JULY-AUGUST 1964

ARMY AVIATION

Why does the Mohawk

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

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

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

GRUMMAN AIRCRAFT ENGINEERING CORPORATION

look the way it does?

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

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

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

Bethpage · Long Island · New York

Grumman

ARMY AVIATION

VOL. 13 - NUMBER 7
JULY-AUG., 1964

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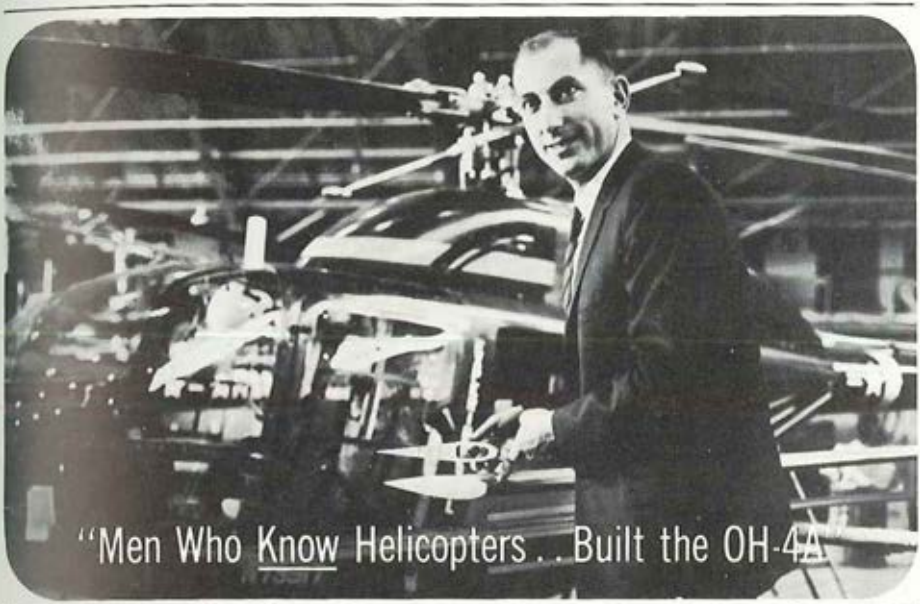
LICHTEN — "Take a look at the OH-4A's new blade section. Using a thin airfoil with drooped leading edge, we get higher lift and lower drag than conventional sections. This allowed us to provide plenty of rotor for tight turns and high altitude, overload operation . . . yet this blade is much simpler to manufacture. Many such advancements in airframe and component design put the OH-4A way ahead in ruggedness and reliability."

ROBERT L. LICHTEN — OH-4A Project Director. MIT graduate, 20 years experience in helicopter and V/STOL development. Responsible for engineering the Bell XV-3 tilt-rotor convertiplane and the world-famous UH-1 Iroquois.



WORLD STANDARD bell
MILITARY & COMMERCIAL HELICOPTERS

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

AA PHOTOS JULY-SEPT.

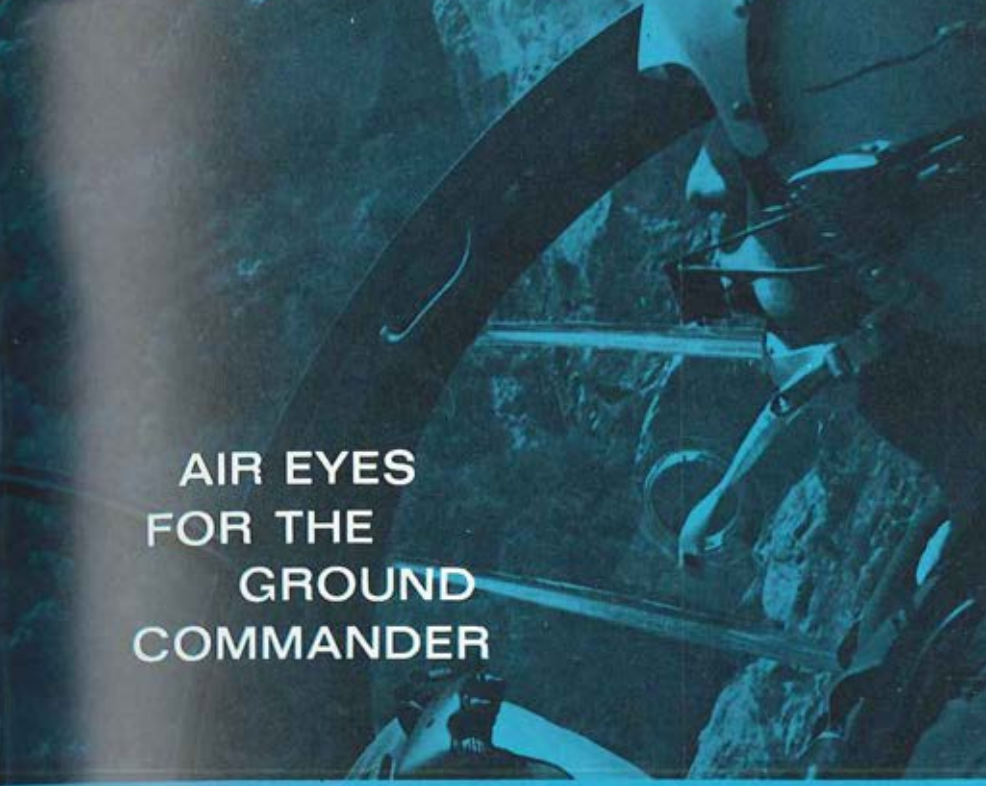
TOP RIGHT: Wheeler Air Force Base (Hawaii) was the scene of change of command ceremonies in early September as Lieutenant Colonel Arington C. Thomson, Jr. (center), took command of the 25th Aviation Battalion, 25th Infantry Division, from Lieutenant Colonel Robert H. Hurst (left). In the photo Colonel Hurst and S/Major Carroll R. Laudenklos, Battalion Sergeant Major, are shown pinning the tabs of command on Colonel Hurst.

Colonel Hurst was the first commander of the aviation battalion which was organized just over a year ago. In his farewell speech he cited the rapid growth in the battalion's personnel and aircraft.

CENTER RIGHT: Three Army Aviators assigned to the Army Section, JUSMAG, Thailand, were recently awarded Royal Thai Army Pilot Efficiency Badges by Maj. General Sathorn Kanchanalak, CG, Royal Thai Army Artillery Center, during a colorful ceremony at Kokethiem, Thailand. The aviators honored for "true devotion shown and invaluable services rendered to the Royal Thai Army" were, left to right, Major Dixon D. Van Landuyt, Aviation Supply and Maintenance Advisor to the Royal Thai Army; Major Richard L. Speedman, Artillery, Advisor to the Royal Thai Army Aviation School; and Lt. Colonel Julius E. Clark, Jr., Infantry, Chief of the Aviation Division. The three officers are shown in a photograph taken during the presentation ceremonies. Colonel Clark has since reported for duty with the 4th Aviation Battalion in Fort Lewis while Major Van Landuyt rotated to the New Cumberland Army Depot in August.

BOTTOM RIGHT: Lt. Colonel James W. Hill, Jr., USA-Ret. (left), former assistant commandant of the U.S. Army Primary Helicopter School, is shown being awarded the Legion of Merit by Colonel Jules E. Gonseth, Jr. (right), Wolters commander. Colonel Hill was cited for exceptionally meritorious service while serving at USAPHS from April, 1961, until his retirement in January, 1964. Colonel Wayne N. Phillips (center background), the present assistant commandant, received the Air Medal for service in the Republic of Vietnam, the 12th Air Medal award that he has received.

LEFT: In-flight view of Cessna Aircraft's new Mode 411, a 6 to 8 passenger executive transport that wi cruise at 246 to 254 mph at 75 percent power a 20,000 feet. The new Cessna model lists at $108,950.00



AIR EYES FOR THE GROUND COMMANDER

Spotting the enemy emplacements. Patrolling borders. Finding the best route in or out of a "tight spot". These are a few of the important jobs designated for the Army's Light Observation Helicopter — jobs done effectively and efficiently by the OH-6A.

With just 250 h.p. the OH-6A will give the front line commander fully organic, complete mission support at the lowest possible cost.

Lean and mean — rugged and reliable, the OH-6A cruises at 128 knots, carrying a payload of 400 lbs. in addition to pilot. It has a range of 300 miles on one 55 gallon fuel drum, and has self-deploying capability of 1400 miles. Smallest in its field for greater maneuverability and reduced vulnerability, the OH-6A has the largest cargo capacity — over 40 cu. feet. Availability for the ground commander is assured due to the design simplicity and lower maintenance requirements of the OH-6A.

These kinds of factors make the OH-6A uniquely capable for the primary missions of observation, liaison, target acquisition and command control. At the same time it quickly adapts to such light utility roles as: re-supply, troop lift and counter-insurgency.

Without compromise, the OH-6A fulfills both the spirit and intent of the LOH concept — both for today and tomorrow.

HUGHES TOOL COMPANY

AIRCRAFT DIVISION

Army OH-6A—
Light Observation Helicopter
Light Utility Helicopter

AA IN PHOTOS

DECORATIONS

■ Captain Kenneth L. Eshbaugh (right) receives the congratulations of Brigadier General Howard F. Schiltz, Commanding General of the Army Aviation Material Command, St. Louis, Mo., upon being awarded the 5th, 6th, 7th, 8th, and 9th Oak Leaf Clusters to the Air Medal. Eshbaugh, who serves as a logistics officer within the Command, received the clusters for the operational flights he made in Vietnam during the period May, 1963 through November, 1963. (USA photo)

TWIN OTTER

■ Production has started at De Havilland Aircraft of Canada's Downsview, Ontario, plant on an initial batch of Twin Otters, powered by two Canadian Pratt & Whitney PT6A turbines, each giving 550 shaft horsepower. Flight trials will begin in the summer of 1965, with certification expected in time for deliveries to start in early 1966. The new aircraft will carry up to 14 passengers and one or two crew, will cruise at about 160 knots, and will operate from fields or clearings as short as 1,000 feet. It is expected to meet the long-term requirement for a small, multi-engine short haul general air transport.

ORIENTATION

■ The Honorable Willis M. Hawkins, Assistant Secretary of the Army (Research & Development), is shown with Colonel Michael J. Strok, Commanding Officer of the U.S. Army Transportation Research Command (USATRECOM), during his recent visit to Fort Eustis, Virginia, for an orientation and briefing on TRECOM's aeronautical research mission. The Secretary's briefing included status reports on the new Advanced Aerial Fire Support System, the XV-4A and XV-5A VTOL aircraft, Army participation in the Tri-Service VTOL research programs, flexible wing research, etc. (USA photo)

RIVERBOAT

■ Members of the Lindbergh Chapter of AAAA, the Association's second largest membership activity, tried one of the older methods of transportation during one of their recent monthly general membership meetings. Everyone went down to the River and boarded the "Mississippi Belle" with the shipboard dinner and dancing offering a change from the previous Chapter "socials." In the left foreground table-hopper Gene Loveland is shown chatting with Eric Petersen, Chapter president, while a group of members and their wives "sun up" on the aft deck of the "Belle." (USA photo)

NEW LOOK IN AIR MOBILITY

Powered by the new General Electric T.64 turbo engines, each developing 2,850 ESHP, the versatile rugged BUFFALO is designed to operate as a short haul transport from make-shift strips anywhere in the world.

This latest design from de Havilland Canada features

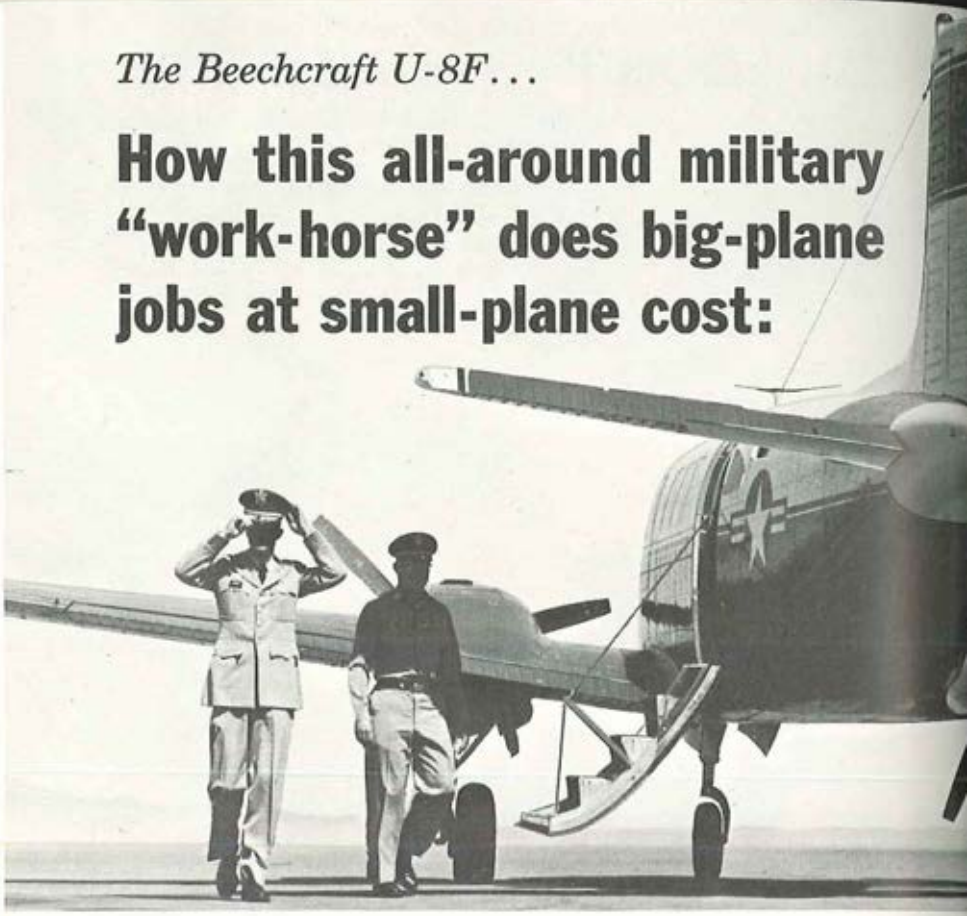
- MORE SPEED ..... 274 MPH
- MORE RANGE ..... 1,880 N. MILES
- MORE LOAD ..... 11,600 LBS.
- MORE SPACE ..... 1,580 CU.FT.

The DHC-5 BUFFALO performs a STOL Landing in a confined area.

THE DE HAVILLAND AIRCRAFT OF CANADA LIMITED
DOWNSVIEW ONTARIO

The Beechcraft U-8F...

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

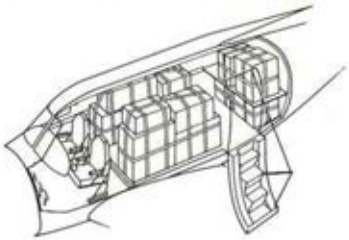


Doing rugged jobs for the U. S. Army —jobs usually reserved for "big planes" —is the specialty of this Beechcraft U-8F. Yet it costs far *less* to buy and operate than the big ones. Military commanders say the U-8F is the most versatile plane ever assigned to them. It gives them reliable all-weather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

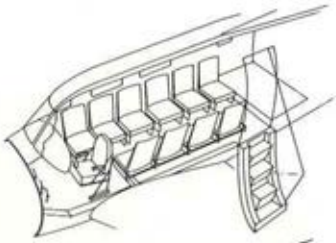
Even with big loads this U-8F operates safely from small, unimproved fields. Built the rugged Beechcraft way, it holds one of the best safety records in aviation today. Also, the U-8F is extremely popular as a multi-engine instrument trainer. It holds all the electronic navigation and communication equipment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

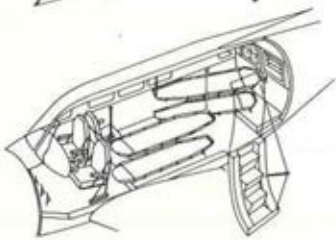
BEECH "IMAGINUITY" IN AIR MOBILITY



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.

Way we help you? Write, wire or phone Contract Administration, Beech Aircraft Corp., Wichita, Kansas 67201—or nearest Area Office.

Beech *Aerospace Division*

BEECH AIRCRAFT CORPORATION • 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 Corp., Public Relations Dept., Wichita, Kansas 67201, U. S. A.

said the pilot to the engineer...

I KID YOU NOT, WE NEED NAP OF THE EARTH, Vmax EVASIVE FLYING TO GET THE LOH MISSION DONE WHEN THINGS ARE HAIRY. LIKE VIETNAM. I CALL IT "COST EFFECTIVENESS"-BECAUSE PILOTS AND AIRCRAFT AREN'T WORTH MUCH AFTER THEY'VE BOUGHT THE FARM. YOU READ?

1.

YOU NEED SPECIAL AIRCRAFT CAPABILITY FOR THAT MISSION. IN THE OH-5A WE GAVE YOU THE MAXIMUM PERMISSIBLE ROTOR DIAMETER AND THE CLEANEST, MOST STABLE OF HELICOPTER CONFIGURATIONS.

LIKE I'M CARRYING BRASS OR AN OBSERVER OR ARMAMENT. ENEMY ACTION. I FLY CONTOUR AT OVER 100 KNOTS I WANT POSITIVE CONTROL RESPONSE, BUT I'M REAL BUSY--I WANT NO SKITTISH SQUIRRELY SHIP. I NEED A FORGIVING SHIP AND IF THEY HIT MY FUEL OR OIL LINE OR ENGINE, I WANT AUTOROTATION THAT'S BETTER THAN WE'VE EVER HAD BEFORE

YOU SEE, FOR THE EXTRA 8 FT. OF ROTOR ON THE OH-5A, YOU GOT 2½ TIMES MORE ROTOR INERTIA--MEANING 30% MORE TIME FOR PILOT REACTION, PLUS 3 TIMES MORE USABLE ROTOR ENERGY TO MANEUVER WITH AFTER ENGINE LOSS, PLUS A POWER-OFF DESCENT RATE 600 FT. PER MINUTE SLOWER.

2.

LOOK: SAY YOU'RE NAP OF THE EARTH AT 100 KNOTS. YOUR POWER IS CUT. YOU CAN STILL CLIMB TO 300 FT., CHECK YOUR ENVIRONMENT, PICK A SPOT, AND TOUCHDOWN SAFELY--ALL WITHOUT POWER.

3.

HEY, YOU SPEAK WITH PILOT TONGUE!

YOU BETTER BELIEVE IT. I'M SPEAKING MISSION CAPABILITY ... FIRST THINGS FIRST.

4.

OH-5A

FIRST THINGS FIRST. Years of designing, developing, building, testing, delivering and servicing light observation helicopters for the U.S. Army taught Hiller technicians that *mission capability* must be at the top of the LOH characteristics list. That's where the Army put it. That's where the OH-5A has it.

HILLER
AIRCRAFT COMPANY
PALO ALTO, CALIFORNIA WASHINGTON, D.C.

Through data processing, USABAAR will measure . . .

Your accident potential...

by BRIG. GEN. JOHN J. TOLSON
Director of Army Aviation, OACSFOR

RECORDING of information contained in the Individual Flight Records of Army Aviators (DA Form 759) has begun at USABAAR. This program was initiated by Change 5, AR 95-64 to provide the Army with more detailed background information for use in accident prevention. The program, which should be at its peak upon receipt of the 759's sometime in mid-September, will involve the extraction of over 100 separate items of data from the forms and their entry into a data processing system. Completion of the project is scheduled for December 1964.

Some examples of the data that will be compiled and maintained on each aviator are: aircraft qualification and proficiency; flight time in each category of aircraft; instrument ratings; and accomplishment of annual flight minimums.

Each year as the Individual Flight Records are made available to USABAAR, the data stored away in the machine's "brain" will be updated. As this updating process is accomplished, we hope the information can be used to answer such questions as:

Is accident experience a measure of or even synonymous with proficiency?

What is the correlation between accident experience and the amount of flying accomplished in a given period?

What differences are there in the accident potential of aviators who fly various combinations of types, models and categories of aircraft?

For the dual rated aviators, what is the optimum amount of flying necessary in each aircraft category to achieve the lowest accident potential?

What age groups experience the greatest accident potential?

Is total flight experience a valid indicator of accident potential?

Is instructor pilot and first pilot time a valid indicator?

These are but a few of the many possible questions we look forward to answering. This program promises to benefit us all, and I hope to be able to report some results in the not too distant future.

AIRCRAFT AUTHORIZATIONS

Starting with their June summaries, the U. S. Army Aviation Materiel Command (AVCOM) plans to incorporate aircraft authorizations reported on DA Form 1352 into their machine record reports. Mr. Jack Ryan, the AVCOM action officer for compilation of the report, has reported that many discrepancies have been noted during review of the field submissions. Major commands have been requested to review and report any discrepancies in their submissions in order that an Aircraft Authorization Summary for each command may be

compiled and correlated to the next revision (August) of the DA Forecast of Aircraft Distribution. As you recall, this latter document was discussed in detail in a previous newsletter.

PRIMARY TRAINER

The Hughes Tool Company – Aircraft Division, has been selected as the winner of a competition to provide the Army with an off-the-shelf helicopter for use as a primary trainer. Hughes has received a contract to deliver 20 of their Model 269 helicopters to Fort Wolters for further evaluation. An Army option to buy additional Hughes 269's is involved.

The Army machines will differ from the "standard" civilian models only in that they will be equipped with such items as shoulder harness, dual controls, rotating beacon and a 24-volt electrical system.

The DA Form 1352 has a direct bearing on the number of aircraft which are earmarked for distribution in broad numbers at the DA level and eventually filter down "in the flesh" to units. I would urge all concerned to place just a bit of extra emphasis on the preparation and review of this report.

SID'S

A recent change in the FAA Policy on Standard Instrument Departures (SID) will affect all military instrument rated pilots. Previously, a pilot was required to include in his IFR Flight Plan Request the intent to utilize a specific SID during his IFR departure. This act of intent was, in effect, an automatic verification by the pilot that all authorized SID's for the point of departure were available in the aircraft for inflight use.

The recently implemented FAA policy, published in the Airman's Guide and other regulatory documents, states that: "Pilots of military aircraft operating under Instrument Flight Rules at airports for which SID's have been published may be issued SID clearances whenever ATC determines it is appropriate. It will be the responsibility of each pilot to accept or refuse the clearance issued."

This by no means releases the pilot from the requirement that he have all SID's available if he accepts the SID clearance. He does, however, have the choice of refusing the SID clearance and requesting that ATC issue a complete oral departure clearance.

SID's may be available in several forms, and we should be familiar with all of them. In general, all SID's must receive FAA approval before being placed in service by any agency. All military SID's are processed within each Service and made available at the flight planning area concerned. Major terminal area SID's for civil fields are furnished to Army pilots in TM 11-2557-1B in pictorial and narrative form. U. S. Coast and Geodetic Survey furnishes pictorial SID's to their civil subscribers in a form of their own. They do not always duplicate those furnished in the Jep.

Any of these SID's are authorized for Army use and may be procured, if operationally necessary, under provision of current regulations. Their use will appreciably reduce the workload of the ATC Controller, and a definite degree of safety is assured because chances for potential errors are reduced. Use them where you may – refuse them where you must.

FAA FLIGHT FOLLOWING

In the near future, the Department of Defense and FAA will consummate a revised letter of agreement whereby additional responsibilities for Flight Following service are assumed by the FAA. The associated Army regulation, AR 95-11, entitled: "Flight Service Interphone Communications System Procedures," is now being revised and should appear in the field in the near future. It will govern the operation of the modified system and assure improved handling of Flight Following information.

The major improvement from which we will benefit is an increased communications capability which will assure efficient transmittal of aircraft movement messages. We can expect better service on such assistance

as inflight weather advisories and VIP and RON messages.

Of signal concern (no pun intended) is the timely closing of flight plans. Under the revised procedures, a preliminary communications search will be initiated 15 minutes after ETA for jet aircraft and 30 minutes after ETA for other aircraft. We must insure the timely closing of our flight plans. That responsibility still remains with the individual pilot in command.

The methods and agencies available to the Army aviator to obtain this service are spelled out in the new regulation and need not be discussed here. Diligent use of the system will enable you to get the most benefit out of the improved service.

BEST WISHES

I know that all of you join me in wishing the best of luck to Brigadier Generals Glenn Goodhand and Hal Edson, both of whom have recently retired. Generals Goodhand and Edson have contributed much to Army aviation, and their departure from active duty ranks leaves a void that will be hard to fill. We all hope that the future will bring them continued happiness and success and know that their interest in Army aviation will in no way be lessened by retirement.

DEPARTURES AND ARRIVALS

Here in the Directorate we have bade farewell to several key officers and have welcomed a number of new arrivals. Colonel Bill Smith, Chief of the Operations, Training and Safety Division, has departed for Carlisle Barracks to attend the War College. Colonel John Marr has moved up to Division Chief. Colonel Grady Lilly left the end of July for Fort Rucker where he will assume his new duties with the Aviation Center.

Colonel Frank Clay, Chief of the Air Mobility, Test and Evaluation Division, has left for a new assignment in USAREUR. We have also lost the direct services of the rest of Frank's division with the transfer of its personnel, organization and functions to the Doctrine and Systems Directorate, OACSFOR. Lt. Colonels Randy Foster, Bob Canham and O. B. Butler will still be "just around the corner," but we all hate to see their talent and industry no longer available within the Directorate. I know we will continue to see a lot of them in the months ahead as the testing of air mobility concepts forges ahead.

At this writing we have welcomed the following new arrivals to the Directorate: Lt. Colonels Bill Sibert, Al Futrell, and Jack Wells of The Operations, Training and Safety Division; Lt. Colonels Dan McCartney and Max Etkin and Majors Pete Johnson and Chet Woods of The Plans, Programs and Review Division; and Lt. Colonel Bill Traber and Major Ray Tourtillott of The Materiel Division. All new arrivals are digging into the paper pile with a vengeance.

Army Will Convert Seaplane Tender As Floating Base

THE ARMY will convert the Albemarle (AV-5), a reserve fleet seaplane tender now at Charleston, S. C., as a floating maintenance base. Purpose of the sea-going shop will be to provide major repairs and maintenance for Army helicopters and fixed wing aircraft wherever needed, such as in Vietnam. It will also serve as a back-up for overseas land based facilities.

Need for the service stems from the excessive time it takes under the present system to return aircraft components from isolated overseas locations to continental U. S. maintenance shops. The time can be reduced greatly by having an overseas floating repair base.

Project Manager for the Army's Flat Top Aeronautical Maintenance Facility (Floating) is LCol John F. Sullivan. His appointment by the Army Materiel Command follows two years of extensive study on the floating base for the overseas aircraft concept.

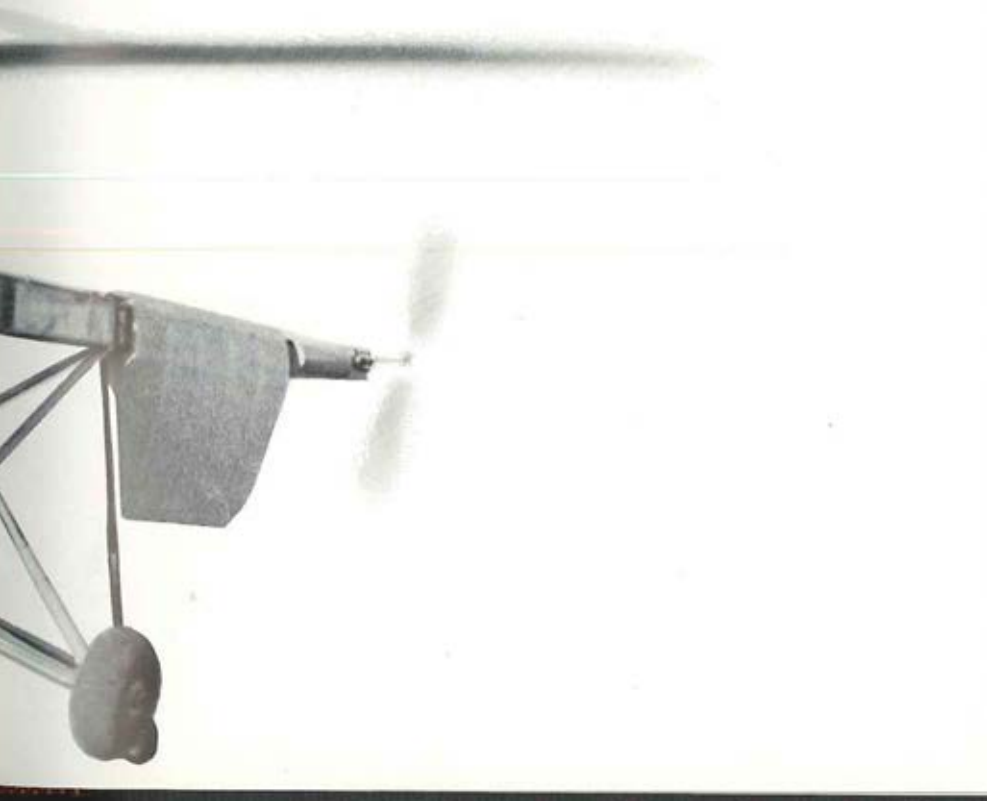
The Albemarle will be manned and operated by the Military Sea Transportation Service with a crew of approximately 135 officers and men. The maintenance facilities will be manned by an Army Materiel Command Aeronautical Depot Maintenance Battalion of approximately 380 officers and men.

— The Journal of the Armed Forces

This VTOL machine
founded an industry 25 years ago.

On September 14, 1939, Igor Sikorsky flew the first practical helicopter in the Western Hemisphere. On that day the VTOL industry was born. Sikorsky Aircraft has led the VTOL industry through its first 25 years of growth. Its creative technology will provide the leadership for the future as well.

Sikorsky Aircraft
U
Div. of United Aircraft Corporation • Stratford, Conn.
A



By Colonel Robert F. Cassidy
Assistant Commandant
U.S. Army Aviation School

A NEW LOOK AT THE GO-AROUND

PRIMARY Fixed Wing students will no longer be allowed to initiate a go-around after their initial touchdown on the runway.

Beginning with Class 65-1, the Department of Primary Fixed Wing Training, will test the concept that power added to a stalled aircraft in an attempt to go around creates *more* control problems for the student than a bad landing recovery. The concept will require all bad landings to be salvaged and all poor approaches to be "air salvaged."

Past studies have shown that fewer incidents or accidents, to include ground loops, have occurred when students are determined to land the aircraft without a go-around.

Since the establishment of the Department at Shell Field, there have been almost 300 landing accidents/incidents. Only three minor landing accidents occurred during the daily termination period of flight.

During the last 45 minutes prior to chock time, the Department observed few, if any go-arounds and a marked increase in the number of salvaged landings.

This verifies that determination to land and stay on the ground is a *major* factor in keeping the student alert and aggressive throughout the landing attempt.

Go-arounds will be authorized only when power has been added prior to ground contact. The allowable landing area will be the first 500 feet of the runway during the pre-solo stage and the first 300 feet thereafter. No initial touchdown will be allowed outside this area except in an emergency.

Instrument Refresher Training

Army Regulation 95-63 requires each major command to establish and conduct

continuing and thorough instrument training program. In compliance with this regulation, the United States Army Aviation School is conducting such a program. All instrument rated aviators assigned to Fort Rucker are offered a refresher course each year, generally within the 90-day period preceding his birthday.

The USAAVNS instrument refresher training course starts on Monday of each week and ends on Friday of the same week. On Monday one instrument flight examiner gives two aviators an evaluation ride which covers the requirements of an instrument flight examination.

If the examinee displays a satisfactory knowledge and proficiency, he is awarded an instrument card; if not, the deficiencies noted on this ride are discussed and the following days, Tuesday through Thursday, are utilized to correct these deficiencies. On Friday an instrument flight examination is given which generally results in the award or renewal of the aviator's instrument card. During this course the latest instrument techniques and procedures are discussed and practiced.

Accelerated Observer Training

Many of us who have taken aerial observer training in the recent past are familiar with the programmed course of instruction devised by the U. S. Army Aviation Human Research Unit, located at Fort Rucker.

Using programmed learning techniques in conjunction with formal classroom instruction, this course of instruction drastically reduces the number of flight hours required to teach the basic skills of target recognition and identification, target location, and geographical orientation.

The decision to publish as a Department of the Army manual, a programmed text for individual, self-paced learning of these skills represents still another step forward. Expected to be available in late FY 1966, the programmed text on aerial observation (as yet no number has been assigned) can be used effectively with no formal teaching aids. Its use will require only administrative supervision.

In this form the new text should be a valuable teaching aid to units in both the active and reserve establishments. Flight hour requirements established in AR 95-51, Aerial Observer Training, will be changed to reflect the improved training made possible by the new text.

Fixed Wing Qualification Course

On 12 June 1964, USCONARC approved the revised program of instruction for the Fixed Wing Qualification Course. The "Q" course has been reduced from 12 weeks (6 weeks "A" Phase and 6 weeks "B" Phase) to 8 weeks.

The entire course, with the exception of 18 hours of maintenance instruction, will be presented by the Department of Advanced Fixed Wing. Proposed input for FY 65 is six classes of 8 students per class.

20,000 Accident-Free Hours

During the month of May and June 1964, the Department of Rotary Wing Training established a department record by flying a total of 20,566 hours without an accident.

This achievement takes on greater significance when we consider the high degree of exposure to critical flight profiles with student pilots at the controls. In autorotations alone, approximately 18,000 touchdown autorotations were made during the period.

Up, Up, and Up!

The cheering is over; the crowd has left the stadium; and according to the Comptroller's official score sheet for the end of FY 64, Department of Maintenance has surpassed FY 63 in its output of enlisted aviation technicians.

A cumulative score of all enlisted courses ranging from 670.0 to 677.1 reveal a total of 7,050 students graduated in FY 63 compared to 8,105 in FY 64. Most noticeable increases were in Course 672.2 (500% increase), and in Course 675.2 (300% increase). Programmed enlisted maintenance inputs for FY 65 will total 11,331.

Air Concepts on a Collision Course?

Not everyone in the Army is as air minded as the members of the Howze Board. The high cost of air-assault divisions must be weighed against other weapon systems that could be bought with the airborne dollar . . . Here's a rundown on the conflicting concepts involved – in which the Air Force has a big stake . . .

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ALTHOUGH aviation offers the only feasible solution to the Army's problems of mobility in the battle area, the Army is reluctant to adopt it wholeheartedly as a substitute for conventional transportation methods." This sentence was one of the many similar ones in a stinging memorandum prepared in the Office of the Department of Defense, Comptroller, and sent to then-Secretary of the Army Elvis Stahr, Jr., on January 24, 1962.

Whether it was the power of the words or the power of office that the newcomers found so heady in the early years of the New Frontier, the memorandum set off a series of events that is still in motion, most noticeably at this time at Eglin AFB, Fla., where Tactical Air Command is conducting

a series of tests with an Army infantry division, and in Georgia and South Carolina, where the Army is experimenting with a radically new type of fighting unit built around helicopters used for transportation and close-in fire support.

At Eglin the Tactical Air Command has formed a Tactical Air Warfare Center (TAWC) and has assigned to it fighter, reconnaissance, and assault airlift elements, plus communications and control units. Working with TAWC is the Army's 1st Infantry Division, moved onto the Florida air base from its home station, Fort Riley, Kan.

In the Great Pee Dee River valley of South Carolina, the Army's experimental 11th Air Assault Division, stationed at Fort Benning, Ga., has been engaged in field-testing the advanced concepts proposed in 1962 by the Army's Howze Board.

The basic concepts underlying these two test organizations involve significant differences. The way the tests come out and the decisions made on them by the two services and the Department of Defense may well have a lasting influence on the Army and Air Force and the progress of unification.

The TAWC tests at Eglin, known as "Indian River," are based on the concept that a combination of the standard infantry division and Air Force fighters, reconnaissance, and airlift units, teamed together in a cohesive command, can exert greater firepower, provide more mobility, and have greater staying power in battle than any other grouping of ground and air units. The concept envisages full use of the 100-odd aircraft, mostly helicopters, now organic to the standard infantry division, and it acknowledges that improvements in command-and-control methods, tactics, and organization are possible. That, in short, is the purpose of the tests – to determine where improvements are needed and what they should be.

The Howze Board concept is based on the belief that the massive increments of firepower, both conventional and nuclear, that have come along since the end of the second World War have created a dangerous imbalance between firepower and mobility and that ground armies today face somewhat the same situation as did those on the Western Front in the first World War when artillery and machine-gun fire forced the armies into the trenches. As the Howze Board saw it, this imbalance could be righted only by substituting air vehicles for many of the Army's trucks and carriers, airborne gun and rocket platforms for some of its artillery and resupply through the air rather than over the ground. The concept holds that these air vehicles must be immediately responsive to subordinate commanders on the ground and must therefore be organic to the Army. The concept acknowledges that the land battle will be fought under an umbrella of tactical air command interceptor aircraft that will keep the enemy's air off the back of the ground army and that the ground army will depend upon the USAF for air logistical support up to the field army's rear bases. It expects the USAF to provide "deep" reconnaissance but wants its own organic air vehicles (manned and drones) for surveillance of enemy activities in the battle area.

(It is helpful in this regard to remember that the Army thinks it highly unlikely that future ground battles will be fought with divisions stretched out along a line as in the second World War and in Korea. Rather, it expects deep penetrations of separated and isolated units of battalion size or smaller, set up in defended pockets or perimeters with the intervening ground covered by artillery fire or armed aircraft.)

In addition to the differing concepts of

Sheridan Stuart is the *nom de plume* of a veteran commentator on military affairs. He tells us his first airplane flight was from Mitchel Field, Long Island, to Langley Field, Va., in an Army Air Corps trimotor Fokker. That was in 1932, and both he and his pilot wore brown suits. Exactly twenty-two years later he rode his first jet at Eglin AFB, Fla. He describes himself as open minded but a little prejudiced — in favor of the "old Army." *Air Force/Space Digest*

the two tests, there are interesting differences in the way they are being conducted. The TAWC series of tests now going on at Eglin AFB are preparatory to later tests, to be conducted this fall under the code name of "Gold Fire I." These tests will be measured and evaluated by Strike Command which will report the results to the Joint Chiefs of Staff and the Department of Defense.

The present and scheduled future series of tests of the 11th Air Assault Division are unilateral tests by the Army and will not be evaluated by Strike Command. The Army has set up its own Test, Evaluation, and Control Group which will report to the Army Chief of Staff. This is because the Army says it does not know at this time whether the concepts are sound, how far it may want to go with them, or the form of organization and types of air vehicles it may need. That the Army should take this stance is understandable. The air-assault concept is much more radical than the concepts being tested by TAWC, which have been more or less standard doctrine since the early 1940s.

Within the Army there is much debate about the feasibility of many of the Howze Board concepts. A look at the background of the Howze Board, how it came about, what it recommended, and some events since is revealing, but first it should be said that no one in the Army questions the kind or amount of support the 11th Air Assault Division has received. "The Army staff, from General Wheeler down, and whatever the individual opinions of the members, have given the division everything it needs to conduct a fair and unbiased test," an officer in a position to know has said.

The Howze Board owes its genesis to the DoD experts, who got, so the story goes, moral suasion from some rather junior Army officers who knew what they wanted and where the power was. Up until the winter of 1961-62 the Army had thought it was doing pretty well in what it calls Army Aviation. From the Piper Cubs it used as artillery spotting aircraft in the

second World War to the H-13 helicopters it found so valuable as command and reconnaissance vehicles and to evacuate the wounded out of the mountains of Korea, Army Aviation had grown until by 1960 it had some 6,000 rated officers.

A year or two before that the Rogers Board (for Lt. Gen. Gordon B. Rogers, then Deputy Commanding General, Continental Army Command) had been convened to determine what types and kinds of aircraft the Army should concentrate on. This was considered necessary because of the growing number of types of rotary- and fixed-winged aircraft it was looking at. This Board recommended concentration on four kinds of helicopters and three fixed-wing aircraft, and these today constitute the Army aircraft program. They are:

Light observation helicopter. A new LOH is to be chosen from a competition now going on among the Bell OH-4A, the Hiller OH-5A, and the Hughes OH-6A. The chosen vehicle will replace the Bell OH-13, the Hiller OH-23, and the Cessna O-1E.

Utility/tactical transport helicopter. The standard vehicle is the Bell UH-1D Iroquois, now in wide use in Vietnam and elsewhere. It is replacing the U-6A, UH-19, CH-34, and CH-21.

Transport helicopter. The standard is Vertol's CH-47A Chinook, a twin-turbine transport that is designed to handle the same three-ton loads (or thirty-two armed soldiers) as the de Havilland CV-2 Caribou *(see below)*.

Aerial crane. A vehicle remains to be chosen. One now being tested is the Sikorsky CH-54A. An air vehicle that is capable of lifting ten to twelve tons is desired.

Combat surveillance aircraft. The Grumman OV-C Mohawk, a rugged STOL aircraft,

carries a variety of cameras and sensor equipment. One version of this carries rockets and bombs and can be used as a close-support weapon.

Transport aircraft. The de Havilland CV-2 Caribou is a short-take-off-and-landing aircraft that can handle the same loads as the Chinook helicopter mentioned above.

Utility transport aircraft. This is the Beech U-8F, an off-the-shelf commercial job.

When in the winter of 1961-62 the newcomers in the office of the DoD Comptroller saw the Army's shopping list based on these aircraft, and the justification for them, they shot off the memorandum to then-Secretary Stahr.

The memorandum noted a lack of "qualitative or quantitative justification" for the requirements set forth. It observed that the Army "appears plagued by reticence to substitute new equipment and concepts for those types which have proven reliable in former years, despite the fact that it pays lip-service to principles that are feasible only if it departs from existing equipment and concepts."

The "ambivalence"—it used the word—in the Army's approach to organic aviation had to be met head on, the memorandum stated. The problem of substituting new weapons or equipment for old is not new, it said. It recalled that in 1936, when the Army increased the number of motor vehicles in the infantry division to 250, many senior officers thought it was being overdone. And yet, "in less than ten years the US increased tenfold the number of motor vehicles in its infantry division."

Finally the memorandum stated that "the entire airlift picture must be reviewed with regard to those requirements that can be met by organic Army aircraft, and those requirements that can be met by Air Force aircraft operated in support of the US Army."

The memorandum established these criteria:

"1. The Army should have full-time use for the aircraft.

"2. The aircraft should be suitable, performance-wise, for inclusion in Army units and be compatible with Army support capabilities.

"3. The mission the aircraft performs must require close coordination with Army activities."

The memorandum went on to specify that USAF aircraft would support the Army when these conditions exist:

"1. The Army requirement is a part-time or variable requirement, and the aircraft can be used to meet other service requirements when not supporting the Army or to render a strategic airlift role.

"2. The aircraft has characteristics that require special or extensive support facilities not normally found in the Army."

The Army staff's response to this memorandum was predictable. It didn't like it. The Army was doing all right in its aviation program. There were other things of equal or of more importance—a new main battle tank, improved armored carriers, and self-propelled artillery, for instance—and the Army's answer wasn't at all satisfactory to DoD.

Just exactly what happened at this point isn't really clear. But it appears that a few of the Army's pro-air officers (colonels and younger generals) on duty in Washington made contact with the right people in DoD and persuaded them of the need for a thorough study of the whole subject of air mobility as it affected the Army.

The result was a lengthy directive to the Army to set up a Tactical Mobility Requirements Board that would seek answers to the many questions the directive then asked. The essence of the questions added up to this one: "To what extent may aircraft be properly substituted for ground vehicles to provide combat and logistical mobility for the Army?" This was in early spring, and a deadline of September 1 was set for the report to be received.

The directive contained one unusual paragraph. To make certain the Board wasn't loaded with nonenthusiasts who would find everything fine as it was, there was a paragraph to the effect that the personnel of

chinook PROGRESS

SUMMARY

September, 1964

CHINOOK DEPLOYABILITY TESTS SHRINK DISTANCE, CUT TIME

At Fort Benning, Georgia, recently the U. S. Army demonstrated the air deployability of two CH-47A Chinooks using C-133B aircraft. The total elapsed time for disassembly, loading, off-loading and reassembly of the two CH-47A's was only 28 hours. Successful C-133B flights with the two CH-47A's aboard were made.

Using this concept of deployment, CH-47A Chinooks can be ready to fly in a theatre of operations 8,000 miles away only three days after start of disassembly.

BOEING

VERTOL DIVISION

the Board should consist of forward-facing officers, capable of looking a new idea in the face without blanching. The directive then listed the names of a half dozen or so general officers who, it was suggested, would make excellent members. Among the names was that of Lt. Gen. Hamilton H. Howze, then Commanding General of the Strategic Army Corps at Fort Bragg, N. C. A rated pilot, General Howze had served a hitch as Director of Army Aviation on the Army General Staff.

This was the kind of action, of course, that earned for the New Frontiersmen the reputation of being meddlers in military affairs of no concern to them. There was muted anger in the General Staff at this affront but no open rebellion. Whatever his private thoughts, the Chief of Staff, Gen. George H. Decker, a calm and tolerant man, insisted on compliance with the directive in spirit and letter, and the officers detailed to what became known as the Howze Board were by general agreement the best the Army had available. Interestingly enough, only four of the fourteen senior members were rated pilots.

The three months the Howze Board had to do its work were hardly enough, but its performance was, nevertheless, adequate if not tremendous. The Board's final report has never been made public, but the essentials have been. The involvement of USAF

Gen. Hamilton Howze (left), now UN Commander in Korea, headed Army studies that bear his name and which were spurred by Department of Defense for new Army ideas. Above, right, Gen. Earle G. Wheeler, USA, now Chairman of the Joint Chiefs of Staff, who has insisted that air mobility be kept in ground combat context.

was minimal, although the directive had specified that the Board would take into consideration the contributions the Air Force could make to Army mobility.

The principal recommendations were for the formation of two types of units:

1. An air-assault division that would substitute so far as possible aircraft for motor transportation and aerial firepower for artillery. The recommended division would have 459 fixed- and rotary-winged aircraft. There would be a decrease in motor vehicles from the 3,200 of the standard infantry division to 1,150.

2. An air-transport brigade that would resupply the assault forces. The aircraft would consist principally of some 160 Caribou fixed-wing aircraft and Chinook helicopters. It would be able to pick up a daily tonnage of 800 tons from USAF cargo planes at rear bases and deliver it to forward elements of the air-assault division.

The Board acknowledged that there were difficult questions of air-traffic control of so many aircraft (plus USAF aircraft) in a division area; of fuel requirements for such an air fleet (estimated by the air-assault division at 440 tons for each day of combat); of operations in nonflyable weather and at night; and of survivability of helicopters in a combat environment.

It fielded these problems as best it could and suggested that further testing and experimentation was in order.

The high cost of an air-assault division in comparison with other types of divisions was also a factor considered by the Board. Only recently Brig. Gen. John J. Tolson, the current Director of Army Aviation, estimated the cost of initial equipment and five years of operations of an air-assault division would be $1.05 billion. He said the comparable figure for an infantry division was $806 million, and for an armored division about $970 million.

It wasn't until after the Howze Board report had been delivered to the Department of Defense that the Air Force was able to inject its knowledge of air warfare into the picture. Gen. Gabriel P. Disosway,

then Director of Programs and Requirements of the Air Staff, who made a study of the proposals, summarized for the press what can be assumed to be the Air Force view of the Howze Board report:

"We think that the Howze Board has some very good ideas in it. Certainly we are not opposed to the Army being more mobile. . . . We think that the Howze Board did not take into consideration the full capabilities of the Air Force. Certainly in the close-support role, the reconnaissance role, the assault-landing phase, and the research-and-development phase, we think it needs more looking into."

This statement brings out the essential differences dividing the two services. The several elements mentioned by General Disosway deserve a little further development:

Close support. The Air Force believes the present system, which was developed during the second World War, is effective though improvements can be made, and this is what it is looking for in the Indian River tests. The Army, on the other hand, has never been completely happy with the lack of direct control of air by the ground commander being supported. And it is also skeptical of the ability of high-performance jet fighter aircraft to throttle down sufficiently to see and hit fleeting ground targets. The Air Force for its part is highly skeptical of the ability of piston-powered fighter aircraft and armed rotary-winged aircraft to survive in a modern hostile air environment. The arming of the Mohawk OV-1C with bombs and rockets for close support is considered by the Air Force to be a direct intrusion into its close-support role.

Reconnaissance role. The theory behind the development of the Mohawk OV-1C is that its STOL capabilities would provide a reconnaissance aircraft that could land and take off in combat areas and thus be able to deliver timely intelligence to battle groups and battalions in far less time than it takes to transmit the information from the improved strips in rear areas that fast-flying Air Force reconnaissance aircraft require. Eventually this problem may be solved by effective and reliable drones, but until then it is likely to remain a bone of contention.

Assault landing. Here the Air Force position seems to have been somewhat modified. For example, Maj. Gen. Gilbert L. Meyers, the Commander of the Eglin AFB tests, recently stated that "carrying the fight to the enemy through utilization of helicopter-borne forces" is a concept that "has merit" in the opinion of the Air Force. There remain acute differences of opinion over the capabilities of the helicopter armed with rockets and machine guns as a close-support weapon. The USAF is skeptical of its survivability and believes that its fighter-bombers can do a better job. General Disosway has said that "all that you have to do is see it, and then you can hit it." He was speaking of the use of the F-4C as a close-in support craft. General Meyers has said: "We believe that helicopters will prove effective for forward and lateral force movements within the area controlled by friendly forces, though helicopter assault into enemy territory poses vastly different problems."

An Army program for the development of an aerial fire-support system has lagged because of the inability to develop helicopters with cruising speeds of 190 knots and dash speeds of about 225 knots. This has been a state-of-the-art limitation but recent progress in compound helicopters has revived interest in the possibilities, and the Army now has several development contracts looking toward the eventual procurement of a weapons helicopter that will be able to provide troop-carrying helicopters with close-in fire support.

Logistical support. As the Howze Board saw the problem, the Army Caribou CV-2 STOL transports would pick up supplies from C-141 or C-130 aircraft at rear bases and fly them as far forward as possible. Here they would be transshipped if necessary in the Chinook CH-47A helicopter which would land them in far forward

combat areas. The Air Force on its part questions the need for the Caribou. It believes that its rugged C-130 can do the job just as well. The Indian River tests will seek to prove this. In these tests, General Meyers has said, "The C-130 will be utilized to make long- and short-haul deliveries of heavy and light loads, utilizing primitive and short airfields throughout the combat zone. . . . The C-130 will be used to the full extent of its capabilities and additional distribution by helicopters will be over extremely short-haul distances in the most forward areas."

The air of sweet reasonableness in the current Air Force view of the Army's efforts in air mobility is justified. The differences between the two services can be reconciled to the advantage of both. This will not be easy, given the years of neglect when the problem was debated, but nothing like the present testing and experimentation has previously been attempted.

A more pressing concern is the attitude of the Army itself. The Army is anything but monolithic in its position on air mobility. There is stubborn opposition to the whole concept by men who believe that soldiers are made to walk and carry rifles and bayonets and anything else is so much froth. There are those who see in the growth of Army aviation a threat to other weapon systems. A few veteran paratroopers, who would rather jump from a C-130 than ride in a helicopter, are disdainful, but most of this kind of opposition comes from those who see a threat to armor. What frets these men most is the suggestion in the Howze Board report that the proper balance of a sixteen-division Army (the present force) would provide for five air-assault divisions. Two of these five would be the present airborne divisions, but the other three represented a threat to the four armored divisions. Allied impetus to this kind of thinking is the insistence of the Defense Department that if the Army decides to go air assault it will have to reduce some of its other programs. And where better, some air enthusiasts say, than in the expensive tank and armored personnel carrier programs? Gen. Earle G. Wheeler, then-Army Chief of Staff, and recently named Chairman of the Joint Chiefs of Staff, countered this point of view in a speech before the US Armor Association:

". . . I insist that the doctrinal and field tests keep air mobility in a ground combat context. As I see it the decision in any combat action still depends upon exploiting firepower and mobility in proper combination and relationship. Mobility, as such, can make only a minor contribution to the decision if its relationship to firepower is unbalanced.

"My point is that as the Army develops in this decade, I am anxious to keep practical aspects foremost. The demands upon us are many. Our resources, as generous as they may appear to be, are in fact limited. . . . This is why I insist that combat effectiveness and our mission of prompt and sustained combat on land receive our priority attention."

In the view of some insiders, this was considered a slap at air assault and a pat on the back for armor. Some of General Wheeler's closest advisers on the Army Staff seem to hold a similar view. This has disturbed supporters of air assault, possibly needlessly because they are unable, as they acknowledge, to pinpoint any reluctance to deprive the experimental air-assault division of any necessary resources.

To estimate this situation is to border on psychological analysis, and perhaps it is best to drop it with a repetition of the statement that the Army's present views on the Howze Board proposals are not monolithic. Perhaps the breakthrough will come, if it comes, when the new Chief of Staff, Gen. Harold K. Johnson, becomes convinced that the air-assault tests have indeed proven the Howze Board assertions. One of General Johnson's favorite expressions, we are told, is a challenging, "prove the assertion." In air assault this remains to be done.—END

SEVENTH ARMY UNITS SET SAFETY RECORD

DURING FY-64 a record low aircraft accident rate was achieved in Seventh Army. During the recent semiannual safety conference, Lt. General William W. Quinn, Commanding General of Seventh Army, presented safety plaques to the units having the lowest aircraft accident rates during the last half of FY-64.

The awards are presented in five categories and are sought after by all aviation units within Seventh Army. When one or more units have a zero rate the winner is decided by the unit having the highest flying time per aircraft.

Winners and recipients of the safety plaques are as follows:

Category I — Division Aviation Battalions

503rd Aviation Battallion. Lt. Colonel Leland F. Wilhelm, Commanding.

Category II—Transportation Helicopter Companies and Air Ambulance Companies.

4th Transportation Helicopter Company, 8th Transportation Battalion, Lt. Colonel Charles S. Black, 8th Battalion Commander.

Category III — Armored Cavalry Aviation Companies and Division Air Cavalry Troops.

2nd Armored Cavalry Regiment, Aviation Company. Major Robert H. Nevins, Commanding.

Category IV — Units having eight or more aircraft.

Aviation Section, 32nd Artillery Brigade. Major Robert O. Brown, Commanding.

Category V — Units having less than eight aircraft.

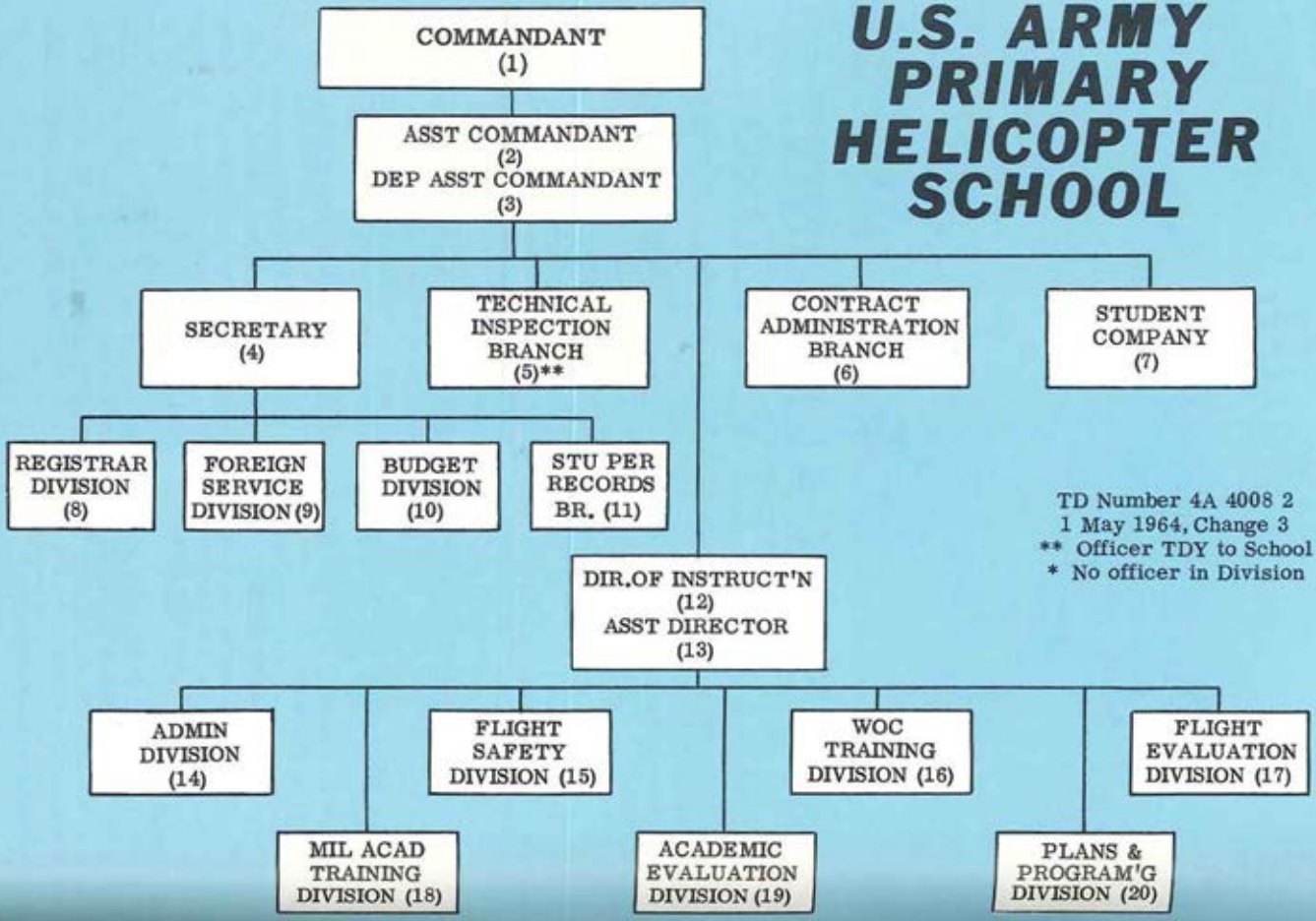
Aviation Section, 3rd Brigade, 3rd Infantry Division. Captain William E. Callander, Operations Officer.

AWARDS PHOTOGRAPH

Shown in the "awards ceremony" photograph are, front row, left to right, Lt. Colonel William G. Thomas, III, Aviation Officer, Seventh Army, and Lt. General William W. Quinn, Commanding General, Seventh Army. In back row, left to right, are Captain Callander, Major Brown, Major Nevins, Lt. Colonel Black, and Lt. Colonel Wilhelm.

— Maj. William M. Watson

U.S. ARMY PRIMARY HELICOPTER SCHOOL



TD Number 4A 4008 2
1 May 1964, Change 3
** Officer TDY to School
* No officer in Division

1-COL. JULES E. GONSETH, JR.

2-COLONEL WAYNE N. PHILLIPS

3-LT. COL. THOS. H. EVANS, JR.

4-MAJOR LOYCE E. MABREY

6-MR. HARRY E. COHEN

7-MAJOR HENDRI A. SUMRALL

8-SECOND LT. HUGH A. HERBIG

9-CAPT. WALLACE L. HICKMAN

12-LT. COL. WM. A. BEARDEN

13-MAJOR ROBERT E. STRAIN

15-CAPTAIN JOHN E. CARON

16-CAPTAIN JOHN F. GLENN

17-MAJOR MELVIN K. GOULDING

18-MAJOR JOHN J. JENNINGS

20-CAPTAIN WILLIAM D. RAY

THE LIGHT SIDE

"Men . . .I always like to start at the beginning!"

When I said to trim the aircraft . . .
That's not quite what I had in mind!

month's takeoffs

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FACES IN THE NEWS

Brigadier General Hallett D. Edson, USA-Ret. (top left), former Deputy Commander of the U.S. Army Mobility Command and a former Acting Director of Army Aviation, has joined the Kaman Aircraft Corporation of Bloomfield, Conn., as staff consultant. He will make his home in Hartford, Conn.

Colonel Jules E. Gonseth, Jr., Fort Wolters Commander and Commandant of the U.S. Army Primary Helicopter School, has announced plans for retirement on September 30. He has served at Fort Wolters in his present position since August, 1963.

Lieutenant Colonel William D. Proctor (3d from top), became the commanding officer of the 5th Battalion, 31st Infantry, the only troop unit at the U.S. Army Aviation Center, Ft. Rucker, Ala. He succeeded Lt. Colonel James J. Brockmyer. who is being placed on TDY to the Test & Evaluation Command, Ft. Benning, Ga., prior to his reporting to Vietnam in January.

Cessna Aircraft Company announced that Delbert L. Roskam (2d from bottom), has been elected president of the company, succeeding Dwane L. Wallace (lower photo), who has moved up to the newly created position of chairman of the board and chief executive officer.

The twenty-fifth birthday of the western hemisphere's first successful helicopter flight - the Sikorsky VS-300 - was observed on September 14, 1964. Shown at the controls during the first flight of the VS-300 (below) is Igor I. Sikorsky, aeronautical pioneer who created the aircraft and who is still active today at 75 as an engineering consultant to the United Aircraft Division that bears his name.

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AERIAL SIGHTING DEVICE DELIVERED ON SCHEDULE

A new airborne anti-tank weapon system for the U.S. Army came a step closer to realization in early September with the delivery of a specially modified UH-1B Iroquois to the U.S. Army Materiel Command from the Aeronutronic Division of the Philco Corporation.

The UH-1B helicopter had been stationed at Aeronutronic's headquarters at Newport Beach, Calif., for several months, being fitted with a special stabilized sight which will make possible employment of the Shillelagh anti-tank missile from helicopters.

Following the brief ceremony marking the turnover, Lt. Col. Nelson L. Lindstrand, Jr., Project Manager for Aircraft Weaponization, AMC, called the event "an important milestone in a project which we all hope will ultimately result in a more effective airborne anti-tank capability for the Army."

Epsaro

BLUR-FREE IMAGE

Aeronutronic's stabilized sight isolates a high-power telescope from the angular motions and vibrations of a maneuvering helicopter, providing the gunner with a high-resolution, blue-free image of the target scene within his sighting optics.

The gunner is also provided with sight aiming controls which permit him to track stationary or moving targets with the same precision as his counterpart in the armored motor vehicle.

Joining in the ceremonies were John B. Lawson, Philco vice president and general manager at Aeronutronic, and Robert B. Katkov, who heads Shillelagh development as director of tactical weapons systems programs at the Philco division.

Said Lawson: "Although designed to be the first front-line guided missile for use aboard armor vehicles, Shillelagh's near-perfect first-round kill probability suits it for a variety of military uses."

"We at Aeronutronic have complete faith that its adaptation to helicopters will give the Army a highly mobile close-in air-to-surface punch never before equalled in either accuracy or power."

Lindstrand, Lawson, Katkov

"COOPERATIVE SPIRIT"

Expressing gratification at the progress the firm was making on the program, Colonel Lindstrand commented, "I am particularly pleased to see the cooperative spirit of this Army-industry team which has accomplished this significant achievement on schedule and on budget."

In the photo above Lt. Col. Austin F. Epsaro of the U.S. Army Aviation Test Board, Ft. Rucker, Ala., is shown looking through the stabilized sight in the cockpit of the UH-1B.

In the photo at the left, Lt. Col. Nelson L. Lindstrand, Jr., gets a first-hand view of the sight, as John B. Lawson, center, Aeronutronic vice president and general manager, and Robert B. Katkov, programs director, look on.

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MASCOT

First Lt. Kay B. Pearce is shown receiving some last-minute flying "tips" from his pet South American Falcon Hawk before he climbs into his OV-1 Mohawk. The hawk is the mascot of C Company, 226th Aerial Surveillance and Escort Battalion of the 11th Air Assault Division. He was born in Brazil, but presently commutes between Fort Benning and Fort Stewart where his unit is undergoing training. Finding a name for the unit mascot? - Easiest thing in the world! His name is Pvt. "Moe" Hawk - What else?

DFC

Three mercy trips into enemy fire a year ago brought forth a Distinguished Flying Cross for Major Peter W. McGurl of Fort Rucker. He is shown receiving the award from Major General Clifton F. von Kann, commanding general, in an early August parade ground ceremony. Major McGurl is the chief of the Operations and Intelligence Branch of the Department of Tactics at the U.S. Army Aviation School. Major McGurl, then a captain, rescued 23 wounded Vietnamese soldiers under conditions of heavy enemy fire and semi-darkness.

PROGRESS

The Army has come a long way since it first began using blimps as observation aircraft over the battlefields of World War I. Here, the "Mayflower," from the nearby N.Y. Worlds' Fair, rises over a modern Army OH-23D observation helicopter, which is employed by Headquarters, 1st Region of ARADCOM, at Fort Totten, N.Y., to speed travel among the many Nike-Hercules missiles sites protecting the East Coast. The "Mayflower" and her sister ship, the "Columbia," are the only two blimps operating in the U.S. today.

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11TH AIR ASSAULT UNDERGOING FINAL TESTS

BY
MAJOR KENNETH D. MERTEL
HEADQUARTERS, USCONARC

The final phase of the current test and evaluations of the 11th Air Assault Division begin this month as the Sky Soldiers move out to the Carolinas to participate in Exercise HAWK BLADE and AIR ASSAULT II.

HAWK BLADE is a Division training exercise that began on 9 September with all units being flown to the maneuver area at Fort Jackson with fuel stops at Warner Robbins AFB at Macon, Ga., and at Bush Field at Augusta, Ga.

On the departure from Fort Benning, the usual fly-over of the Post and the City of Columbus was conducted by the Air Assault Group. Dozens of Chinooks, Mohawks, and Huey "Bravos" and "Deltas" were in the air.

The troops of the Division and most of their equipment were flown to the maneuver area by Caribous of the 10th Air Transport Brigade, specifically the 37th Air Transport Battalion.

HAWK BLADE will end about 12 October and will be followed by AIR ASSAULT II during the period 14 October through 15 November. The two exercises which consist of over 60 days in the field, represent the longest peacetime field exercise in the history of the U.S. Army.

TROOP DEPARTURE

During August and September the Division underwent a levy for almost 1,000 Sky Soldiers. Most were aviation personnel who were headed for Vietnam service. Although the Division lost many good men - aviators, maintenance personnel, etc., it takes pride in knowing that these Sky Soldiers are well prepared to take their final "test and evaluation" in the rice paddies of the Mekong Delta and the highlands around Pleiku.

To help compensate for the loss of these key personnel to Vietnam at a critical time, USCONARC has "volunteered" dozens of aviators and crew chiefs for 90-120 days TDY with the 11th Air Assault Division. We heartily welcome you all to the Division and assure you that your many and varied skills and talents are sorely needed.

You'll find that there are patches from every division in CONUS. It's like "Old Home Week" here at Fort Benning . . . It seems as though any Vietnam veteran who did not come to Benning on PCS is now with us TDY. What a Reunion one could have! The war stories would flow thick and fast and before long you'd hear such old songs as "Saigon," "Don't give me a UH-1A," "Chocolate Pudding," and perhaps even a hymn.

FLIGHT TO SAIGON

All of us in Army aviation congratulate Major James E. Hooker and his crews who flew three Caribous on the record-breaking flight from Travis AFB to Saigon in late August. The flight which took a total elapsed time (both air and ground) of 64 hours, is another first on the "Pacific Route" to Vietnam. The officers and men of the 37th Air Transport Brigade reported that the flight was "pretty routine" and was completed without incident.

NEW HELIPORT

Munsan-ni Heliport was officially opened at Kelly Hill at Fort Benning 8 September. One of the largest to be constructed in the U.S. Army, the new heliport will serve as the home of the 228th Assault Support Helicopter Battalion. It is capable of holding a battalion of 48 Chinooks - each with its own individual concrete pad in addition to all of the supporting facilities.

Named in honor of a campaign of the 187th Infantry in the Korean Conflict, Munsan-ni Heliport is one of several heliports and airfields at Fort Benning at which 11th Air Assault Division aircraft are based. An oldtimer returning to Fort Benning would scarcely recognize the ever-changing face of the Harmony Church Area as the signature of the Sky Soldiers continues to be written in an increasing number of new heliports and airfields.

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OBITUARIES

ROBERT L. ALLEN

Lieutenant Colonel Robert L. Allen, assigned to the U.S. Army Arctic Test Center, Fort Greely, Alaska, sustained critical injuries in the crash of a CH-34 Choctaw on August 4, 1964, and later died at the Brooke Army Medical Center, Fort Sam Houston, Texas, on August 10, 1964. He was engaged in the conduct of a service mission at the time of the accident. He is survived by his widow, Mrs. Betty Alon of 1316 Dora Drive, Leesburg, Florida.

RICHARD F. CONNER

Major Richard Farnham Conner, assigned to the 937th Engineer Company (Aviation) IAGS, Fort Clayton, Canal Zone, died on August 20, 1964, in Peru as a result of injuries received in the crash of a U-1A Otter aircraft. He is survived by his wife, Mrs. Frieda S. Conner, c/o Richard Schmalzer, Route 1, Box 214, Crary-ville, New York; two sons, Steven R. and Chris T., and Cathy L., a daughter, all of the same address.

WILLIAM T. FITTS, III

Major William T. Fitts, III, died at Walter Reed General Hospital, Washington, D.C. after an illness of eight months. He had been on temporary duty at Fort Bragg, N.C., undergoing military adviser training prior to an assignment in the Republic of Vietnam. He is survived by his wife, Mrs. Ella C. Fitts, of 75 East Wayne, Silver Spring, Md.

J.L. LEWIS

Chief Warrant Officer J.L. Lewis, assigned to the 19th Transportation Company, Camp Humphreys, Korea, was killed in the crash of a CH-37 aircraft on August 14, 1964. He is survived by his widow, Mrs. Erika S. Lewis of 514 South Avenue C, Washington, Iowa.

RONALD THOMAS

Warrant Officer Ronald Thomas, assigned to the 19th Transportation Company, Camp Humphreys, Korea, sustained fatal injuries when the CH-37 aircraft of which he was co-pilot crash landed during the conduct of a service mission in Korea on August 14, 1964. He is survived by his parents, Mr. and Mrs. George L. Thomas of Route 7, Columbia, Tennessee.

WALTON P. WALLER

Second Lieutenant Walton P. Waller, sustained fatal injuries when his OV-1C Mohawk aircraft crashed during the conduct of a service mission in Germany on July 27, 1964. He was assigned to Company B, 3rd Aviation Battalion, 3rd Infantry Division, Kitzengen, Germany. He is survived by his widow of 624 University Walk, East Baton Rouge, La.

CHANGING YOUR ADDRESS?
A single "Change of Address" notice (DD Form 1175, a postcard, or a letter) submitted to "Army Aviation Magazine" will serve to change your address of record for the magazine, the AAAA, the Flight Pay Protection Plan, and the Life Insurance Plan.

ARMY AVIATION ASSOCIATION
1964 ANNUAL MEETING

The Sixth Annual Meeting of the Army Aviation Association will be held 19-20 November 1964 at the Shoreham Hotel, Washington, D.C., the site of the Association's first professional gathering in 1959.

The two-day program will be highlighted by a military presentation covering the "Past, Present, and Future" of Army aviation and the 6th Annual AAAA Honors Luncheon at which national awards will be presented to the "Army Aviator of the Year," the "Aviation Soldier of the Year," the "Outstanding Aviation Unit of the Year," and the winber of the "James H. McClellan Aviation Safety Award."

All members who attend the 1964 AAAA Annual Meeting will be expected to register. Members may register in advance during the period 15 September through 1 November by completing the clip-out coupon on the following page and submitting it with remittance in full to AAAA, Westport, Conn.

The registration fee covers the member's participation in all Annual Meeting functions, other than the Honors Luncheon. The single registration fee is intended to include the registration of the member's wife.

HONORS LUNCHEON

Tickets for the Sixth Annual AAAA Honors Luncheon to be held at noon, Friday, 20 November 1964, in the Shoreham Hotel's new Regency Ballroom, are $6.00 each. Chapter or Industry tables seating ten persons may be reserved prior to the Convention by forwarding a check for $60.00 for each ten-seat table to AAAA, Westport, Conn. Member, Chapter, and Industry tables will be interspersed with the assignment of tables being made in the order in which purchases are made.

Single tickets may also be purchased at the AAAA Registration Desk in the Shoreham Hotel starting at 12 noon on Wednesday, 18 November. Refunds for tickets cannot be accepted after 13 November.

HOTEL RESERVATIONS

The AAAA cannot accept requests for hotel or military billet reservations. Members desiring accommodations at the Shoreham ($12.00 single - $16.00 twin) are to write directly to the Shoreham Hotel, 2500 Calvert Street, N.W., Washington, D.C., 20008, or to a hotel of their choice. Shoreham reservations cannot be assured after 9 November, nor can the hotel hold reservations after 8 p.m. without a letter of guarantee or deposit.

AAAA ANNUAL MEETING
ADVANCE REGISTRATION COUPON

Enclosed please find $..... in payment for my registration for the 19-20 November 1964 Annual Meeting and for the tickets that I have indicated below:

FUNCTION	QUANTITY	PRICE	AMOUNT
Registration and Reception	.....	$3.00	.....
Ladies Luncheon, 19 Nov.	.....	$4.50	.....
Honors Luncheon, 20 Nov.	.....	$6.00	.....

NAME .....

ADDRESS .....

CITY ..... STATE .....

UNIT OR FIRM .....

Payment in full must accompany this advance registration request. Make your check payable to AAAA and mail with this advance registration coupon to AAAA, 1 Crestwood Road, Westport, Conn. 06882. Cancellations cannot be accepted after 13 November 1964.

■ WEDNESDAY, NOVEMBER 18:

1200-1800 Registration
1500-1600 Business Meeting. National Executive Board.
1900-2100 Early Birds' Gathering.

■ THURSDAY, NOVEMBER 19:

0900-2000 Registration.
1000-1200 Business Meeting. General Membership. The president's Annual Report; the election of National Officers for the 1964-1967 term of office; presentation of agenda items by delegates and members.
1100-1400 Ladies Luncheon.
1200-1400 Open Luncheon for the general members.
1200-1400 Chapter Delegates Business Luncheon.
1200-1400 National Executive Board Business Luncheon.

1415-1630 Afternoon presentation: "Army Aviation - Past, Present, and Future."
1700-1800 Annual Reunion of the Cub Club. Roll call followed by induction of new members.
1700-1800 Happy Hour.
1900-2100 AAAA-Industry Member Co-Sponsored Reception.

■ FRIDAY, NOVEMBER 20:

0900-1200 Registration.
0930-1045 Final Business Meeting. General Membership.
1000-1100 Escort Assembly
1000-1045 Press Briefing
1100-1200 Pre-Luncheon Cocktails.
1200-1400 6th Annual AAAA Honors Luncheon. Presentations by the Honorable Stephen Ailes, Secretary of the Army, and General Harold K. Johnson, Chief of Staff, United States Army.
1415-1630 Afternoon Presentation-(Tentative repeat of Thursday's presentation for the Distinguished Guests).
1500-1600 Final Business Meeting. National Executive Board. Installation of New Officers for 1964-1967 and appointment of National Members-at-Large.
1800-2000 Annual Diehards' Reception for Registrants. Sponsored.

Oswalt

Hight

Stephenson

AAAA NATIONAL NOMINEES FOR 1964-1967 OFFICE

AAAA's NATIONAL Nominating Committee met in Washington, D.C. on August 14 to select a slate of four nominees to fill those National Executive Board offices to be vacated at the time of the November AAAA Annual Meeting by Warren T. Rockwell, Jack E. Leonard, Darwin P. Gerard, and Carl D. Stephenson.

Under the staggered election system pursued by the AAAA at the National level, three to four new officers are elected to the National Executive Board for three year terms each year, the overlapping of the terms of office providing year to year continuity to the affairs of the National Executive Board.

Cassidy

The terms of Warren T. Rockwell, a Vice President of the Hiller Aircraft Company, and Jack E. Leonard, Assistant Vice President of the Hughes Tool Company - Aircraft Division, end during the 1964 Annual Meeting, both having served with distinction on the National Executive Board since 1961.

Carl D. Stephenson, the present Vice President for Public Affairs, was elected to the National Executive Board at last year's Annual Meeting for one year to fill the remaining year of a three-year term of office vacated by James N. Davis.

Association president Darwin P. "Gerry" Gerard will continue to serve on the National Executive Board as a past president following

this year's Annual Meeting. In doing so he vacates a three-year term of office upon the completion of his second year, and the vacancy creates the fourth office to be filled at this year's election.

THE NOMINEES

Nominated for National Executive Board office for the 1964-1967 term of office by the National Nominations Committee were Colonel John D. Oswalt, Ret., Carl D. Stephenson, and A.D. "Dusty" Hight. Colonel Robert F. Cassidy was nominated to serve the one-year term of office vacated by Darwin P. Gerard.

JOHN W. OSWALT

One of Army aviation's pioneers, John Oswalt held a variety of command and staff positions during his twenty-two years of active duty service. Now the Manager of Operations Research at the Bell Helicopter Company, he works with Bell's Application Engineering and Operations Group at Fort Worth, Texas. In serving on the National Executive Board's Personnel Programs Committee, he supervises all facets of the Association's Military Aviation Placement Service and has held several Chapter offices during the growth of the AAAA.

CARL D. STEPHENSON

One of three members instrumental in activating the Lindbergh (St. Louis) Chapter, Carl Stephenson served as the Chapter's first Executive Vice President and has been an elected or appointed Board member ever since. An aeronautical engineer, he's a top-level Department of the Army civilian specialist with the U.S. Army Aviation Materiel Command in St. Louis, Mo. and is a recognized authority on propulsion systems. The Vice Chairman of the National Executive Board's Personnel Programs Committee, he'll complete a one-year term of office this Fall as the National Vice President for Public Affairs.

A.D. HIGHT

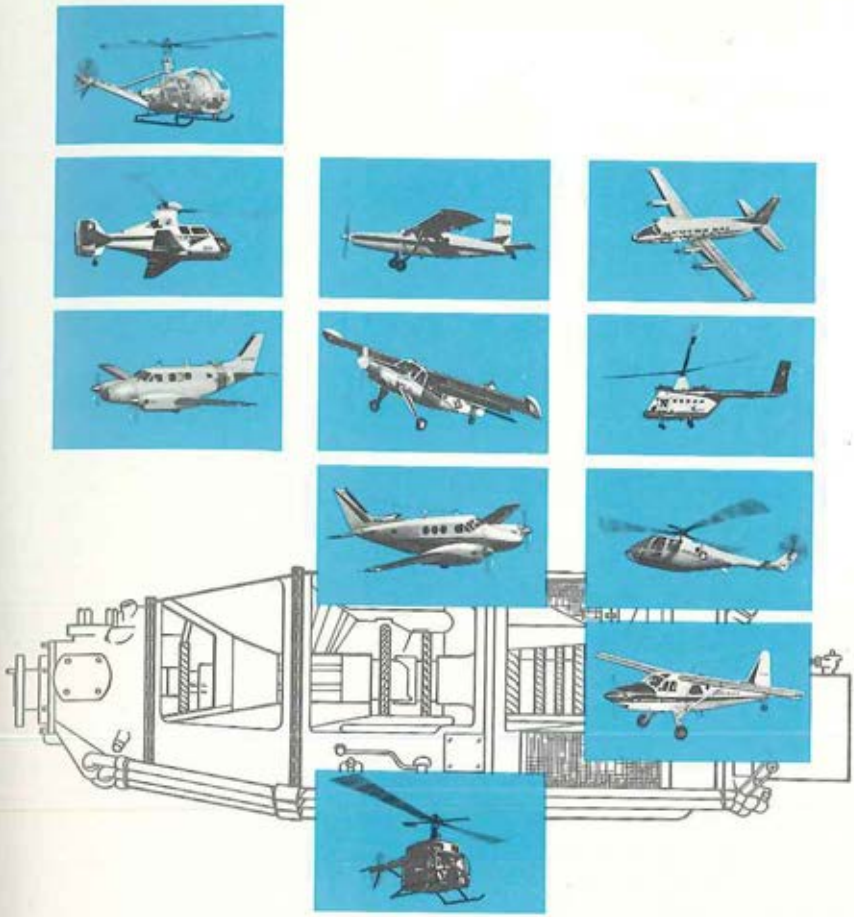
Long active in the affairs of the Washington, D.C. Chapter of AAAA, A.D. "Dusty" Hight served as the Co-Chairman of the 1963 Fifth AAAA Annual Meeting with Brig. General John J. Tolson, coordinating the many "civilian" activities connected with the '63 Convention. Well known throughout Army aviation circles, he is the Washington Representative for Army Programs of the Lockheed Aircraft Corporation.

ROBERT F. CASSIDY

The Committee's fourth nominee for National Executive Board office and presently the Assistant Commandant of the U.S. Army Aviation School, Fort Rucker, Ala., Colonel Cassidy is one of the "Founding Fathers" of AAAA having served as Mideastern Regional President in '58. An appointed National Member-at-Large on the National Executive Board, he chairs the Board's Personnel Programs Committee. He is a Past President of the Fort Monroe Chapter.

ANNUAL ELECTIONS

The Annual Election of National Executive Board officers takes place at the First General Membership Business Meeting held at each year's AAAA Annual Meeting.



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NOVEMBER 19-20, 1964

WASHINGTON, D.C.

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