



ARMY AVIATION

JUNE, 1965

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PROGRESS

CHINOOK BEGINS TOUR OF EUROPEAN AIR SHOWS...

On 18 May a U. S. Army CH-47A Chinook arrived in Bremmerhaven, Germany aboard the SS Pioneer Glen to begin a series of demonstrations in Europe. Making its first overseas visit, the Chinook will take part in the German Army Helicopter Forum in Buckeburg, Germany, the Paris Air Show and demonstrations at U. S. and German military bases in Germany.

During this tour the Chinook will demonstrate its proven flight and lift capabilities including the transport of troops, vehicles, artillery systems and cargo. A static display will show the Chinook's versatility as a fueler for other aircraft and vehicles.

BOEING

VERTOL DIVISION



SUMMARY

JUNE, 1965



ARMY AVIATION

VOL. 14-NUMBER 6

JUNE, 1965



- **PHILOSOPHY OF COMMAND.....15**
by Colonel George P. Seneff, Jr., Director of Army Aviation, OACSFOR
- **U.S. ARMY ENGINEERING TEST REQUIREMENTS19**
Excerpts from an address by General Frank S. Besson, Jr., Commanding General, US Army Materiel Command
- **EXERCISE COLD WINTER.....25**
by Lieutenant Harry B. Levins, 504th Aviation Battalion, 4th Armored Div.
- **BRAVO PHASE COMPLETED32**
by Major Melvin K. Goulding, Flight Evaluation, USAPHS, Ft. Wolters, Tex.
- **CROSSROADS OF AA34**
by Colonel Curtis L. Hankins, Commander, Lawson Army Airfield Comd
- **ARMY ORDERS LOH8**
Hughes receives orders for 714 craft

■ ADVERTISERS

- Beech Aircraft Corporation.....10-11
- Boeing Vertol Division.....2-3
- Chandler Evans Control Systems.....12
- Cubic Corporation.....21
- General Dynamics Corporation.....6-7

■ DEPARTMENTS

- AAAA News47
- Awards and Decorations43
- Faces in the News9
- National AAAA Awards.....32
- News Photos39, 46
- Obituaries45
- PCS - Changes of Address37
- Placement Service48
- Take a Quick Quiz!36
- The Light Side!41

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- LTV Aerospace Corporation.....14
- Lockheed-California Company.....5
- Lycoming Division.....Front Cover
- Sikorsky Aircraft Division.....22-23
- Sperry Gyroscope Division.....28-29

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

McNAMARA ACTIVATES AIRMObILE DIVISION

First, I have today authorized to Army to organize a new division, the Airmobile Division.

This new division will be organized and made combat ready as expeditiously as possible at Fort Benning, Ga. Its introduction will greatly increase our capability to meet all kinds of threats. It places the Army on the threshold of an entirely new approach to the conduct of land warfare.

I've also asked the Chief of Staff of the Army to report to the Joint Chiefs and to me before the first of next year on the possible conversion of other units of the Army to the new type of structure.

The development of this new division was begun over three years ago. It's a result of 36 months of study, experiment, test and evaluation by both the Army and the Air Force. The concept was initially established by the Howze Board, which as you know was chaired by General (Hamilton H.) Howze of the Army. It's been subsequently evaluated by the Joint Chiefs of Staff. We have tested it, using the experimental 11th Air Assault Division.

■ Excerpted from the June 16, 1965 news conference held at the Pentagon by Secretary of Defense Robert S. McNamara.

This division will have a strength of about 16,000 men. That's approximately equal to the strength of an infantry division, but it will have four times the number of aircraft assigned to an infantry division.

As a result, about one-third of its combat elements can be moved into combat by its own aircraft. The other two-thirds will move simultaneously either in air transport aircraft or by shuttling of the division's own aircraft.

One of the division's brigades will be capable of airborne operations.

This new type of division will make its greatest contributions to improving combat readiness in operations where terrain obstacles could give enemy guerrilla or light infantry forces an advantage over our standard combat formations.

The tactics, the techniques, the procedures that will be employed by this new division will result in a markedly different approach to the solution of tactical problems. The use of aircraft to bring combat personnel directly to the battlefield, to remove them from the battlefield, provides a capability which neither we nor any other army in the world possesses today.



New Charger demonstrates STOL

General Dynamics' new Charger now enters its seventh month of flight testing—short take offs and landings are routine.

1. The Charger can take off with a 1,200 pound load in just 225 feet. It can clear a 50 foot high obstacle by taking off in just 485 feet.
2. It can fly as slow as 50 miles per hour at tree-top level, or as fast as 325 at higher altitudes. It can attack dive at 400 miles per hour.
3. It can operate from a jungle clearing or from a muddy field.
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5. It can take off at sea level, fly 50 nautical miles, circle a target area for two hours, then return to base with adequate fuel reserves.
6. It can fly 2,600 nautical miles without refueling.
7. Its two 650-h.p. PT6A17 turbo-prop engines can be changed in the field by two men in 30 minutes.
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For information, write: Convair Division of General Dynamics, Box 1950, San Diego, California.

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ARMY ORDERS LOH

The Army awarded Hughes Tool Company a contract to build 714 light observation helicopters (LOH) in what a Hughes executive said may eventually become the largest Army aircraft procurement of all time.

The total procurement for 714 helicopters under the May 26 contract was \$14,966,964 over three years.

"It is believed that the contract will be extended to total at least 4,000 helicopters, maybe more," Rea E. Hopper, vice president and general manager of the company's aircraft division, said. *"We will build them in our plant at Culver City, Cal."*

Summer, '66 Deliveries

"Work will start immediately, and the first aircraft under today's contract will be delivered in the summer of 1966. The work force in our present helicopter program, which totals about 700, will be doubled."

The contract thus brings to a close what has been regarded in the industry as one of the most intensive competitions in military procurement. The competition, which
8 ARMY AVIATION

started out with many companies submitting design, narrowed down in the last months to two contractors, Hughes and the Fairchild-Hiller Corp. of Palo Alto, Cal. Hughes' winning bid was \$19,860 each for the airframe minus engines and other equipment to be furnished by the Army.

"Ten Years Ahead"

"The Army is to be congratulated on the thoroughness, efficiency and fairness of the competition," Hopper said. *"By conducting one of the most exhaustive evaluations ever, the Army has been able to obtain an aircraft which is 10 years ahead of its time. We virtually 'threw away the book' when we designed this one, and the Hughes LOH's performance reflects the boldness of the design."*

First to Lift Itself

Designated OH-6A by the Army, the Hughes LOH has an empty weight of 1,070 pounds and can lift a useful load in excess of that, thus becoming the first light helicopter to be able to lift more than its own weight. It has achieved an unofficial world

speed record for light helicopters of 170 miles an hour and cruises at 145.

The Army configuration calls for basically a four-place helicopter, but the OH-6A is capable of transporting a five-man fire power team plus pilot.

"The helicopter provides a reliable, easily maintainable turbine-powered aircraft capable of performing the primary tactical mission of visual observation, target acquisition, battlefield reconnaissance and command control," Hopper said. *"It has a sustained rate of climb of 2,200 feet a minute at full gross weight. It is capable of hovering out of ground effect at 6,000 feet on a 95-degree day."*

Two Commercial Versions

Hopper said Hughes has already announced that it will build two commercial versions of the LOH, a luxury five-place model to sell for about \$69,500, and a utility model at \$65,000, which can carry seven in "work" situations.

The difference in price between the commercial and the military version, Hopper said, is chiefly accounted for by the fact that the military version contracted for does not include the engine, the electronics or the luxury interior and other equipment on the commercial model.

CONGESTION EASED

Congested airspace was given as the reason for the move of two four-week transition courses from Fort Rucker, Ala., to other areas. The Special Warfare Center at Ft. Bragg, N.C. now conducts the Iroquois transition courses formerly given at USAAVNS while the 10th Air Transport Brigade at Fort Benning, Ga., oversees transition training taken in Caribou transport aircraft.

Col. George W. Putnam, Jr., has reported to Ft. Rucker for duty as Assistant Commandant of the Army Aviation School. His previous assignment was as Deputy Director of Army Aviation, OACSFOR. He was a member of the first Senior Officer Flight Training Course in 1955 and is currently rated in both rotary wing and fixed wing aircraft. Colonel Putnam has been rated as a Senior Army Aviator since 1962.



Colonel John L. Klingenhagen, Chief of Staff, U.S. Army Support Command, Vietnam, will be returning to the continental U.S. shortly, after completing an extended two-year tour there. Upon his return, he is slated for the position of Commanding Officer of the U.S. Army Aviation Materiel Laboratories at Fort Eustis, Va. He will be replacing Colonel Michael J. Strok, who has been assigned to OSA (R&D).



Lt. Col. Gordon L. Kinley, the former secretary of the U.S. Army Aviation School, has succeeded Col. John R. Riddle as director of the school's Department of Publications and Non-Resident Instruction. A Master Army Aviator, Col. Kinley was chief of the operational plans section, J-3, Military Assistance Command, Vietnam, in Saigon until his assignment to Fort Rucker in December of last year.



Lt. Col. Robert F. Little, Jr., assigned to the 11th Air Assault Division, Fort Benning, has set an unofficial Georgia record for soaring in his glider in late May. Col. Little's flight was over a 100 kilometer closed triangular course. The glider flight lasted 1 hour and 19 minutes at a speed of 76 knots. He is the seventeenth American to receive the International Diamond C award for soaring accomplishments.



Lt. Colonel Lewis N. Shaffer, the deputy commander of the U.S. Army Aviation Center Troop Brigade (Provisional), will end his active military career at the end of June and was honored at a parade held at the U.S. Army Aviation Center on June 11. During his career, Colonel Shaffer held a wide variety of staff and command assignments in the continental U.S. and overseas.



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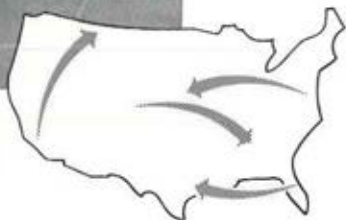
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TWENTY-THIRD ANNIVERSARY OF ARMY AVIATION

I speak for all members of the United States Army in extending heartiest congratulations on the twenty-third anniversary of Army Aviation.

Since its inception on 6 June 1942 in response to urgent wartime demand, this important element of the Army team has unfailingly provided valuable support to the defense of our country.

Recently, we have watched with great interest the efforts of the Air Mobility Test Units to enhance the versatility and efficiency of combat support techniques which will improve the Army's ability to meet the challenges of modern warfare. In Southeast Asia, Army aviation units are forcefully demonstrating the counterinsurgency value of air mobility concepts in assisting the people of South Vietnam to maintain their freedom. The magnitude of this support is reflected in the fact that one-third of our Army personnel serving in Vietnam are associated with Army aviation. The quality of their service is in keeping with the highest traditions of the United States Army.

The men and women of the United States Army join with me in expressing our pride in your many accomplishments and our best wishes for continued success in the future.

HAROLD K. JOHNSON
General, United States Army
Chief of Staff

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PHILOSOPHY OF COMMAND

In the last monthly letter I offered a great deal of free advice. In this and subsequent issues I plan to confine the free advice to the opening section and devote the rest to a brief recount of what is going on in our business as it looks from here. This month's sermon concerns itself with the responsibilities of command.

A World War II Division Commander whom I knew fairly well and who was a great gentleman and fine commander said to me one evening in 1945, *"I have finally come to realize that the only way to be a good commander in wartime is to be a First Class SOB"*.

I have thought this statement over many times in the past 20 years because it has had a very special lesson for me. I know, thanks to excellent hindsight, that he was voicing his disappointment that others whom he had led and who were not as high principled and devoted to duty as he was, had let him down, and with this had let

velopment of the same philosophy in the words of a British Corvette commander:*

"At the beginning, there was time for all sorts of things — making allowances for people, and joking, and treating people like sensitive human beings, and wondering whether they were happy, and whether they — they liked you or not . . . But now, . . . the war has squeezed out everything except the essentials. You can't make any allowances now, you can't forgive a mistake. The price may be too high . . . It's too serious now for anything except a hundred-per-cent effort . . . A hundred-per-cent toughness . . ."

This is a point in the philosophy of leadership with which successful combat leaders have always had to come to grips — you can't afford to be a "nice guy", if this means letting standards of training and performance slip, because in a combat situation slippage means death.

Now the point of all this, as far as we

BY
COLONEL GEORGE P. SENEFF, JR.
DIRECTOR OF ARMY AVIATION, OACSFOR

their men down, with unnecessary cost in life and with damage to the furtherance of the effort.

Nicholas Monsarrat in his superb accounting of human relationships in wartime — *"The Cruel Sea"* — traces the de-

aviators are concerned, is that we are always in a combat situation — because we

**Cruel Sea*, by Nicholas Monsarrat, ©1951 by Alfred A. Knopf, Inc., New York, N.Y.

are always fighting the sky; which with great impartiality, as we all know, can be intensely beautiful and serene one moment, but which can kill you (and the people you're responsible for) deadlier than a mackrel the next.

I've personally investigated a lot of accidents in the past few years and I've read the reports on a lot of others. In 90% of the really nasty ones I've seen — where people were killed or maimed or burned — regardless of the immediate cause of the accident, command supervision had a lot to do with allowing it to become a nasty one as opposed to just resulting in bent equipment. The guy's emergency procedures weren't good enough, or he tied it up, or he just wasn't sufficiently well trained to cope with the situation that confronted him.

Practice Often Avoided

There is a tremendous tendency in this business to avoid practicing the hairier aspects of our operations such as short field work, night and day formation work, night confined area operations, and living at low altitude. This is a natural tendency because, in itself, practicing means exposure and exposure can lead to what we are trying to avoid.

It can build up accident rates which, when they become too high, reflect poorly upon command. Nonetheless, it is only through diligent and unceasing practice of these aspects of the game that our people become

good enough at them to perform them safely, or at least with minimum risk.

Good aviation organizations, just as good organizations of any other sort, have proven time and again that they can undertake the most hazardous operations in the business and do it safely and effectively. They gained this capability by *unceasing* diligent practice and training.

Intelligent Planning Needed

I must emphasize that they didn't get this way overnight nor did they start off by tackling the most difficult facets of operations on a large scale on the first day. They built up to it gradually by making sure first that their people as individuals were trained and standardized and that they knew what they were doing, leading them very gradually up the stairs of difficulty, in balance with demonstrated capability.

For example, you teach people how to avoid wires by having them fly low and learning to recognize the signatures that indicate wires, but you don't let them leap into this without looking. You work your way into it gradually by having an experienced instructor pilot aboard, by working down to low altitude from a somewhat higher altitude (say 50 to 100 feet), by the use of carefully surveyed courses which the IP has taken the precaution to fly at a reasonable altitude on any given morning before taking students out to insure that some knucklehead hasn't strung a new wire up between a couple of trees during the night. In short, you teach this by taking an intelligent planned approach.

But the big thing is that you make the approach, and you make your people do it, and you make them practice. You drill them on emergency procedures, and teach them all the tricks that your older hands can give you until you can tell yourself truthfully that your people are trained and are capable of coping with any situation that is likely to confront them.



On emergency procedures, a good tip an Air Force friend passed to me was that of having the approved emergency procedure for one of the likely emergencies for the aircraft owned by the unit thoroughly reviewed by a different member of the organization every morning at the pre-flight briefing.

The challenge lies with you. If, after an accident, you can tell yourself "*I have done everything within my power in training, in maintenance, and in discipline to prevent this,*" then you are a good commander. If you can't, you aren't.

One word about who is a commander — we all are. We have battalion commanders, company commanders, platoon leaders, and section and team leaders. We also have aircraft commanders. If you are the lowest ranking guy in this business, you are still, if you're commanding an aircraft, responsible for the airplane and the lives of other people who might happen to be aboard.

Finally, a word about the second paragraph of this dissertation — don't get me wrong, I don't think you really have to be an SOB in order to accomplish the desired results. You have to lead — *preferably by example.*

Precisely how you do it is a matter of your personality, the organization and the situation. Some of the best leaders I have ever known have been very pleasant people, but they very pleasantly insisted on extremely high standards. How you achieve them is secondary. Just make sure you do — you are preparing your people for combat in a dangerous game.

Cold War Memorial Program

I'd like to call your attention to a recent Department of the Army directive which established a memorialization program for Army personnel who die as a direct result of Cold War action. This program will honor individuals who have been killed in action, died of wounds received in action

or who died while in a captured status during Cold War activities since 1 July 1958.

In general, the memorialization will be accomplished by branch service schools. In the case of Army aviation personnel and individuals killed while serving with Army aviation, memorialization will take place at the Army Aviation School, Fort Rucker, Alabama. In addition, civilian institutions which were the source of ROTC commissions for those to be honored are being urged to participate in this program.

A large plaque, inscribed "In Proud Memory of those Members of the United States Army Who Died in Defense of Freedom", will contain the name, grade, decorations and date and place of death of each individual honored.

I believe this program is an important step in the maintenance of our military heritage and traditions, and know you'll join in giving it your full support.

1965 USABAAR Checklist

Each year, USABAAR publishes an *Accident Prevention Survey Checklist*. This publication, intended to serve as a guide for commanders and airfield operations people, will help you to identify potential safety problems in your operation and contains plenty of references as a guide to solutions.

The 1965 edition of the *Checklist* was distributed in the first week of March. If you don't have yours yet, fire in a request to USABAAR (ATTN: ELD) at Fort Rucker.

In using this *Checklist* to make your accident prevention survey, remember that a hundred-per-cent successful effort will still only turn up problem areas that exist at the time. Safety problems seem to have a way of popping up unexpectedly, in view of our understandable "distraction" by the routine of daily activities. With this in mind, I'd like to urge you to use the *Checklist* on a recurring basis throughout the year with

emphasis on follow-up corrective actions. Identifying problems isn't even half the battle — it's solutions which count.

Deputy Director Departs

On the 6th of May, Colonel George Putnam relinquished the reins of Deputy Director and departed for his new assignment as Assistant Commandant U.S. Army Aviation School. We are all sorry to see George go, because he has accomplished a great deal for all of us. I know that he will continue to serve us well at Fort Rucker. I know you join me in wishing him the best of luck!

As most of you know, Colonel "Del" Bristol is on board and, upon completion of his duties with the Special Aviation Study Group in the near future, will step in as our new Deputy Director.

Disability and Flight Status

As a final note, I'd like to pass on some information that we got from the Surgeon General's Office. Although the regulations which specify physical requirements for

flight status are quite restrictive, they are not blindly applied. Consequently, a number of aviators who have suffered disqualifying physical disabilities, some as a result of Vietnam action, have been restored to flying status.

Without going into the various administrative details, the procedure requires the aviator to make it over two hurdles. First, he must demonstrate, to a selected instructor pilot in company with an experienced flight surgeon, his ability to fly the aircraft in spite of his disability. The Surgeon General then reviews the medical aspects of the case in the light of the IP's findings.

I cannot, of course, predict the probabilities of success across the board, since each individual's request must be judged on its own merits. I just wanted you to know that there is a pretty good procedure set up for reviewing these cases, and that you are not automatically "dead" if you get damaged. The facts are considered and a lot of judgment is exercised in applying the physical standards outlined in the regulation.



LEFT: Lt. Colonel F. J. Hornby, the departing British liaison officer at the U.S. Army Aviation Test Board, is shown receiving a plaque from Maj. General John J. Tolson, Commanding General of Fort Rucker, Ala. Colonel Hornby, who has served at the Test Board since February, 1963, is to become the Commander of British Army Aviation for the Middle East Command with headquarters at Aden. (USA photo)

RIGHT: Wayne R. Smith (right) is shown receiving the Army Decoration for Meritorious Service, the third ranking award for civilian employees. Making the presentation is Brig. General Howard F. Schiltz, Commanding General of the Army Aviation Materiel Command in St. Louis, Missouri. Smith is the current AVCOM Deputy Director of Technical Data, Cataloging and Standardization. He was cited for his contributions in automatic data processing. (USA photo)



Aircraft are the product of a sophisticated technology. When they are proposed, they are described and their advantages outlined in terms of numbers. Invariably, problems arise and the final article proves to be less than a perfect replica of the original proposal.

Defining the characteristics and pinpointing problem areas that will compromise ultimate mission capability can only be properly accomplished by a government agency without a vested interest in the product.

Government engineering test requirements for an aircraft procurement contract begins in the proposal and prototype stages. It phases out when the product is developed to such a level of safety and utility that it is practical to put it into the hands of the user.

By developing engineering data in the Army environment and not extrapolating into it, we develop a better product for the user in minimum time.

Our testing program encompasses the very distinct qualitative differences between Army aviation materiel requirements and the corresponding requirement of the other military service. The two factors which most directly contribute to these differences are the physical size of Army aircraft and the mission flight profile.

The Army, for example, requires electronic equipment which will permit the survival and enhance the utilization of aviation personnel and aircraft in low-altitude

ARMY ENGINEERING TEST REQUIREMENTS

BY GENERAL FRANK S. BESSON, JR.
*Commanding General
U.S. Army Materiel Command*

flight operations conducted in any area of the world where Army troops are employed. Such a requirement — to name but one item — makes quite obvious the necessity for a self-contained navigator.

Here are listed some of avionic test items which are being considered for adoption in this area. The list includes a *Gyromagnetic Compass*, *Helicopter Stick Grip*, *Absolute Altimeter*, *High-Frequency Single Side Band Radio*, and so on, through the list.

The *Helicopter Stick Grip* listed does not, at first glance, suggest itself as an avionics item. I am referring to the stick in the helicopter which is analogous to the stick in an airplane.

In reality, you will find that the Army helicopter stick grip is a uniquely, but well configured (professionally human-factor engineered) switch-board, held in the aviator's right hand. Contained within this grip are switches for control of the eight functions listed on the slide.

Comparative Evaluations

The *U.S. Army Aviation Test Board*, located at Fort Rucker, Alabama conducts the user-type tests of aviation materiel. Following the development stage of an airplane, helicopter, or relative equipment, this *Board* receives the item for service test.

The flight program is begun with calibra-

ARMY AVIATION 19



**GENERAL
FRANK S.
BESSION, JR.**

tion of the airplane's instruments to insure reliability of data. The general areas of performance, flight characteristics and tactical suitability are investigated by experienced Army aviators, test pilots, and flight test engineers who apply the test results to the requirements of the MC's, or QMR's, to determine the degree with which these are met.

In the tactical suitability phase, in addition to quantitative measurements of noise level, interim lighting, heating and cooling, the *Board* qualitatively evaluates the crew and cargo compartment facilities, ground-handling characteristics, ease of maintenance and servicing, adverse-weather flight capability, avionics equipment suitability, and personnel training requirements for pilots and mechanics.

Mission Capability Tests

Crash-worthiness aspects are investigated in conjunction with the *U.S. Army Board for Aviation Accident Research*. To evaluate mission capability, typical mission profiles prepared by the *U.S. Army Combat Developments Command Aviation Agency* are flown under simulated tactical conditions to include operation from rough, unprepared fields.

In conjunction with the *U.S. Army Airborne, Electronics and Special Warfare Board* at Fort Bragg, North Carolina, the suitability of the aircraft for aerial delivery of troops is evaluated by accomplishing aerial drops of paratroops and palletized cargo; loading, securing, flight delivery and the unloading of typical Army cargo.

In order to determine the capability for

adverse-weather flight, flights are made in actual instrument conditions including natural icing weather when possible. The engine, propeller (or rotor), and airframe anti-icing and deicing capability is tested in controlled, simulated conditions by flying the test aircraft in a spray of water delivered by a tanker airplane flying at sub-freezing temperatures and observing the capability of the test equipment to prevent or remove ice accumulation.

Climatic Testing

The ability of aircraft and equipment to operate in a desert or arctic environment is evaluated at *Yuma Proving Ground*, Arizona, and at the *U.S. Army Arctic Test Center*, Fort Greely, Alaska. The effect of high elevation upon takeoff and landing performance is determined at suitable locations such as Colorado Springs, Colorado.

Follow-on testing in the form of logistical and maintenance evaluation is performed, when appropriate, by flying as much as 1,000 additional hours with the test aircraft during which accurate records of parts consumption and maintenance requirements are kept.

Current Projects

All current operational Army aircraft have undergone all or most of the described tests. Aircraft not yet in service which have recently been tested, or which are now undergoing tests, in addition to the CV-7A are the CH-54A Sikorsky *Skycrane*, the NU-8F Beech *King Air*, the de Havilland *Turbo-Beaver*, the UH-1D Bell *Iroquois*, and the CH-47A Boeing-Vertol *Chinook* range extension and amphibious landing systems.

The UH-1B *Iroquois*, beginning with production this coming month, will be equipped with the Model 540 rotor system. Also, in December 1966, the UH-1D will be produced with increased lift capability to be obtained from the upgraded T53 engine,

Excerpts from an address by General Frank S. Besson, Jr., Commanding General, AMC, at the Aviation/Space Writers Association Convention held at Albuquerque, New Mexico, May 20.



TAKE AWAY A HELICOPTER'S STABILITY AUGMENTATION SYSTEM,



LEAD-LAG HINGES,



FLAPPING HINGES,



BLADE DAMPERS,



**CENTRIFUGAL THRUST BEARINGS,
AND WHAT HAVE YOU GOT?**

RIGID ROTOR SIMPLICITY

Eliminate 30% of the parts in a helicopter's rotor blade assembly and you eliminate a lot of maintenance headaches. It's that simple. Fewer parts, fewer problems—both things helicopter pilots can live without. But a rigid rotor gives you much more than reduced maintenance costs. You get inherent stability. Higher speed. Increased



maneuverability. Improved performance. Fixed-wing aircraft handling characteristics. And a steady weapons platform. You get less parts, but you're not missing anything. Rigid rotor—from the company with more than thirty years experience in airborne weapons systems. **LOCKHEED**
LOCKHEED-CALIFORNIA COMPANY, BURBANK, CALIFORNIA
A DIVISION OF LOCKHEED AIRCRAFT CORPORATION

Why is the Sikorsky FLEX-ROTOR™ best for AAFSS?



High-speed compound S-61F. A valuable step toward AAFSS, it embodies the Sikorsky concept of a FLEX-ROTOR.



AAFSS (Advanced Aerial Fire Support System) as visualized by Sikorsky Aircraft in its S-66.

Here are the facts:

1. Hinged flexible blades, heart of the Sikorsky FLEX-ROTOR, proved in nearly six million flight hours, provide excellent control and minimum blade stresses in turbulent air and under high maneuvering load factors. They also afford exact control power for agility and stability as a weapons platform at all flight speeds.

2. The FLEX-ROTOR minimizes the vibration transmitted to the aircraft by the blades, and eliminates the need for isolation from vibration of the rotor system. This is vital to weapon system accuracy and reliability.

3. The FLEX-ROTOR in AAFSS will have minimum vibratory stress and thus maximum structural integrity.

4. The FLEX-ROTOR's blade reliability is assured by the use of hollow aluminum alloy spars which have superior resistance to fatigue, crack propagation and corrosion. Blade reliability is further improved because the bolted attachment is made at the point of least bending stress. Low operating stresses provide increased blade survivability in the event of direct hits by enemy fire.

5. The FLEX-ROTOR offers these advantages:

A. Variations in center of gravity positions will not increase stress, cause vibration or affect speed.

B. The aircraft will have unrestricted autorotative capability up to maximum speed.

C. The aircraft can operate efficiently from sloping terrain.

D. The aircraft can maintain nearly level attitude throughout its flight regime, providing ideal pilot visibility at all times.

6. The FLEX-ROTOR requires no scheduled field maintenance. It has no grease fittings, a Sikorsky advance already in production on the CH-3C, S-61L/N and CH-53A helicopters. Oil lubrication reservoirs are invulnerable to enemy fire and can be checked quickly and easily. FLEX-ROTORs already in operation have overhaul periods well in excess of AAFSS requirements.

7. The FLEX-ROTOR has proven its ability to meet AAFSS speed and weight requirements. At NASA's Ames wind tunnel, a full-scale FLEX-ROTOR with loading conditions equivalent to AAFSS was successfully tested at speeds up to 194 knots. A nine-foot dynamic model was successfully tested to 340 knots.

8. The FLEX-ROTOR has been proved in production helicopters ranging from 2,000 pounds to 42,000 pounds gross weight. The production CH-53A, the Free World's largest transport helicopter, has a top speed of 170 knots at a gross weight of 33,458 pounds. The present helicopter speed record of 218 miles an hour is held by the FLEX-ROTOR.

9. The FLEX-ROTOR, in AEC tests, proved its stability in flight close to atomic blasts. FLEX-ROTOR stability also was a key factor in FAA approval of the S-61N as the first transport helicopter for IFR operations.

Sikorsky Aircraft has long followed a policy of "homework before hardware." Sikorsky has done its homework on AAFSS. It is prepared to build the hardware.

Sikorsky Aircraft

**U
A**
DIVISION OF UNITED AIRCRAFT CORPORATION

STRATFORD, CONNECTICUT

model L-13. Both of these aircraft will be given thorough testing prior to service use.

In mentioning *Chinook*, I should report that during the past year, the *Chinook* (CH-47) proved its ferry-range capability by flying 1,001 nautical miles in six hours and 45 minutes, with a gross weight of 36,200 pounds at take-off.

It also demonstrated its compatibility with the *Medical Unit, Self-contained, Transportable (MUST)* field hospital by carrying the 4,000 to 7,000 pound units over a distance of 100 miles. As a cargo mover, *Chinook* showed its value in Northern California floods by airlifting over 100,000 pounds of cargo in a two-week period.

The responsibility for determining the suitability, reliability and maintainability of aircraft and allied equipment follows very quickly the development cycle. Normally, several early models of an item are furnished for engineering and service test to determine whether they meet the specified military characteristics.

The service test portion of the evaluation also determines whether the aircraft can meet the mission requirements and utilize the same type personnel and equipment



found in an aviation unit. Following the service test, aircraft are subjected to an accelerated flight program. The logistics evaluation of an aircraft is designed to gather quantitative data on parts consumption and qualitative data on the accuracy and usability of operators' and maintenance handbooks.

Logistical Evaluations Made

In logistics evaluation testing, an accelerated flight program generates parts consumption data and a finer screening of the maintenance publications to provide the best possible data for maintaining and provisioning an aircraft or allied equipment going into the system.

Maintenance manuals are refined, and service test data are reviewed for applicability. Generally, parts usage is considerably less than that recommended by the manufacturer, thereby reducing the number of parts provisioned.

A contractor organization is better geared to determine the direct and general support needs in a logistics evaluation program than a military organization because the mechanics and supervisors are not faced with the reassignment problem. Once they have established the procedures, the relatively minor changes in personnel do not seem to affect the data gathered and provided to the project officer.



A black and white photograph showing a formation of CH-34 helicopters flying over a snowy, mountainous landscape. The helicopters are arranged in a staggered line, with two in the foreground and several others trailing behind. The ground is covered in snow, and there are some buildings visible in the distance on the left.

COLD WINTER

By
LT. HARRY B. LEVINS
4th Armored Division

Spring came early to Germany this year, but Company A of the 4th Armored Division's 504th Aviation Battalion went 1,300 miles out of their way to avoid it.

The company, equipped with CH-34 helicopters, extended their stay in winter weather by traveling to northern Norway and taking part in *Exercise Cold Winter '65*, a Norwegian Army maneuver held in the snow-covered mountainous terrain near Bardufoss Air Station, 200 miles north of the Arctic Circle.

Through good planning and long hours of training, pilots of the 504th became proficient in cold weather and deep snow operations, but they were forced to write their own manuals.

It all began in October, 1964, when the company, along with an infantry company of the 4th Armored, was chosen to represent the U. S. Army at the maneuver. Since very few of the pilots were trained in deep snow operations, an extensive training program was arranged.

The Bavarian Alps near Bad Toelz, Germany, were chosen as the training site for both the aircraft and the infantry troops, since the steep mountain peaks, deep snow, and below-zero weather approximated the conditions around Bardufoss. The company deployed to Bad Toelz, where each platoon underwent a week of individual pilot training in winter operations before joining

forces with the infantry company for a week-long training exercise.

Landing Problems

The pilots soon discovered that deep snow was the major obstacle to smooth operations. Each aircraft blew up a miniature blizzard when landing or taking off, while a formation of aircraft always turned a landing zone into a whirling mass of white dust.

Trial-and-error tactics soon showed, however, that the best method for landing was to continue descent, once out of transitional lift, until positive ground contact was made. Because of the blowing snow, both landings and takeoff were made virtually under instrument conditions.

No flotation gear were needed, since the weight of the helicopter buried the landing gear and allowed the aircraft to settle on its belly, where it remained stable. Pilots found that forward motion with the wheels buried could be disastrous, so touchdowns with zero forward speed were an absolute necessity.

Aircraft engines were left running while the helicopters were in the snow, since it was found that the snow melted by the heat of the body would freeze again as the body cooled and snap radio antennas on takeoff.

During the ten-day training exercise which followed the snow operations training, pilots found that some normal landing techniques were no longer valid. Formation landings, for example, were impossible. Aircraft were forced to land one at a time in order to prevent the entire landing zone from being obscured with blowing clouds of snow. Although normal formation patterns were satisfactory, pilots discovered that more space than usual between aircraft was necessary.

More Lead-Time Needed

Experience also showed that deep snow added greatly to loading time, causing plan-



CHANGE OF COMMAND

In a flight line ceremony held at Korea's A-511 Army Airfield, Major Robert G. Cox (left), takes command of the 19th Transportation Company (Med Hel) from Maj. Robert D. Williams. Located at Camp Humphreys, the 19th has the mission of supporting Eighth U.S. Army with its medium cargo airlift capability. The unit is equipped with CH-37B Mojaves.

ners to schedule pick-ups and drops *further* behind aggressor lines than normal operations would call for. The infantry company could load the aircraft in approximately three to five minutes and unload in from one to three minutes.

The capricious Alpine weather made flexibility a by-word, since perfect flying weather could change to heavy snow flurries in five minutes and change back to perfect weather in just as short a time. The infantry company had to be prepared to begin their move on foot if weather was bad, always staying ready to be picked up en route when the weather cleared.

The 30-minute warm-up time for reciprocating-engine aircraft also made planning difficult, although frequent run-ups by crew chiefs helped maintain stand-by status. The advent of turbine engine aircraft is expected to eliminate most of the warm-up problem.

Loading Difficulties

Three days of loading technique training with the infantrymen prior to the exercise showed that winter-equipped troops can best load the aircraft if they wear snowshoes and leave their packs on. Troops had their skis bundled together, ready to be handed to the crew chief for storage under the seats before they boarded.

Squads pulling "akhios" — six-foot sleds loaded with 250 pounds of equipment — put a man on board to assist the crew chief in hefting the sled into the right-hand troop position behind the cargo door. When unloading, troops debarked first, leaving the last man to assist the crew chief in unloading equipment.

The sheer *bulk* of the winter gear put a greater limitation on cargo loads than the *weight* of the equipment. Without an "akhio," 11 or 12 troops could squeeze into the hold, while an "akhio" reduced the number to eight.

When time permitted, troops beat a path

with snowshoes from their positions to the landing zone of each aircraft, thus permitting the infantrymen to move to the aircraft faster at pick-up time.

Safety Measures

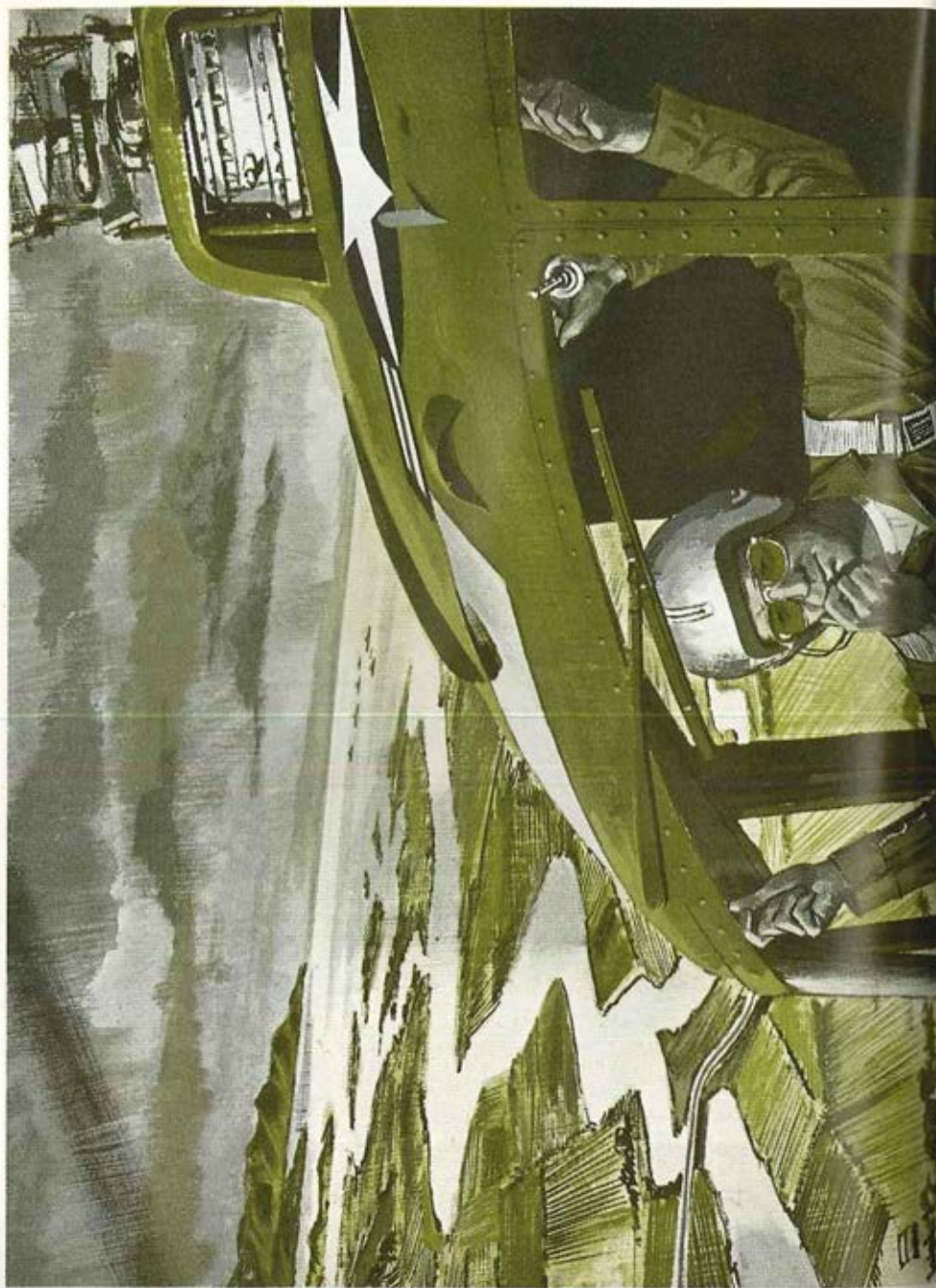
For safety purposes, all helicopters with inoperative heaters were Red X'ed, for cold temperatures reduced the efficiency of pilots and the sheer bulk of Army winter clothing prevented its use in the cockpit.

Crew chiefs were cautioned to kick the snow from their boots before climbing onto the work platforms, since packed snow on the platforms presented a safety hazard. The glare from the snow soon made sunglasses a standard item of wear for ground personnel as well as for pilots.

Final Preparations

Training ended in mid-February, and the pilots returned to their home station at Ansbach, Germany, for a three-week breather before setting out for Norway. While the infantry loaded onto Air Force C-130's for the long haul north, the aviation personnel stowed sufficient survival gear, tools, auxiliary power units, and other equipment to make them self-sustaining during the first leg of the 1,300 mile journey. The CH-34s flew to Vaerlose Royal Danish Air Force Base on the outskirts of Copenhagen and were loaded onto Air Force C-124's for the remainder of the over-water haul.

While the pilots enjoyed the sights of Copenhagen, personnel from the Seventh Army's 29th Transportation Battalion dismantled rotor blades, landing gear, gear boxes, and tail pylons from the CH-34's. A crew of one officer and thirteen enlisted men had no difficulty in dismantling and loading three aircraft per day. A similar crew at the other end of the line in Bardufoss unloaded the aircraft by night, worked until dawn on rough assembly, finished the





Octopilot... Tuning a radio, trimming rotorspeed and attitude, adjusting nav gear, turning on armament switches, computing a course, unfolding a map, scratching a nose...not to mention flying the helicopter...can tax a pilot's capacities. Many times he could use six more arms. But, with Sperry's Stability Augmentation System, a pilot doesn't need eight arms. His helicopter has the hands-off stability of a fixed wing aircraft, freeing him for other duties. This system is a 3-axis advanced version of the Army's standard AN/ASW-12 (V). It makes a helicopter safer, easier to handle and less fatiguing for the pilot (especially if he has only two arms). By adding just a few standard components, the system is capable of providing long-term stabilization, including automatic coupling to nav aids. For complete information on the Stability Augmentation System write: **Sperry Phoenix Company, Phoenix, Ariz.**

SPERRY

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plumbing and electrical connections by noon, and had the aircraft test-flown by next mid-afternoon.

Personnel soon found that the difficulties increased in direct proportion to the distance between the disassembly site and the Air Force transport. For the return trip, personnel kept the disassembly site as close as possible to the C-124, in order to keep damage and difficulty to a minimum.

All 17 aircraft were ready to fly within six days, and *Exercise Cold Winter '65* jumped off on March 20 with a battalion-sized airlift by the 504th and UH-1B's of the 339th Norwegian Air Force Helicopter Squadron.

The lessons learned at Bad Toelz served the pilots well during *Cold Winter*, but one problem — *white-out* — was a greater problem in Norway than it was at Bad Toelz. The tree line on the rugged Norwegian mountains stops abruptly at 1,500 feet, and on a cloudy day a pilot was left with white sky above, white ground below, no reference points, and a potentially dangerous situation.

Missions were occasionally diverted below the tree line to give the pilots reference

points, while pick-ups above the tree line were made easier when troops trampled the snow to give tone to the landing area.

Effective Arctic Mobility

During the exercise, pilots flew 257 sorties in 425 hours, carrying 2,400 troops and 40 tons of supplies. Troops carried included U. S. Army infantry, U. S. Marine riflemen, British Royal Marines commandos, and Norwegian Army infantrymen. Cargo carried was ammunition and food for the most part, although some aircraft toted fodder for a Norwegian Horse Transport Company, while others carried hot tea and biscuits for the British troops. Newsmen also flew hops to the battle sites.

Pilots had high praise for the rugged Norwegian troops, who showed a high degree of professionalism and esprit throughout the air mobile operations.

The compliment was returned by Norwegian Army Major General Paul Strande, Commander North Norway and exercise director, who said, "*Helicopters are by far the best means of mobility in this area. They have added a new dimension to our tactics.*"

ARMY HELICOPTERS AID IN AVALANCHE RESCUE

During the recent mid-May avalanche on the famous Zugspitz Mountain near Garmisch, Germany, Seventh U.S. Army helicopters, personnel, and medical supplies aided in the rescue operations in the wake of the disaster. The avalanche, which crashed down on the Schneefarnhaus Hotel near the summit of the Zugspitz, claimed at least ten lives.

During the first few hours of rescue operations, helicopters of the 24th Aviation Battalion flew 17 injured persons from the side of the 9,500 foot high Zugspitz. On the return trips, the helicopters carried medical supplies, food, and oxygen.

Leading the helicopter support was Lt. Col. Terry C. Salt, CO of the 24th Aviation Battalion. Participating pilots from the 24th included Major Eugene Redell; Captains Gerald D. Cubine, Robert S. Messer, and John L. McCullough; and Chief Warrant Officers Bill J. Fowler, Harvey B. Potter, Alfred W. Wilbur, and Douglas Arndt. Garmisch is the site of the Armed Forces Recreation Center and many off-duty U.S. soldiers from the Army's Garmisch Sub-Post assisted the German authorities at the scene.

Army "Teams" Participate in USAREUR Competition

Three Seventh U.S. Army helicopter teams were expected to compete with teams from several NATO nations in a three-day early June helicopter air rally that would serve to test the skills of the crews in cargo lifting, reconnaissance, and aircraft maneuvers.

The participation would mark the first time that United States teams have entered the annual helicopter rally begun three years ago. The event has been sponsored by the Germany Army Aviation School and the 1965 rally plans are to hold the rally in the vicinity of the Germany Army airfield at Buckeburg.

During the course of the rally, an overnight bivouac will be held at which crews will demonstrate how they would function in a field situation.

Cross-Country as Opener

Competitions were expected to begin on June 1 (just at press time) with a cross country flight similar to a sports car cross country in which the drivers pit their skill against time. Taking off from airfields in Baden-Baden, Lapuheim, and Westerland, pilots made as many landings and cover as much distance as possible within specified times.

After completion of the cross country, the helicopters will converge in the Buckeburg area for the overnight bivouac and the final two days of competition.

The teams, each consisting of two helicopters with a pilot and an observer, will then compete in precision events. These will include the finding of ground locations using aerial photographs and maps, the lifting of external cargo loads, and precision hovering maneuvers.

Competitive events are intended to em-

phasize maneuvering flight techniques and procedures necessary in normal military support missions.

Seventh Army units sending teams include the 3rd Armored Cavalry Regiment Aviation Company, the 60th Aviation Company, and the 11th Transportation Company. The 3rd ACR and 60th Aviation Company will compete in the lightweight class with OH-13H's while the 11th will enter UH-34C helicopters.

Teams from Germany, France, Belgium, England, Holland and the U.S. are expected to participate in the rally.

'60 AAAA Competition

The last "competition" in which Army aviation personnel participated took place in June, 1960 under the auspices of the Aviation Section, Hqs, USAREUR. At that time, fifteen aviation units in USAREUR competed in eleven separate events for trophy awards provided by the Army Aviation Ass'n of America.

The 1960 "Competition" was held in conjunction with an Open House Air Show for U.S. service personnel and their families, and for area German citizens. It was followed by an Awards Banquet that evening in celebration of the eighteenth anniversary of Army aviation.



*Sixty-eight USAPHS students
take their primary stage
check rides in the TH-55A . . .*

The final phase of training in the Hughes TH-55A "off-the-shelf primary training helicopter" has been completed for the two test classes which received their training in this ship at Fort Wolters.

The test, officially designated USATRECOM Project Number 4-3-1000-01-A, was completed on 20 March 65. The date marked the successful completion of the primary stage check ride for 68 students of the test classes and the end of *Bravo Phase* of the test.

Half of the students flew the TH-55A; the other half flew the OH-23D. They flew the same maneuvers and flew under identical conditions in that they used the same stagefields throughout the test. Results of the test in both *Alpha* and *Bravo Phases* indicate that all of the desired requirements have been met.

By the time the test was completed the 20 aircraft had accumulated 3,904 flight hours, of which 2,785 hours were used in student training and 1,119 hours in instructor MOI training.

A significant highlight of the *Alpha Phase* (pre-solo stage) was that 77 percent of the students in the TH-55A were soloed. This high rate of successful solos compares favorably with past classes which utilized the OH-23D as the primary trainer.

Prior to being acceptable for military student training, certain modifications to the commercial model 269A were made. New installations include an electric clutch engagement system, a cyclic trim control on both cyclic control sticks, the cyclic friction being repositioned for accessibility to both instructor and student, relocation of the C-1611 (ICS) control head, seat belts and shoulder harnesses with inertia reels and post lighting for the instrument panel. These modifications made the trainer suitable for all requirements for student training.

As a result of *Alpha* and *Bravo Phases* of testing, other recommended material changes have been submitted. These are:

- The installation of heel scuff plates on the cabin floor for added safety.
- A 24 volt electrical system throughout the helicopter.
- Day-glo painting of the fuel cell and belt drive cover to provide additional flight visibility.
- Repositioning the instructor pilot's collective pitch stick to raise it approximately seven degrees.
- Use of hardened pulleys on the belt driven alternator.
- Install heavy duty skid shoes.
- Installation of a landing light switch on

BRAVO PHASE COMPLETED

By

MAJOR MELVIN K. GOULDING

Director, Flight Evaluation

U.S. Army Primary Helicopter School

the instructor's cyclic stick.

- Installation of fire extinguisher brackets.
- Providing mounting clips for installation of the standard aeronautical first aid kit.
- Redesign the door stops to provide a more serviceable item.
- Move the landing light from the front to the rear cross tube assembly to prevent night light blindness.
- Shield the rear of the instrument panel to stop a major light leak.
- Installation of four ground handling brackets.
- Installation of helmet hangars.
- Redesign the two tail boom inspection hole covers.
- Redesign the seat to provide more support to the lower spine.
- Provide a ball-blank indicator or needle ball instrument.

It is noteworthy that no problems have arisen with the engine, main transmission, rotor head (dampers excepted), rotor blades and belt drive mechanism. With the 20 aircraft on hand for the test there was a daily availability rate of 75 percent.

Evaluation of the training test results indicate that progression into advanced rotary-wing flight training and transition into cargo-utility aircraft will present no unique training problems. No major modifications or change to the USAAVNS R/W POI or training facilities are anticipated. The training mission will not be adversely affected by the use of the TH-55A as the primary rotary wing trainer.

As the present test classes graduate, the 20 available TH-55A's will be utilized for MOI training for Southern Airways and USAPHS Military Flight Evaluation Division. In the near future these pilots will begin ferrying the remaining 215 helicopters to make up the "fleet". It is anticipated that the aircraft will be flown to Fort Wolters from the Hughes Plant at Culver City, Calif. in groups of ten as production permits.



DFC AWARDS

ABOVE: Captain Buddy J. Choat (right) is shown receiving the Distinguished Flying Cross for heroic action in the air over Vietnam. Maj. Gen. James W. Sutherland, Jr., Commanding General of the U.S. Army Test and Evaluation Command, Aberdeen Proving Ground, Md. Choat was cited for drawing enemy ground fire to cover another Army aircraft engaged in evacuating wounded RVN soldiers. (USA photo)

BELOW: Army Captain Gary C. Hall (right) receives the Distinguished Flying Cross from Rear Admiral James R. Lee, Commander of the Naval Air Test Center at Patuxent River, Md. Presently in attendance at the Navy's Test Pilot School, Hall was cited for his actions in rescuing the crew of a downed helicopter during the conduct of a combat assault troop lift in the Republic of Vietnam. (USN photo)





LAWSON ARMY AIRFIELD:

Crossroads of Army Aviation



LONG extolled as the "Crossroads of Army Aviation," Lawson Army Airfield at Fort Benning, Ga., is considered to be one of the nation's busiest air hubs, based upon FAA traffic counting criteria.

The home base for the Infantry School, the famed 2d Infantry Division, the 11th Air Assault Division, and a host of other assorted activities, Lawson was the ninth most active airfield of its kind in 1963, and is expected to move up to fifth or sixth place when the 1964 figures are released.

The airfield dates back to 1918 when the field was initially used for observation balloons by personnel of the Infantry School. At the time, they had the mission of determining if data obtained by the aerial observers in the balloons would be of value to the Infantry troops. The field was nothing more than a grassy clearing set between



by
Colonel
Curtis L.
Hankins,
Commander,
LAAC

several farms and did not have taxiways, runways, and the like.

In 1920, Lawson had no more than a handful of men who made up the 22nd Observation Squadron. In May of that year, the 32nd Balloon Company was assigned to Fort Benning with strength at 3 officers, approximately 100 men, and complete flying equipment.

A year later, the 32nd Balloon Company was re-assigned, and left Fort Benning. Thereafter, the Infantry School had to borrow its aviation support from nearby Maxwell Field and continued this practice for ten years until March, 1931.

Named for WW I Hero

In 1931, "Flight B," 16th Observation Squadron was ordered to duty at Fort Benning with a small complement of officers, men, and three Douglas O-25's. It was then that the airfield was officially designated "Lawson Field" in memory of Captain Walter R. Lawson, a native Georgian and World War I hero, who met an untimely death in 1923 at McCook Field, Dayton, Ohio.

During the thirties, the WPA (Works Progress Administration, for you younger readers) constructed runways, hangars, etc., and the airfield began to take form. The Army even had two Autogyros assigned to Lawson for testing, proving in a way that Fort Benning was an aviation hub even in those days.

In 1940 the first Airborne Platoon was formed (two lieutenants and 48 EM) and the first jump from a military plane by military personnel was made on August 16, 1940. On August 29, the test platoon jumped — completing the first mass jump in the continental U.S. This proved to be the birth of our airborne concept which played such an important part in WW II and in modern day tactics.

Continuing to grow, Lawson Field be-

came an independent airfield in 1940 under the direction of the U.S. Army Air Corps. The Air Corps, later to become the U.S. Air Force in 1947, retained control of Lawson Field until February 1, 1955, at which time the field was returned to the Army.

Today, the former balloon site is a sophisticated establishment having the most modern approach and communication equipment available, to include an Omni Range, an ADF approach, and a GCA. In the very near future, an ILS system with high intensity approach lights will be installed, and a new tower and operations building will be erected. Construction is expected to start on May 20. At the same time, the runways will be lengthened to 8,200 feet active.

Our long-range plans call for a RAP-CON. However, we've not been able to achieve funding in this area for the FY. The Air Force provided us with an AN/CPN-18 Surveillance Radar, which when coupled with our precision radar on hand, will give us a sound traffic-handling capability. The AN/CPN-18 will undergo feasibility testing here shortly after assembly.

Ranks #1 Operationally

In June of 1964 Lawson logged approximately 28,000 operations — by no means a peak in our minds. In the interim, intensive training in our Flight Standardization Division's Link Department continues to turn out some of the finest instrument pilots anywhere in the world — both rotary and fixed wing.

The men and officers of Lawson Army Aviation Command plan today to meet the needs of tomorrow, and I feel safe in saying that if the present trends are any indication, Lawson Army Airfield will continue to set the pace for things to come, and will maintain its place as the U.S. Army's number one operational airfield.

TAKE A QUICK QUIZ!

JUNE, 1965



- 2) Kasec F10 Det aircraft known as:
a) V1-2A Sikorsky
b) XV-3 Bell
c) VZ-5FA Fairchild
d) XR-51A Lockheed

- 3) The new Deputy Director of AA:
a) Colonel George W. Putnam, Jr.
b) Colonel Jack K. Norris
c) Colonel Delbert L. Bristol
d) Colonel Robert H. Schulz

- 4) This YF-106 is designated the:
a) CV-7A Buffalo
b) XV-4A Hummingbird
c) XC-142 Tri-service
d) Princeton GEM



- 4) The military chart symbol for:
a) Air Cav Troop
b) Infantry Div Aviation Company
c) Aviation Company (Air Mobile)
d) Transportation Aviation Co

- 5) The well-known trade mark of:
a) National Aeronautics and Space Administration
b) North American Aviation, Inc.
c) National Airlines
d) Northeast American Airways

- 6) WWI vintage Army plane is the:
a) L-1 Vigilant
b) L-4 Grasshopper
c) L-17 Navion
d) L-21 Super Cub

- 7) How's your Morse? Shown is:
a) Code letter for "G"
b) Code letter for "N"
c) Code letter for "U"
d) Code letter for "S"



- 8) New AAAA Staff Member:
a) Carl Stephenson, VP, Pub Aff
b) John W. Oswell, VP, Indus Aff
c) A.D. Right, VP, Natl Functions
d) Col. R.F. Cassidy, VP, Res Aff

- 9) This test item is known as:
a) SD-5 Surveillance Drone
b) 50 cal machine gun pod (serial)
c) SS-12 Wire Guided Missile
d) "Outrigger" gas tank

- 10) The first military aviator was:
a) Frederic K. Humphreys
b) Edward V. Rickenbacker
c) Col. William "Billy" Mitchell
d) James H. Doolittle

- 11) Engine & prop of the familiar:
a) CV-1 Mohawk
b) CV-2 Caribou
c) U-1A Otter
d) U-5F Seminole



- 12) Crew chief's signal indicates:
a) "Don't park here"
b) "They want that way"
c) "Takeoff in this direction"
d) "Hold position for traffic"

- 13) Ground-to-air distress signal:
a) "Need medical supplies"
b) "Need firearms"
c) "Unable to proceed"
d) "All well"

- 14) Unit insignia worn by men of:
a) 1st Aviation Company
b) 18th Aviation Company
c) 73rd Aviation Company
d) 197th Aviation Company

- 15) The meteorological symbol for:
a) Smoke
b) Rain
c) Snow
d) Haze

QUICK QUIZ ANSWERS: 1) This YF-106 is designated the: b) XV-4A Hummingbird. 2) Kasec F10 Det aircraft known as: c) VZ-5FA Fairchild. 3) The new Deputy Director of AA: a) Colonel George W. Putnam, Jr. 4) The military chart symbol for: c) Aviation Company (Air Mobile). 5) The well-known trade mark of: a) National Aeronautics and Space Administration. 6) WWI vintage Army plane is the: b) L-4 Grasshopper. 7) How's your Morse? Shown is: a) Code letter for "G". 8) New AAAA Staff Member: a) Carl Stephenson, VP, Pub Aff. 9) This test item is known as: c) SS-12 Wire Guided Missile. 10) The first military aviator was: b) Edward V. Rickenbacker. 11) Engine & prop of the familiar: c) U-1A Otter. 12) Crew chief's signal indicates: c) "Takeoff in this direction". 13) Ground-to-air distress signal: a) "Need medical supplies". 14) Unit insignia worn by men of: c) 73rd Aviation Company. 15) The meteorological symbol for: c) Snow.

months takeoffs

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AA IN PHOTOS

"CONGRATULATIONS"

MAJOR WILLIAM A. ROEHL (RIGHT), COMMANDER OF THE FIRST ARMY FLIGHT DETACHMENT, WAS GREETED BY A SURPRISE CEREMONY IN LATE MAY AT FLOYD BENNETT AIRFIELD, BROOKLYN, N.Y.. HE RECEIVED "HEARTIEST CONGRATULATIONS" FROM LT. GEN. THOMAS W. DUNN (LEFT), CG, FIRST U.S. ARMY, ON REACHING 5,000 HOURS OF ACCIDENT-FREE FLYING TIME. (USA PHOTO)



NEW UNIT

BRIG. GEN. JOHN NORTON (RIGHT), COMMANDING GENERAL, U.S. ARMY SUPPORT COMMAND, VIETNAM, OFFICIALLY ORGANIZED AN ARMY AVIATION GROUP IN LATE MAY. THE NEW GROUP, DESIGNATED THE 1ST AVIATION GROUP, IS COMMANDED BY COL. RAYMOND G. JONES (CENTER) AND CONSISTS OF ALL ARMY AVIATION UNITS IN VIETNAM. THE 1ST AVIATION GROUP IS ACTUALLY THE SECOND SUCH ORGANIZATION IN THE ARMY'S HISTORY, THE ORIGINAL HAVING BEEN FORMED IN EUROPE SEVERAL YEARS AGO. COL. JOHN KLINGENHAGEN (LEFT), C/S, USASCV, LOOKS ON AS COL. JONES RECEIVES THE UNIT'S COLORS.



BRIEFING

CAPTAIN GEORGE L. O'GRADY (LEFT), AN INSTRUCTOR IN THE DEPARTMENT OF TACTICS AT THE ARMY AVIATION SCHOOL, EXPLAINS THE XM-6 ROCKET SYSTEM ON THE UH-1B IROQUOIS HELICOPTER TO VISITING OFFICERS OF THE SUDANESE ARMED FORCES. COLONEL HASSAN FAHAL IBRAHIM (CENTER), DIRECTOR OF TRAINING, AND COLONEL MOHAMED AHMED ABUDIGIN, CHIEF INSTRUCTOR OF THE SUDANESE INFANTRY SCHOOL, VISITED THE ARMY AVIATION SCHOOL AT FORT RUCKER, ALABAMA, RECENTLY FOR A GENERAL ORIENTATION. (USA PHOTO)



FIRST VISIT

A U.S. ARMY CH-47A IS SHOWN FLYING PAST THE CATHEDRAL IN COLOGNE, GERMANY, DURING ITS RECENT VISIT TO GERMANY. THE ARMY TRANSPORT WAS ONE OF SEVERAL AIRCRAFT MODELS PLACED ON DISPLAY BY THE DEPARTMENT OF DEFENSE AT THE INTERNATIONAL AIR SHOW AT LE BOURGET AIRPORT IN PARIS IN MID-JUNE. DURING ITS EUROPEAN VISIT, THE CH-47A WAS ALSO INSPECTED BY ROYAL AIR FORCE PERSONNEL AT ODHAM, AND BY THE GERMAN MINISTRY OF DEFENSE AT ITS HEADQUARTERS IN BONN. THE AIRCRAFT ALSO PARTICIPATED IN THE GERMAN ARMY BUCKEBURG HELICOPTER FORUM DURING ITS VISIT TO THE EUROPEAN CONTINENT. ■



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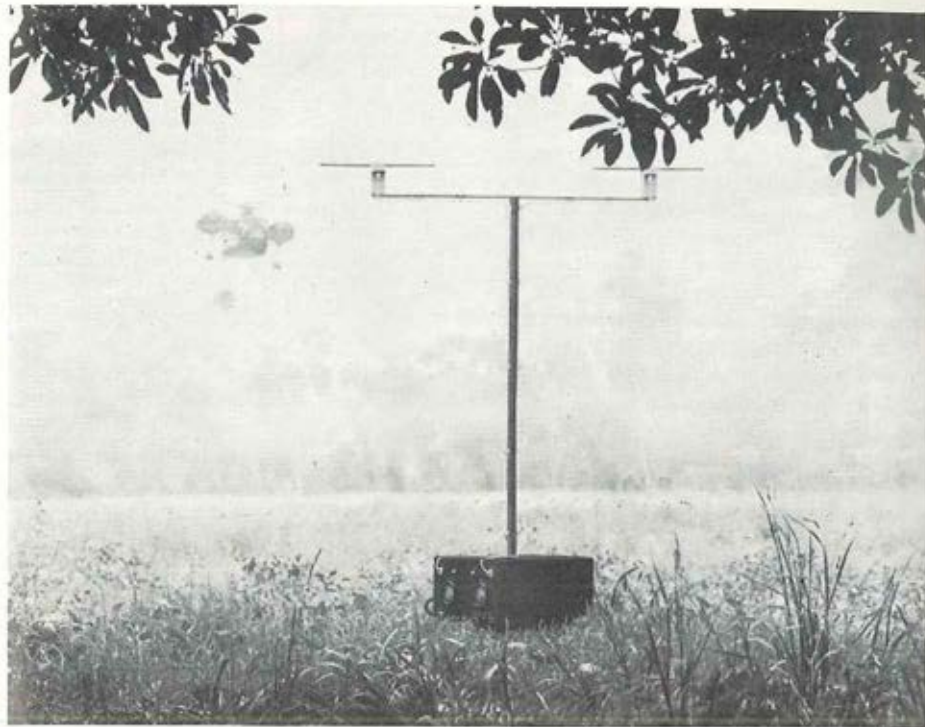
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The Portable ILS consists of a localizer and glideslope. Each unit weighs only 30 pounds! The localizer is Cubic's VORLOC. It is fully compatible with all standard VOR receivers.

VORLOC has been proved by scores of test landings for Army and Air Force. The glideslope unit, available soon, uses similar techniques and circuitry.

Operational simplicity...

The Cubic Portable ILS can be set-up by one man in minutes! The system is built for

simplified operation by field personnel.

Advanced design...for economy

In Portable ILS is the accuracy of Cubic's "phase comparison" techniques. This technology has resulted in the success of the Army's SECOR satellite surveyor and Long Range Survey System (LRSS).

In addition to accuracy, Portable ILS is far more economical than other landing systems now available.

Additional information...

For information, write: Cubic Corporation, Systems Division, Department D-169, San Diego, California 92123.



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PHILIP D. CHILDERS

First Lieutenant Philip D. Childers, an Army Aviator assigned to the 118th Aviation Company in the Republic of Vietnam, was killed as a result of a mid-air collision of two UH-1Bs on May 28, 1965. The accident occurred at Bien Hoa Airfield. He is survived by his father, Elzin P. Childers, of 1954 Riverland Road, Fort Lauderdale, Fla.

DONALD J. FILLERS

First Lieutenant Donald J. Fillers was killed in a mid-air collision involving UH-1B Iroquois aircraft at Bien Hoa Airfield, Republic of Vietnam, on May 28, 1965. Lt. Fillers was assigned to the 118th Aviation Company at the time of the fatal accident. He is survived by his widow, Mrs. Helga Y. Fillers, of Route 4, Greenville, Tenn.

MARTIN V. McINERNEY

A career officer and Master Army Aviator, Martin V. McInerney (Maj.-Ret.) died at the U.S. Army Hospital, Fort Rucker, Ala. of cancer on May 17, 1965. Entering the service in April, 1941, he served in WW II as an artillery officer, becoming an Army Aviator in 1946. He retired from active duty in 1961 taking a federal service assignment as avionics equipment specialist with the Combat Developments Command Aviation Agency at Fort Rucker. He is survived by his widow, a son, Terrance M., of Daleville, Ala.; a daughter, Maureen A., a student at St. Louis University; his parents, Mr. and Mrs. M. F. McInerney, of Jackson, Mich.; two brothers and three sisters. Memorial services were held at Ft. Rucker, Ala., on May 19 and interment was at Jackson, Mich., on May 22.

EDWARD R. PIPER

Chief Warrant Officer Edward R. Piper, assigned to the 118th Aviation Company, sustained fatal injuries in the mid-air collision of UH-1B helicopters at Bien Hoa Airfield, Republic of Vietnam, on May 28, 1965. He is survived by his mother, Mrs. Mary E. Piper, of Box 247, Thornsby, Ala.

MYRON M. PFOATZ

Warrant Officer Myron M. Pfoatz, an Army Aviator serving with the 118th Aviation Company in the Republic of Vietnam, was killed as a result of a mid-air collision of UH-1B Iroquois aircraft in Vietnam on May 28, 1965. The fatal

OBITUARIES

accident occurred at Bien Hoa Airfield. He is survived by his widow, Mrs. Patricia J. Pfoatz, of Westfield Terrace, North Road, New Cumberland, Pa.



OLIVER P. PREMO

Lieutenant Colonel Oliver P. Premo, a career Army Aviator assigned to ARADMAC, Corpus Christi, Tex., was killed in an automobile accident near the Naval Air Station on May 1, 1965. Colonel Premo, who was driving alone at the time, suffered a stroke causing him to lose control of the car which turned over after hitting a culvert. Born July 9, 1912, at Porterville, Calif., he attended the University of California and the U.S. Naval Academy, becoming an Army Liaison Pilot in 1943. Shot down behind enemy lines in France, he was taken prisoner by the Germans, and was liberated by the Russians and returned to the U.S. and civilian life. In 1948 he was recalled to active duty and sent to Heidelberg, where he met and married Rosa. Since that time, he has held many key aviation assignments in Korea, Japan, and the U.S. He is survived by his wife; a daughter, Nancy; and a sister, Mrs. Pat Schminke of Beverly Hills, Calif.

WILLIAM C. SELLERS

Chief Warrant Officer William C. Sellers, an Army Aviator serving with the 74th Aviation Company, in the Republic of Vietnam, sustained fatal injuries when his O-1F Bird Dog aircraft collided with a VNAF aircraft, on April 26, 1965. He is survived by his father, Clesson C. Sellers, of Los Alamos, New Mexico; and his mother, Mrs. Verna S. Brennan, of Bloomfield, N. J.

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JUNE, 1965

AWARDS AND DECORATIONS



SILVER STAR

Kilgore, James A., Capt.

LEGION OF MERIT

Levinson, Joseph, Major



DISTINGUISHED FLYING CROSS

Carrillo, Arnold R., Major
Choat, Buddy J., Captain
Eisenman, Theodore L., Lt
Gehler, Kenneth A., Capt.
Johnson, George T., CWO
Simmons, Arnold C., Lt.
Walker, Jack A., Captain
White, Fred S., Captain

BRONZE STAR

Bailey, Willard E., Lt.
Choat, Buddy J., Capt.
Eldridge, Robert, Captain
Fonshell, William R., Maj.
Nemeth, John S., Sp/4
Snider, Norman L., SFC
Wong, Wilbert S., Sp/4

AIR MEDAL FOR VALOR

Carlgan, Albred J., SFC
Jackson, Harold K., III, Lt.
Minor, Robert V., Sp/4
O'Donnell, Charles R., Sp/4
Simmons, Arnold C., Lt.
Straub, Delbert M., Lt.
Swift, William D., Lt.

AIR MEDAL

(The number after the recipient's name indicates the number of Oak Leaf Cluster awards received.)

Albert, Vernon E., WO, 14
Alpha, Paul E., Sp/4
Ansai, Harold Y., Sp/4, 14
Assenberg, Harry J., Lt, 4
Ayers, Robert C., Maj., 7
Babbs, John B., Col., 1
Bachmann, John K., Lt., 6
Baggett, Odell V., SFC, 1
Bailey, Willard E., Lt.
Barrick, Harley, Capt., 4
Bigbie, Walter E., Lt., 18
Bloomquist, P.A., Capt., 14
Boge, Allan D., Lt., 4
Bostdorf, John M., Lt., 14
Boyd, John E., Lt., 14
Bright, Jimmy D., WO, 18
Bruer, Joe C., Major, 14
Butler, James M., WO, 14
Chambers, Robt. M., WO, 4
Chapa, Jose A., Capt., 11
Cherry, Jack M., WO, 17
Closson, Wm. H., WO, 14
Coggins, Peter R., Capt, 14
Compton, R.E., Sp/4, 14
Christensen, H.M., WO, 14
Cunzeman, D.W., WO, 14
Damron, James A., Lt., 20
Davis, Robert G., Sp/4, 17
Davis, Robert S., Sp/4, 14
Delavan, Patrick N., Maj, 16
Delozier, Ken F., WO, 18
Dempsey, Neil C., Capt, 14
Dorland, Gilbert N., Capt.
Eddy, Charles E., Sp/4, 17
Emery, Ellis B., WO, 14
Estes, Robt. E., Jr, Capt, 14
Eubanks, Ernest O., WO, 14
Fisher, Gary R., Lt., 14
Fletcher, William F., Lt, 14
Flohe, Donald L., Lt., 14



AIR MEDAL

Frank, Robert G., CWO, 20
Fuqua, Wilburn E., Major
Gass, Henry B., Lt., 14
Green, Wilson O., Lt., 14
Greiden, Robert H., Lt., 14
Gehler, Kenneth A., Capt, 12
Hackett, Robert J., Capt, 14
Hackett, Rbt T.G., Capt, 12
Halvorsen, D.R., Sp/4, 12
Hammack, J.Y., LCol., 12
Hansen, Magnus R., WO, 14
Harris, Walter M., Lt., 18
Henderson, Paul R., Lt., 20
Herlik, Querin E., Capt, 12
Hunt, Robert J., WO, 12
Ioder, Albert J., WO, 17
Iselin, John A., Capt., 12
Jackson, Harold C., Lt, 17
Jensen, Peter L., Sp/4, 12
Kaler, William R., Capt, 15
Kay, Robert S., Lt., 12
Kendrick, Floyd R., Capt, 12
Kera, Gerald S., CWO, 2
King, David B., II, Maj., 5
King, Raymond D., Capt., 7
Knisely, Lynn B., Capt., 12
Kokendoner, Geo. E., Lt, 14
Lecoco, Charles R., WO, 12
Lee, Gerald D., WO, 12
Liddy, Carl, Jr., Capt., 12
Linscott, Howard R., Lt, 12
Lovelace, Robert E., SFC
Miller, Jack E., Sp/4, 20
Mohr, John L., LCol., 1
Moore, Michael, Lt., 1
Miller, Geo. R., Jr., Lt, 12
McKenny, Richard C., Lt, 18
Owens, Edgar L., Capt., 12
Palmer, Earl S., WO, 12



AIR MEDAL

Patterson, Wm. A., WO, 12
Peplow, L.D., CWO, 12
Peterson, D.L., Jr, Sp/4, 12
Peterson, Edw. S., Jr, Lt, 12
Radke, Warren F., Sp/4, 12
Rider, Archie A., Capt., 5
Romine, Wm. W., Lt., 5
Ross, Robbie G., WO, 20
Sayers, Maynard H., WO, 12
Shelly, Morris L., Sp/4, 3
Shroback, C.B., WO, 9
Simmons, Armond C., Lt, 15
Sobieski, William, Sp/4, 5
Stevens, James H., WO, 18
Straub, Delbert M., Lt., 7
Sullivan, Daniel W., WO, 20
Swift, Wm. D., Lt., 16
Thomas, Erle W., Jr, Lt, 18
Tyler, David O., Sp/4, 20
Voisine, Victor K., CWO, 18
Wotkins, A.L., WO, 17
Young, Wm. E., Major, 11
Zenk, Bruce C., Lt., 20



PRESIDENTIAL UNIT CITATION

197th AVIATION CO (AML)

The first Army unit to be awarded the Presidential Unit Citation since the Korean conflict, the 197th Avn Co was cited for extraordinary heroism against the Vietcong near Duc Hoa, VN.

COMMENDATION MEDAL FOR VALOR

Bruehl, William E., Sp/5
Nye, Robert D., Sp/5
O'Donnell, Charles R., Sp/4
Walker, Jack A., Captain



AA IN PHOTOS

SPEEDY COMPOUND

THE ARMY/LOCKHEED XH-51A COMPOUND HELICOPTER WAS RECENTLY FLOWN AT A SPEED OF 272 MPH. THE XH-51A WAS DESIGNED AND BUILT BY LOCKHEED-CALIFORNIA COMPANY UNDER A JOINT ARMY-NAVY CONTRACT. CURRENT SPEED PROGRAMS ARE BEING CONDUCTED BY LOCKHEED FOR THE U.S. ARMY MATERIEL LABORATORIES. (LOCKHEED PHOTO)



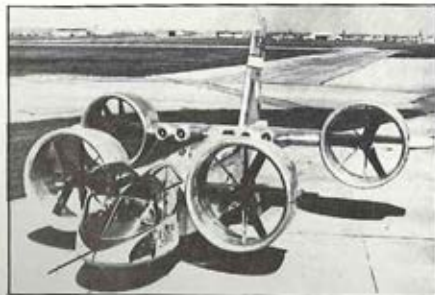
TWIN-TURBINE

DEVELOPMENT AND FLIGHT OF BELL HELICOPTER COMPANY'S FIRST TWIN-TURBINE HELICOPTER. THE AIRCRAFT IS BASICALLY AN ARMY UH-1D IROQUOIS POWERED BY TWO CONTINENTAL FREE TURBINE ENGINES (XT-67-T-1) WITH A COMBINED REDUCTION GEAR BOX. ALTHOUGH THERE ARE OTHER TWIN-ENGINE TURBINE HELICOPTERS, THIS IS THE FIRST SINGLE POWER PLANT COMBINING TWO TURBINES AS A UNIT. THE TWO ENGINES COMBINED HAVE A TAKEOFF RATING OF 1,400 SHAFT HORSEPOWER AND A MAXIMUM CONTINUOUS RATING OF 1,200 SHP. (BELL PHOTO)



TWIN OTTER

TEST FLIGHTS OF THE TWIN OTTER BEGAN IN LATE MAY AT THE DOWNSVIEW HEADQUARTERS OF DE HAVILLAND CANADA. USING 20 DEGREES OF FLAP THE AIRCRAFT, WITH A LOAD OF TEST EQUIPMENT, LEFT THE GROUND IN THREE TIMES ITS OWN LENGTH. ITS DESIGN IS BASED UPON EXPERIENCE GAINED FROM ITS PREDECESSORS, PARTICULARLY THE U-1A OTTER. THE TWIN OTTER IS POWERED BY TWO PRATT AND WHITNEY PT6A-20 FREE TURBINE ENGINES. IT WILL BE CERTIFIED AT A MAXIMUM TAKEOFF WEIGHT OF 10,000 POUNDS AND CARRY 15 PASSENGERS.



ROLL OUT

THE TRI-SERVICE X-22A V/STOL RESEARCH AIRPLANE WAS UNVEILED ON MAY 25 AT THE MAIN PLANT OF TEXTRON'S BELL AEROSYSTEMS COMPANY. THE DUAL-TANDEM, DUCTED-PROPELLER X-22A CRUISES AT 300 MPH, AND HAS A TWO MAN CREW. IT CARRIES A PAYLOAD OF 1,200 LBS OR CAN ACCOMMODATE SIX PASSENGERS. THE CIRCULAR DUCTS SURROUNDING THE FOUR SEVEN-FOOT PROPELLERS SERVE AS LIFTING SURFACES IN LEVEL FLIGHT AND INCREASE THE PROPELLERS' STATIC THRUST. IT IS POWERED BY FOUR T-58-8D TURBOSHAFT ENGINES. (BELL PHOTO)



AAAA NEWS

NATIONAL WINNERS



Major General Austin W. Betts, Deputy Chief of Research and Development, D/A, is shown congratulating the five youngsters who won \$100 AAAA cash awards and plaques for their outstanding aviation exhibits at the early May National Science Fair-International held in St. Louis, Mo. Shown, left to right, are Joel Breger of Silver Spring, Md.; Ann Bigelow of Gallon, Ohio; Gen. Betts; Jerry W. Childers of North Augusta, S.C.; John Rollins of Lawton, Okla.; and James H. Oberlin of New Haven, Ind. The winning exhibits were selected by a 5-member team of judges provided through the cooperation of Brig. Gen. Howard F. Schiltz, CG, U.S. Army Aviation Materiel Command, St. Louis, Mo. ■

1965 ANNUAL MEETING

Preliminary staffing of the 1965 AAAA Annual Meeting Committee has been completed with committee members participating in their first planning session on June 3. A.D. "Dusty" Hight has overall responsibility in serving as VP, National Functions on the National Executive Board. A.L. "Tony" Rodes is General Chairman of the '65 Convention, with Col. John Dibble serving as Chairman, Programming; Arthur H. Kesten, Chairman, Administration; Col. Michael J. Strok, Chairman, Awards' Coordination; Col. Jack K. Norris, Chairman, Protocol & Escorting; and Lt. Col. Thomas E. Thompson and Eric Falk, Co-Chairmen, Publicity. The meeting will be held in Washington, D.C., on October 27-29.

DELEGATE REVISIONS ADD GREATER REPRESENTATION

The number of Chapter Delegates authorized to attend AAAA Annual Conventions has been increased substantially in a By-Law amendment approved by the AAAA National Executive Board at its May 23 business meeting.

Chapter activities will now be issued Delegate Funds to underwrite the attendance of Delegates on the basis of two (2) Delegates for the first fifty (50) members, one (1) Delegate for each additional fifty (50) members through three hundred members, and one (1) Delegate for each one hundred (100) members in excess of three hundred members.

Heretofore, the Chapter activities were authorized to send a minimum of one Delegate and a maximum of three Delegates to the annual convention, depending upon membership strength.

The By-Law change is expected to provide more equitable representation for the larger membership activities in any discussion of Association affairs at annual conventions.

FT. LEWIS ORGANIZES

AAAA members in the Greater Fort Lewis Area will meet at the Fort Lewis Officers' Open Mess on June 26 at 1900 hours to conduct a Chapter activation meeting. The new chapter is the second in Sixth Army.



1965 AAAA USAREUR ANNUAL MEETING



IN EARLY MARCH, over 1,100 Army Aviators, industry representatives, distinguished guests, and the wives and children of attendees gathered at Garmisch, Germany, to participate in the Sixth Annual Meeting of the USAREUR Region of AAAA. An interesting, highly professional program - and appropriate evening and weekend social and recreational activities - had been prepared by the USAREUR Regional Executive Board and B Company of the 3rd Aviation Battalion, 3rd Inf Div, the Outstanding Aviation Unit in USAREUR in '63-'64 and the host unit for the '64-'65 gathering.

IN THE PICTURESQUE setting of the Bavarian Alps, the conferees at the Armed Forces Recreation Center were treated to presentations by Lt. Gen. W.W. Quinn, Seventh U.S. Army CG; Maj. Gen. A.O. Connor, 3rd Inf Div CG; Maj. Gen. D.B. Parker, USAREUR Transportation Officer; other key commanders; and staff officers from Seventh Army and USAREUR. Members from 10 industry firms provided highly enlightening presentations and status reports on Army aviation equipment and new programs under development at their companies.

THE CONVENTION was highlighted on Saturday evening by the Honors Night Dinner held at the Casa Carioca Club. Lt. Colonel Robert K. Moore, (above), USAREUR Region president and CO of the 7th USA Trans Avn Gp, announced the winners of the Outstanding Aviation Unit Award and the Outstanding Aviation Support Unit Award. Brig. Gen. O. Glenn Goodhand, Ret., AAAA national president (center photo, right) presented the Outstanding Aviation Unit Award for 1964-1965 to Maj. Robert Nevins, CO of the Aviation Company, 2nd Armored Cavalry Regiment, on behalf of the officers and men of the unit. Capt. Neal Early (center, bottom photo) accepted the Outstanding Aviation Support Unit Award on behalf of the personnel of the 42nd Transportation Company, 41st Transportation Battalion, as Col. Moore (left) looks on.



OPPOSITE PAGE PHOTOS - TOP: USAREUR Regional Officers and Chapter Presidents are shown meeting National President Brig. Gen. O. Glenn Goodhand at the "President's Cocktail Hour" hosted by Lt. Col. Robert K. Moore, Regional President. From left to right are: Maj. Gordon House (Mainz Chapter President), Capt. Oroux Ellis (USAREUR Treas), Col. Kenneth Langland (USAREUR VP, Indus Aff), Maj. Jesse Van Sant (Stuttgart President), Col. Albert Newton (Rhine Valley Chapter President); Maj. Robert



Nevins (VP, Nurnberg Chapter); Lt. Col. Robert K. Moore (USAREUR President); Brig. Gen. O. Glenn Goodhand, Ret. (AAAA National President); Lt. Col. Darwin P. Gerard, Ret., (Nat'l Past President); Lt. Col. Allen Mou, since deceased (USAREUR Secretary); Col. W.W. Thomas, III (USAREUR VP, Army Affairs); Capt. John Zugschwert (SETAF Delegate); Maj. Harold R. Johnson (Fulda President); Maj. J.J. Morris (Hanau President); and CWO Alvin Lee, Jr. (Munich).

CENTER photos, left to right: Harmon B. Dow, son of S/Maj. and Mrs. Harmon Dow of Hqs Det, 205th Trans Bn, APO New York, who received one of the seven AAAA National Scholarships of \$500 with the award being made by President Goodhand at the USAREUR Annual Meeting. 2: Col. and Mrs. Robert K. Moore greet National President Goodhand on his arrival at Garmisch. 3: Colonel Edgar C. Wood, Operations Division, Headquarters, USAREUR (Heidelberg), the 1965-1966 USAREUR Region President. 4: Miss Penney Francis (center), accepts a \$500 AAAA National Scholarship check from Gen. Goodhand, representing Bryce Wilson, president of the AAAA Scholarship Foundation as her parents, Lt. Col. and Mrs. Ernest H. Francis, look on. Col. Francis is assigned to the Transportation Division, Hqs, USAREUR. Also pictured (far right) is Col. Albert Newton, Rhine Valley Chapter President and Commanding Officer, USAAMAC.

BOTTOM PHOTOS: Lt. General William W. "Buffalo Bill" Quinn, Seventh U.S. Army CG, and Maj. Gen. David B. Parker, USAREUR Transportation Officer, during addresses.





2ND ACR AVN CO NAMED OUTSTANDING '64-'65 UNIT

NAMED the "Outstanding Aviation Unit in USAREUR" for 1964-1965, the Aviation Company of the 2nd Armored Cavalry Regiment (ACR), commanded by Maj. Robert H. Nevins, Jr., satisfactorily completed its AGI, CMMI, and ATT during the calendar year in logging approximately 7,500 accident-free hours in traveling 650,000 miles under all-weather conditions . . . The unit flew 123 per cent of its flying hour program, maintaining aircraft availability rates of 85.2 per cent for its fixed wing aircraft and 73.6 per cent for its rotary wing aircraft. Eighty-eight per cent of its assigned officers and warrant officers are current AAAA members.

SHOWN ABOVE sitting from left to right are: Capts. J.T. West, R.C. Colston, G.H. Roberson, R. Swindell, and W.E. Hurley; Maj. R.H. Nevins, CO; and Captains P.E. Daves, K.A. Sines, R. Ragland, and G. Little.

STANDING from left to right are: First Lieutenants D.K. Higgins, J.W. Stacy, M.E. Bonner, M.P. Hefferman, L.E. Kauffman, G.H. Kunde, and E.R. Downing; CWO-2 R.A. Hill; First Lieutenants E.V. Freeman and J.J. O'Donnell; CWO-2 M.C. Albrecht; CWO-3 L. Dorsett; and First Lieutenant J.D. Sennett. . . Officers not shown include: Maj. J. Hill; Capts. J.X. Shelby, C. Busdiecker, J. Schmitt, M. Goodin, J. Rodenmayer, K. Galleddge, and R. Zeitman; First Lieutenant A.B. Brown; CWO-2's J. Shlimer and W. Ivey; and Maj. J. Sowell (Medical Officer).

TOP LEFT: Shown during a conference with AAAA Chapter Presidents in USAREUR are, left to right, Lt. Col. Allen S. Mou (recently deceased), Regional Secretary; Lt. Col. Robert K. Moore, Regional President; and Capt. Orou Ehlis, Regional Secretary . . . CENTER LEFT: AAAA members and their families found time to enjoy the skiing on the Hausberg slopes at Garmisch and here, Capt. and Mrs. Charles Wingate (Hq. 24th Div Arty), get a helping hand from ski instructor, Toni Bierle . . . BOTTOM LEFT: All sessions of the Annual Meeting were punctuated by "coffee breaks," compliments of the USAREUR Region. Here's a typical ten minute "swallow and swig" mob scene taken from overhead.

THE LIGHT SIDE



"Some clown claims he lost a prop!"



"You're cruising at ten feet underground—
do you wish to maintain that depth?"

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.

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 Ailes, 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.

Sergeant First Class Robert M. George of the UTT Company (Vietnam) was named the 1964 "Aviation Soldier of the Year." The Honorable Stephen Ailes, Secretary of the Army, made the presentation.



Above: President Gerard, Secretary Ailes, Sergeant George, the '64 Aviation Soldier, Gen. Johnson.

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 pin-pointing the single individual primarily responsible for such an improvement, since only one award will be given to one individual, in accordance with the original intent of the donors who established the Award. The Award is NOT intended to be given

for competitions between units for safe flying, etc.

■ DOCUMENTATION

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

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

■ ATTENDANCE

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

■ PREVIOUS WINNERS

In 1959, Lt. Col. (then Maj.) Arne H. Eliason, 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.

In 1963, Colonel James F. Wells, Military Advisory Assistance Group, Republic of China (Taiwan), was named the winner.

Colonel Conrad L. Stansberry received the "James H. McClellan Aviation Safety Award" in 1964 for his contributions to flight safety as the Aviation Officer, Hqs, USAEUR.

THE OUTSTANDING AVIATION UNIT 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, 54 ARMY AVIATION

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.

■ 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.

In 1964, the 11th Air Assault Division and the attached 10th Air Transport Brigade, Fort Benning, Ga., jointly received the "Outstanding Aviation Unit Award." The Hughes Trophy was presented by General Harold K. Johnson, Army Chief of Staff, to Major General Harry W. O. Kinnard and Colonel Delbert L. Bristol, who accepted the trophy on behalf of the men in their units.

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.

■ ELIGIBILITY

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

■ DOCUMENTATION

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

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

■ ATTENDANCE

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

■ PREVIOUS WINNERS

In 1959, Captain James T. 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 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 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 Ailes, then Under Secretary of the Army.

In 1964, Major Marquis D. Hilbert, Aviation Officer at the John F. Kennedy Center for Special Warfare, Fort Bragg, N.C., received the "Army Aviator of the Year Award."



IT'S TIME
TO POLL
ON AAAA
AWARDS

SUSPENSE DATE:
AUG. 15, 1965



ARMY AVIATION MAGAZINE

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