

Army Aviation

JULY 31, 1967
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Army Aviation

JULY 31, 1967

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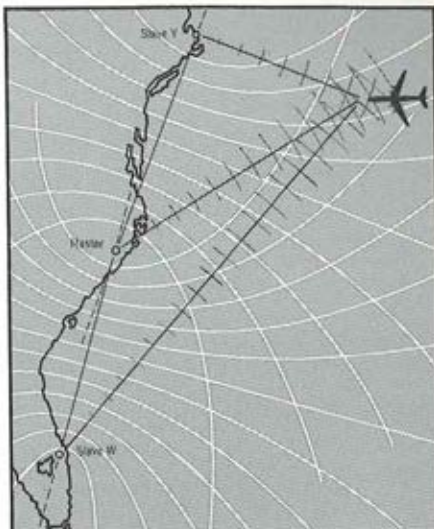
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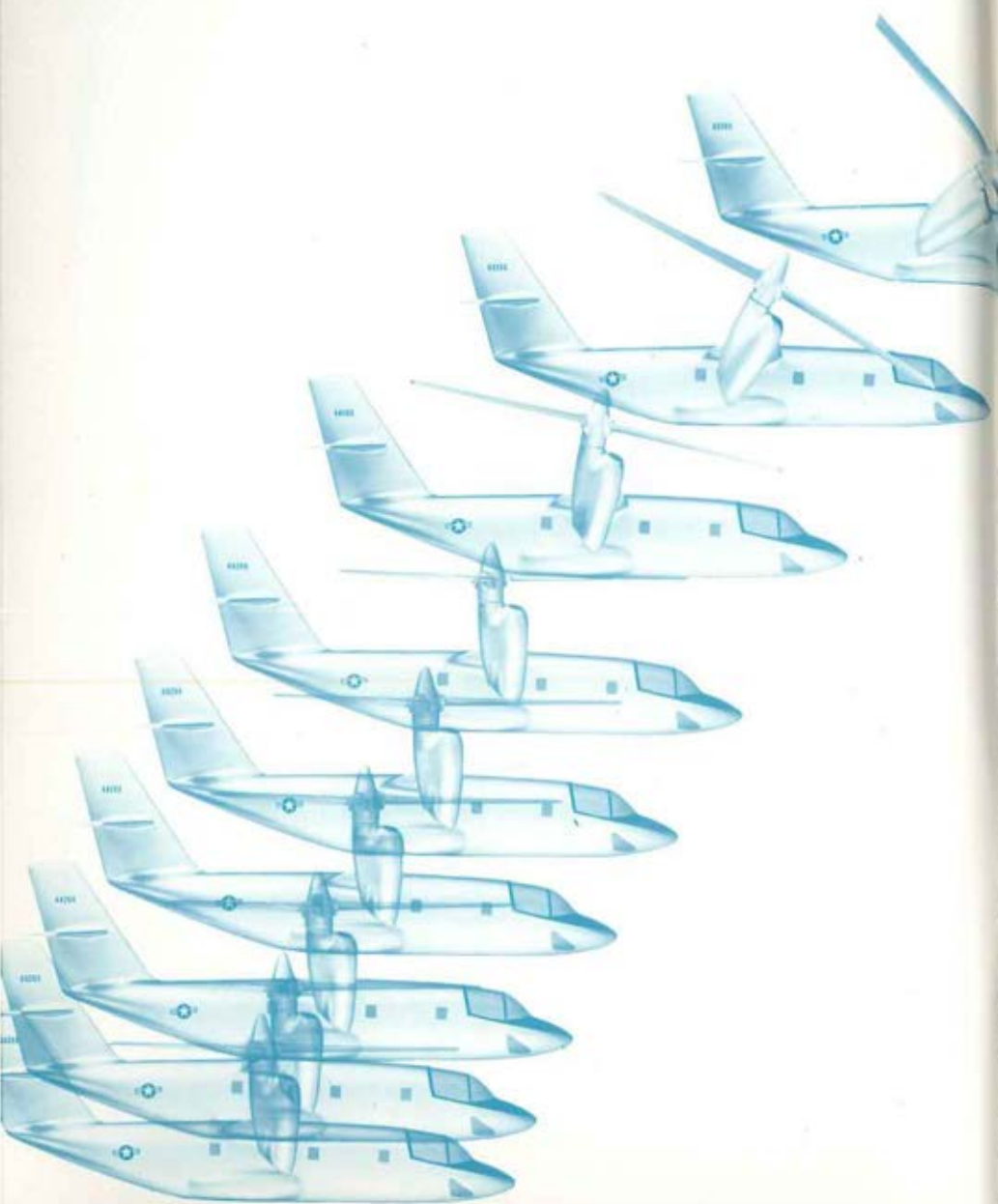
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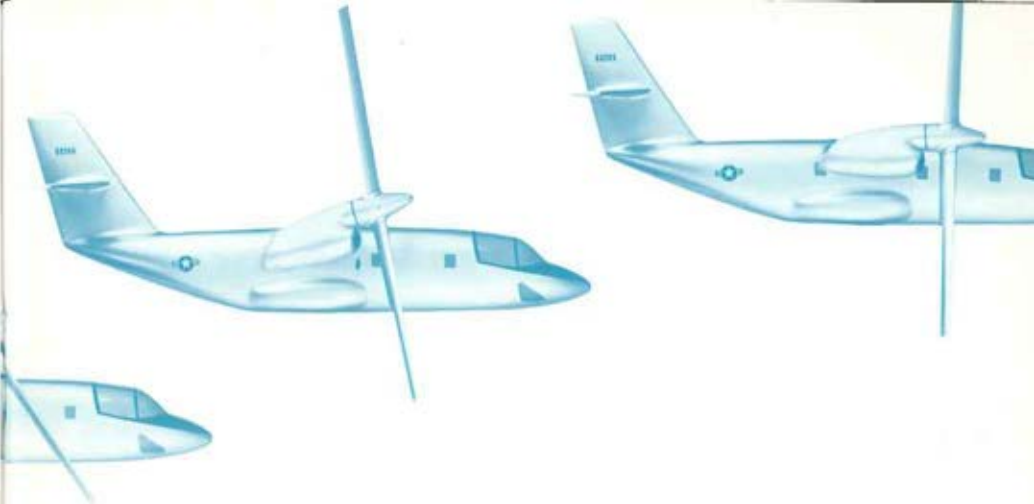
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RESCUE ON



MT. MCKINLEY

EARLIER this year on March 8th and 9th, officers and men of the U.S. Army Arctic Test Center and Northern Warfare Training Center rescued seven climbers from atop high, windy Mt. McKinley, which towers over 20,300 feet in the Alaska Range, ending a stirring mountaineering episode that saw the lofty peak conquered for the first time in the frigid cold of winter.

The expedition which began its assault on January 29th was composed of eight climbers — Gregg Blomberg 25, of Cleveland, Ohio, team leader; John Edwards 35, of Denver, Colo., Ray Genet 35, Art Davidson 22, Dave Johnston 24, and Dr. Wickman 39, all of Anchorage; Shiro Nishimae 31, of Japan; and Jacques Batkin 36.

Tragedy struck soon after the climb began. On the second day of the long climb, Batkin, the French-born climber, fell to his death in

a 50-foot crevasse near the 8,000-foot base camp. His body was recovered by the others, and brought from the mountain, and the expedition renewed its climb during February.

The rescue operation was initiated on the afternoon of March 5th when Vin Hoeman, a member of the Alaska Mountain Rescue Team, sighted two men at the 10,000-foot level of Mt. McKinley displaying an International Ground Emergency Code sign indicating, "*Require doctor, serious injury.*"

Don Sheldon, an experienced "glacier pilot" who had airlifted the men to the base camp, and was providing air support and surveillance flights for the expedition, reported sighting two men at the 17,000-foot level on the 5th of March, and indicated that he would attempt to land at the base camp on the morning of the 6th to investigate. At the same time, he sensed trouble somewhere high on the mountain and requested air rescue service. Sheldon and Hoeman were furnished with two VRC-4 radios rigged for air drop in case they were unable to land.

On March 6 the weather prevented Sheldon from entering the Mt. McKinley area, and the Alaska Air Command Rescue Co-

A first hand report of Army aviation's role in the March, '67 rescue of seven climbers by LTC Ralph O. Bennett of the Army Arctic Test Center

ordination Center promptly requested helicopter support from the U.S. Army Arctic Test Center at Ft. Greely, Alaska. This action became necessary because the CH-21 helicopters available to the Air Force in Alaska were not capable of operating at the altitudes necessary to effect rescue.

On approval of the mission, LTC Ralph O. Bennett, Chief of the Aviation, Avionics, and Aerial Surveillance Test Division at the Army Arctic Test Center, organized a rescue team consisting of five other Army Aviators, the necessary maintenance personnel, and a team of mountain-trained rescue troops from the Northern Warfare Training Center at Ft. Greely.

Team of three aircraft

Three helicopters were selected for the rescue mission — a UH-1B, a UH-1D, and a CH-47 Chinook, the latter being equipped with two 600-gallon auxiliary tanks to act as a mobile tanker for the two UH-1's. The Chinook also carried a complete set of field and rescue equipment for the mountain team, necessary tools, and maintenance equipment. The team's base of operations was Talkeetna, Alaska, a small settlement 65 nautical miles southeast of Mt. McKinley on the Alaska Railroad.

The USAF provided a rescue coordination office and a 5,000-gallon JP-4 tanker at Talkeetna FAA airstrip. Also, USAF fixed-wing aircraft were put on station to drop equipment when possible and to act as weather ships.

Due to high winds of 50 to 60 knots and a low ceiling, the Army choppers from Ft. Greely were unable to complete the 250-mile flight through the Alaska Range to Talkeetna until the afternoon of March 7. With weather preventing operations above 10,000 feet, LTC Bennett and his Army crews flew the two UH-1's to the Kahiltna Glacier area and were able to locate the base camp, despite blowing snow and high winds. Before a landing could be accomplished, however, the weather deteriorated and the aircraft had to return to Talkeetna.

Early the morning of March 8th, a T-33 reported no sightings, and the weather again

deteriorated rapidly with complete cloud cover from the 10,000 to 14,000-foot levels. Don Sheldon, the civilian pilot, attempted a search below the clouds, but was turned back because of the low ceilings and poor visibility. A USAF C-130 reported no sightings above 15,000 feet and complete cloud coverage below that altitude.

Two found at 8,200' level

At 10:30 a.m., Army UH-1's took off in an attempt to rescue the two individuals reported to be at the 8,200-foot base camp. Despite 30- to 40-knot surface winds with moderate to severe turbulence, and visibility somewhat less than ½ mile, the helicopters landed at the base camp, where the leader of the expedition, Gregg Blomberg, declined evacuation at that time because he was concerned about the remaining five members of the expedition who were unaccounted for. The two were given rations and cigarettes by the helicopter crews, and the aircraft departed the area for Talkeetna as further search at higher altitudes was impossible.

Radio contact established

On the same afternoon, a T-33 sighted three men at the 14,000-foot level, apparently descending. A C-130 dropped a radio and contact was established. The climbers were Genet, Davidson, and Johnston, the three who had reached the summit at 7 p.m. on March 1st, but who had been pinned down that night at the 19,000-foot level by high winds.

(Continued on Page 44)



In rescue team briefing are, left to right, Jim Whitaker, Washington State Rescue Council; the author, LTC Bennett, OIC; Vin Hoeman, Alaska Mountain Rescue Service; T. R. Atwood, National Park Service; and MAJ Octaneck, USAF, RCC coordinator.



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*The Aviation Director,
MG Williams, cites
participants for ...*

The Army's Role at the 1967 Paris Air Show



ARMED FORCES MANAGEMENT

MG Robert R. Williams

THE 27th International Aeronautical and Space Show — better known as the 1967 Paris Air Show — was staged at the Le Bourget Airport between 26 May and 4 June. The show opened just five days after the 40th Anniversary of Lindbergh's arrival at the same airport in the *Spirit of St. Louis*. Consequently, U.S. participation followed variations of the theme "In the Spirit of Lindbergh ...".

While the show featured essentially peaceful applications of air and space vehicles, the U.S. Army displayed five aircraft to include the OH-6A, CH-47A, OV-1, AH-1G, and CL-286, the last standing in for the XH-51. These aircraft were on static display throughout the nine days of the show and were also featured in aerial demonstrations several times during the exhibition.

While a number of CONUS observers and crews were privileged to attend this greatest of all air shows, I was unable to get away and must content myself with the reports of Colonel Bob Cody and LTC Bill Henry of the Directorate, who did attend.

These officers report that the Army was well represented and that both CONUS and USAREUR based aircraft and crews performed in commendable fashion. This is particularly important when you consider that the best known personages of military and civil aviation from 45 nations were getting their impressions and comparisons at this show.

I have heard praise from numerous sources of the fine support provided by USAREUR — not just of the pilots and crews but also for the bus drivers, clerks, switchboard oper-

ators, and all the rest. In view of the virtual close-out of our facilities in France, the support task in Paris was all the more difficult.

If the U.S. "image" suffered a bit in the 1965 Paris Air Show, I think that much was recouped in the way of international aviation prestige this year. I am particularly pleased that our Army contribution to this effort was successful and highly regarded.

The annual writ

Like all the rest of the "Pentagon Tigers" I recently took the Annual Written Exam. As usual it was a revealing and somewhat frustrating experience. Hopefully, those who fly as a full time task had less difficulty than the desk types.

This year's exam was a good test of *DOD FLIP* utilization, plus providing a rather painstaking review of basic tactical map reading. My concern regarding the exam lies in the very practical area of alternate minimums and where one "gets the word" to properly file and execute a CONUS flight plan.

Army alternate minimums are published in two places, the *DOD FLIP Approach Procedures Manual* (one of 9 volumes), or AR 95-2. Using the *FLIP Manual* is no problem but not many of us carry AR 95-2 around with us. The rule to remember is: Use the *DOD FLIP* for Army and civilian airfields and when using other military airfields use 1,000 feet and $\frac{3}{4}$ miles as the basic minima.

We recognize that the 1,000/3 constraint is not the most realistic assessment of actual installation capability but these installations are not under Army control. Therefore, we follow the rules prescribed by the controlling agency.

ARCSA II

At this writing, the Chief of Staff has approved the *ARCSA II* recommendations and an implementing directive is being prepared. As Major General John R. Wright, Jr. described in his briefing, published in the March 1967 edition of this magazine, the study is indeed broad in scope and will have considerable impact on both divisional and non-divisional Army aviation.

Implementation will be a somewhat lengthy

CAN YOU TOP THIS?

Only three weeks after setting a record by hauling their 80,000,000th combat cargo pound, the Army's 147th Assault Support Helicopter Company passed another milestone by recovering their 300th aircraft. The "Hillclimbers" are commanded by MAJ John F. Moran, Jr.

process, as you might imagine. It will involve DOD level decisions, revision of TOE's, and changes in various manuals and doctrinal publications.

It would be premature to attempt a detailed description of the individual changes which will be made in structure and organization. However, at a later date I hope to be able to spell out, within the limits of security, the major changes in aviation and when they will be made.

Commissioned aviators

While on the subject of studies, I should also mention a new study which is addressing Army requirements for commissioned officer aviators. This study, directed by the Chief of Staff in March of this year, is just now getting underway.

Its main purpose is to develop a more precise method of determining commissioned officer aviator position requirements. The study represents a further step in the Army's continuing efforts to refine its personnel management capabilities in the aviation field.

In this instance, a detailed line by line analysis will be made of TOE and TDA cockpit, supervisory, and other spaces currently designated as commissioned aviator slots. This effort should result in a validation of current requirements, either as they stand or with some changes, and provide a basis for establishing methodology for subsequent use in determining the commissioned aviator requirements in any planned force or force level.

A small task force has been formed here at DA and a full year has been allocated to the accomplishment of this study. I believe the results will be of considerable significance to Army aviation. However, I also believe the impact of the study will be relatively long range.



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Captain Marvin L. McDonald, Jr., has been flying Mohawks since 1963 and has accrued almost 1200 hours. From August 1963 to August 1964 he was assigned to the 23rd SWAD in Vietnam, where he received the DFC, Purple Heart, and Air Medal with 8 clusters. Capt. McDonald was recently assigned to the Combat Surveillance School at Ft. Huachuca, Arizona, but has been transferred to the 244th Aviation Company, Ft. Lewis, Washington.



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Major Paul R. Anderson, the Chief of AVCOM's AH-1G New Equipment Training Team, talks about NET, better known as . . .

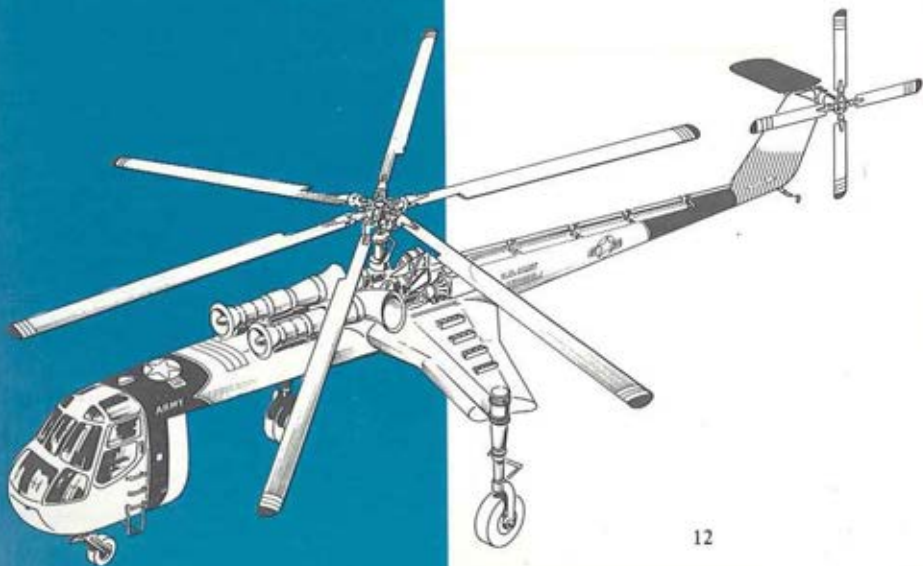
New Equipment Training

IN today's rapidly changing Army, and particularly as advances are made in the state-of-the-art to match these changes, many new items of equipment are entering the Army inventory — each with distinct and new operating procedures, maintenance requirements, and "user" knowledge.

Even on those occasions when materiel isn't totally new, modifications that have been made may radically change its performance and maintenance requirements, and call for new "training" requirements for the operator, maintainer, and employer.

Then too, at several times in the past, the exigencies of the situation were such that certain pieces of equipment were delivered to using units in the Army without being adequately covered by appropriate training, and malfunctions occurred.

As a result of these few experiences, and to avoid any unfortunate occurrences in the future, plans have been drawn up to insure that each piece of equipment is introduced properly. The insurance is spelled out in the form of any Army Regulation, AR 350-12. The program outlined in this regulation was later amplified by USAMC Regulation 350-6,



one of the U.S. Army Aviation Materiel Command's regulations in the 350 series that pertain to aviation equipment.

The basic aim . . .

What is the basic aim of NET?

New Equipment Training (NET) allows a new or modified piece of equipment to be received, employed, and maintained by any gaining command in the shortest, safest, most efficient manner.

In order to accomplish this objective, a four-phase program is pursued. Briefly, these phases include:

Phase I — Qualitative and Quantitative Personnel Requirement Information (QQP-RI). MOS decisions.

Phase II — Technical Training Courses (TTC). The initial transfer of knowledge from the developer/producer needed to establish a training base. (Here, for example, Bell Helicopter has just provided in-plant training to the AH-1G New Equipment Training Team).

Phase III — New Materiel Introductory Program (NMIP). Primarily the issuance of advance information through the use of *New Materiel Introductory Briefing Teams (NMI-BTs)* and/or *New Materiel Introductory Letters (NMILs)*.

Phase IV — New Equipment Training Teams (NETTs). The fielding of appropriate training teams simultaneously with new equipment.

How is the program developed?

Program development

In carrying out its program of support to Army aircraft and aircraft systems, USAVCOM's Training Division of the Directorate of Personnel and Training develops plans for the training aspects associated with each new piece of equipment. During the early period of development of a new item, or major modification, this office works in close conjunction with the Project Managers of DA staff agencies (in the case of project-managed items), USCONARC and its schools, the Test and Evaluation Command, such depots as are appropriate, and the other AMC commodity commands influencing the development and introduction of a new item.

The earlier this is accomplished, the faster the field commander can move unhindered in using his new equipment. In this endeavor consideration is given towards instructor training — the initial transfer of technical knowledge on which to base formal school programs.

Next on the program for CONARC is the development, procurement, and delivery of appropriate training equipment (hardware), tools, and training devices. Concurrently, consideration is given to test the personnel in training, as well as the technical maintenance specialists and depots with USCONARC having the largest requirement in this area.

It's axiomatic — and almost certain — that equipment will be delivered to the users before all of the manuals are printed, just as it is almost certain that an initial supply of parts and tools will be delayed. The latter is understandable considering the "after-the-fact" nature of the development of the parts and tools.

NMIL: Advance information

An attempt to alleviate certain of these difficulties is the writing and issuance of a *New Materiel Introductory Letter (NMIL)*. These are published as USAVCOM 350 series pamphlets and are sent out approximately 180 days before the equipment is due to be fielded. Because of the early issuance of this letter, information is often sketchy and must be revised frequently to insure that the latest information is disseminated.

From the NMIL one is able to obtain a general understanding of the new item, its proposed use, selected test findings, its planned issue, and significant aspects of special tools and/or anticipated maintenance requirements. Of particular interest to the user, the NMIL also discusses planned *New Equipment Training (NET)* and *New Equipment Training Teams (NETTs)*.

Tailored training teams

The next major consideration of NET is to fill the gap between the initial introductory training program and a fully implemented training program. Factory training cannot begin until hardware is available. What can

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NEW EQUIPMENT TRAINING

(Continued from Page 13)

we do about it? . . . We field a New Equipment Training Team, referred to as a NET Team.

These NET Teams are tailored to fit the item being introduced, the period of time required, the location of the training to be conducted, and the user requirements. Teams have varied in size from a one-man team to one having as many as sixty personnel. Team composition varies . . . Military personnel (officer and enlisted), FA Technical Specialists, and/or contractor-furnished technicians have staffed NET Teams. In the case of the AH-1G HueyCobra NET Team, all three types of personnel serve on the team.

The program that is developed is dictated by the system being introduced, the total number of items being introduced, and the desired rapidity of introduction. The type of training offered is not necessarily limited to maintenance training, but encompasses operator skills as well. In the introduction of the T53-L-13 engine, both CONUS and RVN teams were fielded.

You might ask at this point, "Doesn't NET conflict with AAMTAP (the Army Avia-

tion Mobile Technical Assistance Program)?"

No, because NET, in being concerned strictly with new or modified equipment, assumes that the trainee has not received any training on the items involved. AAMTAP, on the other hand, is devised to assist the field organization in honing its personnel to a finer degree, and assumes that the personnel who are to receive the training are qualified personnel, but who have a minimum of experience and skill with the item. AAMTAP is of particular assistance in those instances where a unit suffers a mass turnover of experienced personnel, and receives inexperienced replacements en masse.

A limited program

NET, by its very name, cannot stay in business for very long on any one system. By regulation, its life is limited to one year from the date of introduction of an item to a theater. In practice, NET tries to develop the program, pursue the initial overall effort, and then once the early requirements have been satisfied, it gives way to the old standby, AAMTAP.

Requested in CONUS through USCON-ARC and USAMC, NET assistance is intended to aid you — the user — in doing your job in the most professional manner possible.

Kelton's Kandy Kaper

Civic action takes on many forms in Vietnam and recently a Bird Dog pilot came up with a new twist for making new friends of the children.

"I had put in many hours flying convoy cover for various units over here," said Capt. Earl R. Kelton, pilot for the 11th Combat Aviation Battalion, "and had always taken notice of the boys and girls who came out to wave to the troopers as they moved past. I thought it was high time to say hello to them."

Kelton decided to para-drop his greetings to the children. Obtaining an old flare chute from surplus stocks, he cut the silk into small hexagons, each about a foot and a half across. He then took the long nylon shroud lines from the original chute and cut them down to accommodate the smaller canopy. Next came the payload — in this case, two rolls of lifesavers taped together.

"Non-stop para-drop," as Kelton calls his creation, was an immediate success. "It was beautiful," he said. "The kids were apprehensive at first, then astounded, and finally downright excited about the whole thing."

"The technique involves testing the wind first, then dropping flaps, going in low and slow, and then dropping the chutes from 50 or 100 feet. The little chutes deploy just like the big ones if all goes well."

So far, all has gone well. Non-stop para-drop has made a dozen drops throughout the eastern half of III Corps. All were successful.

Improvements continue as the program goes on. Various sizes and shapes for the canopies and varying lengths for the shroud lines have been tried, but still the original formula is the one that works out best. "I am now coloring the chutes by dipping the silk into Kool-Aid, of all things," Kelton said. "Now we have four colors to drop — grape, orange, lemon, and cherry."

There has been an added benefit of which Kelton said he is quite proud. "The mechanics who work on my airplane donate their extra stocks of chewing gum and lifesavers sent to them by the folks at home. They're an enthusiastic part of the project now. I have to give them a status report on all drops as soon as I'm back."

1967 AAAA REGIONAL AND CHAPTER ACTIVITIES



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APO New York 09696

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ACTIVITY: The chapter conducted a general membership business meeting at a June 6, 1967 luncheon, meeting its new Chapter officers at that time. Earlier in the year, the Alamo Chapter members held a late afternoon business meeting to elect and install its '67-'69 officer slate.

MEMBERSHIP: The March 31, 1967 Chapter roster totaled 114 members, 23 of whom were Ten Year Members of AAAA.

ALASKA CHAPTER

APO Seattle 98749

President: MAJ Drexel E. Sanders

Executive Vice President: MAJ William L. Anderson

Secretary: CPT John V. Owens

Treasurer: CW2 Paul R. Barron

Vice President, Army Affairs: CPT Jack Swan

Vice President, Reserve Affairs: CPT John W. Spalding

Vice President, Industrial Affairs: Mr. John R. Stephenson

(Activities — Continued on Page 20)

Slow roll



Helicopter safety takes a new turn*

Loop

Cuban 8

Hammerhead stall

Immelmann turn

Loop with roll

The expanding role of helicopters is creating new demands for stability and controllability. Flying in gusty winds, hugging rough terrain, setting down on hillsides and flying in IFR weather are very sticky problems. Training green pilots is also a tough proposition.

Responding to the need for significant improvement in helicopter safety, Lockheed developed the Rigid Rotor.

As its name implies, the Rigid Rotor's blades are fixed rigidly to the mast—instead of teetering or flapping. This way the entire mass spins as a unit. The result is a gyroscopic action that makes the Rigid Rotor helicopter vastly more stable—without black boxes.

This stability also means controllability. Together, they provide a

margin of safety far superior to that of ordinary helicopters. Superior even to fixed-wing craft.

A demonstration of safe, stable, controllable flight was given by the Rigid Rotor Model 286, performing a series of complex maneuvers. Included was a slow roll—never before accomplished by any other helicopter, as far as is known. The 286, which has flown these maneuvers a number of times, is produced by the Lockheed-California Company, Burbank.

The ability to understand present mission requirements and anticipate future ones, coupled with technological competence, enables Lockheed to respond to the needs of the military services in a divided world.



LOCKHEED
LOCKHEED AIRCRAFT CORPORATION

*These complex maneuvers—demonstrating safety and controllability—have been performed repeatedly by test pilots.

AAAA REGIONAL AND CHAPTER ACTIVITIES

Vice President, Public Affairs: CW3 Charles W. Anderson

1967 ACTIVITY: The Chapter held a General Membership Business Luncheon at the Ft. Richardson Officers Open Mess on April 14, electing its '67-'69 officer slate and discussing methods of revitalizing the Chapter in the various outlying installations in Alaska. MAJ James R. Turley served as an AAAA Judge at an area Science Fair.

MEMBERSHIP: The April 14 roster listed 39 Chapter members, 4 of whom were Ten Year Members of AAAA.

ARMY AVIATION CENTER CHAPTER

Fort Rucker, Alabama 36360

President: COL Conrad L. Stansberry

Executive Vice President: COL Raymond E. Johnson

Secretary: LTC Thomas J. Sabiston, (Ret.)

Treasurer: LTC Howard A. Huntsman, Jr.

Vice President, Army Affairs: LTC Raymond E. Dickens

Vice President, Reserve Affairs: To be elected.

Vice President, National Guard Affairs: To be elected.

Vice President, Industrial Affairs: CWO Donald H. Bishop, Jr.

Vice President, Public Affairs: LTC William A. Howell, (Ret.)

1967 ACTIVITY: The Chapter conducted a mail ballot of its members on January 24 to elect its '67-'69 slate of officers, and followed this with a joint dinner meeting on March 2 with the local AUSA membership to greet MG Delk M. Oden, new Post commandant. The Chapter held its second quarter meeting, an Informal Dinner-Dance at the Lake Lodge on June 9 to celebrate the 25th Anniversary of Army Aviation.

MEMBERSHIP: The largest Chapter in the Association, the Army Aviation Center Chapter April 24 roster listed 1,971 members of whom 73 are Ten Year Members.

ATLANTA CHAPTER

Forest Park, Georgia 30050

President: COL Austin J. McDermott, Jr.

Executive Vice President: LTC Murry D. Smith

Secretary: LTC Jesse F. Van Sant

Treasurer: To be elected.

Vice President, Army Affairs: LTC Bruce Fusner

Vice President, Reserve Affairs: CPT Robert A. Meadows

Vice President, Industrial Affairs: Mr. Jacob R. Beard, Jr.

Vice President, Public Affairs: Mr. Robert H. Leymann

1967 ACTIVITY: No indication of a 1967 membership function has been received at the National Office. The Chapter last met on September 16, 1966 when it conducted a Stag Dinner.

MEMBERSHIP: The September 16, 1966 Atlanta Chapter roster totaled 100 members, of whom 12 were Ten Year Members.

BLUEGRASS CHAPTER

Fort Knox, Kentucky 40121

President: LTC James E. Childers

Executive Vice President: LTC Christopher Sinclair

Secretary: CPT Richard E. Rice

Treasurer: MAJ Ralph A. Matthews

Vice President, Army Affairs: LTC Lawrence H. Johnson

Vice President, Reserve Affairs: MAJ Herman H. Bishop, Jr.

Vice President, National Guard Affairs: MAJ Nicholas G. Hlywa

Vice President, Industrial Affairs: Mr. Seymour Reitman

Vice President, Public Affairs: CWO Frederick G. Lieb, (Ret.)

1967 ACTIVITY: The Chapter has held three functions to date: a stag professional-business dinner meeting with industry-provided film clips on April 25; an earlier general business meeting to elect '67-'69 Chapter officers and a July 12 dinner-dance.

MEMBERSHIP: The fastest-growing Chapter in AAAA at present, the Bluegrass Chapter totaled 173 members on June 23, of whom 4 were Ten Year Members. With the Chapter exceeding 150 members in June, '67, Chapter president Childers was seated on the National Executive Board as a Chapter Member-at-Large on June 19.

BONN AREA CHAPTER

AP0 New York 09080

President: COL Alexander J. Rankin, (Ret.)

Executive Vice President: BG Robert B. Neely, (Ret.)

Secretary: MAJ Valentino Panzitta

Treasurer: Mr. Kurt B. Fischel

Vice President, Army Affairs: LTC John F. Brosnan

Vice President, Industrial Affairs: Mr. Harry A. Striker
Vice President, Public Affairs: Mr. Michel Bouvier

1967 ACTIVITY: The newest AAAA Chapter, the Bonn Area Chapter was activated on May 19, 1967, following a business meeting held at the American Embassy Club in Bad Godesberg, Germany.

MEMBERSHIP: Some 99 members are carried on the Chapter roster at present while confirmation of affiliation is underway.

COASTAL EMPIRE CHAPTER

Fort Stewart, Georgia 31313

Acting President: Mr. Robert M. Snowberger

Executive Vice President: Mr. Robert M. Snowberger

Secretary: To be elected.

Treasurer: CPT John S. Adler, Sr.

Vice President, Army Affairs: MAJ George R. Crook

Vice President, Reserve Affairs: Mr. Charles E. Meyer

Vice President, National Guard Affairs: LTC Edward C. Seymour

Vice President, Industrial Affairs: Mr. S. W. O'Bannon

Vice President, Public Affairs: To be elected.

1967 ACTIVITY: The Chapter has not conducted a 1967 general membership function. The Chapter last met on November 7, 1966, when it conducted an after-dinner informal business meeting.

MEMBERSHIP: 112 members reside within 60 miles of the Ft. Stewart-Hunter AAF complex and are carried on the Chapter rolls; 9 are Ten Year Members.

DAVID E. CONDON CHAPTER

Fort Eustis, Virginia 23604

President: LTC James F. Hill

Executive Vice President: LTC Lavern R. Riesterer

Secretary: Roy A. Hudson

Treasurer: CWO Gilbert D. Scheff

Vice President, Army Affairs: LTC Keith J. Bauer

Vice President, Reserve Affairs: MAJ Elmer V. Merritt, (Ret.)

Vice President, Industrial Affairs: To be elected.

Vice President, Public Affairs: To be elected.

1967 ACTIVITY: The Chapter has held a membership luncheon in each of the first two quarters of 1967, the first being held on March 31 and the second on June 30. The '67-'69 Chapter Executive Board slate was installed at the latter luncheon, with 22 of the Chapter members being awarded Ten Year Membership pins at the same function.

MEMBERSHIP: The sixth largest Chapter activity in AAAA, the David E. Condon Chapter had 253 mem-

AAAA REGIONAL AND CHAPTER ACTIVITIES

bers of record on June 22, of whom 42 were Ten Year Members. **LTC Hill**, its current president, sits on the AAAA National Executive Board as a Chapter Member-at-Large.

FORT BENNING CHAPTER

Fort Benning, Georgia 31905

President: COL William H. Zimmermann

Executive Vice President: COL J. Y. Hammack

Secretary: MAJ Willis B. Anderson

Treasurer: CPT Ronald L. Meyer

Vice President, Army Affairs: MAJ Donald E. Bliss

Vice President, Reserve Affairs: CWO Kenneth E. Dickey

Vice President, National Guard Affairs: LTC Milton Horwitz

Vice President, Industrial Affairs: LTC Richard E. Gile

Vice President, Public Affairs: MAJ Jack D. Joiner

1967 ACTIVITY: The Chapter held a stag professional-social dinner meeting on March 28 at which **COL Harold G. Moore**, former USARV commander, was guest speaker. An "AAAA Summer Brunch" was held for the members' families on June 25.

MEMBERSHIP: Ranked fifth in the Ass'n, Benning Chapter membership stands at 279, including 19 Ten Year Members. **COL Zimmermann** has a Chapter Member-at-Large seat on the National Board.

FORT BRAGG CHAPTER

Fort Bragg, North Carolina 28307

President: LTC Raymond Forehand

Executive Vice President: LTC Kenneth J. Burton

Secretary: To be elected.

Treasurer: MAJ James A. Wall

Vice President, Army Affairs: MAJ James L. Evans

Vice President, Reserve Affairs: MAJ Ralph E. Henderson

Vice President, Industrial Affairs: LTC Charles E. Leeds

Vice President, Public Affairs: MAJ William L. Shackelford

1967 ACTIVITY: Meeting in each of the two '67 quarters, the Fort Bragg Chapter held a professional-social meeting on Feb. 18 at which **LTC Gerald L. Waldron**, a briefing officer from OPO, was guest speaker, and a May 24 informal after-dinner "Beer & Snacks" stag for prospective new members.

AAAA REGIONAL AND CHAPTER ACTIVITIES

MEMBERSHIP: The May 10 Chapter roster totaled 125 members, of whom 12 were Ten Year Members.

FORT HOOD CHAPTER

Fort Hood, Texas 76544

President: LTC Louis C. Harris

Executive Vice President: LTC Richard C. Smith

Secretary: To be elected.

Treasurer: CPT Gordon L. Fisher

Vice President, Army Affairs: MAJ John A. Thomas, Jr.

Vice President, Reserve Affairs: CPT Jay L. Tilby

Vice President, Industrial Affairs: CPT William Claggett

Vice President, Public Affairs: MAJ Edmund L. Fuchs

1967 ACTIVITY: The Fort Hood Chapter has met in each of the first two quarters of 1967. Its initial gathering was a March 29 late afternoon business-social gathering. It conducted the same type of meeting on June 21, completing its Executive Board slate.

MEMBERSHIP: The May 29 Chapter roster indicates 95 members of record; 10 were Ten Year Members.

FORT MONROE CHAPTER

Fort Monroe, Virginia 23351

President: COL Clarence H. Ellis, Jr.

Executive Vice President: COL Robert F. Tugman

Secretary: LTC Wallace I. Baker

Treasurer: LTC Charles S. Black

Vice President, Army Affairs: LTC Loren C. Strange

Vice President, Reserve Affairs: LTC David A. Carroll

Vice President, National Guard Affairs: LTC Leslie C. Boyd, (Ret.)

Vice President, Industrial Affairs: MAJ Robert L. Moseley

Vice President, Public Affairs: To be elected.

1967 ACTIVITY: Chapter members met at an AAAA Dinner-Dance on March 17, and at a June 2 cocktail party and dinner at the Langley AFB Officers Club to commemorate the 25th Anniversary. The Chapter's '67-'69 Executive Board was installed at the latter function. One of AAAA's oldest Chapters, the Fort Monroe Chapter was activated on April 6, 1958 with LTC William G. Kilmer serving as the organization's first president.

MEMBERSHIP: The May 10 roster totals 74 members, of whom 14 are Ten Year Members.

FORT RILEY CHAPTER

Fort Riley, Kansas 66442

1967 ACTIVITY: At the request of the Chapter president, the Chapter went 'inactive' on July 19, 1966, following the extensive reassignment of its membership during '65-'66. The reactivation of the Chapter in 1967 is being considered by the members at this time.

MEMBERSHIP: At the time of deactivation, the Chapter totaled 20 members.

FORT SILL CHAPTER

Fort Sill, Oklahoma 73503

President: COL Marvin M. Morgan

Executive Vice President: MAJ David L. Boivin

Secretary: MAJ David A. Schmidhuber

Treasurer: CWO Richard W. Prouty

Vice President, Army Affairs: MAJ Vernon A. Hopper

Vice President, Reserve Affairs: CWO Robert M. Wilkinson

Vice President, Industrial Affairs: LTC Raymond G. McLaughlin

Vice President, Public Affairs: CPT Joe V. Smitherman

1967 ACTIVITY: The Chapter conducted a general membership meeting on April 13, and held its Annual AAAA Summer Formal on June 2, commemorating the 25th Anniversary of Army Aviation at the latter function.

MEMBERSHIP: Ranked 9th in AAAA, the Chapter listed 181 members of record on its April 24 roster; 10 were Ten Year Members. Its current president, COL Morgan, in representing a CONUS Chapter with 150 or more members, sits on the Association's National Executive Board as a Chapter Member-at-Large.

FORT WOLTERS CHAPTER

Fort Wolters, Texas 76067

President: COL William T. Schmidt

Executive Vice President: LTC Ewell L. Brown

Secretary: MAJ Donald J. Austin

Treasurer: CPT David E. Hurd

Vice President, Army Affairs: MAJ D. W. Sandel

Vice President, Reserve Affairs: LTC William J. Hix

Vice President, National Guard Affairs: CPT Carl L. Burleson

Vice President, Industrial Affairs: Mr. Sam E. Knight

Vice President, Public Affairs: CWO Ambrose H. Hill

Troop Command Representative: MAJ Roy R. Steves

1967 ACTIVITY: A professional dinner meeting was held on March 31, the Chapter membership hearing two representatives from OPO discuss personnel expectations, trends, and careers. The Chapter sponsored a formal anniversary ball commemorating the 25th Anniversary of Army Aviation on June 10, and an earlier Fly-In, Industry Display, and Bar-B-Q, donating \$500 of its surplus to the WOC "Hall of Fame" and \$100 to the local Red Cross drive to send packages to Vietnam servicemen.

MEMBERSHIP: With 871 members on its April 24 roster, the Fort Wolters Chapter is the second largest membership activity in AAAA. Most of the members are aviation primary students; 29 are Ten Year Members of AAAA.

FULDA CHAPTER

APO New York 09146

President: MAJ Robert G. Andree

Executive Vice President: CPT William S. Chapman

Secretary: CPT James L. Joyner

Treasurer: SP5 Robert J. Drust

Vice President, Army Affairs: SP6 Timothy Brownhill

Vice President, Industrial Affairs: CW2 Ronald U. Wilkerson

Vice President, Public Affairs: To be elected.

1967 ACTIVITY: The Chapter did not conduct an "area" membership meeting in the first quarter, having those of its members attending the 8th Annual Convention of the USAREUR Region in Garmisch meet on March 10 at a business meeting during the course of the convention. The Chapter did not meet during the April-June, '67 quarter.

MEMBERSHIP: The Chapter had 26 members on March 31, 1967.

GRAND CANYON CHAPTER

Fort Huachuca, Arizona 85613

President: MAJ Calvin F. Phillips, Jr.

Executive Vice President: CPT Frederick R. Upton

Secretary: CPT Marvin L. McDonald, Jr.

Treasurer: To be elected.

Vice President, Army Affairs: To be elected.

Vice President, Reserve Affairs: CPT Merle Freitag

Vice President, National Guard Affairs: LTC Richard S. Hale

Vice President, Industrial Affairs: Mr. Ed A. Bridges

Vice President, Public Affairs: To be elected.

1967 ACTIVITY: The Chapter has not met in 1967.

MEMBERSHIP: The March 31, 1967 year-end records

AAAA REGIONAL AND CHAPTER ACTIVITIES

indicate the Chapter had 81 members, of whom 6 were Ten Year Members.

HANAU CHAPTER

APO New York 09165

The Chapter is in the process of electing officers to fill vacancies in four of its seven Chapter Executive Board positions. MAJ Harold L. Rose serves as Chapter president.

ILLESHEIM CHAPTER

APO New York 09177

The Chapter is in the process of electing officers to fill vacancies in four of its seven Chapter Executive Board positions. CPT Robert D. Sawyer is serving as Acting Chapter President during the reorganization.

LATIN AMERICAN CHAPTER

Fort Clayton, Canal Zone 09827

President: MAJ Charles M. Paulk

Executive Vice President: MAJ Alfred Y. Edwards

Secretary: CW2 Jene R. Oates

Treasurer: Mr. Earle J. Buckner

Vice President, Army Affairs: LTC John M. Stephens, Jr.

Vice President, Industrial Affairs: To be elected.

Vice President, Public Affairs: CPT Phillip A. Snodgrass

1967 ACTIVITY: The Chapter held a combined business-social meeting on March 30, electing its '67-'69 slate prior to the "social." A brief Executive Board meeting was held on May 4 to replace the departing Chapter secretary. On July 11, the members held a professional "social," hearing "Captain Hay," a Canal Pilot and holder of a pilot's license issued by Wilbur Wright.

MEMBERSHIP: Temporarily understrength as at May 25, the Chapter totaled 21 members, 3 of whom were Ten Year Members.

LINDBERGH CHAPTER

St. Louis, Missouri 63166

President: Mr. Eric H. Peterson

Executive Vice President: COL Eduardo M. Soler

Secretary: Mr. Larry C. Franzoi

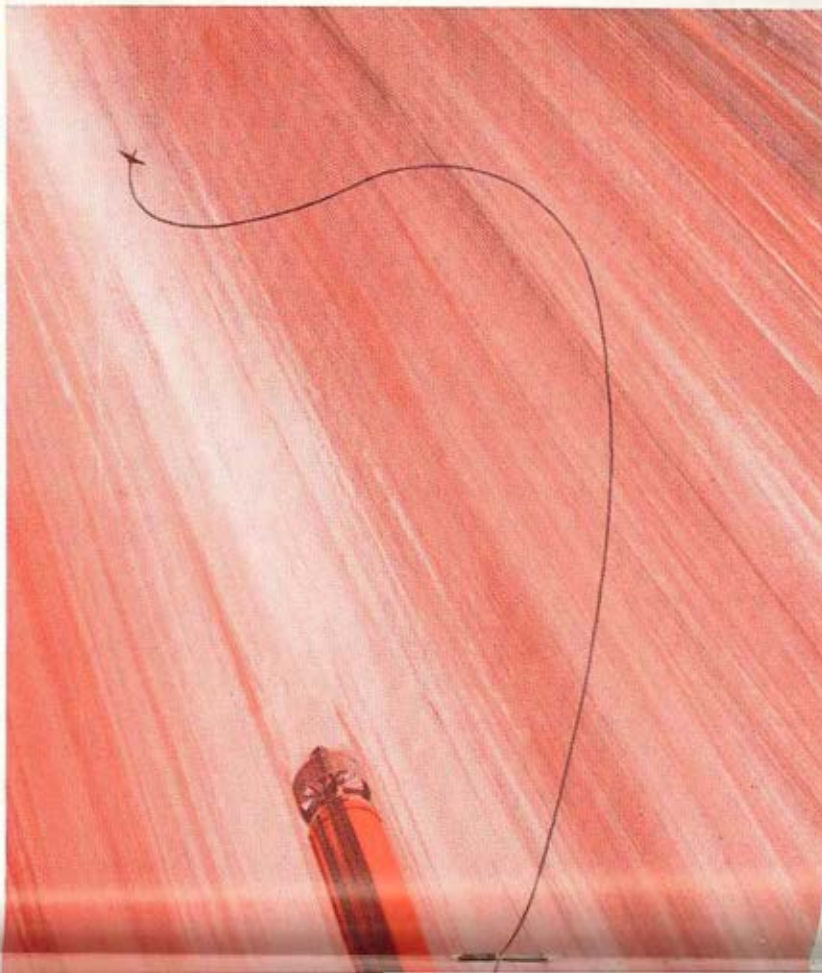
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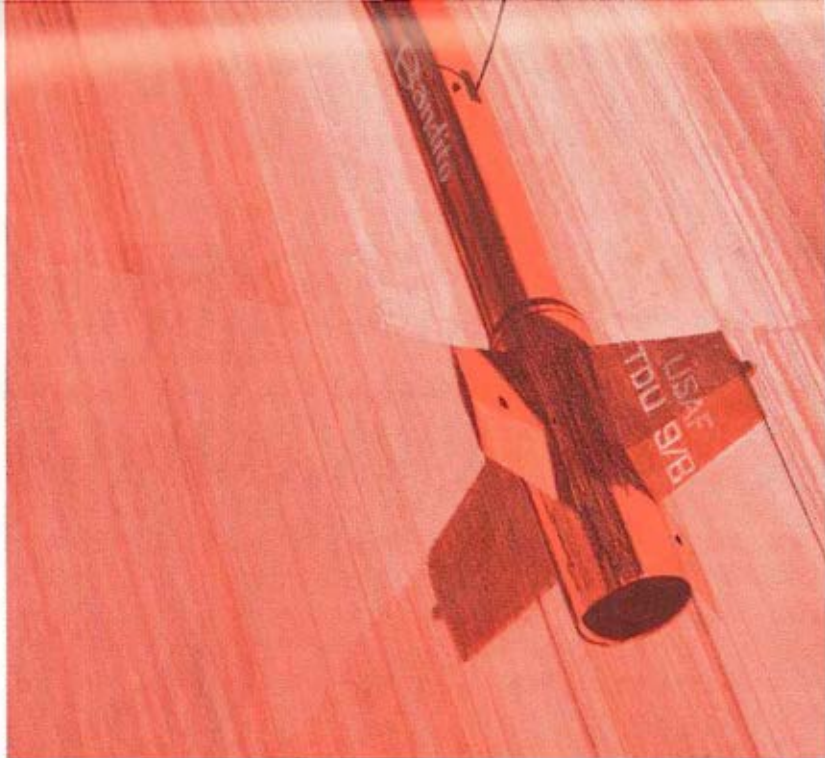
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Friend and Foe

AAAA REGIONAL AND CHAPTER ACTIVITIES

Treasurer: Miss Shirley A. Kallmeyer

Vice President, Army Affairs: LTC Rudolph D. Des-
coteau

Vice President, Reserve Affairs: To be elected.

Vice President, Industrial Affairs: LTC Thomas E.
Hall, (Ret.)

Vice President, Public Affairs: Mr. Victor J. Schulte,
Jr.

1967 ACTIVITY: Chapters members heard **LTC James K. Bush** (CDC Ln Off) at a Jan. 18 professional dinner meeting; heard guest speakers **Warren E. Necker** and **MAJ C. E. Nickolls** discuss the introduction of the U-21A into the Army system at a Feb. 16 dinner meeting; viewed a "Surprise" film at the same meeting; and participated in a Chapter St. Patrick's Day Dinner-Dance on Mar. 17. The Lindbergh Chapter members held a mail ballot for '67-'69 Executive Board offices on Mar. 31, and introduced their new slate (above) at a professional dinner meeting held at Parks College of Aeronautical Technology. **Dean Louis Z. Seltzer** was guest speaker at the latter function. The Chapter members then met jointly with the St. Louis Chapter of AUSA where **Gen. Bruce C. Clarke**, USA (Ret.) was guest speaker.

Continuing as AAAA's most active Chapter, the Lindbergh Chapter held a 25th Anniversary Celebration on June 6, having **MG Robert R. Williams** and **BG John L. Klingenhagen** as Guests of Honor. Lending full administrative support, members of the Chapter co-sponsored the highly successful Advanced Planning Briefings for Industry during June 19-21 with its estimated 700,000 attendees. A "Surprise Talent Show" headed the bill at the Chapter's July 14 dinner meeting.

MEMBERSHIP: With 439 members, the Lindbergh Chapter is the 4th largest membership activity in AAAA. AVCOM Department of the Army Civilians comprise more than 80 percent of the Chapter membership. 17 are Ten Year Members of AAAA.

MAINZ CHAPTER

APO New York 09185

President: LTC Howard E. Kessinger

Executive Vice President: MAJ John D. Floyd

Secretary: MSG John R. Pharo

Treasurer: MAJ Marvin C. Layfield

Vice President, Army Affairs: To be elected.

Vice President, Industrial Affairs: To be elected.

Vice President, Public Affairs: To be elected.

1967 ACTIVITY: The Mainz Chapter membership held a quarterly business-social meeting on February 24, but did not meet during the April-June membership quarter.

MEMBERSHIP: The Feb. 24 roster listed 23 members, 2 of whom were Ten Year Members.

MONMOUTH CHAPTER

Fort Monmouth, New Jersey 07703

President: COL James L. Burke

Executive Vice President: Mr. Seymour Greenspan

Secretary: Mr. John F. X. Mannix

Treasurer: Mr. George J. Woods

Vice President, Army Affairs: To be elected.

Vice President, Reserve Affairs: COL Harry J. Rocka-
feller

Vice President, Industrial Affairs: Mr. J. A. Ross, Jr.

Vice President, Public Affairs: Mr. Edward T. Flynn

1967 ACTIVITY: Ladies' Night was stressed when the Monmouth Chapter members met Jan. 28 to hear **LTC Frank L. Jensen, Jr.**, speak on "Avionics in Vietnam." A general business meeting was held on March 29 to elect the Chapter's '67-'69 slate of officers; the elections followed cocktails and a stag dinner. The new officer slate was introduced at the Chapter's First Annual Dinner-Dance held June 9 in connection with AA's 25th Anniversary Celebration. The Chapter participated in an Ass'n first: a post-wide raffle of a color television set, and from all reports, the raffle proved to be highly successful.

MEMBERSHIP: Although a new Chapter (activation took place on July 28, 1966), the activity is one of AAAA's fastest growing organizations, having 228 members on its May 16 roster. 22 of its NJ-Pa-NY-Conn. members are Ten Year Members of AAAA.

MOUNT RAINIER CHAPTER

Fort Lewis, Washington 98433

President: COL Herb D. Prather

Executive Vice President: MAJ John P. Johnson

Secretary: CW2 Clifford M. Adkins

Treasurer: To be elected.

Vice President, Army Affairs: CWO John L. Rovetto

Vice President, Reserve Affairs: To be elected.

Vice President, National Guard Affairs: MAJ Orville
J. Laber, (Ret.)

Vice President, Industrial Affairs: MAJ Peter Jeffers

Vice President, Public Affairs: To be elected.

1967 ACTIVITY: The Chapter held a combined business-social meeting on Feb. 3, a dinner-dance following an early evening business meeting during the cocktail hour. While their wives played Bingo upstairs, Mt. Rainier Chapter members held an Apr. 27 business meeting, electing and installing their '67-'69 slate of Chapter officers.

MEMBERSHIP: Some 142 members carried Fort Lewis Area addresses as AAAA addresses of record on Apr. 13; 6 were Ten Year AAAA Members.

NORTHERN ITALY CHAPTER

APO New York 09168

President: MAJ Charles A. Klopp

Executive Vice President: MAJ Thomas J. Warr

Secretary: CWO Ramon R. Williams

Treasurer: LT James E. Phillips

Vice President, Army Affairs: MAJ Robert J. Moxley

Vice President, Industrial Affairs: MAJ Walter D. Harman

Vice President, Public Affairs: 1SG Derald H. Bolin

1967 ACTIVITY: A general business meeting was held on Jan. 12 to plan Chapter participation at the later USAREUR Regional Convention in Garmisch. Two Honorary Memberships were presented at the Chapter's May 29 dinner meeting, the members attending an "AAAA Movie Night" at the same time.

MEMBERSHIP: Chapter membership totaled 23 as at May 2, 1 of whom was a Ten Year Member.

NURNBERG CHAPTER

APO New York 09696

The Chapter is in the process of electing officers to fill vacancies in four of its seven Chapter Executive Board positions. LTC Ivan M. Storer serves as Chapter president.

RHINE VALLEY CHAPTER

APO New York 09028

President: COL James W. Sandridge, Jr.

Executive Vice President: LTC Densmore F. Henschel

Secretary: MAJ James P. Mellin

Treasurer: CPT Gaylord H. Rockwell

Vice President, Army Affairs: LTC James R. Barkley

Vice President, Industrial Affairs: LTC Edward L. Landry

Vice President, Public Affairs: To be elected.

1967 ACTIVITY: A cocktail hour, business meeting ('67-'69 elections), and dinner-dancing brought AAAA

AAAA REGIONAL AND CHAPTER ACTIVITIES

couples to a Feb. 24 gathering in Heidelberg. A combined professional-social dinner meeting on June 23 listed an DSCPER official from Hqs, USAREUR, as guest speaker for the evening.

MEMBERSHIP: The May 25 Chapter roster totaled 118 members with 6 being Ten Year Members of AAAA.

RICHARD H. BITTER CHAPTER

Corpus Christi, Texas 78419

President: COL Floyd H. Buch

Executive Vice President: Mr. Jimmie L. Rhodes

Secretary: Miss Norma Gutierrez

Treasurer: Mr. Raymond A. Sale

Vice President, Army Affairs: SMG Elton L. Drumwright

Vice President, Reserve Affairs: To be elected.

Vice President, Industrial Affairs: Mr. Frank Soliz, Jr.

Vice President, Public Affairs: Mr. Robert D. Perry

1967 ACTIVITY: The Chapter listed BG John L. Klingenhagen, ODCSLOG, as its Guest Speaker at the Feb. 24 professional dinner meeting, and completed mail balloting on Mar. 15 for its '67-'69 Executive Board slate. Outgoing president LTC Donald F. Luce was given a "Sendoff" dinner party by Chapter members on Apr. 14, along with an action formally installing its new officers (above). A two-hour, late afternoon "Happy Hour" on June 30 was the Chapter's way of celebrating Army aviation's 25th birthday.

MEMBERSHIP: The Association's seventh largest Chapter organization, the Richard H. Bitter Chapter totaled 244 members on June 13; 10 were Ten Year Members. COL Floyd H. Buch, president, has a seat on AAAA's National Executive Board as a Chapter Member-at-Large.

SHARPE ARMY DEPOT CHAPTER

Lathrop, California 95330

President: LTC George E. Martin

Executive Vice President: LTC Perry West, Jr., (Ret.)

Secretary: CWO Billy I. Wester, (Ret.)

Treasurer: Mr. Albert F. Treskon

Vice President, Army Affairs: CWO Gordon L. Coles

Vice President, Reserve Affairs: LTC Warren D. Boyd

Vice President, Industrial Affairs: Mr. Claude A. Johnson

AAAA REGIONAL AND CHAPTER ACTIVITIES

Vice President, Public Affairs: LTC Roland V. Jager, (Ret.)

1967 ACTIVITY: Meeting Feb. 24 in late afternoon, the Chapter filled vacancies in its Executive Board slate (above), following business with "suds on the house." A Sikorsky Aircraft representative provided members with a presentation and films on the CH-54 Flying Crane at an Apr. 22 dinner meeting: **COL C. S. Leidy**, departing Sharpe C.O., was honored during the course of the same gathering. A guest speaker and films were planned for a June 6 "Birthday Celebration" dinner meeting. In separate actions, the Chapter presented an Honorary Membership to **Congressman John J. McFall** (Dem.-Calif.), at his Manteca, Calif. office, and provided a five-member team of AAAA judges to assist national chairman **Darwin P. Gerard** at the 1967 National Science Fair in San Francisco, May 10-13.

MEMBERSHIP: Sharpe Army Depot Chapter membership reached 127 on May 2 with seven of the total being Ten Year Members.

STUTTGART CHAPTER

APO New York 09154

President: COL John R. Adie

Executive Vice President: MAJ John S. McLeod

Secretary: CPT James H. Roscoe

Treasurer: MAJ John Temperilli

Vice President, Army Affairs: MAJ Donald R. Schesler

Vice President, Industrial Affairs: Mr. Howard P. Cohen

Vice President, Public Affairs: SFC John W. Babb

1967 ACTIVITY: The Chapter conducted a mail ballot to elect its '67-'69 officers, the members voting their ballots at a Mar. 3 general membership meeting. **MG David B. Parker**, USAREUR Regional president, was a special guest for the stag social. A general membership meeting and stag dinner was held in the second quarter on June 20.

MEMBERSHIP: The Chapter roster listed 81 members on June 6; 7 were Ten Year AAAA Members.

WASHINGTON, D.C. CHAPTER

Washington, D.C. 20310

President: COL William B. Dyer

Executive Vice President: Mr. Anthony L. Rodas

Secretary: LTC Charles R. Lehner, Jr.

Treasurer: CPT Lawrence R. Dewey, Jr.

Vice President, Army Affairs: LTC William A. Rathbone

Vice President, Reserve Affairs: LTC Carl C. Johnson

Vice President, Industrial Affairs: Miss Jean Ross Howard

Vice President, Public Affairs: LTC Jack H. Dibrell

1967 ACTIVITY: Considerable activity marked the Washington, D.C. Chapter's first two quarters. **MG John M. Wright, Jr.**, OACSFOR, addressed a Chapter luncheon assembly on "ARCSA II" at Fort McNair on Feb. 17. The Davison AAF Chapter members, after being polled by their president, voted to deactivate their Chapter, and the membership was transferred to the Washington, D.C. Chapter rolls, effective Mar. 27. Deluged by a Saturday, May 6 downpour, the Chapter's "Family Picnic and Airshow" was moved to a May 11 Raincheck date with no apparent loss in attendance.

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Operations. Age 30; married w/3 children. 1960 graduate Univ. of Dayton (Coll of Bus Admin). US Army captain w/6 yrs AD. 1,230 FW single engine; 1,000 hrs RW turbine engine; instmt ratg in both. Strong desire to advance into management prog in future. Write Martin E. Neal, 1431 Amberley Dr, Dayton, Ohio 45406.

Flight Instructor. Need one flt instr for growing fixed base opn. Students presently avail for 2 full-time instrs. Some single engine air taxi to be flown. Excell oppy for tng and advncmt to full IFR pilot in command Air Taxi Pilot in acft up to twin Beech. Write Holladay Aviation, Attn: D. B. Richards, Shenandoah Valley Airport, Weyers Cove, Va. 24486.

Pilot/Co-Pilot. Commercial, CFI, instrument, SMEL, 6000 hrs. Write Box 20001, Army Aviation Magazine.

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No time for engine failure

Continental's new T67-T-1 twin turboshaft powerplant assures greater safety, better economy and offers the simplest operation of any twin engine helicopter powerplant available today.

The most unique feature is the completely automatic power sharing system that maintains power balance between the engines and increases power from the remaining engine in the event of single engine failure. The automatic power sharing system also relieves the pilot from constantly monitoring and trimming power. This promotes greater safety by permitting the pilot to pay full attention to control of the helicopter, air and ground observations and other flight requirements.

The Bell UH-1D helicopter powered by the T67-T-1 takes off and operates on one engine (at reduced payload) permitting self-evacuation from combat areas to a repair base. Complete interchangeability of both engines further simplifies maintenance and logistics.

The new T67-T-1 has completed a 50 hour Pre-Flight Rating Test and has logged over 90 hours in a Bell UH-1D helicopter. Official flight evaluations were conducted by the Army, Navy and Air Force.

Continental Aviation and Engineering

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Continental







Top Three Students

FORT WOLTERS — For the first time in the history of USA-PHS, allied students took all class honors. The top three students of Officer Class 67-19 which completed flight training on June 23 were, from left, 1LT Terje Dalene, 1LT Nils-Reidar Roldsoy, and 2LT Kunt Winther-Hansen, all of Norway, who were 1st, 2nd, and 3rd respectively. In addition to being top student, Dalene won both awards given to his class by the Wolters Chapter of AAAA, the "Outstanding in Academic Achievement" award and the "Outstanding in Flight Achievement" award.

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The First of Ten

FORT EUSTIS — Somewhat dwarfed by the Mammoth CH-54 Flying Crane parked on the ramp at Felker AAF, Major General William J. Redling (second from left), CG of the Army Transportation Center, views the aircraft from below. The first of 10 production models, the CH-54 will be used at Ft. Eustis in the training of aircraft mechanics. Explaining CH-54 operations are, l-r, Major Gary R. Bill, Rotor Cargo Branch chief; Major David C. Senay, CH-54 Section chief; and COL Robert L. Hoffman, Director, Maint Training Department.



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Change of Command

ST. LOUIS — In a ceremony held on June 30 at Soldiers Memorial, Major General John Norton assumed command of the U.S. Army Aviation Materiel Command. The former head of the famed 1st Cavalry Division in Vietnam is shown receiving the flag of his new organization from General Frank S. Besson, Jr. (hidden from view), commanding general of the Army Materiel Command in Washington, D.C. Colonel Delbert L. Bristol, deputy commander of AVCOM, is at the left, and Sergeant Major Junior G. Baker is at the right. (USA)

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Warrant Officer (W-1) Albert C. Brose, an Army Aviator assigned to the 1st Cavalry Division (Airmobile), died May 18, 1967, as a result of injuries received in the crash of a UH-1D in Vietnam. He is survived by his father, Albert F. Brose, of 8128 Underhill Street, St. Louis, Mo., and his mother, Mrs. Edith O. Glenn, 17740 Henry Street, Lansing, Ill.

Warrant Officer (W-1) James A. Bullington, an Army Aviator on assignment with the 17th Aviation Group (Vietnam), died May 6, 1967, as a result of injuries received in the crash of a UH-1D. He is survived by his widow, Mrs. Linda C. Bullington, 1248 Manhattan Way, Santa Rosa, Calif.

Warrant Officer (W-1) Robert W. Cook, an Army Aviator assigned to the 9th Infantry Division, died May 26, 1967, as a result of injuries received in a helicopter accident in Vietnam. He is survived by his parents, Major (Ret.) and Mrs. Henry R. Cook, Maple Hall, Claiborne, Md.

First Lieutenant Peter E. Day, on assignment with the 116th Aviation Company, Vietnam, died May 27, 1967, as the result of hostile action. He is survived by his widow, Mrs. Bonnie S. Day, Cameron Road, Cameron, N.C.

Chief Warrant Officer Robert E. Dixon, an Army Aviator assigned to the United States Army Aviation School, Fort Rucker, Alabama, sustained fatal injuries in the crash of a TH-13 helicopter. The fatal accident took place on May 18, 1967. He is survived by his widow, Mrs. Lorene C. Dixon, of 23 Fryor Street, Ft. Rucker, Ala.

Warrant Officer (W-1) Gediminas J. Eidukaitis, an Army Aviator on assignment to the 336th Assault Helicopter Company, died as a result of injuries received in the crash of a UH-1D helicopter in Vietnam on May 19, 1967. He is survived by his parents, Mr. and Mrs. Kazys Eidukaitis, 945 East 144th Street, Cleveland, Ohio.

First Lieutenant Karl F. Erb, on assignment with the 1st Infantry Division died as a result of injuries received in the crash of a UH-1D helicopter. The accident occurred in Vietnam on May 20, 1967. He is survived by his widow, Mrs. Mary A. Erb, of 1210 N. Butler Avenue, Indianapolis, Ind.

Chief Warrant Officer Thomas K. Gibbs, an Army Aviator assigned to the Headquarters and Service Company, USAF-VNS, sustained fatal injuries in the crash of a TH-13 helicopter. The fatal accident took place at Fort Rucker, Alabama on May 18, 1967. He is survived by his widow, Mrs. Hilda Gibbs, of 205 Woodland Hill Drive, Ozark, Ala.

Warrant Officer (W-1) Joe K. Hornberger, an Army Aviator on assignment to the 17th Cavalry, died as a result of injuries received in the crash of a UH-1B helicopter at Fort Knox, Kentucky on May 28, 1967. He is survived by his widow, Mrs. Mary G. Hornberger, of 1718 Bonneyville Blvd., Shively, Ky.

Captain Bobby R. Jermyn, assigned to the 220th Aviation Company (Vietnam), sustained fatal injuries due to an aircraft accident, May 23, 1967. He is survived by his parents, Mr. and Mrs. Robert C. Jermyn, of P.O. Box 202, Handsboro, Miss.

Captain Floyd Wayne Kaase, on assignment with the 17th Aviation Group died as a result of injuries received in an aircraft accident. The accident occurred in Vietnam on May 28, 1967. He is survived by his widow, Mrs. Renate W. Kaase, of 7500 Highcrest Street, Apt. #21, Houston, Tex.

OBITUARIES

April-May, 1967

Captain Norman R. Kidd, Jr., an Army Aviator assigned to the 191st Assault Helicopter Company, sustained fatal injuries in a helicopter accident. The fatal accident took place in Vietnam on May 26, 1967. He is survived by his widow, Mrs. Delores L. Kidd, of 679 Radford Drive, Cleveland, Ohio.

Warrant Officer (W-1) Michael A. Kight, an Army Aviator on assignment to the 336th Assault Helicopter Company (Vietnam), died as a result of injuries received in the crash of a UH-1D helicopter on May 19, 1967. He is survived by his widow, Mrs. Jo Ann Kight, of 83 Stone Street, Waterbury, Conn.

Warrant Officer (W-1) Dennis L. Knoll, assigned to the 17th Cavalry, sustained fatal injuries when his UH-1B helicopter crashed at Fort Knox, Kentucky, on May 28, 1967. He is survived by his parents, Mr. and Mrs. Melvin B. Knoll, of 6051 South Crestview, Littleton, Colo.

Warrant Officer (W-1) Freddie B. Lott, on assignment with the 19th Aviation Detachment, died as a result of injuries received in an aircraft accident. The accident occurred at Fort Bragg, North Carolina, on April 11, 1967. He is survived by his widow, Mrs. Ann H. Lott, of 6038 Blairmore Place, Fayetteville, N.C.

Captain Gene F. Matthews, an Army Aviator assigned to the 9th Infantry Division, sustained fatal injuries in a helicopter accident. The fatal accident took place in Vietnam on May 26, 1967. He is survived by his mother, Mrs. Easter Matthews, Box 209, Anson, Me.

Captain Robert L. Mosher, an Army Aviator on assignment to the 9th Infantry Division (Vietnam), died as a result of injuries received in the crash of a UH-1C helicopter on May 26, 1967. He is survived by his widow, Mrs. Marilyn R. Mosher, of 902 Mulberry Street, Junction City, Kan.

Warrant Officer (W-1) Terrance W. Nelson, assigned to the 155th Aviation Company, sustained fatal injuries when his UH-1B helicopter crashed in Vietnam on May 23, 1967. He is survived by his parents, Mr. and Mrs. James R. Nelson, of 6328 Leaf Avenue, Sacramento, Calif.

Warrant Officer (W-1) John J. Roberts, on assignment with the 1st Cavalry Division (Airmobile), died as a result of injuries received in the crash of a UH-1D helicopter. The accident occurred in Vietnam on May 18, 1967. He is survived by his parents, Mr. and Mrs. John W. Roberts, of 202 Loren Drive, Prescott, Ariz.

Warrant Officer (W-1) Otto A. Seamans, Jr., an Army Aviator on assignment to the 9th Cavalry, 1st Cavalry Division (Airmobile), died on May 18, 1967, as a result of hostile action in Vietnam. He is survived by his parents, Mr. and Mrs. Otto A. Seamans, Sr., of 318 48th Street, Virginia Beach, Va.

Chief Warrant Officer (W-2) Edward J. Weidenbach, assigned to the 1st Cavalry Division (Airmobile), sustained fatal injuries when his CH-47 helicopter crashed in Vietnam on May 5, 1967. He is survived by his widow, Mrs. Doris M. Weidenbach, of 115 High Street, Nampa, Idaho.



WICHITA — Roy H. McGregor (at lectern), vice president — aerospace marketing and contracts, presides at formal U-21A ceremonies of acceptance held at Beech Aircraft facilities in mid-May. COL Edwin L. Powell, Jr., Deputy Director of Army Aviation (far left), Mrs. O. A. Beech, president; Frank E. Hedrick, executive vice president; and COL Milford J. Peters (not shown), AVCOM Chief of Staff, took part in the formal turnover.



PLEIKU, VIETNAM — Marine First Lieutenant Michael D. Walker (left) sits in the cockpit of an Army CH-47 Chinook helicopter with his brother, Army Warrant Officer Larry K. Walker, prior to the start of a supply flight. Larry, a member of the 179th Assault Support Helicopter Company, flew Michael as an interested observer of Army aviation operations. (USA)

FT. EUSTIS — David E. Condon Chapter "Ten Year Members" of AAAA who were honored on June 30 by the Chapter are (seated, left to right), LTCs Vaughn L. Terry & Ronald L. Duell; MAJ Thomas C. West; LTC R. C. Barnes, Jr.; COL Edwin L. Whitney; LTCs James F. Hill, John Burhoe, & LTC James E. Gray. Also (standing) LTCs Joseph E. Henderson & Paul E. Clark; COL Walter D. Bowden; MAJ Malcolm Schryer; LTCs Jean R. Rondpierre & Charles L. Smith; MAJ John C. Haley; LTC David H. Moffett; COL Richard E. Bywaters; MAJ Raoul J. LeBlanc, Jr., and CW3 Joseph L. R. Pinard. All received distinctive lapel insignia denoting ten consecutive years of AAAA membership. (USA)

Army Aviation

JUNE-JULY PHOTOS



SAN FRANCISCO — One of five AAAA National Science Fair award winners, Dennis Johnson 15, of Denair H. S., Denair, Calif., stands in front of his "Experimenting with G. E. M." winning project. AAAA judges selected by the Sharpe Army Depot Chapter were led by former AAAA president Darwin P. Gerard and chose five youngsters to receive "Certificates of Achievement" and AAAA \$100 cash awards.



USAREUR — COL Russell P. Bonasso, 4th Armored Div Support Command, has been elected president of AAAA's USAREUR Region, succeeding MG David B. Parker. (USA)



HueyCobra Patch

FORT WORTH—Captain Robert R. Matlick, left, uses Major Richard Jarrett to model a new patch for the AH-1G HueyCobra New Equipment Training Team. Captain Matlick had submitted the winning patch design in a NET Team Competition. Members of the AH-1G Team were undertaking a Technical Training Course at the time provided in-plant by Bell Helicopter Company, and have since moved to Hunter AAF for additional training. Major Paul R. Anderson provides a detailed article on NET Training on pages 12-16. (Bell)



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A Proud Pop!

FORT WOLTERS — While many sons are sworn in by their fathers, it's unusual to have a father sworn in by his son. This happened at USAPHS to an air-minded family named Montgomery. When USAF Master Sergeant Richard L. Montgomery (right) of Ent AFB, Colo., reenlisted June 23, he needed an officer to administer the oath of enlistment. He knew the right man for the job — his son, Army 2LT Richard L. Montgomery, a flight student at USAPHS. Ent officials arranged the flight, and a unique family ceremony took place (USA)

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AAAA Honor

FORT EUSTIS — Lieutenant Colonel James F. Hill (left), newly-elected president of the David E. Condon Chapter of AAAA, is shown presenting an Association Bronze Medallion to Lieutenant Colonel Joseph E. Henderson in appreciation for his noteworthy actions as Chapter president for the past two years. Activated in February, 1958, as the AAAA's fifth Chapter, the organization numbers 253 members today. The changeover in Executive Board slates took place at a June 30 general membership business luncheon.



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TX, MN, KS, CT! WHAT GIVES?

The P.O. Department has encouraged the use of 2-letter State abbreviations (in capital letters) for use with ZIP Code, a step that is compatible with the ADP system utilized by "Army Aviation Magazine."

Ala.-AL, Alaska-AK, Ark.-AR, Calif.-CA, Colo.-CO, Conn.-CT, Del.-DE, D.C.-DC, Fla.-FL, Ga.-GA, Hawaii-HI, Idaho-ID, Ill.-IL, Ind.-IN, Iowa-IA, Kan.-KS, Ky.-KY, La.-LA, Maine-ME, Md.-MD, Mass.-MA, Mich.-MI, Minn.-MN, Miss.-MS, Mo.-MO, Mont.-MT, Nebr.-NE, Nev.-NV, N.H.-NH, N.J.-NJ,

N. Mex.-NM, N.Y.-NY, N.C.-NC, N.Dak.-ND, Ohio-OH, Okla.-OK, Ore.-OR, Pa.-PA, Puerto Rico-PR, R.I.-RI, S.C.-SC, S. Dak.-SD, Tenn.-TN, Texas-TX, Utah-UT, Vt.-VT, Va.-VA, Virgin Islands-VI, Wash.-WA, W. Va.-WV, Wisc.-WI, Wyo.-WY. . . . Reference: Post Office Department Publication 95, Jan., 1966

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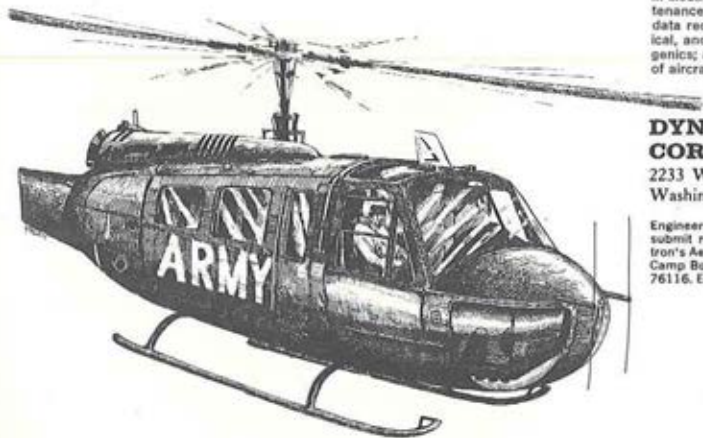
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1960—First Reconnaissance

Squadron (Sky Cavalry) 2nd U.S. Army Missile Command (Medium) Fort Carson, Colorado

1961—937th Engineer Company (Aviation) (Inter-American Geodetic Survey) Fort Kobbe, Canal Zone

1962—45th Transportation Battalion (Helicopter) APO 143, San Francisco, California

1963—U.S. Army Utility Tacti-

cal Transport Helicopter Company (Vietnam)

1964—11th Air Assault Division and the attached 10th Air Transport Brigade, Fort Benning, Georgia

1965—13th Aviation Battalion and its attached units, Vietnam

1966—1st Cavalry Division (Airmobile) U.S. Army, Vietnam

HUGHES HELICOPTERS



THE TH-55A TRAINER • THE OH-6A LOH

MT. MCKINLEY RESCUE

(Continued from Page 5)

They had no knowledge of the five other men since February 28, when all seven men were at the 17,000-foot camp. Five had started for the top, carrying a two-day supply of food for each man and sleeping bags. Two had returned that day, one being unable to continue. The three that continued had camped at the 19,000-foot level on February 28, had ascended to the summit on March 1st, and had immediately returned to the 19,000-foot level where they were to remain until March 7 due to high winds and whiteout conditions.

Winds of 150 mph

Snow conditions on Mt. McKinley ordinarily preclude snow cave shelters above 14,000 feet, for only ice and rock are found below the one or two feet of compacted snow. Tents cannot be used due to winds of up to 150 miles per hour, and minus 50 degree temperatures. Nevertheless, the three were able to find limited shelter in an old rock cavern that had been constructed by previous expeditions several years prior and which contained dried rice and fish from a previous Japanese expedition.

Apprehensive about the fate of the other three, the four men at the 17,000-foot level were unable to do more due to winds until March 3rd when Blomberg and one other started down the mountain to seek assistance. The remaining two men at the 17,000-foot camp were to wait until March 5th in hope of assisting the three men at the higher levels. One was able to get to the 18,000-foot level on March 5th, but could climb no further due to jet stream winds and whiteout conditions, and he returned to the 17,000-foot camp, rejoined the second man, and started to descend.

Late on the afternoon of the 8th the two Hueys piloted by LTC Bennett and MAJ Roy L. Miller departed Talkeetna with four experienced climbers of the Washington Mountain Rescue Council. Again encountering high winds of 50 knots, blowing snow, and moderate to severe turbulence, the two

helicopters landed at the 8,200-foot base camp and discharged the team. They then picked up the two expedition climbers, and ascended to the 13,500-foot level and picked up the other three. Weather at the 13,500-foot altitude was relatively good, and the UH-1D landed without difficulty while the UH-1B provided cover. The five climbers were then sped to Talkeetna, leaving but two climbers unaccounted for.

On the morning of March 9th, the Washington Mountain Rescue Team proceeded from the base camp to the 14,000-foot level on foot, attempting to locate the missing two climbers along the route. At the same time, the two Hueys left Talkeetna to search the mountain and were able to locate the climbers in an ice cave at the 10,000-foot level. They were picked up along with the four members of the Washington Team and the rescue mission was completed.

Professionals all!

The successful rescue mission is yet another demonstration of the capability of Army helicopters under the most adverse conditions, and the competence and professionalism of Army aviation crews.

From an equipment standpoint, the UH-1's performed well, landing at altitudes up to 14,000 feet without difficulty. The crews were prepared to land at sites up to 19,000 feet with reduced fuel loads, if this step became necessary to effect rescue. Takeoffs from sites having very reduced visibility (due to blowing snow) and high winds were accomplished on instruments until well clear of the blowing snow, and until visibility increased to ½ mile or more and VFR flight could be continued. The mission stresses the necessity for aviators to be proficient in their equipment.

In addition to LTC Bennett and MAJ Miller, other Army aviation crew members participating in the rescue operations included MAJ Adalbert E. Toepel, Jr., and Warrant Officer Anthony L. Wotkyns, copilots on the Hueys, and MAJ Adolph H. Grimm and MAJ Luce, pilots of the CH-47. Crewchiefs were SP4 Young on the UH-1B, SP5 Troogstad on the UH-1D, and SP5 Muma and SP6 Saylor on the CH-47.

1967 AAAA ANNUAL MEETING

SHERATON-PARK HOTEL
WASHINGTON, D.C.



WEDNESDAY, OCTOBER 11

Film Presentations by
Industry (Corporate) Member Firms
Early Bird Reception

THURSDAY, OCTOBER 12

General Membership Meeting
President's Annual Report
Elections of National Officers
"Free World Army Aviation"
(Panel Presentation by Army Aviation
Directors of Free World Countries)
Moderator: MG Robert R. Williams
Chapter Delegates' Luncheon
(Open to General Membership)
"U.S. Army Aviation"
(A Panel Presentation by Senior
Army Aviation Officers)
Moderator: LTG Harry W. O. Kinnard
25th Anniversary Reception
Unit Reunions and Dinners

FRIDAY, OCTOBER 13

Film Presentations by
Industry (Corporate) Member Firms
Honors Luncheon Reception
1967 AAAA Honors Luncheon
Film Presentations by
Industry (Corporate) Member Firms
Cub Club "Happy Hour"
Diehards' Reception
(Entertainment by Cub Club)

FREE REUNION SUITES!

The AAAA will provide a gratis Reunion "Hospitality Suite" on Thursday afternoon and evening, October 12, to each AAAA Chapter, or military unit (active duty or reserve forces) that registers **twenty-five** persons at the 1967 AAAA Annual Meeting. Advance registrants should indicate their "Reunion" Chapter or unit on the form appearing on the reverse side. "Hospitality Suite" registrations are to be completed by **noon**, October 12. Present and former commanders desiring to hold a "unit" reunion during the course of the 25th Anniversary Celebration are encouraged to list their "reunion" in the September, 1967 issue.



OCTOBER 11 - 12 - 13

1967 AAAA ANNUAL MEETING

SHERATON-PARK HOTEL

WASHINGTON, D.C.

ADVANCE REGISTRATION

Advance registrations will be accepted July 1-Oct. 2 (see coupon below). All reservations will be confirmed by mail. Registration badges and social function tickets will be available at the AAAA Registration Desk, Sheraton-Park Hotel, beginning 1:00 P.M. Monday, Oct. 9.

SOCIAL FUNCTIONS . . . GUESTS

Tickets may be purchased for guests by registrars for all social functions. Only registrars may attend AAAA and professional presentations.

Full remittance for registration and all tickets must accompany Registration Coupon.

REFUNDS FOR CANCELLATIONS

Phone cancellations of tickets will be accepted until noon, Wednesday, October 11. Letter cancellations should be postmarked no later than October 9.

ROOM RESERVATIONS

Write Sheraton-Park Hotel, Washington, D.C. 20008, or hotel of choice. Military rates at Sheraton-Park if in uniform or with ID active duty card. AAAA cannot accept requests for reservations. State that you will attend AAAA meeting.

Civilian Rates at Sheraton-Park:

Single Room	12.50-17.50
Twin Room	16.50-21.50
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2-Bedroom Suite	65.00-85.00


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Enclosed please find \$..... in payment of my registration for the 1967 AAAA Annual Meeting and tickets indicated below:

Function	Quantity Desired	Unit Prices		Amount
		**Military	Civilian	
1. Registration		\$ 5.00	\$10.00	\$.....
2. 25th Anniversary Reception* (Oct. 12)		\$ 5.00	\$10.00	\$.....
3. Honors Luncheon and Reception* (Oct. 13)		\$ 5.00	\$10.00	\$.....
4. Combined Attendance (Includes 1, 2, and 3)				
Member Alone		\$10.00	\$25.00	\$.....
Member and Wife		\$17.00	\$35.00	\$.....

*Separate tickets are required for each social function.

**Includes civilian employees of the Armed Services.

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AVCOM-AAAA Briefings JUNE 19-21



↑ Members of the June 20 opening day panel session included, left to right, BG JR Guthrie, OCRD; MG RR Williams, OACSFOR (Moderator); BG HF Schiltz, AMC; officer 4th from left unidentified; BG JL Klingenhagen, ODCSLOG; and COL LR Oram, WECOM. <COL JL Burke, ECOM, during June 21 presentation covering "Aviation Electronics Outlook." (USA)



↑ BG Howard F. Schiltz, Hqs, AMC (center), is shown at the June 20 evening "social" with his former AVCOM associates, Eric H. Petersen (left) and George C. Dellapa, and their wives. Lindbergh Chapter president, Petersen served as APBI vice chairman. (USA)



↑ The Honorable Russell D. O'Neal, Assistant Secretary of the Army (R&D), provides the key address at the June 20 luncheon for attendees at the 2d Annual Advanced Planning Briefings for Industry. COL Delbert L. Bristol (far left), AVCOM deputy commander, and BG O. Glenn Goodhand, Ret., (hidden by microphone), AAAA national president, listen attentively. (USA)



↑ LEFT: G. E. "Gene" Loveland, Avco Lycoming representative for St. Louis, and General Chairman for the AVCOM-AAAA co-sponsored Briefings, has some opening administrative announcements for attendees. RIGHT: Wives of attending members add a touch of charm to an up-front luncheon table on June 20. (USA)



<AAAA national president Brigadier General Glenn Goodhand, USA (Ret.), is shown during the June 20 presentations while introducing one of the guest speakers. The AAAA National Executive Board held a quarterly business meeting in St. Louis on June 19 prior to the start of the two-day Briefings.

The June 21 speakers included, left to right, LTC C Peterson, CDEC; COL LG Callahan, Jr., ECOM; COL DL Bristol, AVCOM (Moderator); COL JO Townsend, USAAVNS; COL GA Peyer, CDC; COL Hewett; & LTC RH Shamburek, OSG. >



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