

# ARMY AVIATION

AUGUST, 1965

Powered by a Lycoming engine, the fast, maneuverable Bell Sioux helicopter puts field hospitals only a short hop away from battle areas. Result? Risk of transporting casualties is greatly reduced. Whatever your power needs, you can depend on Lycoming engines.

**THIS  
SIOUX IS A  
MEDICINE  
man**



# Lycoming

Division — Avco Corporation  
Williamsport, Pennsylvania

# Chinook

## PROGRESS



### CHINOOK PRODUCTION RATE ACCELERATED

On 14 July Secretary of Defense Robert S. McNamara officially announced that the CH-47A production schedule will be increased by 100%.

Chinook, the U.S. Army's medium transport helicopter and the largest standard helicopter in the Army's inventory has been operational since April of 1963. The Chinook is organic to the 1st Cavalry Division (Air Mobile), formerly the 11th Air Assault Division, which was recently ordered to Viet Nam.



# SUMMARY

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**BOEING**

VERTOL DIVISION



# ARMY AVIATION

**VOL. 14-NUMBER 8**  
**AUGUST, 1965**



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**If you think weather radar  
is too big, heavy, and expensive  
for your light twin . . .**

**this will change your mind.**

The new Bendix® TROPHY LINE RDR-100 radar completely solves the weight-cost-power problems of weather radar installations in light and medium twins. It's a radically new system, with performance that goes far beyond any stripped-down airline type. Take RDR-100's solid state components, for example. Weighing just 16½ pounds and requiring only 60 VA of AC power and 1½ amps DC, they deliver the sharpest radar picture you've ever seen —and for a range of 80 miles.

Or take RDR-100's iso-echo contour circuitry. It makes it so easy to see rain cells and associated turbulence. Or RDR-100's simplified controls that you can master on a single flight.

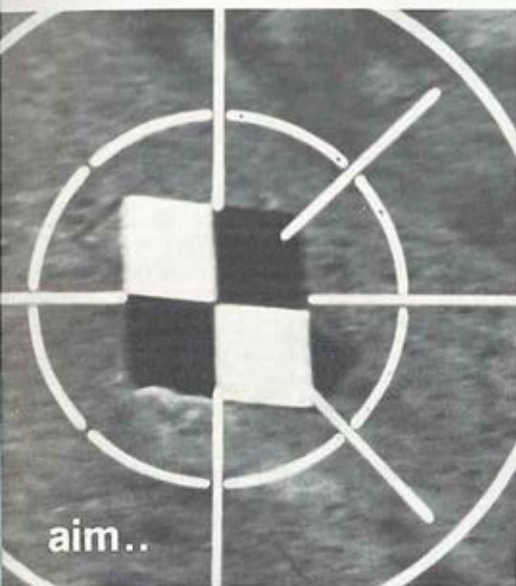
Or take RDR-100's large pilot indicator, requiring minimum space behind the panel. Or its special "variable scan

rate antenna" for easy daylight-viewing. Or take RDR-100's high K-band frequency that sees and defines weather more clearly than other light twin radars. Or leave it to your Bendix dealer to prove that the RDR-100 is the best weather avoidance radar available. He can give you a faster, lower cost installation and with a smaller radome that preserves the appearance of the aircraft, too. Or contact us for complete information. Bendix Radio Division, Baltimore, Maryland 21204.

**The Bendix Trophy Line: Professional VHF COM/NAV, ADF, ATC Transponder, Weather Radar and Autopilot systems . . . at light plane prices.**

**Bendix Radio Division**





**Rigid rotor design makes  
Lockheed helicopter  
a steady weapons platform  
...with lethal accuracy.**

*Steady* . . . Inherent flying stability (no black boxes) makes it easy for pilot and gunner to line up on targets . . . easy to hold on targets.

*Aim* . . . with dead-eye accuracy. In aiming tests with gun sight rigidly mounted to cockpit structure, results show significant aiming accuracy improvements over previously recorded conventional helicopter data.

*Fire!* And keep right on firing. No measurable recoil





XH-51A Rigid Rotor helicopter is shown in composite photographs. Other configurations are under development.

was picked up by recording instruments during gun firing tests with a 7.62mm machine gun placed 38" from the center line.

Why is the Rigid Rotor helicopter so stable? Because Lockheed has found the way to utilize the strong gyroscopic stability inherent in a rigidly-attached rotor. The secret is a unique control gyro linked to the hingeless rotor blades. This stability also gives the Rigid Rotor

outstanding instrument flight characteristics. In fact, pilots unfamiliar with the Rigid Rotor have been able to perform standard maneuvers after only ten minutes of instrument flight practice.

So...steady, aim, fire—then get out of range of enemy fire at 200 plus miles per hour. *Lockheed-California Company, Burbank, California: A Division of Lockheed Aircraft Corporation.*

**LOCKHEED**



# TWIN OTTER DEBUT

The new de Havilland Twin Otter short-field turbine-powered transport aircraft was given spontaneous acclaim on July 14 by more than 1,000 visitors at the company's Downsview, Ontario headquarters when it was put through its paces at the conclusion of a flying parade of the six types of STOL aircraft that are in production at de Havilland.

Mr. P.C. Garratt, Chairman and Managing Director of The de Havilland Aircraft of Canada, Ltd. welcomed the large gathering of aviation people, which represented government, military, industry, airline, charter, and commercial interests.

## "FLYING TRUCK BUSINESS"

Vice President-Sales Russell Bannock explained the timing of the Twin Otter project in the company's two decades of concentration upon "the rugged flying truck business," while Thor Stephenson, President of United Aircraft of Canada, Ltd., outlined the program involving the Twin Otter's Pratt & Whitney PT6A-20 free turbine engine of 579 shp.

8 ARMY AVIATION

Brigadier General Howard F. Schiltz, Commanding General of the U.S. Army Aviation Materiel Command, St. Louis, Mo., was the senior U.S. Army representative in attendance at the Twin Otter debut.

## FOUR ACCESS DOORS

A straightforward, simple aircraft particularly well suited for STOL operations, the Twin Otter can carry 13 to 15 passengers or will carry a freight load of 4,000 lbs. over a stage length of 100 nautical miles. Smaller loads can be carried up to 700 nautical miles while an ambulance version of the aircraft will accommodate 9 litters and 3 sit-up patients.

The cabin is constructed for maximum space utilization with the floor of the aircraft being designed for static loads of 200 lb./sq. ft. with the luggage compartment floor for 100 lb./sq. ft. A large double door on the left side and a single door on the right side permit the easy and rapid loading and unloading of bulky cargo with crew access being facilitated by a door on each side of the cockpit.

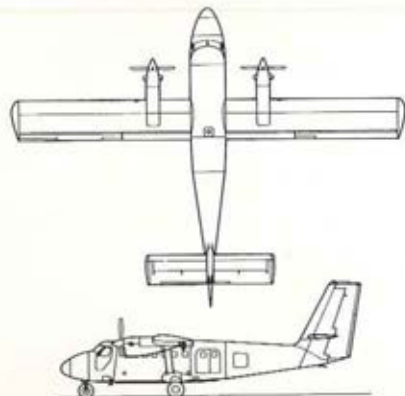
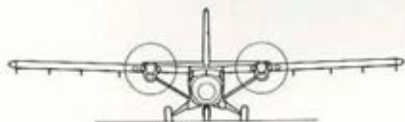


In landplane configuration the Twin Otter will comfortably operate from a forest clearing of only a thousand feet under full load and will cruise within the 132-160 knot range. The large multiple doors, heavy-duty floor, tie-down rings, and quick-folding lightweight seats provide the instant convertibility needed for mixed-load operations.

## EFFECTIVE IN SMALL STRIPS

The Twin Otter will serve most effectively where the lack of conventional airport facilities inhibit the use of large aircraft or those in the Twin Otter's weight category. At a gross weight of 10,500 pounds, the DHC-6 can operate continuously from unprepared landing strips approximately 1,000 feet in length.

It was announced by the Ontario Department of Lands and Forests that it will take early 1966 delivery of the first Twin Otter off the production line. De Havilland's first customer in 1928, the Department now operates 6 Turbo-Beavers, 27 Beavers and 10 Otters.



### DIMENSIONS

Wing Span	65 ft. 0 in.	1981 cm
Length Overall	49 ft. 6 in.	1509 cm
Height over fin	18 ft. 7 in.	566 cm
Track of main wheels	12 ft. 6 in.	381 cm

## FACES IN THE NEWS

Colonel Robert F. Cassidy, former Deputy Commander of the Army Aviation Center, has retired from the Army ending a 26-year career. He and his family have moved to California where he will be associated with Lockheed-California Co. at Burbank. A 1939 West Point graduate and a Master Army Aviator, Col. Cassidy has been closely associated with Army aviation since the early 1940's.



The Army's second highest award for meritorious service, the Legion of Merit, has been presented to Col. George W. Putnam, Jr., the assistant commandant of the Army Aviation School. He was cited for exceptionally meritorious performance of duty while serving as deputy director of Army Aviation. The medal was presented by Maj. Gen John J. Tolson, Jr. at an informal ceremony.



Colonel Roy E. Creek has been appointed director of the Department of Tactics of the Army Aviation School. He had been deputy commander for tactics of the Combat Developments Command Aviation Agency for the past three years. A Master Parachutist, he jumped into Normandy on D-Day. Colonel Creek completed both fixed wing and rotary wing flight training in 1959.



Col. Russell P. Bonasso has been named commander of the Army Aviation Center Troop Brigade. He was formerly chief, Aviation Div., Army Concept Team in Vietnam and deputy president of the Army Aviation Test Board at Fort Rucker. He had previously been aviation officer of the 101st Airborne Division. He is a graduate of the U.S. Military Academy, class of 1942.



Col. Lester F. Schockner has been appointed deputy commander of the Army Aviation Center. For the past six months he served as commander of the Aviation Center Troop Brigade. Colonel Schockner was Aviation Officer for the Eighth Army in Korea before his assignment to Ft. Rucker last fall. A 1940 graduate of the US Military Academy, he has completed both C&GS and AFS Colleges.



# PROPOSAL FOR A NEW CYCLIC STICK GRIP

**I**N recent years, the number of armament, flight control, and communication systems requiring actuation by the pilot or co-pilot from control switches or buttons on flight control stick grips has increased beyond the capacity of the existing grips.

This increase has resulted in controversy and confusion as to location, type of actuation and function of the various control switches and buttons in different helicopters.

In 1962, the Army Aviation and Surface Material Command recommended that a helicopter cyclic control stick grip be standardized because of the mixing of

switch locations for armament and communication systems.

A coordinating group under the Department of the Army, Navy and Air Force Aeronautical Standards Group in Washington, D.C., the Tri-Service Aircrew Station Standardization Panel (ASSP) has long considered the standardization of a helicopter cyclic - and collective - control stick grips.

The U.S. Army Human Engineering Labs and the U.S. Army Aviation Test Board, as participating members in ASSP, were asked by the group to initiate a design study for standardization of a cyclic - and collective-control grip.

The standard grips are to be interchangeable between helicopter types, i.e., observation, utility, cargo, and armed escort, with all function button locations fixed.

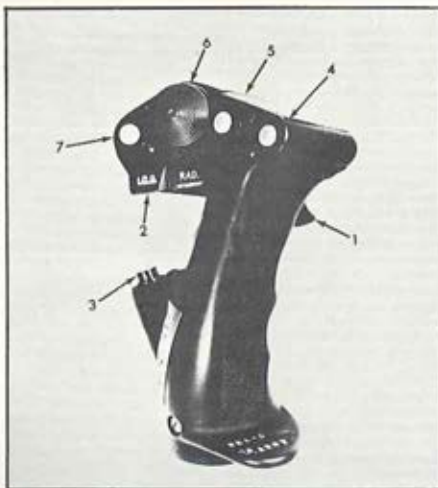
Under the sponsorship of ASSP, the Aviation Test Board (USAAVNTB) conducted tests to determine the minimum control functions required for cyclic control stick grips for helicopters.

## SEVEN CONTROL FUNCTIONS

It was found during this evaluation that the minimum number of control functions for a SINGLE standardized grip for helicopters was seven:

- ◆ Voice communication control - 3 position type (position unspecified). (2)
- ◆ Stick positioner - push button type (position unspecified). (6)
- ◆ Trim control - 4-way trim type (top aft portion). (5)
- ◆ Cargo-hook release - push button type (position unspecified). (4)
- ◆ Stabilization release - push button type (position unspecified). (7)
- ◆ Rocket fire - push button type (right thumb location). (3)
- ◆ Gun firing - 3 position squeeze-to-actuate type (right forefinger). (1)

The U.S. Army Human Engineering Labs in close coordination with other Army aviation agencies and a commercial manufacturer then developed a proposed cyclic grip (photo) for helicopters, with the grip being evaluated by the USAAVNTB in the UH-1, CH-47, and LOH helicopters.







# FIRST MASTER WINGS RETIRED



**T**HE first set of Master Army Aviator wings as well as valuable records of the early days of Army aviation have been presented to the Army Aviation Center Museum by Colonel Robert F. Cassidy, recently retired deputy commander of the Center.

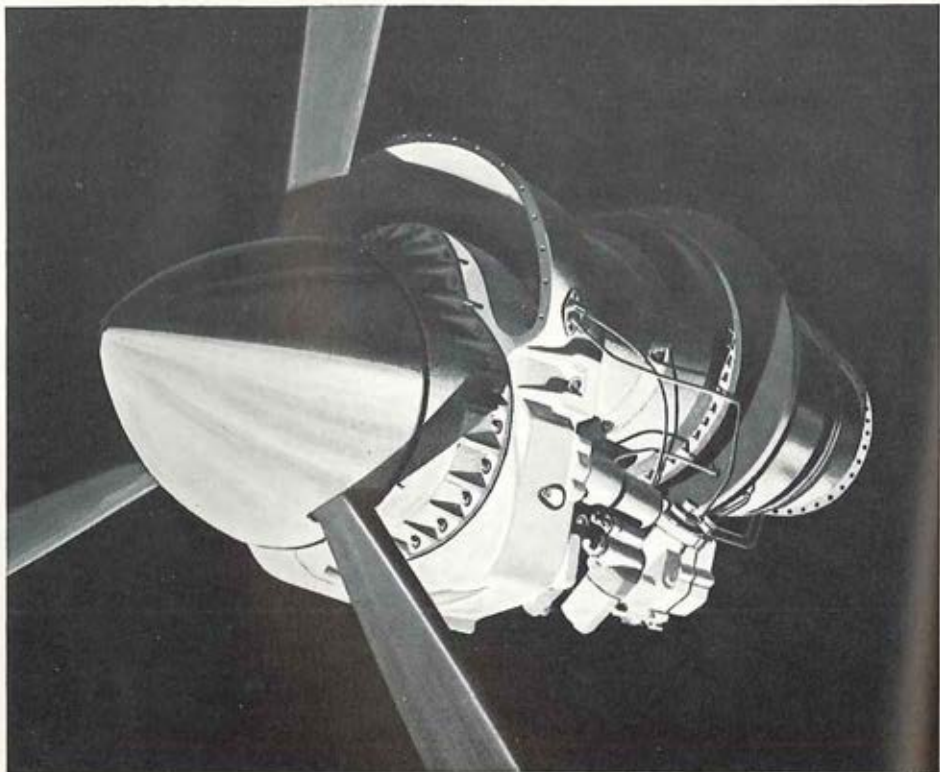
The papers include the report of service test of the J-3 Piper Cub in 1941 and 1942 which led to the approval of Army aviation, and a list of Army liaison pilots who were graduated from the Air Training Department at Fort Sill, Oklahoma, during World War II, including their course grades.

The Master Aviator wings were first presented to Brigadier General Robert R. Williams on September 10, 1957, when he was president of what is now the Army Aviation Test Board. A set of Mas-

ter wings was not in existence, so craftsmen snipped the star from a Senior Aviator badge and soldered onto the shield a wreath-girded star clipped from a Master Parachutist badge. It made the first set of Master wings look slightly different from the official version which came later.

General Williams started a tradition of passing on the original wings when another member of the same organization qualified for the rating. Over the years, the original wings were worn by 15 different aviators, the last wearer being Major Jack Wray of the Army Board for Aviation Accident Research. Now, the wings are retired from active service, and will be seen only in the Aviation Museum.





## New Turboprop for Brush-Fire Warfare

You're looking at a 660 horsepower Garrett-AiResearch T-76 turboprop engine that measures just 46" long and weighs less than 300 pounds. It's a new breed of engine created for close support operations. It has been selected by the Department of Defense and North American Aviation for the OV-10A light armed reconnaissance aircraft. The

simple, fixed shaft design results in fewer parts, lower manufacturing and operating costs, easier maintenance and greater reliability. The T-76 responds instantaneously to power demands, yet has extremely low specific fuel

reconnaissance, surveillance, light utility transport, and emergencies such as evacuation and first aid relief. More powerful versions of the Garrett-AiResearch turboprop engine are now running or under development.



consumption. It is the obvious answer for STOL aircraft assigned to brush-fire combat,



AiResearch Manufacturing  
Division • Phoenix, Arizona

# YOUR ARMY CAREER

# CURRENT PERSONNEL TURBULENCE

BY

BRIG. GEN. GEORGE P. SENEFF, JR.  
DIRECTOR OF ARMY AVIATION, OACSFOR

IN THE PERSONNEL turbulence that is part of aviation's current problems, there are many fine officers who can be badly hurt with respect to their own futures if commanders fail to take proper care of them. We have Majors occupying Captain's jobs, Captains occupying Lieutenant's jobs, etc. We have considerable numbers of officers who cannot attend their career branch courses or tackle ground duty assignments because they are urgently needed elsewhere.

I KNOW OF, for example, some outstanding Captains who will be coming up before the selection boards for the grade of Major this year who have been unable to attend their career courses because of pressing requirements for their services in units in the field.

THE AUTOMATIC question is: "Who ever heard of an officer being promoted to Major who has not been to his career course?" That's a good question and I would urge commanders at all levels to incorporate explanatory remarks in the efficiency reports of officers who have one way or another been placed in a damaging situation by the current exigencies of the service. In some cases, more than an explanation in the efficiency report might be indicated, such as a special report or a letter to go into the

officer's file. The fine people that you have working for you deserve this consideration.

## DISTINGUISHED UNIT CITATIONS

I note with pride that the 197th Aviation Company (Airmobile) and the 114th Aviation Company (Airmobile) in Vietnam have received the Distinguished Unit Citation and Meritorious Unit Commendation, respectively. In company with the 73rd Aviation Company, which was awarded the Meritorious Unit Commendation last year for service in Vietnam, these are the first Army aviation companies to receive such awards.

ALSO, in addition to the 8th Field Hospital, these units are the first Army units since the Korean War that have been so honored. These awards are another mark of our coming of age and I know you all join with me in extending heartiest congratulations to these outstanding units.

## HUEY OPERATIONS AT ALTITUDE

I HAVE NOTICED a growing number of reports from USABAAR analyses and other sources that Huey pilots worldwide are having considerable difficulty in determining whether they can make it with a load under high density altitude



conditions. There has been considerable discussion about performance charts, maximum gross weights, altitude conditions, and so on.

A BASIC DIFFICULTY with using performance charts, as such, is that they do not take into account the deterioration of the power rating of an engine because of age nor the true all-up-weight of the aircraft at any given moment.

IT IS EXTREMELY difficult for a pilot to tell what payload he actually has aboard an airplane. Recognizing this, Bell developed for us in the 11th Air Assault Division a relatively simple "go-no-go" rule of thumb based on gas producer RPM which we used very successfully for a year and a half in that organization. By its application, the pilot is able to determine, after he is loaded, whether he'll be able to make a successful take-off -- and what is sometimes more important -- a successful landing at the far end.

#### PLACARD ISSUE BY BELL

THIS PROCEDURE is still in use in the division and I can state definitely that after we started using it, we had very little trouble with people trying to take off with a load that they couldn't carry and consequently ending up in the trees. I'm informed by Bell that they have distributed a decal placard for this gas producer RPM, or "N", method in sufficient copies to all theaters to properly equip every Huey in the Army.

I URGE all commands to use them -- they can prevent needlessly banged up birds. The method of use is quite simple. You first determine the maximum possible gas producer RPM for any given aircraft by following the procedure described in the -20 and -34 manuals. You then follow the procedure outlined on the Bell "go-no-go" decal and if, after you are loaded up and pick up to the prescribed hover, your gas producer RPM indicates that you can go, -- you go.

IF IT DOESN'T, you kick off part of your load until you can. The beauty of this system is that the pilot does not have to have an accurate scale to determine his weight or an engineering degree to find his way through the performance charts. It compensates for the condition of the engine, density altitude and most of the other variables.

THERE ARE, however, three warning notes that must be observed in use of the system. First, it does not make allowances for pilots' inadequacies. If you are unsteady on the controls on take-off, you are likely to lose lift and still sink in.

SECOND, don't forget that in formation take-offs and landings, the disturbed air caused by other aircraft in the formation can cause you to lose lift. When conditions are marginal, take off separately and join up in the air. In landing under these conditions, all aircraft in a formation must approach at the same speed and touch down at the same time, and they must land straight to the ground instead of to a hover.

FINALLY, watch out for flights in which you must land in a place with considerable higher density altitude than the one from which you took off, especially when the burning-off of fuel will not lighten your ship considerably. In short, use intelligence as well as a good system. If you have not received your issue of the Bell decals, I would suggest you query your higher headquarters. If this doesn't produce results -- write Bell.

#### UP-DATING THE FIELD MANUALS

ANOTHER BIT of free advice from my past: There is a resounding shortage of adequate field manuals that describe good procedures for Army aviation operations. We will try to revise old manuals as we get down the pike and provide approved standardizing methods.

IN THE MEANWHILE, because much of our literature is out of date and does not take advantage of experience gained in Vietnam or in the now 1st Cavalry Div., (Airmobile), I am having printed





PAUL THAYER, SECOND FROM RIGHT, DISCUSSES XC-142A PROGRAM WITH SOME OF HIS PROJECT PEOPLE.

## **"I Wouldn't Trade Jobs With Anyone in the Industry"**

Paul Thayer wasn't exaggerating when he made this statement. He was simply stating a fact he firmly believes.

The question arose quite naturally — from a stockholder who wanted to know from Thayer as its president more about the current status of LTV Aerospace Corporation, its programs, its growth potential.

In the brief span of several minutes he outlined LTV Aerospace Corporation from the ground up.

He mentioned the company's divisions and the exciting projects they are engaged in, such as the XC-142A — the world's largest flying V/STOL, currently undergoing evaluation by the Air Force... the A7A — the Navy's new attack airplane that can go twice the distance, with twice

the bomb load of any existing Navy light attack aircraft.

He talked about Lance, the Army's new battlefield missile that scored a bull's-eye on its first firing... about M.M.U., the astronaut maneuvering space pack being used in Project Gemini... about XM-561 — the highly versatile ground vehicle being developed for the Army... and about the Scout research rocket used by NASA... and about Range and Launch operations the company manages.

Finally, Thayer paused, then added, "When I think about all the projects we're involved in, the really outstanding people we have, the competitive spirit that exists, and our potential — well, I just wouldn't change jobs with anyone in the industry."

**LTV AEROSPACE CORP.**  
DALLAS, TEXAS

A SUBSIDIARY OF LINCOLN-TEMPCO-VOUGHT INC.

# Solar gas turbine APU's chosen for every major military cargo helicopter

Solar *Titan*® gas turbines have been chosen as the auxiliary power unit in all five major U.S. military cargo helicopters. These reliable, lightweight turbines are now being used in the Boeing-Vertol CH-46A and CH-47A, and Sikorsky CH-3C, CH-53A and CH-54A.

*Titan* turbine APU's make it possible for these helicopters to meet the high mobility demands of modern warfare by freeing them from dependence on ground support equipment. The helicopters can be started or serviced anywhere in the world—no matter how remote or primitive.

The *Titan* gas turbine has the highest power - to - weight ratio of any engine in its class. Typical weight of the *Titan* turbine and gearbox is 70 lbs., and typical dimensions: 25 inches long and 12½ inches in diameter. *Titan* turbines may be used to drive generators, alternators, hydraulic pump/motors or pneumatic compressors.

The combination of reliable service and low operating and maintenance costs,



proven by hundreds of *Titan* gas turbines being used by the military, has been a major factor in recent *Titan* turbine APU applications in commercial aircraft. For information, write: Solar, Dept. N-246, San Diego, Calif. 92112.



**SOLAR** **HH**

A Division of International Harvester Company

and distributed for the guidance of all concerned, two special texts that were drawn up and revised at Ft. Benning. These special documents are on the Aviation Group and the Assault Helicopter Battalion.

THEY are being given special distribution to all aviation units and headquarters aviation officers and should reach you at about the same time that you read this article. I should emphasize that they are unofficial documents and are not Department of the Army approved doctrine. But until they become so, they should be used for the purpose of standardizing aviation unit techniques - particularly the section on pathfinder operations, night operations, and tactical formations.

YOU ALSO WILL FIND in them many matters of SOP that should help you in your unit operations. They have been fairly well worked over and are based on two years of concentrated operations, experimentation, and experience. I urge that you take a good hard look at them before you relegate them to the file.

### CROSS-FERTILIZATION OF IDEAS

I HAVE BEEN the recipient, over the few months I have been around here, of the USAREUR Aviation Officer's Monthly Newsletter. Colonel Ed Wood has produced a good publication. Ed has made limited distribution of this in the past and I have asked him in the future to send copies to the aviation officers of all major commands as well as to some of the prominent commands in the Army.

I WOULD SUGGEST that recipients give them a good look both for cross-fertilization purposes and as an example of a good idea for your own command if you are not already putting out something of this sort. If you are or if you do, I would suggest that others may benefit from your ideas.

INCLUDED among addressees should be my office, USABAAR, The Aviation Center, The Airmobile Division and the Support Command in Vietnam, as well as

the aviation officers of the CONUS Armies and overseas commands.

### FLOATING MAINTENANCE DEPOT

WITH the increasing need to dispatch Army aviation units all over the world on "fire brigade" missions, it soon became evident that a new maintenance support concept was required to provide timely backup maintenance support in remote areas.

ARISING to the occasion, the Army Materiel Command directed a concept and feasibility study employing a ship as a fixed-base aviation maintenance facility. This floating depot will be deployable on an early alert basis and should be able to overcome most of the difficulties involved in establishing adequate maintenance support in the initial phase of a remote area operation. This facility will provide direct support in the first phase of a typical beachhead or airhead operation. After land-based, direct support aviation maintenance units are established, the facility will revert to general support and later fallback to depot level, supporting the maintenance system with inspection and fabrication.

FROM THIS CONCEPT "Project Flat Top" was born. The USNS Albemarle is now being converted from a Navy seaplane tender into a floating Army aviation material maintenance facility. Its workdeck is capable of landing helicopters and the shipboard facilities are capable of supporting all echelons of Army aviation maintenance. A Maritime Service crew will perform all shipboard duties, thereby enabling the Army personnel aboard to devote full time to their assigned mission.

WHEN COMPLETED, the Albemarle will have 33 functional shops and other offices. The facility will accomplish the functions now performed by several technical services and will be able to inspect, adjust, repair, overhaul and salvage aircraft and components. The ship's planned readiness date is 1 January 1966, at which time it is expected to begin an 18 month evaluation period.



## JOINT CEREMONIES



Dr. Harold Brown (left), then Director of Defense Research and Engineering, DOD, is shown during a recent ceremony in his office when Col. Richard L. Long (center) received the Legion of Merit and Col. Tom Cave, USMC, also departing, received the Joint Commendation Medal. Behind Colonel Long and to his left is Lt. Col. John C. Geary, another AA veteran, and Mrs. Long. His daughter is on the right.

**THIS CONCEPT** will enable us to deploy a CONUS type general depot shop directly to a hostile area, improving Army aviation's capability to accomplish its increasingly important mission.

### OVERSEAS FLIGHT PLANNING

ON OCCASION, we have used these pages to "advertise" the contributions and capabilities of the U.S. Army Aviation Flight Information and Navaid's Office. One of their lesser known capabilities should be of interest to those of you who become involved in the details of pre-flight planning for overseas ferry flights.

ALTHOUGH it doesn't have all the answers, USAAFNO's global flight planning facility has resources which can ease the pain of this planning chore. Their people are qualified to provide all necessary data related to the air navigational phase of these expeditions.

AS YOU probably know, the basic TM 2557 airway manual set covers most of the world areas, including practically all ferry routes. These manuals can be obtained through direct contact with USAAFNO. You should try to let them know your needs as early in the game as you can. However, if you get saddled with a real short fuse, arrangements can be made to permit enroute pickup of manuals at pre-established rendezvous points.

ALTHOUGH this may sound desirable, it really isn't the most efficient method. USAAFNO can set up this cliff-hanger technique through their overseas flight

information detachments. They can provide necessary and current data for pickup at U.S. military air bases or embassies along the ferry route involved. However, there is nothing like having your hands on this data to plan your trip, so don't delay in asking for it.

IN ADDITION to providing the necessary IFR documents, the USAAFINO flight planning service can provide VFR charts that can be of considerable comfort between some of the wider spaced navigational aids on some parts of this troubled globe. Sure - you've heard of it - pilotage, remember? Again, an early request for this material will help you get better service, although USAAFINO does maintain a small emergency stock of charts that can be provided for basic planning purposes.

## SECOND BUSIEST

The skies over Southeast Alabama continue to be probably the most congested airspace in the world.

Slightly more than 3,000,000 landings and take-offs were flown from the more than 200 base fields, stage fields, dirt roads, pastures, and other confined areas that are on and around the Fort Rucker reservation.

In addition, one of the post's four base fields - Lowe Army Airfield - is the second busiest airport in the nation, according to the Federal Aviation Agency. Lowe AAF, which is now being used for two phases of fixed wing training, recorded 424,249 operations during the 12 month period ending last June 30. This was exceeded only by the 462,227 operations at Chicago's O'Hare International Airport.

Another yardstick by which the density of air traffic at Fort Rucker can be compared is the number of operations at the four major airports serving metropolitan New York City. These civilian airfields - Kennedy, LaGuardia, Newark, and Islip - had 1,041,509 operations. The four base fields at Fort Rucker - Lowe, Cairns, Hanchey, and Shell - had 1,246,476 landings and take-offs.

In addition, 186,137 operations were recorded at controlled stage fields. The Dept. of Rotary Wing Training estimates that it had 1,100,000 operations away from tower controlled areas. The Dept. of Fixed Wing Training estimated 442,596 such operations.

FOR QUICKIE ESTIMATES, a phone call can get you some good preliminary planning information. This can involve such details as mileages, search and rescue data, fuel availability by type (subject to some change, of course), airfield facility data, and navigational aids.

SO CUT USAAFINO in early during the preliminary stages of your flight planning. They have managed to provide prompt and efficient service to many a harassed head man in the ferry flight planning business. You can reach the USAAFINO here in Washington, D.C. at OXford 6-8741. Lt. Colonel Swilley and his crew will do their best to support the air-navigational phase of your ferry flight operation.

## GENERAL HOWZE RETIRES

FINALLY, on the 30th of June, I had the privilege of representing you at the retirement ceremonies of General Hamilton H. Howze, our first Director and a man who I need not remind you has made tremendous contributions to the past, present and future of aviation in support of the Army. In his new capacity, I suspect he will continue to help. I know you all join me in wishing him, "good luck and Godspeed."

I STARTED this letter with something to think about and will wind it up by suggesting that we might also learn something from some of "General Ham's" final active duty remarks as an officer of the United States Army. They were as follows:

"THOUGH I now lay this uniform aside, I can never really leave the Army. After 30 or 35 or 40 years, the Army becomes part of the man as the man has been part of the Army. So shall we on the inactive lists all continue to regard the Army with that curious mixture of affection, anxiety and pride which is the name of loyalty, with the hope and with the conviction that the Army will never falter in the execution of its duty. And now I say farewell with my heart full of gratitude and satisfaction at having been an American soldier."



# THE AIR QUESTION



1. What great advantage does airmobility bring to the Army?

It permits the commander to apply decisive firepower and manpower in the most critical area of the battlefield at the most critical time of the battle.

2. What new factors make the airmobility concept feasible?

The Army has gradually increased the number of aircraft in its divisions since World War II. There were 10 aircraft in the World War II triangular division, 26 in the Korean War division, 49 in the Pentomic division and 101 in the present ROAD division. However, until recent significant improvements in the maintainability, capacity and speed of helicopters, in the lightening of Army equipment, and in the efficiency of aerial delivery methods, organization of an airmobile division was not militarily practicable. Moreover, cost factors were previously prohibitive.

3. Why was the decision made to form an airmobile division instead of an airmobile brigade?

A division size force is the smallest force which can economically provide the combined arms and services needed to fight, maneuver and sustain itself. Cost effectiveness studies showed that separate brigades cost one-half as much as divisions for one-third the resultant combat effectiveness.

4. Can units of the airmobile division be interchanged with those of a



# MOBILE DIVISION QUESTIONS AND ANSWERS:

standard infantry or airborne division?

Yes, the infantry battalions have approximately the same number of men and the same number of weapons, and, except for transport, are interchangeable. Battalions of standard infantry or airborne units would require additional training to operate with optimum effectiveness in an airmobile division.

5. What is the relative combat effectiveness of the airmobile division, compared with that of an infantry division?

Each division has distinctive advantages. The airmobile division has much greater mobility in bad terrain and can operate over an area several times that of an infantry division in operations such as those against guerrillas in underdeveloped areas or rear area security for a field army. In raids and similar missions airmobile forces may often be equivalent to airborne units except that they can ride home rather than wait for ground link-up.

6. How does it compare to the infantry division in a defensive situation? The airmobile division would be much more effective than an infantry division in a mobile defense in rough terrain but it is not as well suited for static defense as the infantry division because it lacks organic armor and medium and heavy artillery.

7. How does this division compare to

an infantry division in sustained combat?

In a prolonged fixed linear combat situation, this division cannot sustain itself as well as an infantry division because it cannot re-supply the tonnages of ammunition and engineer supplies required to maintain a protracted defense.

8. Why do you need so many aircraft in this division?

Because the aircraft are replacing surface vehicles. It has 333 more aircraft and about 1,550 fewer surface vehicles than an infantry division.

9. What is the optimum number of airmobile divisions desired in the force structure?

This will be determined by experience gained in operating the new division and by the worldwide needs of the unified commands for this type of unit.

10. How do the logistic requirements of an airmobile division compare with an infantry division?

The average daily consumption for the airmobile division as demonstrated in recent exercises was 550 tons as compared with 450 tons for the infantry division in accomplishing the same missions. The bulk of the additional tonnage for the airmobile division was POL. War games indicate that because of the speed with which the airmobile division can accomplish its mission, it would consume 50 per cent less tonnage than an infantry division on a like mission.

# New Beechcraft



## BEECH "IMAGINUIITY" IN MANNED AIRCRAFT . . .

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excess of required load factors. Converts quickly to carry high-priority cargo... or for use as aerial ambulance.

- **Saves its cost over and over again** when used instead of larger aircraft. And because this Beechcraft U-8 has the same type instrumentation and power controls as a pure jet, it can be used to help jet-rated pilots maintain jet proficiency—at low cost.

**Worldwide Beechcraft service** organization assures you of parts and expert service—eliminates need for huge and expensive logistic support program.

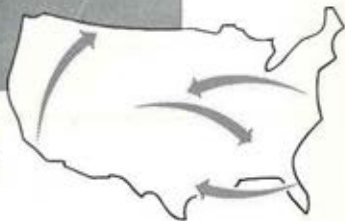
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11. How does the airmobile division compare with the infantry division in terms of strategic mobility?

The airmobile division can be deployed strategically almost twice as rapidly as the ROAD infantry division. It weighs about one-third as much as the infantry division. Except for the Chinooks, the entire division is deployable in Air Force C-130 aircraft. The Chinooks are transportable in C-133's.

12. To what extent can the airmobile division operate in periods of darkness and bad weather?

Field tests demonstrated that airmobile operations are feasible under both of these conditions. As better avionics are acquired, the all-weather operations capability will become even more reliable.

13. Are helicopters too vulnerable to be used on the modern battlefield?

Fully instrumented and detailed tests and experience in Vietnam have shown that helicopters are far less vulnerable than previously thought and that losses are within manageable limits in a relatively unsophisticated air defense environment.

14. How does the cost of the airmobile division compare with that of a standard infantry division?

The cost of initial equipment and maintenance over a five year period will be 40 per cent more than that required by a standard infantry division. However, this is not like any division that is fielded now by the Army. Thus, direct comparisons are not possible except for dollar value of equipment.

15. How does this division organization compare with that which the Howze Board recommended?

The airmobile division has fewer aircraft and approximately 550 more vehicles than that which was recommended by the Howze Board. As a result of test experience, these vehicles, almost entirely one-quarter and three-quarter ton trucks, were added to improve capabilities for ground displacement of the artillery, for transport of ground anti-tank weapons and for ground reconnaissance.

16. What has been done about the Air Transport Brigade which the Howze Board recommended?

An aviation group has been substituted for the Air Transport Brigade. In lieu of the tested air transport brigade, the Army proposes to regroup some aviation units that are currently included in the approved force structure, under an aviation group headquarters. This aviation group can be utilized to provide airmobile support to other Army divisions, separate brigades, and regiments as well as the 1st Cavalry Division (Airmobile). The mix of the aviation units to be attached to the aviation group may vary from time to time based on the tactical environment and missions of the units it is supporting. It is also planned to attach a heavy lift helicopter company to the aviation group because the testing has clearly demonstrated the requirement for this type of unit for support of Army combat formations.

17. Will the Air Cavalry Combat Brigade recommended by the Howze Board be organized?

This question is under study.



"YOUR HONOR, DOES MY CLIENT LOOK LIKE THE TYPE OF PILOT WHO WOULD DO 40,000 MPH IN A 25,000 MILE ZONE?"

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## LOCKHEED

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18. How many Mohawk aircraft are there in the airmobile division and what is their mission?

Six. They will be used for reconnaissance and surveillance using infra-red scanning devices, side-looking airborne radar, and cameras.

19. Does the airmobile concept decrease the Army's reliance on the Air Force for air support?

No, it does not. The airmobile division, like all Army divisions, requires Air Force fighter cover. In many operations an airmobile division requires more close air support than other divisions to make up for its lack of armor and medium artillery. The concept for strategic deployability of the airmobile division emphasizes the use of Air Force strategic airlift and the types of operations and operational areas in which it is most likely to be employed imply a frequent use of air lines of communication, in which the Air Force would have a major responsibility.

20. Will the airmobile division reduce the Army's requirements for tactical air reconnaissance?

Because of the increased area over which the airmobile division operates, it is anticipated that there will be a greater reliance on the Air Force for tactical air reconnaissance.

21. Do Army aircraft duplicate Air Force aircraft in the air line of communications?

No, they are being substituted for Army ground vehicles which performed the same missions but with less capability. The Army aircraft are designed to haul small loads over short distance on a frequent, unscheduled basis for "retail" distribution. They will complement the longer range, heavier Air Force aircraft which accomplish "wholesale" distribution to the rear of the division zone of operations.

Reprinted from the June 1965 issue of The Army Reserve Magazine.

## ARMORED VEST DEVELOPED FOR COMBAT FLIGHT CREWS

A new lightweight armor has been manufactured by Aerojet-General Corp. to protect Army helicopter crewmen flying rugged combat missions in South Vietnam against Communist Viet Cong guerrillas.

The armor is designed literally to "chew bullets to pieces" and is effective against small arms, rifle, and machine gun bullets and fragments. Bullets that strike the special new material are smashed to bits and made harmless.

Under a pair of contracts totaling \$338,500 from the Army's Natick Labs, Natick, Mass., Aerojet is fabricating lightweight armored vests for Army pilots, copilots and crewmen. The vests weigh less than 15 pounds, allowing a maximum mobility while protecting the crewmen from neck to waist.

In another project, the Army Aviation Materiel Command in St. Louis, Mo., 26 ARMY AVIATION

awarded Aerojet a \$350,000 contract to fabricate box-like emplacements that would serve to protect the pilot and copilot seats in the Army's troop-carrying UH-1D Iroquois helicopters.

### XM-16 SYSTEMS TO VIETNAM

A new weapons system has been developed and is now being used in limited quantities in Vietnam.

The system, known as the XM-16, is a modification of the M-6 machine gun system to which has been added two seven-round rocket pods capable of firing the 2.75-inch folding fin aerial rocket. The XM-16 was developed in response to requests for a dual system to deal with area or group targets too large or too dispersed for machine gun fire alone to effectively overcome.

A new fuze and larger warhead have been added to the 2.75 rocket to make it more effective against ground targets.





## IRANIAN DIRECTOR OF AA GETS FULL "TREATMENT"

"I wish to be treated just like any other student." This was the expressed desire of Brigadier General Abass Ghandehari, an Iranian Air Force officer and the first general officer to report to the U.S. Army Primary Helicopter School for flight training. The general, who made the statement shortly after arriving at Fort Wolters on June 17, was treated in just such a manner . . . On July 2, having completed his first solo flight, "Student" Ghandehari was carried to the post swimming pool (top left), and in the tradition that is a carryover from WW II days that called for the "wetting down of a fledgling pilot's wings to bring him back to earth," he was unceremoniously dunked into the pool (center left photo).



Shown in the top right photo just after "The Big Splash" are the several that shared the tossing honors. They are, left to right, 2d Lt. Raleigh Jernigan, aide-de-camp to General Ghandehari while he's undergoing flight training at Fort Wolters; Lt. Colonel Daniel C. Prescott, assistant commandant at USAPHS; Capt. William D. Ray, USAPHS foreign liaison officer; the wet one; Col. Kemuel K. Blacker, post commander and commandant of USAPHS; and Lt. Colonel William A. Bearden, deputy assistant commandant, USAPHS. A rated fixed wing pilot with more than 4,000 hours of flying time, the 50-year-old native of Teheran, Iran will go to Fort Rucker, Ala. upon completing his training at Fort Wolters where he will attend the Army Aviation Staff Officer Course. Following this, General Ghandehari will spend three weeks in an Army aviation battalion receiving on-the-job training.

(U.S. Army photos)



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Government Allotment Rate			Government Allotment Rate			Government Allotment Rate		
Age	Annual*	Rate	Age	Annual*	Rate	Age	Annual*	Rate
0	5.78	.48	20	10.43	.87	40	22.10	1.84
1	5.87	.48	21	10.78	.90	41	23.06	1.92
2	6.03	.50	22	11.14	.93	42	24.08	2.01
3	6.19	.52	23	11.53	.96	43	25.15	2.10
4	6.36	.53	24	11.93	.99	44	26.28	2.19
5	6.55	.55	25	12.35	1.03	45	27.48	2.29
6	6.74	.56	26	12.79	1.07	46	28.75	2.40
7	6.94	.58	27	13.25	1.10	47	30.09	2.51
8	7.15	.60	28	13.74	1.15	48	31.50	2.63
9	7.37	.61	29	14.25	1.19	49	33.00	2.75
10	7.60	.63	30	14.79	1.23	50	34.59	2.88
11	7.84	.65	31	15.36	1.28	51	36.27	3.02
12	8.09	.67	32	15.96	1.33	52	38.06	3.17
13	8.34	.70	33	16.59	1.38	53	39.96	3.33
14	8.61	.72	34	17.26	1.44	54	41.97	3.50
15	8.89	.74	35	17.97	1.50	55	44.12	3.68
16	9.17	.76	36	18.71	1.56	56	46.40	3.87
17	9.47	.79	37	19.49	1.62	57	48.83	4.07
18	9.78	.82	38	20.32	1.69	58	51.43	4.29
19	10.10	.84	39	21.18	1.77	59	54.20	4.52

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





## AA IN PHOTOS

### AF AWARD

COLONEL WILLIAM S. CONTOLE, U.S. ARMY, (RIGHT), RECEIVES THE AIR FORCE COMMENDATION MEDAL FROM MAJOR GENERAL GILBERT L. PRITCHARD, USAF TACTICAL AIR WARFARE CENTER COMMANDER, EGLIN AFB, FLA. CONTOLE WAS CITED FOR HIS MERITORIOUS SERVICE AS U.S. STRIKE COMMAND LIAISON OFFICER WITH THE TACTICAL AIR WARFARE CENTER SINCE JAN. 1964.

### FIRST FLIGHT

THE NEW OV-10A COUNTER-INSURGENCY AIRCRAFT LIFTS OFF THE RUNWAY DURING ITS FLIGHT TRIALS HELD IN LATE JULY. BUILT BY NORTH AMERICAN AVIATION, THE OV-10A PROTOTYPES WILL BE EVALUATED BY A SPECIAL TRI-SERVICE GROUP OF ARMY, NAVY, MARINE, AND AIR FORCE TEST PILOTS. THE WIDE VARIETY OF MISSIONS WHICH THE OV-10A MAY PERFORM INCLUDE VISUAL AND PHOTO RECONNAISSANCE, HELICOPTER ESCORT, LIMITED CLOSE AIR SUPPORT, LIAISON WORK, AND FOR LIGHT CARGO AND PERSONNEL TRANSPORT. (NO. AM. PHOTO)

### SAFE FLIER

CWO EARL HARRIMAN (RIGHT), A HELICOPTER INSTRUMENT FLIGHT STUDENT AT THE AVIATION SCHOOL, SHOWS MAJ. J.E. MOORE A CITATION FOR 10,000 ACCIDENT-FREE FLYING HOURS THAT HE EARNED AS A NAVY PILOT FOR THE MILITARY AIR TRANSPORT SERVICE (MATS). MR. HARRIMAN, NOW ASSIGNED TO THE 1ST CAVALRY DIVISION (AIR MOBILE), ENTERED THE ARMY IN '64. HARRIMAN FLEW IN THE FAR EAST BEFORE HIS ASSIGNMENT TO MATS IN 1951 TOOK HIM TO SUCH POINTS AS SAUDI ARABIA AND ARGENTINA TO DELIVER MILITARY & DEPENDENT PASSENGERS.

### "KEEP SAFE"

CANADIAN ARMY CH-113A VOYAGEUR HELICOPTERS, BUILT BY BOEING VERTOL, RECENTLY PARTICIPATED IN "KEEP SAFE" EXERCISES AT CAMP GAGETOWN, NEW BRUNSWICK, CANADA. "KEEP SAFE" WAS A LARGE SCALE CANADIAN ARMY COUNTER-INSURGENCY MANEUVER TO TEST TACTICS FOR COMBATING UPRISINGS AND GUERRILLA WARFARE. PARTICIPATION IN THE "KEEP SAFE" EXERCISE GAVE THE CH-113A 1ST HELICOPTER PLATOON THE OPPORTUNITY TO DETERMINE OPERATING REQUIREMENTS AND PROCEDURES FOR FUTURE UNIT EMPLOYMENT.

## DAVID DUNCAN

David Duncan, a long-time associate of Army aviation, died in the Suburban Hospital, Bethesda, Maryland, on July 14, 1965 following an illness of seven weeks. Burial was in Arlington National Cemetery on July 19, 1965.

At the time of his death, Duncan was Administrative Assistant to the Executive for Army Aviation in the Officer Personnel Directorate of the Office of Personnel Operations, Department of the Army.

He is survived by his widow, Mrs. Theresa M. Duncan of 303 Claggett Drive, Rockville, Maryland

## RAYMOND C. GALBRAITH

Chief Warrant Officer Raymond C. Galbraith, assigned to the 82d Aviation Battalion, sustained fatal injuries when his UH-1D Iroquois helicopter crashed during the conduct of a service mission in the Republic of Vietnam. The fatal accident took place on June 10, 1965. He is survived by his widow, Mrs. Michiko K. Galbraith of 2423 Pye Avenue, Columbus, Georgia.

## ALLEN L. HOLT

Chief Warrant Officer Allen L. Holt, an Army Aviator on duty with the I Corps Aviation Company (RVN), died as a result of injuries sustained in the crash of a UH-1B helicopter on July 5, 1965. He is survived by his widow, Mrs. Wanda C. Holt of 3569 Mayo Avenue, Topeka, Kan.

## ZOLTAN A. KOVACS

Warrant Officer Zoltan A. Kovacs, an Army Aviator serving with the 82d Aviation Battalion, was killed in the crash of a UH-1B Iroquois helicopter in the Republic of Vietnam on June 10, 1965. He is survived by his widow, Mrs. Erika P. Kovacs, of 6729 Wurth-Rhein Zusels Strasse, 38 Germany.

## A. F. MacDONALD

A.F. (Sandy) MacDonald, the former Public Relations Manager of de Havilland Aircraft of Canada, Ltd. and well-known throughout Army aviation by those who had the opportunity to visit de Havilland's Downsview, Ontario plant, died from a

# OBITUARIES

heart attack on June 2 while at his home in Port Credit, Ontario. An author and publisher following his retirement from de Havilland, MacDonald was a strong exponent of organic aviation in support of ground combat forces.

## JAMES L. PURSER

Chief Warrant Officer James L. Purser, an Army Aviator on duty with the 119th Aviation Company in the Republic of Vietnam, sustained fatal injuries in the crash of a UH-1B Iroquois helicopter on June 19, 1965. He is survived by his widow, Mrs. Geraldine L. Purser of 4 Lacy Lane, Clarksville, Tennessee.

## ROBERTO SAMANIEGO

Captain Roberto Samaniego, assigned to the 119th Aviation Company (RVN), died as a result of injuries suffered in the crash of a UH-1B Iroquois. The fatal accident took place on June 19, 1965. Samaniego is survived by his widow, Mrs. Nancy R. Samaniego, c/o Captain Harry H. Stephenson, AUS-Ret., 1606 N.W. 6th Avenue, Mineral Wells, Texas.

## JACK W. SANFORD

Captain Jack W. Sanford, an Army Aviator assigned to the 502d Aviation Battalion, sustained fatal injuries when his UH-1B Iroquois crashed during the conduct of a service mission. The fatal helicopter crash took place in the Republic of Vietnam on June 16, 1965. He is survived by his widow, Mrs. Rosalie J. Sanford, of 3444 Monticello Road, Columbus, Georgia.

## JAMES C. SHERRIFF, JR.

Major James C. Sherriff, Jr., assigned to the 73rd Aviation Company, Vietnam was killed in the crash of an OV-1A Mohawk aircraft on July 4, 1965. He is survived by his widow, Mrs. Lanice L. Sherriff of 1265 South Dixon Drive, Columbus, Georgia.

# TAKE A QUICK QUIZ!

AUG., 1965



1) The distinctive tail-boom of the:

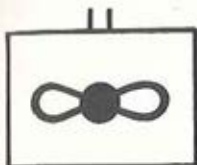
- a) UH-1B Iroquois
- b) CH-19 Chickasaw
- c) CH-34 Choctaw
- d) CH-64 Skytrooper

2) The AAAA VP for Army Affairs:

- a) Lt. Col. William A. Richards
- b) Col. Robert F. Cassidy
- c) Col. Robert H. Schulz
- d) Col. Edward McMahon

3) An Army aircraft known as the:

- a) OH-6 Hughes
- b) OH-13A Sioux
- c) OH-13H Sioux
- d) OH-23D Raven



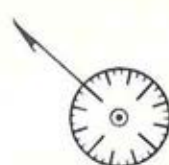
4) The military chart symbol for:

- a) Aerial Artillery Battalion
- b) Inf Div Aviation Battalion
- c) Air Cavalry Battalion
- d) Trans Maint Battalion



5) Ground-to-air distress signal:

- a) "Need map and compass"
- b) "Need firearms"
- c) "Need medical attention"
- d) "Unable to proceed"



6) The Japanese chart symbol for:

- a) Low frequency range
- b) Non directional beacon
- c) Locator outer marker
- d) Omni-directional range



7) Unit insignia worn by men of:

- a) 121st Aviation Company
- b) 82nd Aviation Company
- c) 74th Aviation Company
- d) 59th Aviation Company



8) This bell-jar is located at:

- a) Simmons AAF, Ft. Bragg
- b) Feltner AAF, Ft. Eustis
- c) Hanchey AAF, Ft. Rucker
- d) Post AAF, Ft. Sill



9) Deputy Cnldr, US Army Vietnam:

- a) Brig. Gen. John Norton
- b) Brig. Gen. Joseph W. Stillwell
- c) Maj. Gen. David B. Parker
- d) Brig. Gen. Robert R. Williams



10) An Army aircraft known as:

- a) L-4 Cub
- b) SD-1 Drone
- c) DHC-6 Twin Otter
- d) VZ-4DA Doak



11) 1963 AA Soldier of the Year:

- a) M/1st Sgt. Robert R. Young
- b) SFC James K. Dykes
- c) SFC James K. Brook
- d) SFC Robert M. George



12) The meteorological symbol for:

- a) Rain
- b) Haze
- c) Snow
- d) Hail



13) Crew chief's signal indicates:

- a) "Raise load slowly"
- b) "Hover"
- c) "Take off vertically"
- d) "Land"



14) The well known trademark of:

- a) Helitex Div., Textron
- b) Hughes Tool Company
- c) Hayes Corporation
- d) Hiller Aircraft Company



15) How's your Morse? Shown is:

- a) Code letter for "Q"
- b) Code letter for "H"
- c) Code letter for "A"
- d) Code letter for "B"

THIS MONTH'S QUIZ EASIER THAN LAST MONTH'S. THINK NOT...WELL LET'S CHECK THE ANSWERS AND SEE HOW YOU DID. ONE IS B, TWO IS C, THREE IS ALSO C, FOUR IS A-THE CLASSIFICATION...IT YOU READ LESS THAN NINE CORRECT ANSWERS. APPARENTLY YOU'RE SPENDING TOO MUCH TIME IN THE COCKPIT AND NOT TOO AWARE OF THE ARMY AVIATION WORLD AROUND YOU!

1) THE DISTINCTIVE TAIL-BOOM OF THE: 2) THE AAAA VP FOR ARMY AFFAIRS: 3) AN ARMY AIRCRAFT KNOWN AS THE: 4) THE MILITARY CHART SYMBOL FOR: 5) GROUND-TO-AIR DISTRESS SIGNAL: 6) THE JAPANESE CHART SYMBOL FOR: 7) UNIT INSIGNIA WORN BY MEN OF: 8) THIS BELL-JAR IS LOCATED AT: 9) DEPUTY CNDR, US ARMY VIETNAM: 10) AN ARMY AIRCRAFT KNOWN AS: 11) 1963 AA SOLDIER OF THE YEAR: 12) THE METEOROLOGICAL SYMBOL FOR: 13) CREW CHIEF'S SIGNAL INDICATES: 14) THE WELL KNOWN TRADEMARK OF: 15) HOW'S YOUR MORSE? SHOWN IS:



# months takeoffs

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capability  
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Vought-Hiller-Ryan XC-142A  
tilt-wing  
T64 engine



GE-Ryan XV-5A  
lift fan system  
J85 engine



Bell X-22A  
ducted prop  
T58 engine



Hughes XV-8A  
hot gas rotor helicopter  
T64 engine



deHavilland CV-7A  
STOL  
T64 engine



Kaman UH-2  
boosted helicopter  
T58 & J85 engines



Bell X-14A  
deflected thrust  
J85 engine



General Electric's flight propulsion capability is based on 19,000 people, 600 acres of manufacturing, test and research facilities at Lynn, Massachusetts and Evendale, Ohio and 23 years of jet engine experience.

**T64**—A versatile powerplant available in turboshaft, turbo-prop and gas generator configurations is rated at 2850 horsepower. Its exceptionally low fuel consumption over a broad range of power settings, and its ability to operate continuously through attitudes from 100° nose up to 45° nose down, make it particularly attractive for today's subsonic STOL and V/STOL aircraft. Its continuing availability to meet the power requirements of the new generation of aircraft is assured by a 3400 horsepower growth program already underway.

**T58**—Produces more power per pound of engine weight than any other engine in its class. It is the powerplant for many helicopters in service with the U.S. military and major helicopter airlines, as well as 55

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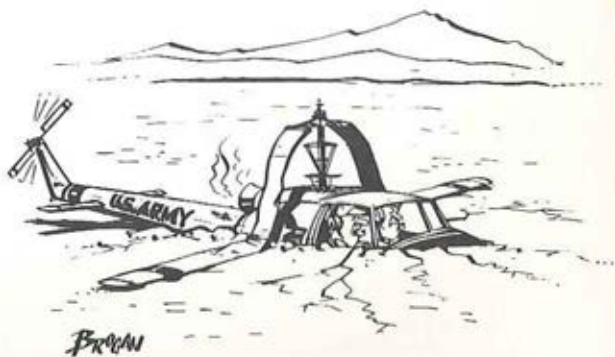
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# THE LIGHT SIDE



"I SUPPOSE THIS SHOOTS THE OUTSTANDING STUDENT AWARD!"





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AAAA-endorsed

#### TO OBTAIN COVERAGE

1. Complete the application form in its entirety.
2. Select your premium payment mode (Annual, Semi-Annual, or Quarterly) and consult the premium table appearing on the opposite side to determine your appropriate premium.
3. Make your check or money order payable to LADD AGENCY, INC. in the amount of the appropriate premium.
4. Mail your check and this application form to LADD AGENCY, INC., 1 Crestwood Road, Westport, Conn. 06882.
5. Allow 2-3 weeks for the delivery of your individual policy of insurance.
6. Consider that you are covered under the Flight Pay Protection Plan on the first day of the month after the postmark month in which you make application for the coverage.

### APPLICATION FOR FLIGHT PAY PROTECTION PLAN COVERAGE

(Please Print) Rank/Grade Name ASN Years Service for Pay Purposes

ADDRESS.....

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

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

MONTHLY FLIGHT PAY?.....ANNUAL FLIGHT PAY?.....

I have enclosed a check or money order made payable to LADD AGENCY, INC. for the correct premium and I understand that coverage under the Flight Pay Protection Plan is to become effective upon the first day of the month after the month in which I make application for the coverage.

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

Signature of Applicant.....Date.....

THE ANNUAL PREMIUM CHARGE IS 1½ % OF ANNUAL FLIGHT PAY.  
THIS COVERAGE IS ONLY MADE AVAILABLE TO AAAA MEMBERS.

☐ I am an AAAA Member; ☐ I am not an AAAA Member. Please forward me an appropriate membership application form.

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# AUGUST, 1965 AWARDS AND DECORATIONS



**SILVER STAR**

Jarrett, Richard S., Capt.

## LEGION OF MERIT

Jagers, Joseph S., Major  
Klingenhagen, John L., Col.

## DISTINGUISHED FLYING CROSS

Field, Michael F., Capt.  
Hackett, Robert T.G., Capt.  
Klingenhagen, J.L., Col. 2  
Schrand, Gregory J., Major  
Sellers, William C., CWO\*  
Vorholt, Gerald E., Lt.

## SOLDIER'S MEDAL

Liggett, Karl E., Sp/5

## BRONZE STAR

Bastian, Richard K., Major  
Giles, Henry W., Captain  
Hamilton, Robt. M., Jr., WO  
Laseau, Joseph N., Major  
Kenyon, Richard D., Capt.  
Miller, Raymond H., Capt.  
Missildine, Chas. E., Capt.

## FOREIGN DECORATIONS

Cross of Gallantry, RVN  
Dominey, Charles E., WO  
Klingenhagen, John L., Col.  
Kramer, Brice, Captain  
Mackmull, Jack V., Lt. Col.  
Souford, Jack, Captain

\* Posthumous Awards

## BRONZE STAR FOR VALOR

Carter, Russell E., Sgt.

## COMMENDATION MEDAL

Bieber, H.J., Lt. Col., Ret.  
Blevins, Arthur S., WO  
Brookmyer, J.J., Lt. Col.  
Hill, Jerry D., WO  
Van Winkle, Daniel G., Capt.  
Voisine, Victor K., WO



## COMMENDATION MEDAL FOR VALOR

Scott, Harry T., Sgt.



## MERITORIOUS UNIT CITATION

73rd Aviation Company  
(Airplane Surv., Light)

114th Aviation Company  
(Airmobile, Light)

8th Field Hospital

560th Military Police Co.



## AIR MEDAL FOR VALOR

Campbell, Paul M., Lt.  
Landahl, John P., Jr., WO  
Laseau, Joseph N., Major

## AIR MEDAL

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

Akley, James W., Sp/4, 3  
Alexander, C.E., Sp/5, 5  
Allison, Michael G., Sp/5, 5  
Arnold, Bobby N., Lt.  
Azbill, Roy G., CWO, 20\*  
Bailey, Willard E., Lt., 14  
Bell, Joe K., Capt., 12  
Bristow, Robert A., Sp/4, 5  
Bryan, Richard, Lt., Capt.  
Buntyn, William A., Capt.  
Burkholder, John D., Lt., 17  
Burnett, Lynn A., Sp/5, 5  
Campbell, Paul M., Lt., 22  
Childress, A.E., Jr., WO, 8  
Clark, John P., Lt., 5  
Crawford, K.F., Sp/4, 11  
Davis, Charley B., Capt., 5  
Dill, Donald E., WO, 5  
Emery, Ellis B., CWO, 17  
Everson, David H., Jr., Pvt.  
Giles, Henry W., Capt., 1  
Gorden, Alton J., Sp/5, 12  
Gordon, Robt. S., Capt., 15  
LaGrande, Kenneth, Capt.  
Grinstead, John B., Capt.  
Hackett, Robt. T.G., Capt., 11  
Halvorsen, Doug, R, Sp/4, 12



## AIR MEDAL

Hamilton, Jack I., Lt., 5  
Hamilton, R.M., Jr., WO, 10  
Henze, Paul L., Lt., 17  
Hill, Thomas R., Jr., Lt., 5  
Hite, Delbert E., CWO  
Hites, Robert D., Capt., 12  
Hogan, Richard, M., Capt.  
Holland, Joseph P., CWO  
Hollowell, Emmett P., Capt.  
Honeycut, Charles R., CWO  
Hooks, John F., Lt. Col.  
Howard, Freeman I., Capt., 5  
Hutsman, H.A., Jr., Maj., 5  
Johnson, George R., Sp/4, 11  
Johnson, Newton J., Jr., Sp/4  
Johnston, Howard R., Maj.  
Jones, Kent L., Capt.  
Kegelmeyer, Wm F., Lt., 19  
Koehn, Melvin L., CWO  
Kovacs, Aolton A., WO  
Kuykendall, Wm K., Capt.  
Mack, Douglas D., WO 4\*  
Miller, Raymond H., Capt. 1  
Missildine, Chas. E., Capt., 9  
Mitchell, Billy D., S/Sgt.  
Mitres, John J., SFC  
Mosser, George D., Sp/6  
Moyer Jerry M., Lt., 15  
Murphy, Wm., Lt., 10  
Neely, Robert D., Major, 1  
Nielsen, Edward, Col.  
Nunziati, Carl A., Lt.  
Nydegger, Neil K., Lt.  
Orton, Robert D., WO  
Osburn, Wayne E., Lt. Col.  
Perino, George H., Jr., Capt.  
Phillips, William D., Maj. 2  
Pierce, Harry O., CWO  
Piper, Ronald K., Lt.  
Pitts, Charles L., Maj.  
Porter, Edward J., Maj., 4  
Poulin, Robert H., Capt., 10  
Schenck, Roger L., Capt.  
Schrand, Gregory J., Capt. 5  
Thomas, Erle W., Jr., Lt., 11  
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Young, Raymond, Capt.



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SWENSON, Frederick C.  
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TALBOT, David R.  
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APO San Fran 96307  
TIBBETS, Hoye D.  
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Box 177-A, WOC Co  
Fort Rucker, Ala. 36362

## WOC'S

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Route 1, Box 45  
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APO New York 09168

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Stratford, Connecticut  
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## ARTHUR F. HAMMARSTROM

Lieutenant Colonel Arthur F. Hammarstrom (left), a veteran Army Aviator, died on Saturday, July 24 in Vietnam. He is reported to have suffered a sudden heart attack.

At the time of his death, Hammarstrom was serving as a staff aviation officer in G3 of Headquarters, United States Army, Vietnam. Prior to his assignment in Southeast Asia, Hammarstrom was Aviation Officer at Headquarters, First U.S. Army, Fort Jay-Governors Island, N.Y., N.Y.

## CHANGING YOUR ADDRESS?

Change of Address Notices mailed to "ARMY AVIATION MAGAZINE" for publication in TAKEOFFS will serve to change the records at:

The magazine, if the reader is an individual subscriber to the magazine.

The AAAA National Office, if the reader receives the magazine as an AAAA member.

Ladd Agency, Inc., if the reader holds a Flight Pay Protection policy.

Life Insurance Plan, if the reader holds AAAA-endorsed life insurance.





## AAAA PANEL SESSION



Hawkins



Vidal



Sverdrup



Fadum



Wood



Wolcott



Dibble

## DISTINGUISHED PANEL TO ADDRESS MEMBERS AT '65 ANNUAL MEETING

**D**ISTINGUISHED members of the Mobility Advisory Group of the Army Scientific Advisory Panel will participate in a panel discussion to be held on Thursday, October 28, at the Seventh Annual Meeting of the AAAA.

The Honorable Willis M. Hawkins, Jr., the Assistant Secretary of the Army (Research and Development), will introduce the panel participants to the members in attendance.

Mr. Eugene L. Vidal, an aviation consultant to the Army since 1955 and Founder and Director of Northeast Airlines, will speak on "What the Mobility Advisory Group Does for the Army."

"Worldwide Construction Problems for Land and Air Mobility" will be discussed by Maj. General L.J. Sverdrup, USAR (Ret.), Chairman of the Board of Sverdrup & Parcel and Assoc., St. Louis, Missouri.

Dean Ralph E. Fadum, Dean of the School of Engineering, North Carolina

State College of the University of North Carolina, will make a presentation on "The Impact of Soil Trafficability on Air and Surface Mobility."

Mr. Carlos C. Wood, vice president - engineering of the Sikorsky Aircraft Division, Stratford, Conn., will speak on "How Rotary Wing Aircraft Fit Into Today's Concept of Transport and Weapons Systems."

A fifth speaker to be announced later will cover "How STOL and V/STOL Aircraft Fit Into the Army's Future."

The sixth and concluding speaker, Mr. Fred W. Wolcott, vice president - operations of Research Analysis Corporation, will discuss "How the Army Decides What and How Many Aircraft It Will Have."

Colonel John Dibble, Jr., Chief of the Air Mobility Division, Office Chief of Research and Development, Department of the Army, will chair the panel and solicit questions from the attendees upon the conclusion of the presentation period.



# ARMY AVIATION ASSOCIATION 1965 ANNUAL MEETING

The Seventh Annual Meeting of the Army Aviation Association will be held on October 27-29, 1965 at the Shoreham Hotel, Washington, D.C., the site of the Association's first professional gathering in 1959.

The three-day program will be highlighted by the Seventh Annual AAAA Honors Luncheon at which national awards will be presented to the "Army Aviator of the Year," the "Aviation Soldier of the Year," the "Outstanding Aviation Unit of the Year," and the winner of the "James H. McClellan Safety Award."

All members who attend the 1965 AAAA Annual Meeting shall be expected to register. Members may register in advance during the period July 20-October 20 by completing the clip-out coupon that appears on the inside back cover and submitting it with their remittance to the AAAA National Office in Westport, Conn.

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

## **HONORS LUNCHEON**

Tickets for the Seventh AAAA Annual Honors Luncheon to be held at noon, October 29, 1965, in the Shoreham Hotel Regency Ballroom, are \$4.00 for all military, retired, and DAC personnel, and \$8.00 for all others. Chapter groups may reserve ten-seat tables prior to the convention by forwarding a check in

the amount of \$40 for each ten-seat table purchased.

Single Honors Luncheon tickets may also be purchased at the AAAA Registration Desks in the Shoreham Hotel, starting at noon on Wednesday, October 27. Cancellation requests should be postmarked no later than October 20.

## **PRESIDENT'S RECEPTION**

The President's Reception, a second highlight of each AAAA Annual Meeting, will be held on Thursday evening, October 28, in the Regency Room of the Shoreham. National President O. Glenn Goodhand and Mrs. Goodhand, and the President-Elect and his wife, will be hosts at this reception at which all registrants and their wives are welcome.

Each registrant is also invited to attend the Membership Reception preceding the Honors Luncheon on Friday, October 29, and the Annual Diehards' Reception to be held the same evening.

## **HOTEL RESERVATIONS**

Members desiring accommodations at the Shoreham Hotel (\$12.00 single; \$16.00 twin) are urged to write directly to the Shoreham Hotel at 2500 Calvert Street, N.W., Washington, D.C. 20008 or to a hotel of their own choice.

Shoreham Hotel reservations cannot be assured after October 17, nor can the hotel hold reservations after 8 p.m. without a letter of guarantee or deposit.



## AAAA ANNUAL MEETING ADVANCE REGISTRATION COUPON

Enclosed please find \$\_\_\_\_\_ in payment for my registration for the 27-29 October 1965 Annual Meeting of the AAAA and for the tickets that I have indicated below:

FUNCTION	QUANTITY	PRICE	AMOUNT
Registration Fee*	_____	\$3.00	_____
Ladies Luncheon, October 28	_____	\$4.50	_____
AAAA Honors Luncheon, October 29			
Military, DAC Personnel	_____	\$4.00	_____
All others	_____	\$8.00	_____

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_

UNIT OR FIRM \_\_\_\_\_

\*Includes registration of wife and attendance at the President's Reception on Thursday evening, 28 October, and attendance at the Honors Luncheon Reception held on Friday, 29 October.

Payment in full must accompany this registration request. Make your check payable to AAAA and mail with this Advance Registration Coupon to AAAA, 1 Crestwood Road, Westport, Conn. 06882. Cancellations cannot be accepted after 20 October 1965. Registration Badges and Honors Luncheon Tickets may be picked up at the AAAA Registration Desks in the Shoreham Hotel starting at noon, 27 October.







# AAAA NEWS

## NATIONAL BOARD TO MEET IN WASHINGTON AUGUST 28

The AAAA's 31-member National Executive Board will conduct its "second quarter" meeting at the Shoreham Hotel, Washington, D.C., August 27-29. High on the business agenda are a review of 1965 Annual Meeting planning and initial preparations for its business and professional meetings, consideration of By-Laws amendments, the '65-'66 membership program, a review of the Annual Audit covering the April, 1964-March, 1965 fiscal year, National Awards, preliminary plans for the 1966 Scholarship Awards Program, and Chapter activations.

During the course of the three-day meeting, the National Nominations Committee will consider candidates for the four National Execu-

tive Board offices to be filled for the 1965-1968 term. At still another meeting the National Awards Committee will select the winners of the four National Awards to be presented at the 1965 Annual Meeting.

## NATIONAL APPOINTEES

Colonel John L. Klingenhagen, who has just returned from a combat tour in Vietnam to assume command of the U.S. Army Aviation Materiel Laboratories at Ft. Eustis, Va., and Colonel Warren R. Williams, Jr., Director of the U.S. Army Board for Aviation Accident Research at Ft. Rucker, Ala., have been appointed to the AAAA National Executive Board by President O. Glenn Goodhand. The two officers will serve as National Members-at-Large through the term ending October 29, 1965.



Shown at a 23rd Birthday Celebration at the Ft. Wolters Chapter are, l-r, Capt & Mrs. E.W. Sanders (Treas), Mrs. W.N. Phillips, Col J.W.

Oswalt, Ret., the Guest Speaker; Lt Col D.C. Prescott (Pres); Mrs. Oswalt; Col. W.N. Phillips (Actg Comdt); & Capt & Mrs J.A. Quinlan.



# LIST OF AAAA DONORS TO 1965 SCHOLARSHIP FUND

A PARTIAL LIST OF THOSE MEMBERS WHO MADE DIRECT DONATIONS WITH THEIR RENEWALS

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## MILITARY AVIATION PLACEMENT SERVICE

### ■ FIELD REPRESENTATIVE

Aircraft component manufacturer desires to have a U.S. citizen as field technical representative in the Republic of Vietnam to provide liaison with military technical offices. The company would prefer to utilize a portion of the time of an individual who is performing the same duties for other related but non-competitive companies. Furnish resume and references to AAAA, Attn: Box 6850, 1 Crestwood Road, Westport, Connecticut.

### ■ ROTARY WING FLIGHT

Seeking employment with commercial or military connected firm as a helicopter pilot. Presently a holder of an FAA Commercial License for rotorcraft with helicopter instrument rating. Over 1,200 hours in helicopters with 850 hours first pilot time in the CH-34 or S-55. Able to obtain FAA Medical Certificate without waivers. Previous experience as a radar repairman for surveillance systems. Age 25 and married. Will accept any location

for a desirable position. Available after November 1. For resume and photo, write AAAA, Box 7198.

### ■ GEN'L. INDUSTRY/CONTRACTOR

Senior AA, age 47, seeks challenging position in aviation industry or with contractor utilizing fleet of aircraft. Twenty years experience in command and staff positions calling for initiative, enthusiasm, and long hours of hard work to meet stringent deadlines. Twelve years as AA. Commanded company size units. Held responsible staff positions in two major Army headquarters during the past five years. Commercial SMEL, instrument, rotorcraft, and S-55 ratings. Army special instrument rating, fixed wing. Over 2,500 hours. Available after Oct. 1. For resume, write AAAA, Box 726.

### ■ MILITARY SALES

Major southwestern electrosystems contractor desires a reserve aviator with an avionics background (preferably in the Signal Corps). Starting salary would be

about \$15,000 a year depending upon qualifications. If interested, write AAAA, Box 4360, Crestwood Rd, Westport, Conn.

### ■ INDUSTRIAL MANAGEMENT

Well qualified senior officer desires a challenging position in industrial management; specifically as assistant and "trouble-shooter" for top management officials to resolve daily problems and to develop programs for the improvement of policies which affect management operations. Write AAAA, Box 562.

### ■ MAINTENANCE DIRECTOR

Retired rated Army officer with an extensive background in aviation maintenance and flight operations desires a responsible position in the aviation industry. Holds current FAA ratings as commercial pilot, airframe and powerplant mechanic, and instructor of maintenance course. Fully capable of planning, training, or directing shop, school, or flight line maintenance operations. For resume, write AAAA, Box 800.

#### ALAMO CHAPTER

Pres.....Lt Col Charles L. Clance  
Sec.....Major Lloyd E. Spencer

The Chapter participated in the combined membership meeting held at the time of the Fourth U.S. Army Aviation Conference at Fort Bliss, Texas, on 20-22 April.

#### ALASKA CHAPTER

Pres.....Major John P. Stapleton  
Sec.....Captain Norman C. Toso

The Chapter held a general membership meeting on 3 June at which Lt. Col. George G. Tillery, CO of the 19th Avn Bn, and SMAJ Robert R. Young ("1960 Aviation Soldier of the Year") were Guests of Honor. Miss Terri Dunford of Wasilla, Alaska, was awarded a \$25 Savings Bond by the Chapter for having the best Science Fair Exhibit at the Greater Anchorage Area Fair. Maj. General George C. Carver was made an Honorary Member of the Alaska Chapter. Maj. Clarence L. Heiss and Capt. John H. Lane, Jr., were presented Association Certificates of Merit by the Chapter for their long-term support of AAAA and USARL aviation.

#### AA CENTER CHAPTER

Pres.....Col Edward McKen, Ret.  
Sec.....Lt Col Thomas J. Sabiston, Ret.

Celebrating the 23rd Birthday of Army Aviation, members of the Aviation Center Chapter and their families met at Lake Tholocco on 6 June and participated in an Old Fashioned Picnic. Boating, swimming, water skiing, and fishing were included in the day's recreational activities. At a later 17 June Chapter Executive Board meeting, Col. Warren R. Williams was elected as Executive Vice President, replacing the departing Col. Robert M. Hamilton. Col. Roy Crook was appointed Chairman of the Center Chapter's Awards Committee.

#### ATLANTA CHAPTER

Pres.....Col. Austin J. McDermott, Jr.  
Sec.....Capt. John C. Carlisle

Members of the Chapter, their families, and their guests gathered at Marchman Lake Pavilion at the Atlanta Army Depot on 31 July at an All-Day, All-Fun AAAA Picnic. At an earlier 28 April meeting, the Chapter elected the following members to '65-'67 office: Col McDermott (Pres), Capt Robert L. White (ExVP), Capt Carlisle (Sec), Homer L. Greene (Trea), Maj Gary R. Heffner (VPA), WO Conrad A. Climer (VPR), LCol Jerome B. Feldt, Ret., (VPG), Jacob R. Beard (VP), and Maj Raymond M. Gunn (VPP).

#### BLUEGRASS CHAPTER

Pres.....LCol James E. Childers  
Sec.....Maj James M. Peterson

A general membership meeting of

## CHAPTER



## CALENDAR

The Bluegrass Chapter was held at the Country Club on 29 April at which the members elected the following slate to '65-'67 Chapter office: LCol Childers (Pres), LCol Elmer D. Huffer (ExVP), Maj Peterson (Sec), Capt Jerry L. Fleming (VPA), Lt Ulysses Harrison (VPG), Capt T.W. Mulvanity (VPR), Maj Bernard R. Lefebvre (VP), and CWO Frederick G. Lieb, Ret. (VPP). The Chapter tentatively planned to meet on 2 Aug. to install its new officers.

#### DAVID E. CONDON CHAPTER

Pres.....LCol Joseph E. Henderson  
Sec.....Capt William W. Redman, Jr.

The members of the David E. Condon Chapter held a 30 July Dinner-Dance at the Fort Eustis Officers' Open Mess, the first affair conducted by the new '65-'67 slate of Chapter officers. Elected at an earlier business meeting were: LCol Henderson (Pres), LCol Selmer A. Sundby (ExVP), Capt Redman (Sec), Maj Alfred B. Jarden (Trea), LCol Keith J. Bauer (VPA), Maj Elmer V. Merritt, Ret. (VPR), Col Michael J. Strok (VP), and Maj William B. Jackson (VPP).

#### DAVISON AAF CHAPTER

Pres.....Col Hugh W. Webb  
Sec.....Capt Rodney C. Lindsay

The Chapter conducted a general membership business meeting on 17 June with tentative plans being made for a late summer AAAA Membership Picnic.

#### FORT BENNING CHAPTER

Actg Pres...Maj William L. Denend  
The Chapter did not disseminate an Apr-June, 1965 meeting notice through the AAAA National Office, or provide Chapter minutes indicating that an AAAA general membership meeting was held during that period.

#### FORT BRAGG CHAPTER

Pres.....Maj Roger H. Goye  
Sec.....Capt Robert M. Furney

The members of the Fort Bragg Chapter conducted a late afternoon business meeting on 18 June at which plans for a summer outing of the membership were discussed.

#### FORT HOOD CHAPTER

Pres.....LCol Van T. Barfoot  
Sec.....Capt Isaac R. Jones

At the 24 April dinner meeting (reported in the May issue), the Fort Hood Chapter members also elected the following to 1965-1967 office: LCol A.T. Pumphrey (ExVP), Capt Jones (Sec), Capt Charles F. DeAmaral, Jr. (Trea), Capt Joe E. Gray (VPR), and Capt Elwood J. Becker, Jr. (VPP).

#### FORT LEWIS CHAPTER

The activation meeting of a new AAAA Chapter representing members residing in the Greater Fort Lewis area was held on 26 June in the Flame Room of the Fort Lewis Officers' Open Mess. All members residing in the State of Washington were sent the notice of the activation meeting. A report of the meeting will appear in a later issue.

#### FORT MONROE CHAPTER

Pres.....Col James T. Burke  
Sec.....Maj Lee M. Hand

Members of the Ft. Monroe Chapter and their ladies were expected to attend a 29 May professional dinner meeting at the Fort Monroe Officers' Open Mess. Mr. M.C. Haddon, Group Vice President of the Lockheed Aircraft Corporation, was to address the Chapter membership as Guest Speaker for the evening meeting.

The Chapter, along with the members of the David E. Condon Chapter at Ft. Eustis, had served as co-hosts to the AAAA Nat'l Board at its 22 May meeting the week before.

## PARTICIPATION

■ Within the framework of the Army Aviation Association, 41 Chapter activities represent the interests of more than 70 per cent of the total membership. These chapters - which reflect all degrees of membership participation and activity - are governed by 7- to 9-member Chapter Executive Boards, patterned along the lines of the Association's National Executive Board. In the 1964-1965 activity year ending March 31, the Chapter activities engaged in well over 205 professional and social AAAA gatherings.



## PORT RILEY CHAPTER

Pres.....Maj Drexel E. Sanders  
Sec.....Capt Richard D. Goff

Members of the Fort Riley Chapter met at a professional-business meeting on 12 June and heard an interesting slide show presentation on Southeast Asia by Capt Robert Wharrie (G-2 Air). A second Guest Speaker, Lt. Col. Louis A. Williams, the Post Aviation Officer, spoke on the advantages derived from AAAA membership and encouraged all in AA to support the Ass'n. On the business side, the following members were elected to fill offices vacated by departing officers: Maj Arthur F.W. Lieb (ExVP), Capt Allen A. Bresette (Trea), and Capt Thomas J. Warr (VP).

## PORT SILL CHAPTER

Pres.....Col. Frederick C. Goodwin  
Sec.....Capt. John G. Bugenske

Gathering on June 4, members of the Fort Sill Chapter held an Anniversary Ball commemorating the 23rd birthday of Army aviation. Formal attire - a distinguished guest as a speaker - and late evening dancing have marked all of the Sill Chapter's Birthday Balls.

## PORT WOLTERS CHAPTER

Pres.....Lt. Col. Daniel C. Prescott  
Sec.....Capt. James A. Quinlan, Jr.

AAAA members, their families, and their guests gathered on July 23 at a Chapter Swimming Party and Picnic replete with the customary side dishes - hamburgers, hotdogs, beans, potato salad, and beverages to suit the age of the thirsty.

A concerted effort was made to encourage the attendance of students of the Primary Helicopter School.

At an earlier business meeting on June 5, the subject of student participation and orientation in AAAA affairs was discussed by the Chapter officers. Colonel W.N. Phillips, Lt. Col. W.A. Bearden, Maj. John P. Moran, Jr., and Capt. W.D. Ray were appointed as members of the Chapter's Nominations Committee for AAAA National Awards.

## FRANCE CHAPTER

Pres.....Capt. Roy B. Dickinson  
Sec.....CWO Raymond C. Bowers

The first general membership meeting of a new "France Chapter" (Verdun) was held at the Orleans Officers' Open Mess on June 25. Following cocktails and a dinner, the members and guests viewed a film presentation.

Elected as the initial slate of officers of the new chapter were Capt. Dickinson (Pres), CWO William J. Stebbins (ExVP), CWO Bowers (Sec), Lt. Thomas E. Higdon (Trea), Maj. Donn E. Taylor (VPA), Capt. William A. Bloemenda (VP), CWO William L. Long (VPF).

# CHAPTER



# CALENDAR

While personnel of the 2d Aviation Company comprise the majority of the Chapter's membership, the new Chapter represents all of the units and activities within the entire geographic area of France. The new membership activity represents the first organizational effort in France since the inception of the AAAA in 1957.

## FULDA CHAPTER

Pres.....Maj. Harold R. Johnson, Jr.  
Sec.....Capt. Tommy R. Palmertree

A general membership meeting of the Chapter was held on June 18 at the Bad Hersfeld Officers Club with the members enjoying steaks, beer and the floor show activities. At the meeting, the members pledged \$50 to the AAAA Scholarship Foundation, scheduled an August Chapter picnic for members and their families and guests, welcomed four new members to the Chapter, and recognized 12 guests inviting each to join with them in Quad-A.

## GRAND CANYON CHAPTER

(Fort Huachuca, Arizona)

Pres.....Colonel Harold F. Via  
Actg Sec.....Capt. M.L. McDonald

The Chapter did not disseminate a Jan.-Mar., 1965 or Apr.-June, 1965 quarterly meeting notice thru the AAAA National Office, or provide a copy of a locally-produced notice indicating that a general membership meeting had been held during this period. The Chapter last met on October 24 at an AAAA Cocktail Hour at which time its membership stood at 91.

## HANAU CHAPTER

Pres.....Maj. Jack Keaton  
Sec.....Capt. James R. Parker, Jr.

Deployment of units and normal CONUS rotation having depleted the

Chapter Executive Board, the Hanau Chapter membership conducted a business meeting on June 17 at which a completely new slate of officers was elected and installed for the '65-'67 term of office.

Elected were Maj. Keaton (Pres), Maj. William F. Lang, Jr. (ExVP), Capt. Parker (Sec), Lt. Douglas W. Carmack (Trea), Capt. George Crowfoot (VPA), Capt. David L. Starkey (VPF), Capt. Billy J. Bowling (VPF), CWO Jose Anorga (VP), and CWO William J. Gibbs (VPF).

The members voted to conduct a combined general business meeting in conjunction with a social activity during the July-September membership quarter and to utilize the facilities of the National Office for meeting notice reproduction and distribution due to the widespread geographic separation of many of the members.

## HAWAII CHAPTER

Pres.....Maj. William F. Winters  
Sec.....Capt. Walter M. Bergmann

Free hot dogs and soft drinks characterized the August 7 "Good Old Fashioned Picnic" held by the Hawaii Chapter at the Barbers' Point Officers Beach.

## ILLESHEIM CHAPTER

Pres.....Capt. Walter N. Wharton  
Sec.....CWO Allen B. Causseaux

At a general membership "Stag Get-Together" held at Beck's Gasthaus on 20 May, members of the Illesheim Chapter viewed the color print of "Wings at the Tree Tops" along with AAAA Films #1 and #2 (1964 Industry Member Reels). Following the meeting, the membership elected a committee to plan a forthcoming membership dinner-dance.

## KEYSTONE CHAPTER

Pres.....Major Wayne E. Barker  
Sec.....Capt. Jack Thomas

Major General Thomas R. White, The Adjutant General of the Commonwealth of Pennsylvania, was the guest speaker at a 26 March meeting of the Keystone Chapter at New Cumberland Army Depot, New Cumberland, Pa. General White spoke on "Some American Patriots - Past and Present."

Following a short presentation on the AAAA Scholarship Fund by Maj. Thomas Small, outgoing Chapter President, the members elected the following officers to '65-'67 AAAA office by acclamation:

Maj. Wayne E. Barker (Pres), Maj. Eugene Smith (ExVP), Capt. Jack Thomas (Sec).

## KOREAN CHAPTER

Pres.....Major Robert G. Cox  
Sec.....Capt. Jack T. Clark

The Korean Chapter - the sixth



oldest Chapter in the Ass'n—elected its 1965-1967 slate of officers at a May meeting returning the following members to office:

Major Cox (Pres), Maj. Paul B. Robison (ExVP), Capt. Jack T. Clark (Sec), Maj. Henry W. Schober (Treas), Maj. Duane B. Ford (VPA), Capt. John A. Hammond (VFP).

At the annual election meeting held on 7 May, Colonel Peter J. Harris, Aviation Officer, Eighth US Army, presented a scroll, membership pin, and AAAA credentials making Col Kim, Won Bae, the Director of Army Aviation, ROK, an Honorary Member of the Korean Chapter of the AAAA.

#### LATIN AMERICAN CHAPTER

Pres.....Maj. Merrill T. Peterson  
Sec.....CWO Bert D. Rolston

Going all out, members of the Latin American Chapter held a Luau presided over by the Hawaiian cook, Malua, partook heavily of a pit-baker porker, and then, somewhat more than stuffed with all good things Hawaiian, proceeded to take care of some Latin American Chapter business.

Major General James D. Alger, Commanding General of USARSO and the Guest of Honor at the Chapter's Luau, was presented with the certificate and credentials of Chapter Honorary Membership, and in a non-AAAA presentation that followed, was given an aircraft seat with two CLEAN seat belts that had been adjusted just a bit too short to enable the General to fit them around his mid-section. General Alger suffered through the first few moments graciously before he realized that no matter how hard he'd try, the seat belts simply would not fit.

#### LECH RIVER CHAPTER

Pres.....Major Robert B. Davis  
Sec.....Lieutenant Moses Erkins

A Chapter "Membership Meeting and Crash and Rescue Party" was held on 19 June with each member being asked to bring his "Command Pilot (Wife)" and to "Dress as you are rescued (Flight suits, etc.)."

Bar-B-Q Chicken and an Open Bar were part of the Battle Order. The Saturday evening party was held at Building 442, Gablengen Kaserne.

#### LINDBERGH CHAPTER

(St. Louis, Mo.)

Pres.....Eric H. Petersen  
Sec.....Mrs. Lorraine M. O'Brien

Chapter members gathered at Le Chateau on 17 July for what they hope will become an annual affair known as the "Summer Festival." The late evening floor show was preceded by a cocktail hour, dinner, and dancing.

The Chapter has scheduled its August professional-business meet-

## CHAPTER



## CALENDAR

ing on 26 August at the Lambert Field Officers' Club. Mr. Frank Martin Taylor, the Acting Consul General at the British Consulate General in St. Louis, will be the guest speaker at the dinner meeting. Refreshments, 1730-1900 hours. Dinner at 1900 hours.

#### MAIN RIVER VALLEY CHAPTER

Pres.....Captain Wilbur E. Reid  
Sec.....Lt. William W. Holston, Jr.

A quarterly meeting was conducted on 18 June at which the members in attendance elected the following to '65-'67 Chapter office:

Capt. William Wade (ExVP), Lt. Holston (Sec), Lt. James Stinebaugh (VPA), and WO Emerson Stanley (VFP). The members then set the time and date for the next meeting for 13 August 1965 at the Kitzingen Officers' Club. A social hour ended the 18 June gathering.

#### MAINZ CHAPTER

Actg Pres.....Maj. Bobby E. Wofford  
Sec.....Maj. John G. Young

A general membership business meeting followed by a dinner-dance at which all AAAA members, their wives and their guests in the Mainz and Bad Kreuznach areas were invited was held on 26 June at the Mainz Officers' Club. The results of the Chapter election will be announced in a subsequent issue pending the receipt of a combined acceptance form at the National Office.

#### MONTEREY CHAPTER

(Port Ord, California)

The Monterey Chapter was deactivated on 15 February 1965 due to the reassignment of a majority of the aviation sub-units on post to other CONUS and overseas locations. The Chapter may be reactivated in late

1965 or early 1966 with the reassignment of sufficient membership to the post.

#### MOUNT RAINIER CHAPTER

(Fort Lewis, Washington)

Pres.....Lt. Col. Julius E. Clark, Jr.  
Sec.....Major James M. Leslie

An "activation meeting" of all AAAA members within the Greater Fort Lewis area was held at the Fort Lewis Officers' Open Mess on 26 June and the members in attendance selected "Mount Rainier Chapter" as the name of their activity; established basic goals for the Chapter; set the site and date for their first general membership meeting on 26 August; and elected the following members to office on their initial Chapter Executive Board:

Lt. Col. Clark (Pres), Maj. Robert D. Williams (ExVP), Maj. Leslie (Sec), Maj. Fred. G. Harris (Treas), Capt. Gordon W. Seaward (VPA), Maj. Orville J. Laber (VPG), Maj. Robert A. Herbold (VPR), Capt. Roy C. Gentry (VPP), and Maj. Newell A. Mock, Jr. (VFP).

Following this election, a motion to establish the frequency of meetings on a bi-monthly basis was proposed, voted upon and carried. The 26 August meeting will be conducted in the Grey Room of the Fort Lewis Officers' Open Mess between 1900-2030 hours.

#### MUNICH CHAPTER

Pres.....Capt. Vincent J. Metallo  
Sec.....Capt. Edward J. Horton

Meeting at the Schleissheim Pool Area in late afternoon on 6 July, members of the Munich Chapter met with their new '65-'67 Chapter officers, and enjoyed the "beer and pretzels" that went along with the gathering. Captain Metallo (Pres), Capt. Robert S. Messer (VFP), and Capt. Earl H. Malchow (VFP) were the members taking new Chapter office.

#### NORTHERN ITALY CHAPTER

Pres.....CWO Charles H. Steffani  
Sec.....Captain Ellis D. Parker

Members of the Northern Italy Chapter held a business meeting on 19 March at which Lt. Barwin P. Reed was elected to fill the vacancy in the office of Treasurer left by the departure of Capt. Loren W. Webb.

#### NURNBERG CHAPTER

Pres.....Lt. Col. Stephen G. Martin  
Sec.....Capt. Richard E. Rice

The Nurnberg Chapter conducted a business-professional meeting on 27 May at the Monteth Officers' Open Mess at which the National Office-provided industry films were shown. Those in attendance agreed that "the films were outstanding in nature and very informative."

## Why is Sikorsky best qualified to build the AAFSS?



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





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**3.** The swing tail ROTOPROP™ proposed for the AAFSS has been successfully flight tested. It offers the simplicity of a single thrust-producer filling two functions: tail rotor and pusher propeller. It works full time; is less expensive, lighter and more reliable than alternate methods.

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In the business portion of the meeting, the members elected Maj. John J. Whalen as the new VP, Army Affairs, succeeding Capt. Wm. P. Hurley who had departed. At the same time the membership voted to hold an outdoor barbecue during late July or early August. Colonel Martin, the Chapter President, then addressed the general membership on the benefits of the Association and the reasons for encouraging non-members to join AAAAA, and concluded with a presentation on the capabilities of Army aviation as a combat arm today, and what can be expected of Army aviation in the near future.

#### PIKES PEAK CHAPTER (Fort Carson, Colorado)

Actg Pres.....Maj. Leo E. Gomolchak  
Sec.....Maj. Robert E. Lemon

The Chapter conducted a business meeting on 5 February at which it selected a nominating committee to recommend candidates for the unfilled Chapter offices. It did not disseminate an April-June, 1965 meeting notice through the AAAAA National Office indicating that a general membership meeting had been held during that period, or provide a locally-reproduced notice indicating that such a meeting had been held.

#### RHINE VALLEY CHAPTER

Pres.....Lt. Col. Ernest H. Francis  
Sec.....CWO Francis N. Heredia

Members of the Chapter and their ladies met at a business "social" meeting their newly-elected '65-'67 Chapter officers prior to enjoying themselves at a 5 June dinner-dance.

Outgoing president Colonel Albert Newton introduced the new officers. They were Col. Francis (Pres), CWO Heredia (Sec), and Mr. Hugh C. Gayler (VP). Lt. Col. Francis spoke for all three indicating his desire for an aggressive program insuring full participation by all members.

#### RICHARD H. BITTER CHAPTER (Corpus Christi, Texas)

Pres.....Lt. Col. Donald P. Luce  
Sec.....Maj. Dennis M. Boyle

Speaking on "International Logistics," Lt. General Jean E. Engler, Commanding General of the U.S. Army Supply & Maintenance Command, Washington, D.C., addressed the Richard H. Bitter Chapter membership at a 14 May meeting held at the Corpus Christi NAS Officers' Open Mess.

Going "social," the Chapter then conducted two "Happy Hour" gatherings at the CPO Club at Corpus Christi NAS.

The Chapter had scheduled a quarterly general membership meeting on 6 August at the NAS. However,



the meeting was cancelled due to circumstances beyond the control of the Chapter and will be re-scheduled at a later date.

#### SOC TRANG TIGER CHAPTER Actg Pres.....Major Donald Modica

Sec.....Lt. Henry R. Holzheuser

Meeting in the Tigers' Den in Soc Trang, the 50 members present elected their '65-'66 slate on 31 July, the following members taking office upon the conclusion of the meeting: Maj. Donald Modica (Actg Pres), Lt. Henry Holzheuser (Sec), WO Patrick J. Gilligan (Treas), WO Donald E. Begay (VPF). Following the election the members adjourned to the bar and from there to dinner.

#### STUTTGART CHAPTER

Pres.....Lt. Col. Jay B. Williams  
Sec.....Capt. Charles A. Edwards

Meeting at the Nellingen Officers' Open Mess on 6 May, members of the Stuttgart Chapter elected the following to '65-'67 office during

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Mgr., Aerospace Programs Engrg.  
William C. Robinson  
Director, Army Task Force  
Wilbur J. Reed  
District Manager, Washington Off.  
Richard M. Wilson  
Gulf Zone Manager  
Charles M. Arthur  
Marketing Representative

the business portion of the combined business-professional meeting:

Major Van Sant (Pres), Lt. Col. Jay B. Williams (ExVP), Capt. Edwards (Sec), and Maj. William L. Bradner (VPF). Capt. George F. Christensen (Treas), Capt. Donald J. Austin (DePA), and Capt. Howard E. Malone, Jr. (VPF) continued in office as incumbents.

The Chapter members then heard an interesting presentation on Aviation Career Management by Lt. Col. Dempsey of OPO, D/A.

#### VINH LONG CHAPTER

The Chapter did not disseminate an April-June, '65 meeting notice through the AAAAA National Office, or provide Chapter minutes indicating that a membership meeting was conducted during that period. The Chapter last met on 13 January '65.

#### WASHINGTON, D.C. CHAPTER

Pres.....Colonel Robert J. Low, Ret.  
Sec.....Major Jesse M. Burch, Jr.

The Chapter has scheduled a general membership luncheon meeting to be held at Patton Hall, Fort Myer, on Thursday, 9 September 1965. Maj. General Delik M. Oden, who returned from a combat tour in Vietnam earlier this year, will be the Guest Speaker at the September meeting. Members may secure refreshments at 11:30 a.m. with the luncheon to commence at 12:15. The details of the meeting have been sent to the membership by direct mail from the AAAAA National Office.

#### WSMR-BLISS CHAPTER

The activation meeting of a new AAAAA Chapter representing members residing in the Fort Bliss and White Sands Missile Range areas was conducted on 24 July. A report on the results of the meeting will appear in a subsequent issue.

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