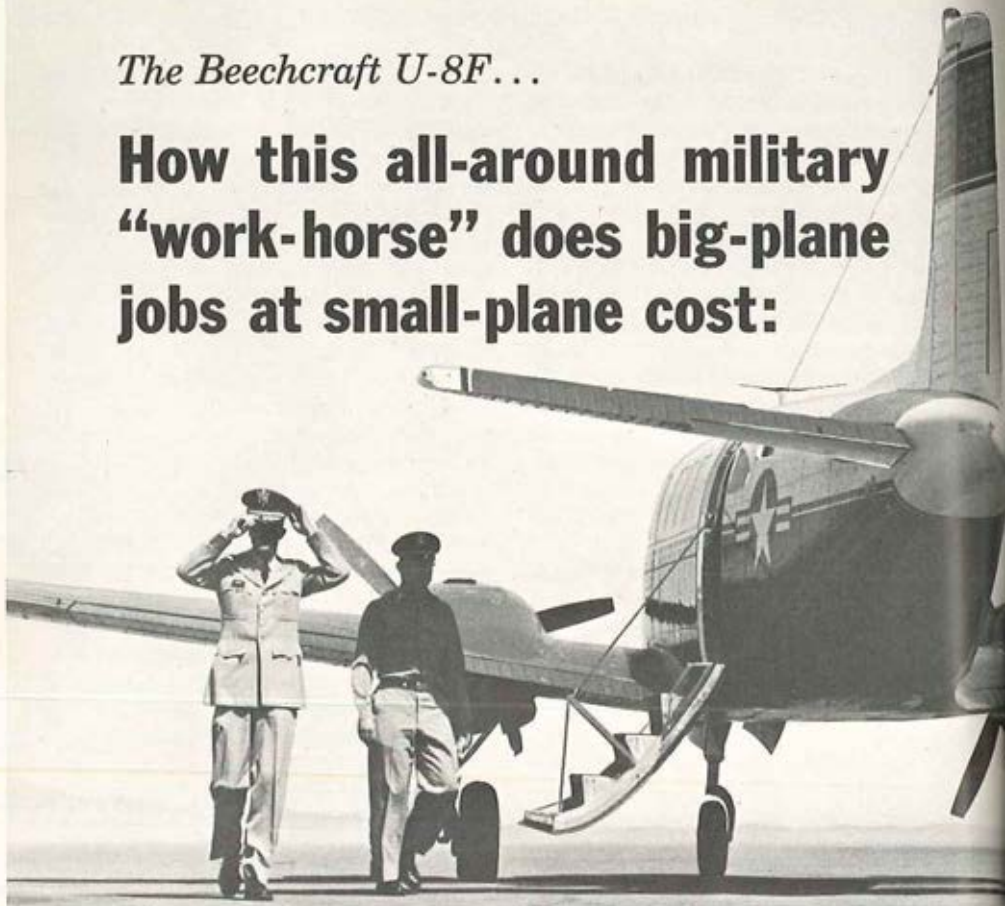
### **MOTIVATION HELP**

Perhaps the reader is an Army Aviator and wonders why this article is taking up space in his magazine. Every potential candidate is given an orientation flight by a rated Army Aviator before his application for Warrant Officer Candidate training is processed. If the aviator giving each orientation flight would acquaint the applicant with the rigid self-discipline and leadership required of an Aviator, he would render a service to the potential candidate and Army aviation.

Motivation starts here!

*The Beechcraft U-8F...*

## How this all-around military "work-horse" does big-plane jobs at small-plane cost:



**Doing rugged jobs for the U. S. Army**—jobs usually reserved for "big planes"—is the specialty of this Beechcraft U-8F. Yet it costs far less to buy and operate than the big ones. Military commanders say the U-8F is the most versatile plane ever assigned to them. It gives them reliable all-weather transportation to meet a wide variety of military needs.

**Even with big loads** this U-8F operates safely from small, unimproved fields. Built the rugged Beechcraft way, it holds one of the best safety records in aviation today. Also, the U-8F is extremely popular as a multi-engine instrument trainer. It holds all the elec-

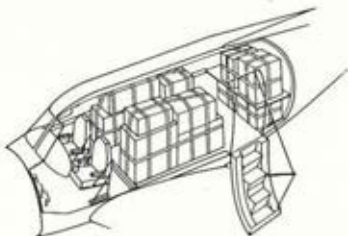
tronic navigation and communications equipment normally used for instrument flying on even the largest aircraft. When your pilots maintain their instrument proficiency on this plane with its lower initial cost, lower operating cost and lower maintenance cost, the savings quickly run into hundreds of thousands of dollars.

**What about power?** This Beechcraft U-8F has twin 340 hp Lycoming supercharged fuel injection engines. Cruises smoothly at 190 knots with 70% power. Push it and you're over 200 knots. In worldwide use by the U. S. Army, additional U-8Fs are quickly and economically available.

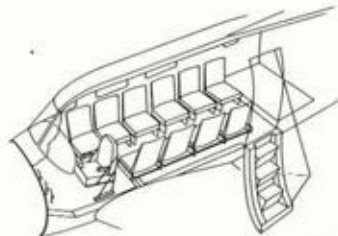


## BEECH "IMAGINUIITY" IN AIR MOBILITY

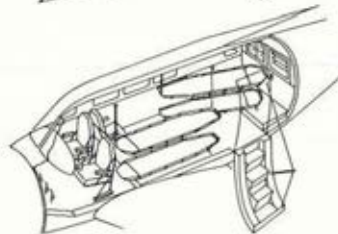
Passenger seats  
come out quickly  
for high - priority  
cargo shipments.



Conference room  
seating for 4-5;  
converts to high  
density seating for  
eleven persons.



This versatile "work-  
horse" converts  
easily into a roomy  
aerial ambulance.



Beech Aerospace Division projects include R & D on manned aircraft; missile target and reconnaissance systems; complete missile systems; space systems management; programs pertaining to liquid hydrogen propellants and cryogenic tankage systems; environmental testing of missile systems and components; and GSE.

May we help you? Write, wire or phone Contract Administration, Beech Aircraft Corp., Wichita 1, Kansas—or nearest Area Office.

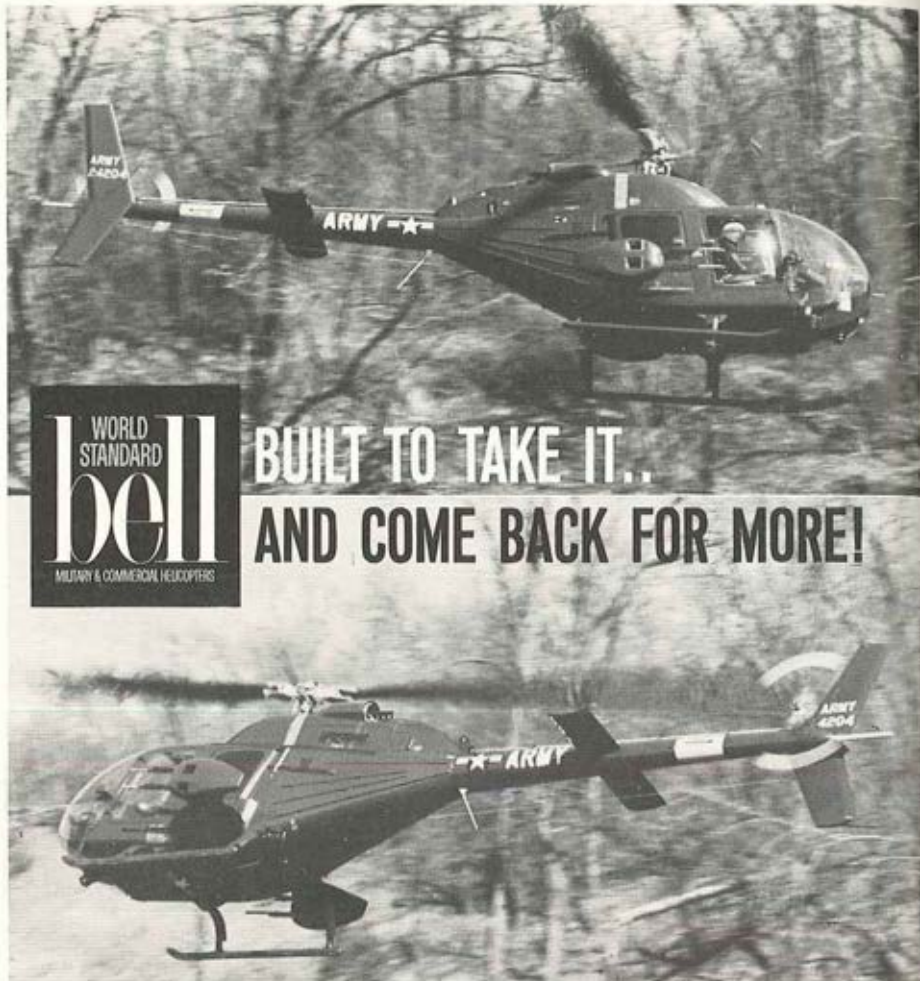
# Beech Aerospace Division

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WORLD  
STANDARD  
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MILITARY & COMMERCIAL HELICOPTERS

**BUILT TO TAKE IT..  
AND COME BACK FOR MORE!**

Built for the mission, Bell's OH-4A combines advanced design with rugged construction and superior flight characteristics. Close association with Army Aviation Missions over the past 17 years qualifies Bell to build what is needed. ■ The OH-4A has a tough honeycomb structure providing the durability and safety demanded in a combat environment... beefy dynamic components for years of dependable field service with-

out overhaul... built-in growth for the future... plus simple, dependable weapon systems for accurate suppressive fire. ■ This rugged aircraft thrives on minimum maintenance while assuring day after day reliability. It bristles with exciting design innovations to reduce maintenance skill levels... features "Murphy-Proof" parts which eliminate the chance of improper installation. This is True Mission Engineering.

**MEN WHO KNOW HELICOPTERS BEST, DESIGNED AND BUILT THE OH-4A**



**BELL HELICOPTER COMPANY**

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

**W**HAT in the world is that?" is an oft heard expression when first viewing the CH-54A. "That, gentlemen, is the Sikorsky-designed and -manufactured answer to a U.S. Army requirement for a heavy lift helicopter."

As is so often the case in our modern technocracy the design is functional and is not a thing of beauty. While it may look unusual, it is capable of doing the job it was designed to do.

#### **TEN YEAR DEVELOPMENT**

The civilian version of the CH-54A (S-64) was developed over a ten-year period beginning in the early 1950's. Design evolution led to the manufacture of the first three models produced in their present configuration. Two were sold to the Federal Republic of Germany and the third was retained by the manufacturer.

In late 1963, this aircraft was leased by the U.S. Army for limited testing. A joint test by the 11th Air Assault Division (air mobility concept test) and the U.S. Army Aviation Test Board (military potential test) was conducted during the period June through December 1963. A firm purchase order has been accomplished for six production-model CH-54A "Sky Cranes" from Sikorsky for further evaluation and hardware testing. Improved features discovered during the joint test will be incorporated in these Cranes.

#### **LARGEST HELICOPTER**

What the CH-54A is can best be answered by the following brief description. The largest and most powerful helicopter produced in the free world today, the "Sky Crane" is powered by twin Pratt-Whitney

# **CRANE!**

free turbine engines (4050 shaft horsepower each) and has a design gross weight of 38,000 pounds.

A rearward-facing pilot's station with hover controls (top, next page) is incorporated in the design in addition to two forward-facing pilot stations. For the first time this enables the pilot to observe directly external load attachment/detachment and be able to pinpoint load placement.

#### **SINGLE-POINT SUSPENSION**

The helicopter features a single-point and a four-point suspension system. The single-point suspension system with its winch and 100 feet of cable (photo below) is suitable for towing, retrieving downed aircraft,

**BY**

**MAJOR ROBERT J. LaHAIE**  
Army Aviation Test Board



**STRAC!** Skilled, tough, ready around the clock—  
this is the Army OH-6A.





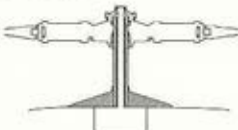
In weight and speed the OH-6A meets or exceeds the Army's requirements for a light observation helicopter. At design gross weight, the OH-6A delivers 400 lbs. over 300 nautical miles; at overload gross, the OH-6A delivers 1000 lbs. over 300 miles. The aircraft is capable of cruising at 126 knots and has achieved speeds of 139 knots in level flight.

Throughout the design and development of the OH-6A, Hughes engineers have stressed reliability and maintainability to meet or exceed the requirements of Type Spec 153.

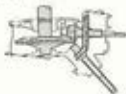
Here are some significant examples of Hughes engineering achievements in design simplicity to meet these requirements.



**New blade strap retention system** has no lubricated parts. Centrifugal force is carried by 15 laminated stainless steel straps, not hub. This system provides greater reliability with less maintenance at low cost.



**Unique mast hub support.** Rotor hub supported by static mast, not rotating transmission drive shaft. Dynamic loads of rotor system never reach transmission or transmission drive shaft. Higher reliability is achieved with lower maintenance.



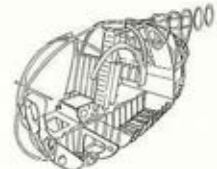
**Simple main gearbox** has only two gear meshes. Rugged yet light for maximum reliability. Gearbox is cooled directly by air flow without any special oil cooler. One man can change gearbox readily without touching any other component of rotor head.



**Drive system.** Tail rotor drive shaft consists of one-piece torque tube, having no universals or bearings. Tail rotor assembly itself requires no greasing.



**Hughes strong truss A frame design** (above) provides maximum protection for crew and passengers. Rugged semimonocoque structure (below) absorbs high energy forces, positions passengers and crew within primary structures providing new standards of safety.



**Low mounted engine** assures greatest safety in the event of accident. Convenient height permits quick access to engine and all accessories. One man can remove and install engine.



**Control system** is simple manual type having no hydraulic boost or electronic stabilization. Assures instant response, positive reliability with low maintenance. No lubrication is required.



raising and lowering pods and pallets from or into confined areas where a landing is not possible, and normal sling load operations. The single-point suspension system is presently limited to 8-1/2 ton loads.

#### **FOUR-POINT SUSPENSION**

The four-point suspension system incorporates a raising (jacking) and a lowering (kneeling) device in the main landing gear which allows the helicopter frame to be raised or lowered to the load height, rather than adjusting the load to helicopter frame height. Power winches and cables at the four suspension points facilitate load attachment/detachment. The rigidity and streamlining of the four-point suspension system (Bottom) permit greater operational speeds than can be attained with a single-point suspension system sling load. Present weight limitation with the four-point suspension system approximates 12 ton loads.

#### **SPECIAL PURPOSE PODS**

Special purpose pods (Center) with an almost limitless potential (Signal Command Posts, Mobile Army Surgical Hospital facilities, perishable resupply points, maintenance and repair shops, personnel shelters, etc.) are included in the overall design system. The pods use the four-point suspension system.

The growth potential of the CH-54A design can mean improved mobility for future commanders. The Army-industry effort to develop equipment capable of being air lifted leaves only to the imagination those items which will be air lifted in the future.

**U**SCONARC has recently approved a 34-week POI for the FY 65 Officer/Warrant Officer Fixed Wing Aviator Course to be conducted at the U.S. Army Aviation School, Fort Rucker, Alabama. The program of instruction has been reduced from the current 38 weeks - 243 flight hours program to 34 weeks - 216 flight hours.

The course will be presented in three phases: Phase "A" - Primary (18 weeks, 3 days), Phase "B" - Advanced Contact and Tactics (6 weeks), and Phase "C" - Instruments (9 weeks, 2 1/2 days). Students will receive a total of 133 hours of dual flight instruction and 83 hours of solo flight. Upon successful completion of flight and academic examinations, students will be qualified as Army Aviators and awarded a Standard Instrument Card.

#### **GENERAL RATED**

Receiving his B Phase final check flight with the Standardization Flight Division, Department of Advanced Fixed Wing Training on 28 April 1964, Brigadier General Donald C. Clayman, assigned at USACONARC, became dual rated. Major General Clifton F. von Kann presented the fixed wing rating.

General Clayman's instructor for both "A" and "B" Phase was Major C.V. Shores, Fort Monroe, Virginia, and his final check flight and standardization ride was given by Mr. Milton P. Crenshaw of Fort Rucker.

#### **GUTHRIE FIELD**

Hundreds of pilots and mechanics who have received training at the USAAVNS and return to Fort Rucker will note a change in the name of a familiar landmark. Southport has

**FORT**

**RUCKER**

**REPORT**

been renamed Guthrie Field in memorial to Specialist Fifth Class Harold L. Guthrie, RA14246445.

Specialist Guthrie was killed in a helicopter crash in the Republic of South Vietnam on 15 July 1962. The CH-21 aircraft, on which Specialist Guthrie was crewchief, was engaged in a combat support reconnaissance mission for the Vietnamese Army. Specialist Guthrie was born on 3 April 1939 in Caswell County, North Carolina, and enlisted in the United States Army in January 1957.

#### **COMMENDATION MEDAL**

The commander of the Army Hospital here has earned a rare award for Army officers, the Air Force Commendation Medal. Colonel Spurgeon H. Neel, who is also the surgeon of the Army Aviation Center, was

**BY  
COLONEL  
ROBERT F.  
CASSIDY**





**BRIGADIER GENERAL**  
**DONALD C. CLAYMAN**  
 ASSISTANT  
 DEPUTY CHIEF OF STAFF  
 FOR  
 INDIVIDUAL TRAINING

# HEADQUARTERS U.S. CONTINGENT COM

## OFFICE OF UNIT TRAINING



**Colonel J. Elmore Swenson**  
 Deputy  
 Aviation Division



**Colonel William H. Byrd, Jr.**  
 Chief  
 Safety and Airspace Branch



**Lt. Colonel William C. Edler**  
 Chief  
 Tng & Equip Requirements Br.



**Lt. Colonel Robert F. Tugman**  
 Chief  
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**Lt. Col. Raymond**  
 Chief, Tng (Proj)

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 Plans Division



**Lt. Col. Homer T. Montgomery**  
 Action Officer, Plans & Opns Br  
 Plans Division



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 Action Off, Mob - Weap Section  
 Supply Division



**Major Erwin M. Mitchell**  
 Chief, Aircraft Section  
 Maintenance Division



**Major Garrett D. Crawford**  
 Logistics Division



**Major C.D. Pittman**  
 Action Off, Mob & Weap Section  
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**Major Raymond E. Moore**  
 Action Off, Trans Service Br.  
 Service Division

## COM GROU



**Major Edward N.**  
 Aide de Camp

**JUNE, 1964 PHOTO CHART**

# ARTERS NTAL ARMY AND

COLONEL  
ROBERT R. COREY  
CHIEF, AVIATION DIVISION  
DEPUTY CHIEF OF STAFF  
FOR  
UNIT TRAINING



## ING AND READINESS



chman, Jr.  
Ability Group  
AD



Lt. Colonel Herman E. Greer  
Action Officer, Equipment Sect  
Tng & Equip Requirements Br.



Lt. Colonel Ralph E. Hill  
Action Officer, Operations Sect  
Plans and Operations Branch



Major Roy J. Lechner  
Executive Officer  
Aviation Division



Major Victor M. Hernandez  
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Major John M. DeMaria  
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Major Ivan L. Slavich  
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Major J.E. Shrader  
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Captain Thomas L. Mitchell  
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Lt. Col. Robert W. Ogilvy  
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### FLIGHT DET



Maj. Arthur A. Christensen  
Commanding Officer  
Flight Detachment

### FLIGHT SURG



Captain R.S. White  
U.S. Army Hospital

**NEXT MONTH:  
HQS, USAREUR**

cited for his support of the Air Force School of Aerospace Medicine and for establishment of a residency in aviation medicine at Fort Rucker as an affiliate operation of the Air Force School.

Colonel Neel established the Department of Military Medicine at the Air Force Medical Center at Brooks Air Force Base, Texas, and served as first chief of the department from 1959 to 1960.

Upon his return to duty with the Army, Colonel Neel continued to support the Air Force School by serving as an annual guest lecturer on the subjects of forward aeromedical evacuation and military staff functions and procedures.

Colonel Neel and four doctors at Fort Rucker have also been presented the Air Force Outstanding Unit Award for their service to the School of Aerospace Medicine from 1959 to 1963.

Others receiving this award were Lieutenant Colonel Harold R. Chappell, commander of the Army Aeromedical Research Unit; and Majors James Hertzog, Chief of Aeromedical Education and Training, and Ward Jones and Kelly Gregory, both residents in Aviation Medicine.

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- Commandant:  
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- Assistant Commandant:  
Col. Robert F. Cassidy
- Deputy Assistant Commandant:  
Col. Edward McMaken
- Secretary:  
Maj. Roy C. Jones
- Assistant Secretary:  
Maj. Gordon F. Ferris

- Director of Instruction:  
Col. Robert E. McGraw
- Deputy Director of Instruction:  
Lt. Col. Frank E. Lamothe
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Lt. Col. Laurence L. Dantzer
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# AA IN PHOTOS

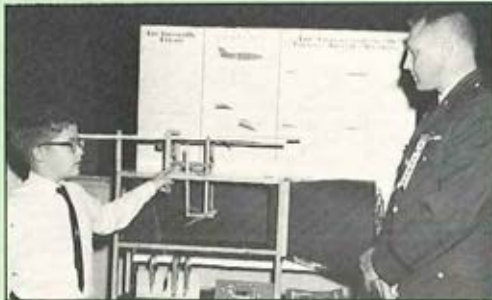
## DHC-5 BUFFALO

■ De Havilland Aircraft of Canada's new five-ton STOL aircraft, the DHC-5 Buffalo, is shown landing in front of the assembly shops at de Havilland of Canada during the aircraft's first flight ceremonies conducted at Downsview, Ont. The turbine-powered aircraft is being built under a 22.5 million dollar program being shared equally by the Canadian Government (Department of Defense Production), the U.S. Government (Department of the Army), and de Havilland Aircraft of Canada, Ltd. (DHC photo)



## WIND TUNNEL

■ Twelve-year-old Mike McKenney, 8th grader at Del Vallego Junior H.S. in San Bernardino, Calif., points out to Army Captain Orlo C. Olson, assigned to the D/TIG, Norton AFB, Calif., how his model of a wind tunnel operates in measuring the lift or drag of an airfoil. The youngster's project was considered the most outstanding "aviation exhibit" at the Inland (Calif.) Science Fair and he received a 1964 AAAA "Certificate of Achievement" for his accomplishment. An additional 87 youngsters received AAAA Certificates at various other Science Fairs held throughout the U.S. (USAF photo)



## CHANGEOVER

■ Major Harlan W. Lohmann (second from left) former commander of the 18th Aviation Company, Nha Trang, Vietnam, is shown addressing the men of the 18th, after having witnessed an "assumption of command ceremony" during which Major Ralph Irvin (right foreground), the new unit CO, assumed leadership. Col. John L. Klingenhagen (right rear), deputy commander, U.S. Army Support Command, Vietnam, listens as Major Lohmann reminisces his experiences as commander of the light airplane reconnaissance company. (U.S. Army photo)



## TWOSOME

■ Beech Aircraft flew two Beechcraft King Air pressurized, turbine-powered aircraft in formation for the first time in early May. Beech reports that it will have five airplanes flying extensive field reliability programs through the summer months, with deliveries to customers beginning in the Fall of 1964. The aircraft was scheduled to be awarded the Federal Aviation Agency type certificate in late May. The King Air, which was first flown on January 20, 1964, seats six to eight persons and cruises at 270 mph. It offers a maximum non-stop range of more than 1,300 miles with full fuel reserves.





## AGE SPREAD

THE YOUNGEST AND THE OLDEST GRADUATES OF ROTARY-WING INSTRUMENT FLYING COURSE 64-5 AT THE U.S. ARMY AVIATION SCHOOL ARE SHOWN CONGRATULATING EACH OTHER. CWO DELMONT H. SCOTT (LEFT) IS 50, AND WO JESSE L. HOBBY CELEBRATED HIS 24TH BIRTHDAY ON THE CLASS GRADUATION DAY. BOTH ARE ALSO BELIEVED TO BE THE YOUNGEST AND OLDEST TO EVER COMPLETE THE 11-WEEK COURSE AT USAAVNS. MR. SCOTT HAS BEEN IN THE ARMY SINCE '42, GRADUATED IN THE ARMY'S FIRST HELICOPTER CLASS IN 1951, AND HAS MORE THAN 3,000 HOURS OF FLYING TIME. MR. HOBBY GRADUATED FROM WORWAC 63-5 IN NOVEMBER, 1963; SERVED WITH THE 11TH AIR ASSAULT DIVISION, AND HAS 306 HOURS.

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## FIRST FLIGHT

SHOWN DURING THE COURSE OF THE MAY 20 "FIRST FLIGHT" CEREMONIES OF THE DE HAVILLAND AIRCRAFT OF CANADA DHC-5 BUFFALO AT THE FIRM'S DOWNSVIEW, ONTARIO PLANT ARE, LEFT TO RIGHT, RUSS BANNOCK, VICE PRESIDENT, SALES AND OPERATIONS OF DE HAVILLAND, CANADA; THE HONORABLE PAUL HELLYER, CANADIAN MINISTER OF NATIONAL DEFENSE; P.C. GARRATT, CHAIRMAN AND MANAGING DIRECTOR OF DE HAVILLAND, CANADA; AND BRIGADIER GENERAL W.P. RYDER, OCRD, DEPARTMENT OF THE ARMY. SOME 700 GUESTS OBSERVED THE STOL PERFORMANCE OF THE TURBINE-POWERED DHC-5 BUFFALO. THE NEW UTILITY TRANSPORT AIRCRAFT IS CAPABLE OF CARRYING A MAXIMUM PAYLOAD OF 10,630 LBS.



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# ★ CHANGES OF ADDRESS - PCS

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# AA IN PHOTOS

## HONORARIUM

■ LT. COLONEL FREDERICK C. GOODWIN, PRESIDENT OF FT. SILL'S JIMMIE L. HILTON CHAPTER, IS SHOWN PRESENTING A \$100 AAAA SCHOLARSHIP FOUNDATION HONORARIUM TO ROGER MOSELEY (LEFT). THE SON OF MAJOR AND MRS. LONNIE MOSELEY, ROGER HAD BEEN SELECTED AS A WINNER OF A '64 SCHOLARSHIP OF \$500, BUT FORFEITED THIS SUM FOR THE HONORARIUM IN BEING ACCEPTED FOR '64 ENTRY AT THE AIR FORCE ACADEMY, A TUITION-FREE INSTITUTION.



## COMPETITOR!

■ MISS CHERYL ANN CRETIN, DAUGHTER OF CAPT. AND MRS. THEODORE D. CRETIN OF OZARK, ALA., IS SHOWN BEING PRESENTED A \$100 AAAA HONORARIUM BY COL. EDWARD McMAKEN, AA CENTER CHAPTER PRESIDENT, AS ONE OF THE NATIONAL SCHOLARSHIP AWARD WINNERS OF AAAA. SELECTED BY THE AAAA SCHOLARSHIP FOUNDATION AS THE WINNER OF A \$500 SCHOLARSHIP AWARD, MISS CRETIN WAS LIMITED TO THE ACCEPTANCE OF THE HONORARIUM BY THE CONDITIONS OF THE \$6,400.00 GENERAL MOTORS SCHOLARSHIP TO THE MASSACHUSETTS INSTITUTE OF TECHNOLOGY SHE HAD ALSO WON. SHE WAS ONE OF 41 AAAA COMPETITORS IN '64.



## QUALIFICATION

■ BRIGADIER GENERAL DONALD C. CLAYMAN (LEFT), ASSISTANT DEPUTY CHIEF OF STAFF FOR INDIVIDUAL TRAINING, USCONARC, IS SHOWN RECEIVING HIS FIXED-WING QUALIFICATION CERTIFICATE FOLLOWING THE COMPLETION OF HIS FIXED-WING TRAINING AT USAAVNS, FT. RUCKER, ALABAMA. MAKING THE PRESENTATION IS MAJOR GENERAL CLIFTON F. VON KANN, COMMANDING GENERAL OF THE U.S. ARMY AVIATION CENTER. NOW DUAL-RATED, GENERAL CLAYMAN HAD RECEIVED HIS INITIAL R/W ORIENTATION FLIGHTS WHILE SERVING AS DCG OF THE 1ST CAVALRY DIVISION IN KOREA UNDER GENERAL VON KANN.



## 100 PERCENT

■ COLONEL EDWARD McMAKEN (LEFT), PRESIDENT OF THE AA CENTER CHAPTER AND ASSISTANT COMMANDANT OF THE U.S. ARMY AVIATION SCHOOL, FORT RUCKER, ALA., IS SHOWN PRESENTING COLONEL GEORGE H. RUSSELL, CLASS LEADER OF OFWAC 64-2, WITH A \$291.00 CHECK FOR THE 100 PER CENT MEMBERSHIP PARTICIPATION OF THE CLASS IN THE ARMY AVIATION ASSOCIATION. UNDER THE TERMS OF THE AAAA'S "MEMBERSHIP INCENTIVE PLAN," AVIATION PRIMARY STUDENT CLASSES RECEIVE A "PER MEMBER" REFUND WHEN THE ENTIRE CLASS JOINS THE ARMY AVIATION ASSOCIATION. (USA PHOTO)



# • CHANGES OF ADDRESS-PCS

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# \* CHANGES OF ADDRESS - PCS

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HOPKINS, PAUL F., Major  
P. O. Box 46  
Middletown, California

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23	\$19.20	\$4,608.00	\$4,562.00	\$45.60	\$2.28 per Year
25	\$20.60	\$4,944.00	\$4,867.00	\$76.60	\$3.83 per Year
27	\$22.00	\$5,280.00	\$5,184.00	\$95.40	\$4.77 per Year
29	\$23.80	\$5,712.00	\$5,513.40	\$198.60	\$9.93 per Year
31	\$25.60	\$6,144.00	\$5,852.20	\$291.80	\$14.59 per Year

### USING TABLE ABOVE:

To compute Premium and Net Annual Cost for \$10,000.00 Policy, divide by two.

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Coverage Limits: Minimum Policy - \$1,000.00. Maximum Policy - \$25,000.00.

Double Indemnity: Add \$0.13 per \$1,000 per mo., or \$1.50 per \$1,000 per year.

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FOR  
FACTS  
TODAY!**

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1 Crestwood Road  
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PLEASE SEND ME, WITHOUT OBLIGATION, THE  
FACTS ON THE AAAA-ENDORSED LIFE INSUR-  
ANCE PLAN. I AM PARTICULARLY INTERESTED  
IN ( ) ORDINARY LIFE; ( ) \_\_\_\_\_

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ ZONE \_\_\_\_\_ STATE \_\_\_\_\_

( ) I am an AAAA Member.

Date of Birth \_\_\_\_\_



## AAAA NEWS

### **NAT'L AWARDS DEADLINE EXTENDED TO JULY 31**

The deadline for the submission of nominations for the four National Awards of AAAA has been extended to July 31, 1964. The four awards include the awards for "Army Aviator of the Year" - "Aviation Soldier of the Year" - "Outstanding Aviation Unit" - 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 to cover the April 1, 1963-March 31, 1964 zone of consideration 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. Awards' presentation shall take place at the Annual Meeting.

### **AAAA ANNUAL MEETING TO BE HELD NOV. 19-20**

The Sixth Annual Meeting of the AAAA shall be held at the Shoreham Hotel in Washington, D.C., on November 19-20, 1964. The Annual Honors Luncheon - at which the AAAA honors the outstanding individual and unit accomplishments within Army aviation - shall be held at the Shoreham's new Regency Ballroom on Friday, November 20. Detailed plans of the '64 Convention shall be announced in a later issue.

### **AAAA MEMBERS SUPPORT 156 SCIENCE FAIRS**

Well over 200 individual members of AAAA took an active part in the various local, state, and regional science fairs held throughout the country during the March through May period. All served as AAAA representatives at some 156 Fairs, judging the various student aviation exhibits and awarding AAAA "Certificates of Achievement" in recognition of the outstanding aviation projects at hand. Membership participation on a national basis was conducted under an AAAA program developed by National Board members Darwin P. Gerard and Lewis E. Casner and implemented through coordination between the National Office of AAAA and National Science Service, Washington, D.C.

The Association also recognized the most outstanding aviation exhibits at the National Science Fair-International in Baltimore, Md., in presenting \$100 cash awards and AAAA Certificates of Achievement to Richard D. Bennett, 17, of Norte Del Rio High School, North Sacramento, Calif. for his project, "The Making of a Ram-Jet" and to Laidacker M. Seaberg of Beaumont, Tex. (See AAAA photograph on next page).



Effective July 1, 1964, the AAAA shall discontinue the pro-rating of new members' first year dues and shall adopt the \$6 dues figure, plus Initiation Fee, throughout the year.

# 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

■ **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.

### OVERSEAS ADMINS'VE - R&D

■ **RETIRED** at 45, a Master Army Aviator with 5,000 operational hours and an equal or greater number of combat development hours which included aviation, desires employment in the manufacturing, administrative, or developmental field. Have a business education, technical competence, a record of successful accomplishment, and time for another career. For detailed resume, write AAAA, Box 4121, 1 Crestwood Road, Westport, Conn.

### 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.

### 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.

### 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.



■ **NATIONAL WINNER:** Laidacker M. Seaberg (center), a 17-year-old student at Forest Park High School in Beaumont, Tex., received a \$100 cash award and a Certificate of Achievement from the AAAA in having one of the two most outstanding aviation exhibits at the '64 National Science Fair in Baltimore. He is shown with, left to right, AAAA Judges Col. Richard L. Long, James E. Beach, Harry

L. Bush, and Anthony L. Rodes, all members of AAAA's National Science Awards Subcommittee. Absent from the photo but present at Baltimore were Lewis E. Cassner, Subcommittee Chairman, and Darwin P. Gerard, AAAA National President, who presented the award to Laidacker at official ceremonies. Laidacker's award-winning national science exhibit concerned itself with the "Design of Autogyros."

# IT'S TIME TO POLL ON AAAA AWARDS

SUSPENSE DATE:  
JULY 31, 1964



# THE ARMY AVIATOR OF THE YEAR AWARD

## ■ GENERAL

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



**JAMES H. McCLELLAN  
AVIATION SAFETY AWARD**

## ■ ELIGIBILITY

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

## ■ DOCUMENTATION

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

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

## ■ ATTENDANCE

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

## ■ PREVIOUS WINNERS

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

Colonel John L. Inskeep, Commandant of the U.S. Army Primary Helicopter School at Fort Wolters, Tex., and Raymond L. Thomas, General Manager of the Southern Airways Company contract operations at that facility, received the 1960 Award jointly.

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

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

In 1963, Colonel James F. Wells, Military Advisory Assistance Group, Republic of China (Taiwan), was named the winner of the "James H. McClellan Aviation Safety Award."

## ■ GENERAL

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

## ■ ELIGIBILITY

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

## ■ BASIS FOR AWARD

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

## ■ DOCUMENTATION

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

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

## ■ RETENTION OF AWARD

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

## ■ ATTENDANCE

The Association will arrange to have representatives of the outstanding unit

# THE OUTSTANDING AVIATION UNIT AWARD

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

## ■ PREVIOUS WINNERS

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

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

The winner of the Hughes Trophy in 1962 was the 45th Transportation Battalion (Helicopter), APO 143, San Francisco, Calif., commanded by Lt. Colonel Howard B. Richardson. Subordinate units sharing the award included the 8th, 57th, and 93rd Transportation Companies (Lt Hel), and the 18th Aviation Company. General Earle G. Wheeler, Chief of Staff, U.S. Army, presented the trophy to Majors Milton P. Cherne and William J. Tedesco, representing the winning unit.

The U.S. Army Utility Tactical Transport Helicopter Company (Vietnam) was awarded the "Outstanding Aviation Unit" trophy in 1963. Gen. Barksdale Hamlett, Vice Chief of Staff, U.S. Army, presented the Award to Major Ivan L. Slavich, commanding officer, who accepted the Hughes Trophy on behalf of the men in his unit.

# THE AVIATION SOLDIER OF THE YEAR AWARD

## ■ GENERAL

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

## ■ ELIGIBILITY

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

## ■ DOCUMENTATION

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

## 1963 AWARD



Chief of Staff Barksdale Hamlett presents the "Outstanding Aviation Unit Award" to Major Ivan Slavich, representative of the U.S. Army Utility Tactical Transport Helicopter Company.

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

## ■ ATTENDANCE

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

## ■ PREVIOUS WINNERS

In 1961, Master Sergeant Robert R. Young, Flight Operations Chief, Airfield Operations Command, Fort Rucker, Ala. was named the "Aviation Soldier of the Year," receiving the Award from the Honorable Elvis J. Stahr.

The Honorable Stephen Atlas, then Under Secretary of the Army, presented the 1962 Award to Specialist First Class James C. Dykes of the 255th Signal Detachment (Vietnam).

The 1963 Award was made to Sergeant First Class James K. Brock, Maintenance Chief of the 1st Aviation Company (Caribou) (Vietnam), by the Honorable Cyrus R. Vance, then Secretary of the Army.

# RED CARPET!

**T**HE 17th of April will probably be long remembered as a special day by two high school students from North Central Texas. This was the day they spent at Fort Wolters, Texas touring the facilities of the Army Primary Helicopter School.

The boys, Tony Davis of Abilene, Texas and Joe Lee Howell of Seymour, Texas, were invited to make the trip to Fort Wolters by Colonel ditional recognition of their achievements in winning AAAA awards at local science fairs.

Joe Lee and Tony, accompanied by their escorts, arrived at Fort Wolters at 1030. They were escorted to Post Headquarters where they were given an official welcome by Colonel Gonseth and Major Melvin K. Goulding, president of the Fort Wolters Chapter of the AAAA. Both boys were presented honorary membership certificates in the Fort Wolters Chapter.

## COMPLETE POST TOUR

Upon departing the office of the commandant, USAPHS, the boys and their escorts were given a tour of the post, which included inspecting the Warrant Officer Candidate billets with a TAC officer, refreshments in the USAPHS mess and a briefing in the Southern Airways Company weather office.

The group then proceeded to the Fort Wolters Officers' Open Mess where they had lunch, courtesy of the Fort Wolters Chapter, with Colonel Wayne N. Phillips, assistant commandant USAPHS, Lieutenant Colonel Thomas H. Evans, deputy



Tony - Joe Lee - Col. Gonseth

assistant commandant USAPHS, and Major Goulding.

After lunch, the boys were escorted through the maintenance facilities operated by Southern Airways. Then the group traveled to Stage Field Number One where training was observed for an hour. Then pilots from Military Flight Evaluation, USAPHS, gave Joe Lee and Tony briefings on the OH-23D helicopter and gave them their first helicopter ride.

In retrospect, it seems that each member of the Fort Wolters Chapter of AAAA also gained something from this visit. Certainly Army aviation gained the understanding and lasting friendship of these two individuals. In addition, many of the members were able to talk with these winners of AAAA Science Fair Awards.

Certainly AAAA is making a major contribution to the field of general education by making these awards available. This should be a source of satisfaction to every member of the association.

THE  
JAMES H. MCCLELLAN  
AVIATION SAFETY  
AWARD

■ GENERAL

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

■ ELIGIBILITY

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

■ BASIS FOR AWARD

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

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

■ DOCUMENTATION

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

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

■ ATTENDANCE

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

■ PREVIOUS WINNERS

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

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

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

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

Captain Emmett F. Knight, 57th Aviation Company (Vietnam), was named the 1963 "Army Aviator of the Year," receiving his award from the Honorable Stephen Alles, then Under Secretary of the Army.



Bell Helicopters—Military UH-1, Commercial 204B

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

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