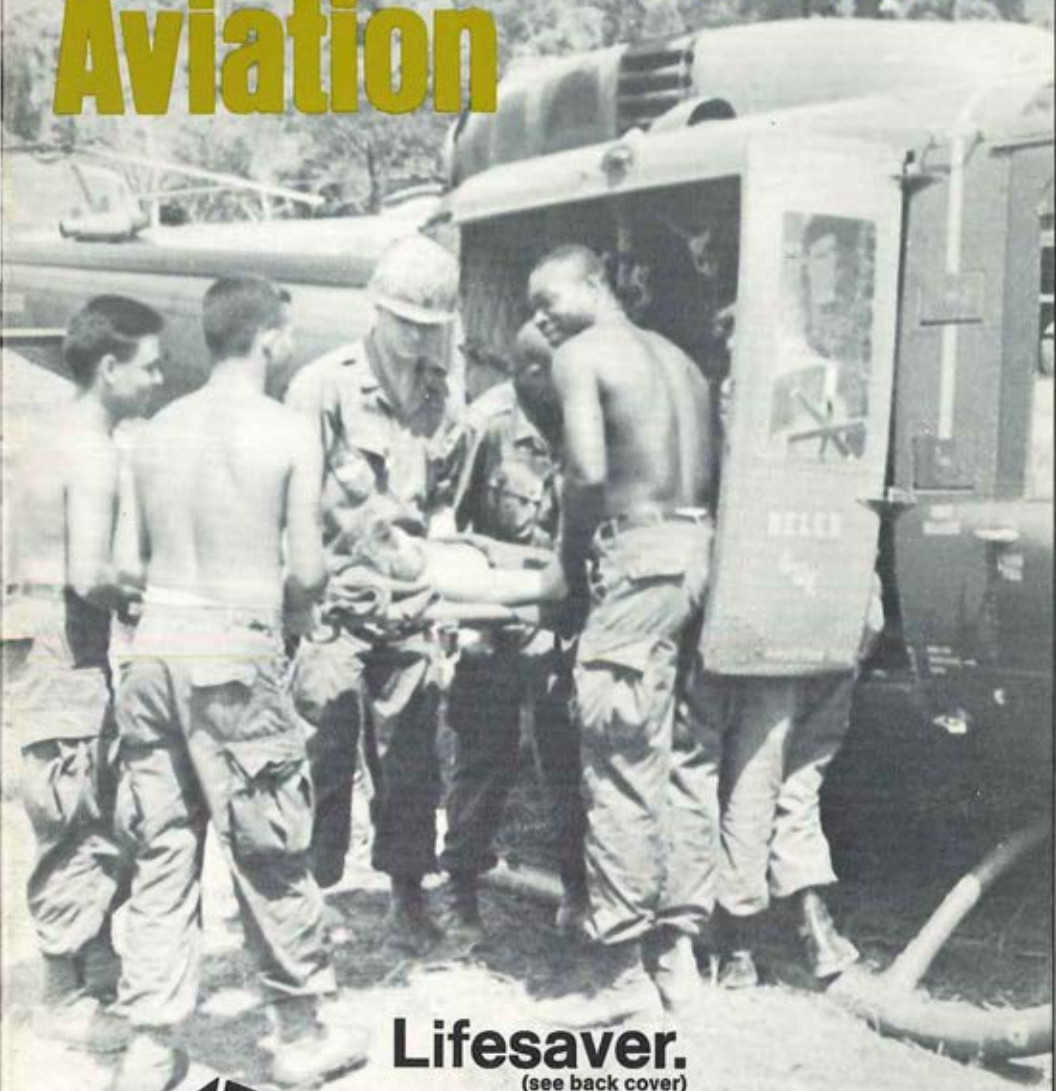


Army Aviation

JUNE 30, 1968



Lifesaver.
(see back cover)



LYCOMING DIVISION
STRATFORD, CONN.



In record time, Boeing tripled the Chinook's ton-mile productivity.

Boeing's first Chinook, the CH-47A, which met all performance guarantees and was named the Army's standard medium transport helicopter, had a maximum payload of 13,800 pounds, with a speed of 107 mph.

In June, 1966, Boeing was awarded the contract for two new Chinook models—the CH-47B and C.

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In less than two years, Boeing's Vertol Division made the Chinook lift 69% more, go 72% faster and 72% farther, achieving a tripling of ton-mile productivity.

BOEING HELICOPTERS

ARMY AVIATION

JUNE 30, 1968

Endorsed by the Army Aviation Ass'n of America

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SPECIAL ISSUES

The forthcoming issues of "Army Aviation Magazine" will carry the following editorial themes:

- July 30, 1968 — Aviation Warrant Officer Career Program with special articles prepared by staff members of the Aviation Warrant Officer Branch, OPD, OPO.
- August 31, 1968 — Annual Army Aviation Equipment Issue.
- October 31, 1968 — Tenth AAAA Annual Meeting Program and General News.
- December 31, 1968 — Report on the Tenth AAAA Annual Meeting: National Officers; National Awards.
- June 30, 1969 — 1969 Army Aviation Command and Staff Directory — "Who's Who in Army Aviation."

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"THIS has been a gallant organization from the beginning; it has served everyone here, regardless of what country he is from; and it has supported them in combat."

With these few words on May 25, GEN Creighton W. Abrams, Deputy Commander, U.S. Military Assistance Command, Vietnam, stated the mission and the history of the combat-bred 1st Aviation Brigade, the Army's largest operational aviation unit. General Abrams spoke at the Brigade's Headquarters in Long Bien, during Organizational Day activities celebrating the unit's second anniversary.

As GEN Cao Van Vien, Chairman of the Joint General Staff; LTG Bruce Palmer, Deputy Commanding General, USARV, and MG Robert R. Williams, Commanding General, 1st Aviation Brigade, listened, GEN Abrams lauded the aviators of the 1st Aviation Brigade by saying, *"They are heroes to the district chiefs; they are heroes to the province chiefs; and they are heroes to soldiers of every nation that fights here."*

High honor

During the ceremonies, GEN Vien presented the Brigade its second Vietnamese Cross of Gallantry with Palm, an award earned by the men of the Brigade for their outstanding aerial support of such operations as Junction City, Jeb Stuart, and the recent Tet offensive.

The 1st Aviation Brigade is the largest Army aviation unit since World War II, and charged with a mission unique in the history of aviation. The Brigade's more than 25,000 officers and men and more than 2,000 fixed and rotary winged aircraft provide troop lift, direct fire support, reconnaissance, surveillance, and resupply to all Free World Forces throughout length and breadth of Vietnam.

Over 2.9 million sorties

The Brigade's accomplishments during 1967 are impressive, fixed and rotary winged craft of the 1st Aviation Brigade airlifting more than five million troops — the equivalent of 313 infantry divisions — in more than 2.9 million sorties.

Brigade aircraft flew more than 1.2 million hours — the equivalent of 137 years — during 1967. The Brigade accounted for 10,556 Viet Cong killed, nearly 10,000 supply sampans sunk, and more than 10,400 enemy structures and fortifications destroyed.

But another more subtle accolade has been given to the 1st Aviation Brigade. As General Abrams described it, *"It has always been interesting for me to note that the aviators and men of this Brigade have been taken into the brotherhood of the combat arms. Not by regulation, not by politics, but they have been voted in by the infantry, who are the chartered members of that secluded club, the combat arms."*

SECOND ANNIVERSARY FOR THE ARMY'S LARGEST AVIATION UNIT



LTG Bruce Palmer (2d from right), DCG, USARV, confers with GEN Creighton W. Abrams as GEN Cao Van Vien (left), Chief of the Joint General Staff, and MG Robert R. Williams, CG of the 1st Aviation Brigade, observe the Organization Day activities marking the Brigade's second anniversary.



Center: GEN Vien attaches a streamer symbolizing the Vietnamese Cross of Gallantry with Palm to the colors of the 1st Aviation Brigade. Right: MG Williams is presented the four-rangers of the Vietnamese Cross of Gallantry with Palm. The award ceremonies were conducted at Long Bien on May 25.



ARMY AVIATION MAGAZINE

It's a cargo carrier!
It's a troop transport!
It's a staff transport!
It's a flying ambulance!



It's the Beechcraft U-21A...now in

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GAS TURBINE CONTROLS/PUMPS • AIRCRAFT/MISSILE CONTROLS, VALVES AND ACTUATORS

FOR the second time in a few months, I'm being asked to fill in for the Director of Army Aviation in this monthly letter. Colonel Powell is in Vietnam at the moment, so I thought it would be appropriate to discuss some of the other worldwide commitments of Army Aviation.

For several years the emphasis of our entire Aviation program has been pointed to one area and one mission—Vietnam. Most of the letters emanating from the Director's Office have been filled with pertinent points of interest to aviators concerning the training base which supports Vietnam directly, individual tours, tour policies, repeated tours, organizations and deployments, and all of the myriad of details in supporting the nearly 4,000 aircraft and over 8,000 aviators now located in Vietnam. Consequently, on the surface it might appear that we have forgotten that Army Aviation exists throughout the rest of the Army and performs many vital functions on a day-to-day basis.

Focus on Vietnam

The Army has focused on Vietnam because of today's priority, but we have never lost sight of our other responsibilities and the other possible contingencies. It goes without saying that we have "cut to the bone" throughout the Army in an effort to make everything available for the Vietnam effort.

Colonel E. Pearce Fleming, Jr.,
Deputy Director of Army Aviation,
discusses assignments on a global
basis and indicates we're meeting . . .

OUR OTHER RESPONSIBILITIES

Consequently, many of our Aviation units, particularly in the administrative support field, are operating at reduced strength, both in personnel and equipment. They are still continuing to operate aircraft which we have considered obsolescent for several years and which cannot be phased out of our system until our production base catches up with Vietnam requirements. Nevertheless, these units are carrying on the Army Aviation mission and from all reports are doing exceptionally well in the performance of their duties.

The major missions . . .

The large majority of those aviators who will read this letter have served or are serving a tour in RVN. Some of you have only had the opportunity to see this operation, and the aviation training base in CONUS. A few of you may have the impression that this sums up the totality of our effort. To round out the picture, here are a few examples of other major Army Aviation missions:

. . . The largest overseas contingent of Army Aviation outside of Vietnam is in Europe. Here we find over 800 aviators assigned to the divisions and the non-organic Aviation elements. UH-1B's, OH-23's, and UH-34's are employed; fixed-wing aircraft are primarily U-8's, U-21's, U-6's, and O-1's. For those of you who have had previous tours in Sev-



OTHER RESPONSIBILITIES

(Continued from Page 9)

enth Army you can appreciate the many days spent each year on field exercises, and although much of the equipment is several years old, the Army Aviation portion of our mission is being accomplished in spite of all the constraints.

... Another overseas area which has been in the news recently is Korea. Here again we continue to operate OH-23's, O-1's, U-6's, CH-37's, and CH-21's. Although "Frozen Chosen" is chosen by few as a desired tour of duty, all of our reports indicate that our Aviation assets are being utilized to the fullest in performing that important mission along the DMZ.

... Remember South COM and the IAGS? Yes, we're still operating in South America with that far-flung engineer surveying effort, even though at somewhat reduced strength. Those of you returning from Vietnam might consider requesting a tour in that area of the world. It presents some of the most interesting flying one ever encounters in Army Aviation.

The 49th and 50th states

... The same is true in Alaska where we continue to provide lift for the brigades that are stationed there in addition to observation, reconnaissance, and target acquisition. We understand it is a paradise for hunters and fishermen.

... And don't forget beautiful Hawaii, the Aloha State. Although there is a small

current requirement for aviators in Hawaii, it is a choice assignment if you can stand the monotony of flying that chain of islands during a tour. (I did it for three years while assigned to the CINCPAC staff).

... In CONUS there are many challenging assignments throughout the Army areas. We still have STRAF divisions stationed at Forts Bragg, Hood, Riley, and Carson, and other supporting units at many installations in CONUS. In addition, the work being accomplished by CDC and AMC offers many interesting tours of duty. This is particularly true with the upcoming AH-56 *Cheyenne*. Testing of this aircraft and its related systems should begin late in 1969 and will continue for an extended period of time.

... There are numerous opportunities for individual advancement in the Aviation field. One of these which should excite the imagination of many of our Warrant Officer aviators is the Warrant Officer Career Course to be established soon at Fort Rucker. We will deal at length with this subject in next month's special issue devoted to the Warrant Officer Program.

Advanced degrees

... For those of you who have engineering prerequisites, the Army is always searching for likely candidates to send to civilian schools to get advanced degrees in Aeronautics, Avionics, and related aviation subjects. The Operations Research/Systems Analysis approach to problem solving is one of the most demanding disciplines in the Army today. Quotas are available at many schools throughout the country to get this type of training. These and other management courses should be attractive to many of you, because in the years ahead there will be an ever-increasing demand for topnotch management throughout the structure of Army Aviation.

... How many of you have acquired time in the T-41? This is a dressed-up, four-seater version of an O-1, thankfully with a tricycle gear. We bought about 250 of these aircraft and have them stationed in various places around CONUS, primarily for proficiency flying purposes. Action is now underway to update the electronics and instrumentation on these aircraft to permit instrument flight, at

NOMINATIONS SOUGHT

Nominations for AAAA National Awards are open for the awards period covering April 1, 1967 through March 31, 1968. The "Army Aviator of the Year," "Aviation Soldier of the Year," "Outstanding Aviation Unit of the Year," and the "James H. McClellan Safety Award" winner will be honored at the AAAA Honors Luncheon to be held at the Sheraton-Park Hotel, Washington, D.C., November 1, 1968. Nomination forms outlining awards' criteria serve as "cover sheets" and may be obtained by writing to AAAA, 1 Crestwood Road, Westport, Conn. 06880. Nominations close August 1, 1968.



FT. WOLTERS — GEN Harold K. Johnson (right), Chief of Staff, U.S. Army, is shown addressing part of the 1,500 students, IP's, and contractor personnel at USAPHS' Dempsey Army Heliport during his recent visit to the Army Primary Helicopter Center.

least to the same degree that we fly the U-6 on instruments.

... It appears that our logistical problems are getting more and more attention with ARADMAC as the hub of rebuild activity for Army Aviation. There are numerous other facilities also, such as New Cumberland Depot, Atlanta Depot, and Sharpe Depot, each performing yeoman service in component repair, and rebuild and repair of crash-damaged aircraft.

Unlimited opportunities

All these bits and pieces of information are meant to convey the basic thought that Army Aviation is not a limited career field in geography, challenge, or opportunity. It is a broad, dynamic profession that is geared to the new concepts of a modern Army. We have had to take some unusual measures to meet Vietnam requirements, but in personnel, organizations, and hardware, we are definitely seeing a point in time where the asset curve gets closer and closer to the requirement curve.

To all of you who have had to "make do" during this difficult period, I congratulate you on your "can do" attitude. To all of you in remote detachments who see pictures

of our modern aircraft and then turn sadly to the window to see what is actually on the line, you are *not* forgotten; your MTOE has *not* been lost; your needs are weighed on an almost daily basis; and we are *doing* everything possible to hasten the day when you have the aviators and new aircraft you are authorized.

I'd like to remind you that Army Aviation had its birth in combat in World War II, and then laid almost dormant until Korea. The helicopter came into its own in Korea and the germ of airmobility was planted. Vietnam has proven again in combat the concepts that were painfully nurtured in relative peace.

I can't forecast the future anymore than the average newspaper reader, but I can assure you that the Army Aviation historian will look back to this era as another milestone when airmobility changed from a special concept to a basic building block of the future Army. We hope the time is not too far away when the other major commands besides MACV have these capabilities on hand.

Tomorrow's Bells will



still make the difference

"Huey Makes the Difference." That statement, previously published, still stands strong.

However, not only do today's Hueys and the teams of experienced fighting men make a difference in a conflict where the highest degree of troop mobility and flexibility needs be achieved, but tomorrow's Bells will also stand the test of the fighting man's missions... meeting his needs whatever they may be.

Tough problems... the kind that test the ingenuity of American fighting men... are today's on-the-board projects here, assuring in-the-air mission effectiveness for tomorrow. That's the Bell tradition that makes the difference!



BELL HELICOPTER

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LATE in the afternoon the cavalry troop commander received a warning order to be prepared to move his troop into a B-52 bomb strike area to assess its effectiveness on suspected concentrations of enemy troops. He was told to meet the squadron commander at the command post at 1830 hours for a briefing.

Completing the helicopter extraction of the aero-rifle platoon (organic to the cavalry troop) and releasing his aero-scouts to conduct the last light sweep of the main supply route in their observation helicopters, the troop commander turned his helicopter toward the command post and called his operations officer. *Shamrock 3* answered that he had monitored the call and would have the platoon leaders standing by at 1930 hours for a briefing.

Short . . . and direct!

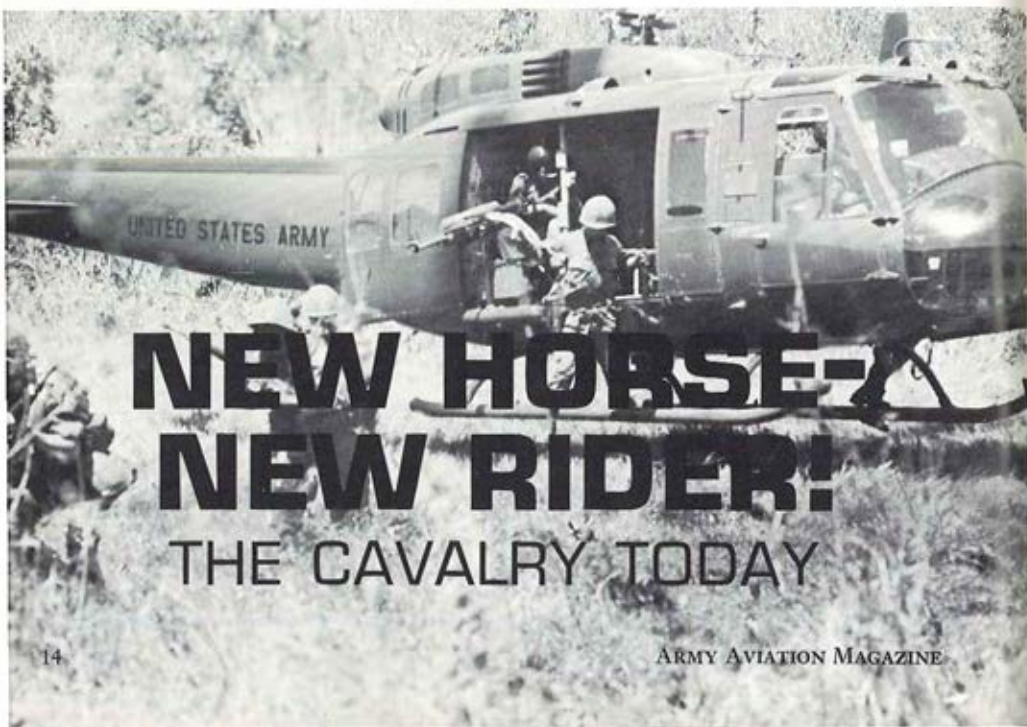
The mission briefing from squadron was short and direct:

The division G-2 had requested a B-52 bomb strike near the border. The nearest

friendly troops were over twelve kilometers away and he needed a rapid and accurate assessment of the results. Unconfirmed intelligence reports placed major elements of a regiment in the area. The troop was to conduct a complete reconnaissance of the strike to include on the ground inspection; however, they were not to become decisively engaged.

The mission was to be completed in one day. Artillery support would be available and there would be one company of infantry from a nearby battalion on stand-by in the event assistance was needed in the extraction of the aero-riflemen. Additional lift helicopters would be assembled on call from the general support aircraft working with the brigade in whose area the troop was to operate. A troop area of operations for the mission was assigned and the troop commanding officer departed.

On the way back to his own command post, the troop commander formulated his order to the platoon leaders noting with satisfaction that they all were familiar with the area and were old hands at this sort of opera-



tion. Although the hazards of the mission seemed extreme, with such a small unit so far from friendly reinforcements and so near the enemy sanctuary of the "neutral" border, the repeated professional performances of the platoons in just such circumstances gave the warm feeling of pride of accomplishment.

It was dark now and raining hard as he landed and ran for the tent where the platoon leaders were waiting with the operations officer for tomorrow's missions.

The light scouts would conduct the normal dawn road-clearing flight and firebase sweep but would join with the gunships at the end to sweep out over the border trace and then back south to confirm one of the three landing zones tentatively selected in the objective area. One team of gunships would provide cover for the light scouts initially with a second team escorting the aero-rifle platoon in their troopships.

The two teams would join up on the landing assault to "prepare" the landing zone and cover the "slick" troopships during the assault. One team would then return to a special forces camp, refuel, and rearm. The gun platoon leader would be responsible for insuring that there was at least one team over the infantry in constant contact with the rifle platoon leader.

Enemy contact avoided

The rifle platoon would land in the landing zone selected by the light scouts and then conduct a thorough search of the bomb area for evidence of destruction of enemy positions or personnel. Contact with any organized resistance was to be interpreted as "superior force" and immediate steps would be taken to extract the platoon. Decisive engagement was to be avoided due to the large force thought to be in the area and the great distance to friendly positions. A light scout team would be OPCON (under operational control) to the rifle platoon leader for all around reconnaissance and security and to assist in the search.

The starting time would key on the light scouts who would go at first light or first adequate weather, whichever came first.

The morning came with low ceilings, rain, and poor visibility at the troop command

By MAJ RONALD G. MAXSON

post, but the scouts departed on their mission. With improvement in the border region, the gun team was launched and soon after, the rifle platoon was on its way.

Arriving over the objective area the light scouts reported landing zone number two was most suitable with no sign of enemy activity. The bombs had landed in the designated zone and although the jungle area was torn and smoking there appeared to be no sign of any enemy.

"Bring 'em in!"

The commanding officer "Roger" the scout report as he started the first orbit over the landing zone. The forward observer in the back of his ship was already registering artillery for possible use in the assault. The slick leader with the aero-rifle platoon reported "Long final" and the gunships were opening up on the route into the landing zone. The artillery registration complete, the forward observer called for cease fire and the big guns went onto a standby status.

Now the gunships are making final firing passes on the landing zone; one team with two thirds of its ammo expended will depart with the slicks after debarking the troops. Now the slicks are on final, two "V" formations of three ships each. Outside door gunners have dusty-looking streams of expended brass slicing out and down from their ships as the aircraft commanders have instructed them to cover the landing. The gunships are right with the slicks now and slide by as laden helicopters begin to shudder and twitch with deceleration.

Still no fire from the enemy!

The crucial phase

The slicks are already airborne again as the gunships are swinging back in with guns ready but silent for now. Our own troops are at the crucial phase of organization of the landing zone.

The slick ships, now empty, leap out of the landing zone and turn toward the control point to wait the commander's decision be-

NEW HORSE—NEW RIDER

(Continued from Page 15)

tween retrieving the platoon or flying to the prearranged stand-by position.

The troop commander at this point issues his first order: "Shamrock 43, return to 'The Hole,' refuel, and stand-by. Out." The slicks with their escort head to "The Hole," a forward command post of the nearest brigade.

Now the light scout helicopter team has moved back over the area and is in contact with the rifle platoon leader. "Shamrock 46 (infantry platoon leader), this is 10 (aero scout section leader). There's a caved-in tunnel complex ahead, approximately 55 meters from your lead elements, azimuth 090 degrees."

"Roger 10, the scout dog is on high alert. Keep your eyes open."

"Roger."

The light scout wingman relays the discovery and its coordinates to troop command post on UHF. Some moments later, "This is 46. You're right; it's a caved-in bunker. No sign of enemy though. Looks like he was here recently but moved out before the bombs hit."

SITREP logged

Back at troop command post Shamrock 3 (the operations officer) has already logged the SITREP (situation report) and is on the phone to squadron. The radio is quiet and the troop commander is about to tell "46" to move on when the command is anticipated on the ground and the radio cracks, "This is 46. Nothing further to report here. Moving out."

Now the troop commander uses his UHF aircraft radio to reconfirm the coordinates the scouts sent in by the day's code. Shamrock 3 confirms and the radios go silent.

So it goes. The small scout helicopters

working as an integral part of the infantry team on the ground as the gun team works the entire troop area of operations scouting for any sign of activity. The gunship platoon leader has carefully set up a relay of his teams so that one is overhead at all times with one at the ready, monitoring the PRC 25 ground radio carried by the troops.

The extraction process

As the mission nears completion the light scouts begin selecting the pick-up zone at the far edge of the objective search area. "46, we have Papa Zulu (pick-up zone). From your present position 130 meters on an azimuth of 060 degrees you will find where two bombs landed very close to each other. You will have to cut some brush from between them, but it's the best within range. As you get close we will guide your lead elements in."

The troop commander has one last thing to cover. "Shamrock 10, this is 6. Lead them north to the blackened area 100 meters north; then into the landing zone. I want to know why the soil is a different color there; may be evidence of a secondary explosion. Over."

"This is 10. Roger. Out."

The infantry makes the adjustment easily and the last leg goes swiftly as the point man breaks out of the shattered jungle growth into the blackened area and reports, "46, this is 46 Charlie. That black was an old sink hole and the mud is black. That's all."

"This is Shamrock 6, I monitor. 46, you are clear to proceed to Papa Zulu. Out."

Now the command helicopter gets active. An estimate of the time required for the landing zone is made, a ten minute leeway is added: "Shamrock 3, this is 6. Contact Red Rover (squadron command post) and inform them that extraction time will be 1435 hours. Request any further missions."

"This is Shamrock 3. Roger. Out."

A call giving the slick ship leader a station time over a control point and the extraction is set.

The gunship platoon leader can be heard on their VHF frequency (the one they think the Old Man isn't listening on), arranging to give the slicks continuous cover on the pick-up. He recognizes the tremendous vulnera-

(Continued on Page 20)

ABOUT THE AUTHOR

MAJ Ronald G. Maxson, *Armor*, served in Vietnam, with the 1st Squadron, 10th Cavalry, 4th Inf Div, and is presently assigned to the Sixth U.S. Army Flight Detachment, Presidio of San Francisco, California.

Captain
James C. Newton



Captain
Howard L. Leland



Major
Sylvan D. Hoyem

This plaque goes to each Army pilot who logs a thousand flying hours in the Army Mohawk surveillance system. This month Grumman salutes Major Sylvan D. Hoyem, Captain Howard L. Leland, and Captain James C. Newton, all of whom have earned the 1000-hour Mohawk plaque.



Man is the heart of the system. Grumman never forgets it.

Major Sylvan D. Hoyem is presently assigned to the 122nd Aviation Company at Hanau, Germany, as Flight Operations Officer. Major Hoyem has been a rated Mohawk pilot since May 1962 and has accumulated over 1300 hours in the OV-1. From April 1963 to March 1964, Major Hoyem was assigned to the 23rd Special Warfare Aviation Detachment in Vietnam. Major Hoyem has been awarded the Distinguished Flying Cross, Army Commendation Medal, and the Air Medal with nine oak leaf clusters.

Captain Howard L. Leland graduated from OV-1 transition in March 1966. After participating in the Long-Range Survey Test with the OV-1 at Yuma, Arizona, Captain Leland joined the 131st Aviation Company in Vietnam. During this tour he flew 780 combat hours with the Mohawk and was awarded the Distinguished Flying Cross, Army Commendation Medal, and the Air Medal with "V" device and 26 oak leaf clusters. Capt. Leland is presently assigned as flight instructor in the OV-1 at the USAAVNS, Ft. Rucker, Alabama.

Captain James C. Newton has accrued almost 1100 hours in the Mohawk and was one of the first aviators to be checked out in the 11th Air Assault Division in March 1963. Captain Newton served with the 226th Aerial Surveillance Battalion during all of the air-assault testing and in July 1965 was assigned to Ft. Riley, Kansas, to help form the 20th ASTA Detachment. He deployed to Vietnam in September 1965 with the 20th ASTA, which later became the 131st Aviation Company, returning from Vietnam in October 1966, having received the Air Medal with ten clusters. Captain Newton's most recent assignment was with the 122nd Aviation Company, Hanau, Germany.



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Call it a flying machine...or basic air vehicle...or winged helicopter. But think of it as a *versatile foundation*—this AH-56A. That's what it is: a base for configuration changes that make it the "best buy" for six major types of military missions.

① In one form, AH-56A will be the world's most advanced gunship helicopter. Packing deadly armament, it will escort troop-carrying helicopters and soften landing sites. Weapons: machine guns, grenade launchers, rockets or antitank missiles. Speed: above 250 mph.



② With equipment changes, AH-56A will excel at reconnaissance and surveillance. For these jobs, the craft's speed and agility are enhanced by its unique navigation system, 26,000-foot service ceiling, and long range relative to load. (This new-generation vehicle has a self-deploying ferry range of 2,510 miles.)



③ Certain airframe changes can turn the basic AH-56A into an excellent craft for search and rescue work. Extremely stable and maneuverable because of the Lockheed Rigid Rotor design, it can decelerate from 200

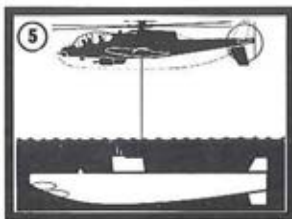
The new 6-in-1 flying machine



knots to a hover in 17 seconds, then accelerate rapidly after making a pickup.

④ Another mission capability is supply-and-retrieval. Here its VTOL (shown) and V/STOL performance become vital, for the AH-56A can take aloft 14,000 pounds of payload after a short, rolling takeoff (about 900 feet).

⑤ With other alterations to airframe and power plant, the AH-56A can be turned into an ASW hunter-killer configuration capable of high speed and extended endurance.



⑥ Finally, the vehicle's dynamics system will support an adapted airframe that can carry 30 passengers, thereby adding new speed and versatility to transport operations.

What is the AH-56A? A very employable flying machine, built by Lockheed-California Company's Van Nuys plant to be adaptable for many missions. It's a new breed of winged helicopter that will never run out of jobs.

LOCKHEED
LOCKHEED AIRCRAFT CORPORATION

NEW HORSE—NEW RIDER

(Continued from Page 16)

bility the coming extraction will impose on the troop helicopters as they space out into a long chain of single ships for the small pick-up zone.

As the last of the brush between the bomb craters is chopped away, the light scouts complete an extremely thorough search of the approach and exit flight paths, then move to the periphery of the action area to make room for the delicate maneuver of single ship extraction.

Turning over the air control point, the slicks extend the interval between themselves and began the long final approach as a heavy team of three gunships swings into an extended daisy chain beside them.

"43 (slick ship leader), this is 46 (infantry platoon leader). This is a tough one. Give yourselves plenty interval, six packs each (six infantrymen on each helicopter). Over."

"43, Roger. Out."

The first ship lands; if you can call balance-

ing the heels of the skids on the edge of a bomb crater with the tail of the ship in one crater and the forward cabin area and cockpits hanging some eight feet in the air over the ragged hole left by the explosion of a second bomb.

In seconds he is climbing out, rotor warning light and the steady beep-beep of a warning horn in his ears. His load included two scout dogs. *"Papa Zulu tight, but okay."*

Number two is in and out as are three, four, five, and six in their turn.

"Shamrock 3, this is 6. Extraction complete. Over."

"Coming of age . . ."

The really unique thing about this mission was the use of Army aircraft by cavalrymen who can fly. Aviation is coming of age in cavalry. Here, in a significant way, use of the air vehicle has been woven into the very fabric of the ground tactical plan, nothing exotic or specialized anymore. The helicopter served as an integral part of the normal functioning cavalry troop.

Once it was wheels and tracks that provided the mobility differential to make cavalry effective. Now the infantry has vehicles with the very same track mobility; the once exotic and specialized air vehicle has been tamed and its flexibility and speed applied to cavalry. Although much remains to be done in the areas of reliability and simplification of the air vehicle, we remind the skeptic that the same could be said of the track vehicle at a comparable stage in its development.

A new MOS

The armor officer who commanded the troop and his subordinate commanders, including the infantry officer who walked the ground, were combat leaders in the strictest sense of the term; they were leaders who knew how to fly helicopters but who were not limited in their horizons to just flying; they used their skill in conjunction with all the other leadership qualifications in the successful accomplishment of a complete tactical operation.

A new Military Occupational Specialty has been born: 61204 — the cavalry combat leader who can fly!



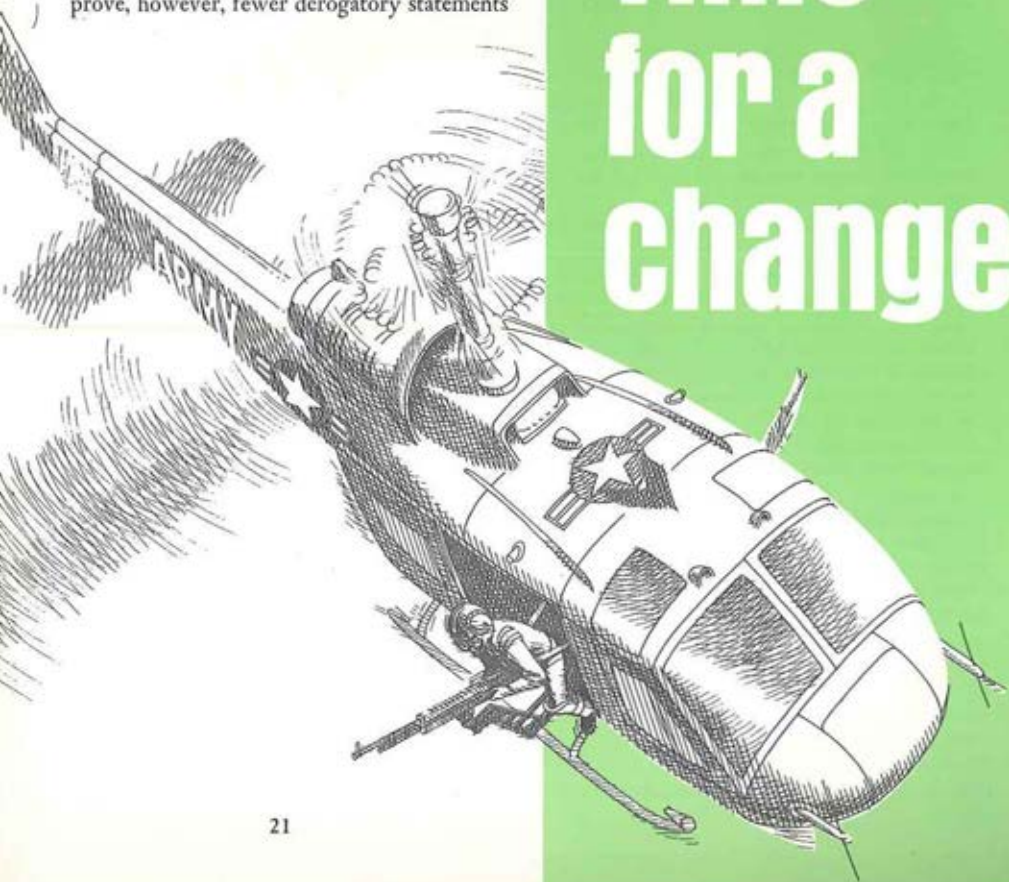
dA Vinci started it all, so the historians say. Actually he was trying to mechanize a Christmas tree when a stray gust of wind caused the device to rise in the air. On seeing this, da Vinci's energetic brain began to click and he came up with the first plan for a helicopter.

This story may be a myth but the original design of da Vinci is fact. Other thinkers have taken his development and advanced it to what we enjoy in the VTOL world of today. That they didn't follow the original design to the letter is fortunate for we could be calling the helicopter a "Sky Screw."

Of course, this may be a kinder term than is often used when the modern craft doesn't function or is not adequate for the assigned task. As maintenance skills and design improve, however, fewer derogatory statements

Major Gary T. Meager, after serving a tour with the 25th Infantry Division in Vietnam, seeks a design improvement in the Huey and says it's . . .

Time for a change



TIME FOR A CHANGE

(Continued from Page 21)

are heard. Nevertheless, the time has come again for the next logical change.

Tanks and fixed wing aircraft were introduced in World War I and blossomed in World War II. Helicopters came into use in the Korean War and have been exploited in the Vietnamese conflict — helicopters in general, the Bell UH-1 series in particular.

Using this helicopter as an example, it can be seen that the increase in horsepower of the L-13 engine satisfied a number of desires of the aviator clientele. It has given the pilot that extra "umph" that was lacking in the problems of flying assault companies daily. Now he is capable of carrying more troops, but they are crowded into the cargo area, often hampering the defensive actions of the gunner and crew chief.

Defining the need

The *Huey*, as we utilize it today, needs no added range capability. It doesn't need additional radio equipment, unless it be smaller or lighter weight; armament and protective devices are adequate.

The need is for an increase in the size of the cargo-carrying areas, with a new design giving the ground commander a single method of carrying his individual 11-man squad while not hindering the safe operation of the aircraft. This would obviate the current procedure wherein he splits his basic unit into two aircraft, personnel who when committed into the landing zones, are sometimes separated by hundreds of yards. Often, a full squad is never able to unite as an operating force, if immediately engaged upon landing. Even if enemy resistance is not met initially, precious time is used in regrouping the squad and continuing the assigned mission.

From his earliest training the infantryman has been a part of various combat teams, the smallest of which has been the 11-man squad. He has lived daily in a close personal relationship with the other members of his squad, eating, sleeping and training together. Each member of the squad begins to realize the others' characteristics and capabilities, the way he walks, runs, holds himself, how much

he can trust an individual to do a certain task and his way of approaching difficult situations.

The smallest of units is operational in Vietnam, and it becomes clear that the squad will never be able to undertake a combat assault together in one means of air transportation. True, the 11-man squad is often understrength; leaves, sicknesses, injuries and lack of replacements are a constant handicap for the combat leader. Even with these contingencies the leader must still adjust and tailor his unit to fit the equipment he must use. A far better idea is for the equipment to be adequate for the leader's purposes.

Ideal not reached

The *Huey* has progressed rapidly from the "A" model to its first basic design change in the "D" series. This aircraft, however, has not reached the ideal for which it was planned because sufficient flight experience in humid climate was not available, and planners did not envision the constant use of a door gunner and crew chief.

It may be argued that if the size of the cargo area were increased all available room would still not be used on many combat assaults. This argument isn't valid because the aircraft could carry a greater assortment of extra support equipment — more ammo, grenades, or even extra water, if the squad was incomplete. With these extras aboard, fewer resupply trips would be necessary, thereby lessening helicopter flights and exposure.

The CH-47 and *Sky Crane* could accomplish the task of carrying the 11-man squad, but their capabilities far exceed the need. Their overall cost, original and operating, would make their use for this mission quite prohibitive. What is needed is a helicopter small enough to be operated economically, one that would carry its operating crew — pilot, co-pilot, gunner and crewchief — and yet be able to carry the basic infantry unit, a full squad.

An improvement of the present *Huey*? A completely new helicopter? These questions are still to be answered, and are possibly on the drawing boards right now. A change is due, and ground commanders are awaiting the next step.



OUR UNSUNG HEROES

The crewmen, mechanics, and technicians who keep 'em airborne!

A recent article by the Secretary of Defense reported the increasing number of helicopters the United States Army possessed, most of which were in Vietnam. Noted also was an increase in pilots to fly these helicopters. I could not help but think of the number of pilots trained now, over 600 per month, and how much Army aviation has changed in the last few years.

Much has been written about the growth of aviation, both in the United States and Vietnam, concerning the pilots and birds. Little has been really said or written about the unsung heroes that hold the entire operation together. These heroes are the crew chiefs that fly with the birds, the mechanics and technicians at every echelon of maintenance, as well as the others further back along the lines of support.

The initial efforts

I remember well some of these men in 1962, when Army aviation began to magnify its presence in Southeast Asia in the form of the first five CH-21 helicopter companies sent to Vietnam to provide airmobility for the South Vietnamese Army. These units were centered primarily in what is now the II and III Vietnamese Tactical Corps. Two of the companies were located, one each at Quin Nhon and Pleiku; a third at Ban Me Thuot, a fourth

at Saigon and a fifth in the Delta at Soc Trang.

Initially, all units were in the 45th/145th Aviation Battalion. Later, a second battalion, the 52nd, was formed and assumed control of the aviation units in the II Corps Tactical Zone. The 145th continued to direct operations in III and IV Corps Tactical Zones, finally breaking off those units in IV Corps Tactical Zone to form a provisional aviation battalion in 1963, designated the *Delta Battalion*.

In those early days crew chiefs and maintenance men worked long and hard under trying conditions of heat, rain, poor living conditions, and shortages of aircraft parts. Generally the few aircraft were busy all day, the crew chief flying with them on all missions. When the flights had returned home and pilots were relaxing at the Officers' Club, the crew chiefs and mechanics were preparing the birds for the following day.

Double duty

The man with the most demanding task was the crew chief. He flew with the bird all day, and had a new duty, that of door gunner in the CH-21's and Hueys. As a gunner he participated in his share of combat actions in flights to and from field locations and in numerous air assaults.

Especially rigorous were the tasks of crew chiefs in the armed helicopter company, affectionately known as "UTT" (for Utility Tactical Transport Company), the name of this unit prior to its arrival in Vietnam from Okinawa. UTT was the first armed helicopter company in Vietnam and in the Army.

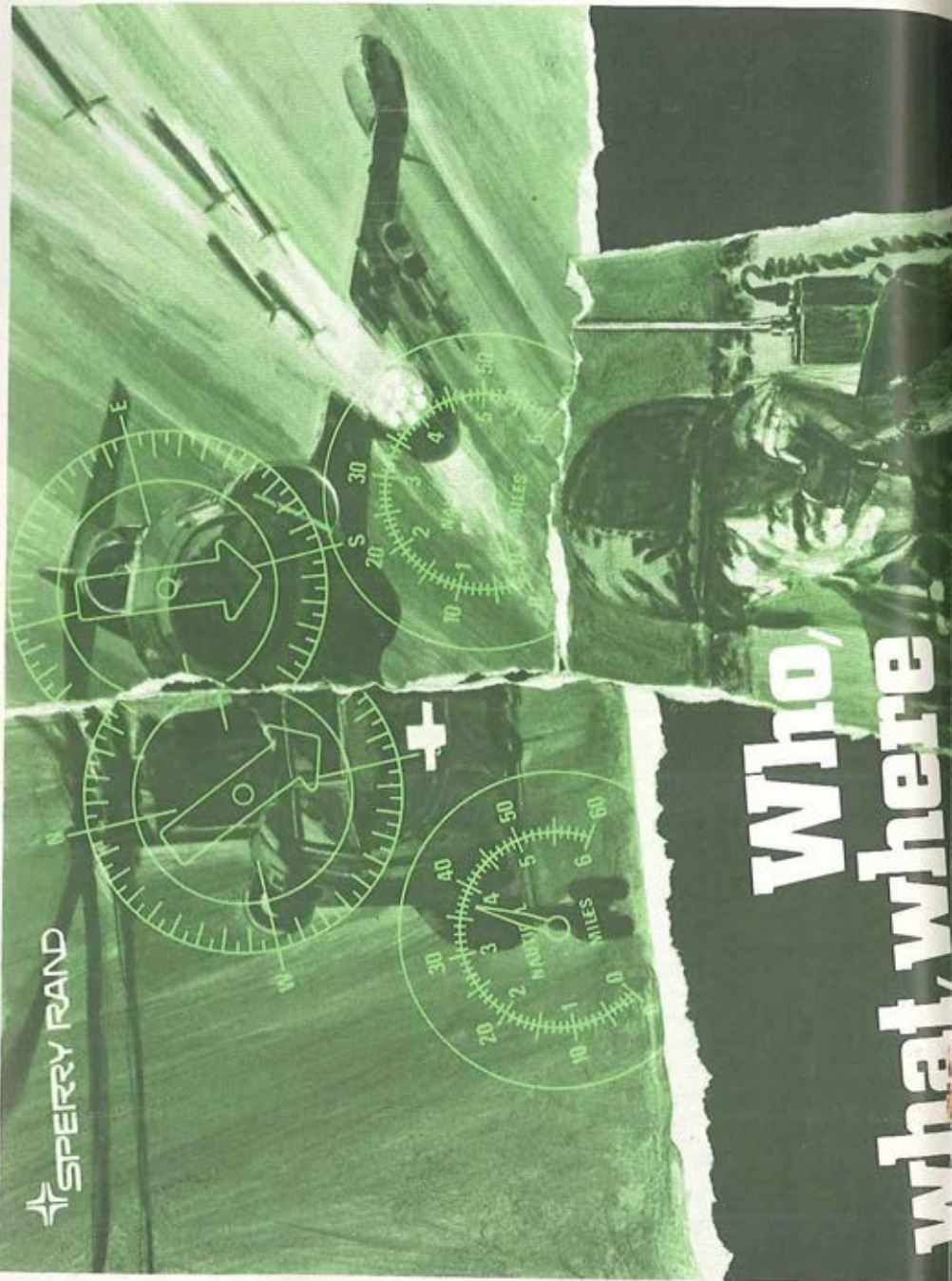
There was much work, not only in keeping the birds flying, but in trying to maintain and keep operational the jerry-rigged armament attached to the birds, the improvised machine

(Continued on Page 26)

By
COL. KENNETH D. MERTEL
U.S. Army War College

SPERRY RAND

Who,
what, where



...and now

Below, the jungle is an angry cat. Evening mist from the Delta licks its scars, wounds from the battles of many yesterdays. It scratches upward with claws of fire. You'd better believe, tonight this is Charley's turf.

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OUR UNSUNG HEROES

(Continued from Page 23)

guns and rockets that aided in the fire support role. The courageous crew chiefs had to be expert door gunners as well as proficient on rocket and machine gun systems installed on their birds. Returning from a mission, the crew chief had the bird and weapons system to maintain as well as his own individual equipment.

The Caribou troopers

A tribute is also due those *Caribou* troopers in the 1st Aviation Company, which initially operated in Thailand and later in Vietnam. This unit performed magnificently throughout both countries moving supplies, equipment, and personnel to and from numerous small, isolated field strips carved out of all types of terrain and under all conditions of weather and enemy.

Again, crew chiefs or engineers had a most difficult task. A similar mission was carried out in Vietnam by the 1st Aviation Company (FWLT) based in Nha Trang. This unit, using older U1-A *Otter* aircraft, and its crew chiefs ranged all of South Vietnam, supporting the advisory units.

Last, but not least, the dedication of the men who took care of the Aerial Surveillance and Reconnaissance Company, an O-1 unit and a late arrival in 1963, which performed a reconnaissance role and did yeoman service.

Crew chiefs in Vietnam performed long hours on their primary mission as well as the simultaneous task of assisting in camp support

and security required for all short-handed units, simply to continue operations.

In the early days camp facilities were meager. There were noticeable differences between the first Army aviation units, and those personnel of the Military Advisory Assistance Group who lived primarily in the cities and enjoyed a rather high standard of living compared to those who were then referred to as the "combat troops."

No complaints!

However, it's interesting to note that despite these conditions and the unfavorable comparison one could not help but make, one never heard a complaint or a cry from these sincere and dedicated crew chiefs and maintenance men. They knew why they were there. Living conditions weren't important when there was a combat task at hand.

When speaking of the crew chiefs one must include the maintenance men in helicopter companies, many who flew as door gunners and who worked long hours in maintenance support to keep the birds flying. In most units, there was little difference between organizational and field maintenance because everyone worked together to make the birds flyable again, regardless of the effort.

The Maintenance and Supply Company at Vung Tau provided aircraft parts and heavy maintenance and also had its trials and tribulations in providing needed services and in accomplishing its myriad tasks.

More than 465 birds . . .

Again the dedication and motivation of crew chiefs were evident in the hard work and long hours required in the formation of the 11th Air Assault Division at Fort Benning, Ga., in 1964-65; during development and maturation as the division came of age at Fort Benning, and through two later field exercises, *Air Assault I* and *II* at Fort Stewart, and finally in the Carolinas.

Here, crew chiefs, mechanics, and armorers were the unsung heroes, keeping more than 465 birds flying day and night, in bad weather, under primitive maintenance conditions, both at Fort Benning where facilities were lacking, and also in the field. The enemies

(Continued on Page 29)

ARMY AVIATION MAGAZINE



**FLIGHT PAY PROTECTION PLAN
PREMIUM TABLE**

| IF MONTHLY FLIGHT PAY IS: | YOUR ANNUAL FLIGHT PAY IS: | YOUR ANNUAL PREMIUM RATE IS: | YOUR SEMI- ANNUAL PREMIUM IS: | YOUR QUAR- TERLY PREMIUM IS: |
|---------------------------------------|----------------------------------------|------------------------------------------|-------------------------------------------|------------------------------------------|
| \$245 | \$2,940 | \$51.45 | \$26.75 | \$13.85 |
| 240 | 2,880 | 50.40 | 26.20 | 13.60 |
| 230 | 2,760 | 48.30 | 25.15 | 13.10 |
| 225 | 2,700 | 47.25 | 24.65 | 12.80 |
| 220 | 2,640 | 46.20 | 24.10 | 12.55 |
| 215 | 2,580 | 45.15 | 23.60 | 12.30 |
| 210 | 2,520 | 44.10 | 23.05 | 12.05 |
| 205 | 2,460 | 43.05 | 22.55 | 11.75 |
| 200 | 2,400 | 42.00 | 22.00 | 11.50 |
| 195 | 2,340 | 40.95 | 21.50 | 11.25 |
| 190 | 2,280 | 39.90 | 20.95 | 11.00 |
| 185 | 2,220 | 38.85 | 20.45 | 10.70 |
| 180 | 2,160 | 37.80 | 19.90 | 10.45 |
| 175 | 2,100 | 36.75 | 19.40 | 10.20 |
| 170 | 2,040 | 35.70 | 18.85 | 9.95 |
| 165 | 1,980 | 34.65 | 18.35 | 9.65 |
| 160 | 1,920 | 33.60 | 17.80 | 9.40 |
| 155 | 1,860 | 32.55 | 17.30 | 9.15 |
| 150 | 1,800 | 31.50 | 16.75 | 8.90 |
| 145 | 1,740 | 30.45 | 16.25 | 8.60 |
| 140 | 1,680 | 29.40 | 15.70 | 8.35 |
| 135 | 1,620 | 28.35 | 15.20 | 8.10 |
| 130 | 1,560 | 27.30 | 14.65 | 7.85 |
| 125 | 1,500 | 26.25 | 14.15 | 7.55 |
| 120 | 1,440 | 25.20 | 13.60 | 7.30 |
| 115 | 1,380 | 24.15 | 13.10 | 7.05 |
| 110 | 1,320 | 23.10 | 12.55 | 6.80 |
| 105 | 1,260 | 22.05 | 12.05 | 6.50 |
| 100 | 1,200 | 21.00 | 11.50 | 6.25 |
| 95 | 1,140 | 19.95 | 11.00 | 6.00 |
| 90 | 1,080 | 18.90 | 10.45 | 5.75 |
| 85 | 1,020 | 17.85 | 9.95 | 5.45 |
| 80 | 960 | 16.80 | 9.40 | 5.20 |
| 75 | 900 | 15.75 | 8.90 | 4.95 |
| 70 | 840 | 14.70 | 8.35 | 4.70 |
| 65 | 780 | 13.65 | 7.85 | 4.40 |
| 60 | 720 | 12.60 | 7.30 | 4.15 |
| 55 | 660 | 11.55 | 6.80 | 3.90 |
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SEPT. 1-30 APPLICATION
FOR FLIGHT PAY INSURANCE
NEW COVERAGE ONLY

OUR UNSUNG HEROES

(Continued from Page 26)

again were long hours, dust, and rain in their efforts to keep the birds flying. Crew chiefs and maintenance men of the new unit did not complain or cry aloud about their problems, but always looked for a solution to accomplish their tasks.

Word of the newly-designated 1st Air Cavalry going to Vietnam was greeted by most with great anticipation and eagerness, for the move would test the new airmobile concept in combat. The crew chief knew better than anyone else that this was just the beginning of his efforts and work.

Doubly busy in Vietnam

If he had been busy at Fort Benning, Fort Stewart, and in the Carolinas, he would be doubly busy in Vietnam. The lessons learned by the 145th and the 52nd had circulated back and the flying crew men of the 1st Cavalry knew full well the conditions they'd face.

They did so at the An Khe jungle base where they completed their aircraft maintenance under the field conditions of rain, dust, mud, and heat while participating in the combat that swirled around them. They served long hours, as those precious commodities, the helicopters, were employed by the airmobile Infantry to carry out their successful and victorious pursuit and destruction of the Viet Cong and the North Vietnamese Army. Again, our crew chiefs and mechanics served brilliantly throughout.

While this took place in the 1st Air Cavalry, the build-up of other aviation units continued, many later becoming a part of the 1st Aviation Brigade. Here again, with similar problems and similar efforts, our hard-working crew chiefs and maintenance men were able to establish their units, perform maintenance on their aircraft, and carry out their in-flight duties as crew chiefs and gunners and their many other duties necessary at their base, at An Khe, or at a chunk of jungle terrain.

We have all seen these men, these unsung heroes — the crew chiefs, technicians, and maintenance men who have been largely re-



CORPUS CHRISTI — Direct airlift of helicopter engines from ARADMAC was inaugurated in early June on a 55-hour turn-around time. Military Air Command C-141's leave three days each week with engines for Vietnam and return with reparable. (USA photo)

sponsible for the magnificent success of Army aviation in Vietnam and in the United States Army.

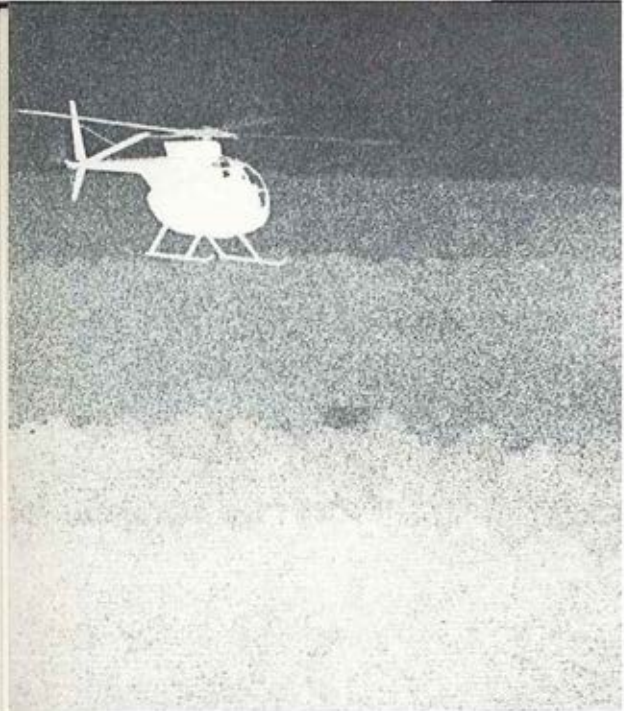
As aviators and pilots, we sometimes forget and little realize or appreciate the effort and long hours necessary to assure the availability of that aircraft on the next morning or at whatever time we need it to carry out a mission. Much has gone on behind the scenes, during the night and during the hours before.

The dedication and motivation of these flying and non-flying Army aviation enlisted personnel — men who served as maintenance technicians and combat soldiers as well — have earned our full respect for their past service in Vietnam and in duty stations around the world. As the professionals they are, they'll continue to perform their splendid job as Army aviation expands and performs its missions in support of the U.S. Army.

We lift our caps and our helmets to these soldiers, the unsung heroes of Army aviation!

NEXT MONTH

The July 31, 1968 issue of **ARMY AVIATION** will review many aspects of the aviation warrant officer program. Problems and progress are to be covered in definitive articles prepared by members of the Aviation Warrant Officer Branch in OPO, OPD.



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Hughes Helicopters

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1968 INTERNATIONAL SCIENCE FAIR (ISF) WINNERS EARN \$100 AAAA CASH AWARDS

Four talented youngsters were selected as recipients of AAAA \$100.00 cash awards at the 19th International Science Fair held at Cobo Hall, Detroit, Michigan, May 12-18.

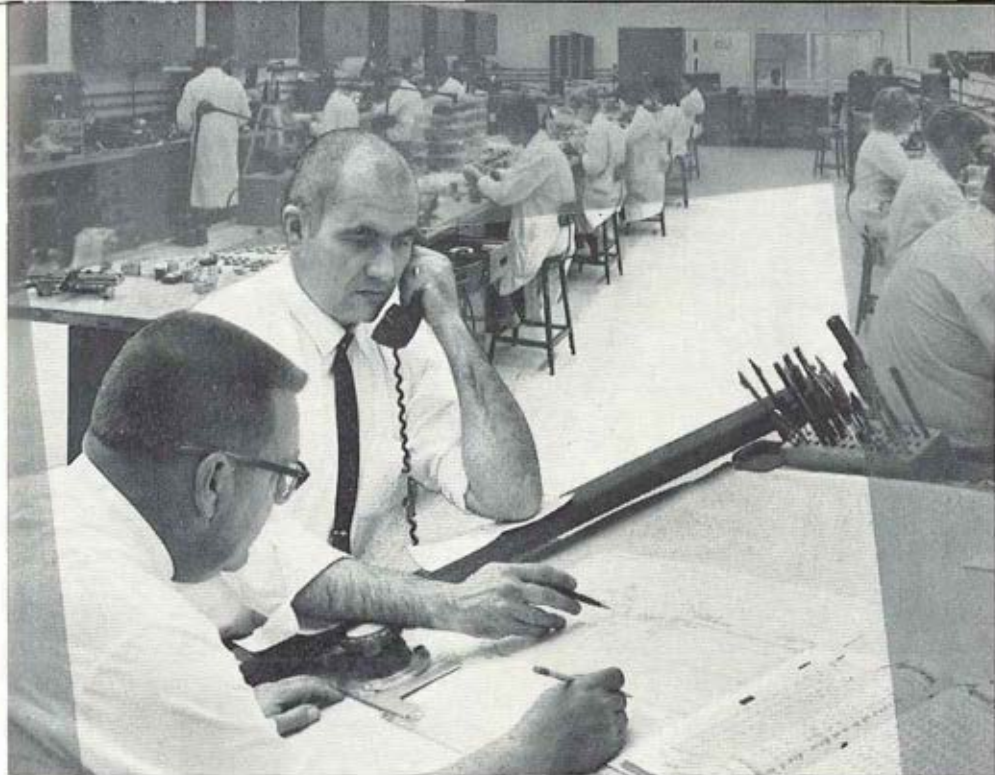
Receiving an AAAA check and an engraved plaque were Paul B. Re, top left, Albuquerque, N. Mex. (High Speed Interacting Jets); Neil F. Martin, middle left photo, Silver Spring, Md. (A Variable Camber and Thickness Airfoil); Peter Tormquist, lower right photo, Lidingo, Sweden (The High Efficiency Kurvmotor); and Larry F. Lewis, not pictured, Gadsden, Ala. (Research on the Ionocraft).

The U.S. Army and AAAA Awards were presented by BG Charles D. Y. Ostrom, Jr., Director of Army Research, DA, during a special awards convocation held at Ford Auditorium on May 17.

The 1968 AAAA Judging Team (lower left photo) was led by Darwin P. Gerard of the Washington, D.C. office of the Grumman Aircraft Corporation (far left) and included, left to right, Robert Anderson, E. F. Blackburne, and H. C. Maskey of the Continental Aviation and Engineering Corporation, Detroit, Mich.

The presentation of the four AAAA national awards culminated a four-month Science Fair Awards Program in which AAAA members — serving as voluntary judges — selected the outstanding aviation-oriented exhibits at more than 175 state, regional, and local science fairs. The local area winners received a handlettered AAAA "Certificate of Achievement" at high school ceremonies held sometime after the conduct of each local fair.





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OBITUARIES

The following obituaries of AAAA members cover the February, 1968-May, 1968 period. The AAAA National Office has verified the address of the next of kin with the Department of the Army:

ABBOTT — In Vietnam, First Lieutenant Steven G. Abbott, 1st Cavalry Division (Airmobile), on May 12, 1968, due to hostile action; son of Mr. and Mrs. John B. Abbott, Route 1, Box 10, Two Harbors, Minnesota.

BRANAUGH — In Vietnam, Warrant Officer Larry J. Branaugh, 1st Cavalry Division (Airmobile), on April 20, 1968, due to hostile action; husband of Mrs. Betty G. Branaugh, 1040 West 100th Avenue, Denver, Colorado.

GOTTHARDT — In Vietnam, Chief Warrant Officer Robert W. Gotthardt, 229th Aviation Battalion, on May 12, 1968, due to hostile action; son of Mrs. Dorothy Gotthardt, 11 Warner Avenue, Jersey City, New Jersey.

HARRINGTON — In Vietnam, Warrant Officer Charles J. Harrington, 1st Cavalry Division (Airmobile), on April 19, 1968, due to hostile action; husband of Mrs. Patricia A. Harrington, 421 Malboro Road, Memphis, Tennessee.

HAYASHIDA — In Vietnam, Warrant Officer Herbert R. Hayashida, 52nd Aviation Battalion, on April 19, 1968, due to an aircraft accident; husband of Mrs. Patricia H. Hayashida, 1403 C Avenue, Apartment D, Lawton, Oklahoma.

HILL — In Vietnam, Warrant Officer Paul J. Hill, 68th Aviation Company, on May 12, 1968, due to hostile action; husband of Mrs. Linda K. Hill, 120 Logan Elm Boulevard, Circleville, Ohio.

LARSON — In Vietnam, Warrant Officer Paul N. Larson, 52nd Aviation Battalion, on April 19, 1968, due to an aircraft accident; husband of Mrs. Margaret A. Larson, 8631 10th Street, S.W., Everett, Washington.

MOMCILOVICH — In Vietnam, Captain Michael Momcilovich, Jr., 1st Cavalry Division (Airmobile), on May 5, 1968, due to hostile action; husband of Mrs. Lynn D. Momcilovich, McMurray Manor Apartments, Apartment G-10, Nashville, Tennessee.

MORAN — In Vietnam, Warrant Officer Joe M. Moran, 1st Cavalry Division (Airmobile), on April 4, 1968, due to hostile action; son of Mr. and Mrs. George O. Moran, 119 South Ringold, West Columbia, Texas.

PEDA — In Vietnam, 1st Lieutenant Robert C. Peda, 1st Cavalry Division (Airmobile), on April 7, 1968, due to hostile action; husband of Mrs. Barbara F. Peda, 1215 Castle Rock Drive, Fayetteville, North Carolina.

PHEARS — In Vietnam, Warrant Officer Ronald G. Phears, 1st Cavalry Division (Airmobile), on April 4, 1968, due to hostile action; husband of Mrs. Marion J. Phears, Route 2, Box 603, 660 South 6th Street, Silsbee, Texas.

REES — In Vietnam, First Lieutenant William A. Rees, 1st Cavalry Division (Airmobile), on May 5, 1968, due to hostile action; husband of Mrs. Olga A. S. Rees, 812 Standbridge Road, Drexel Hill, Pennsylvania.

REICHLIN — In Vietnam, Warrant Officer Joseph A. Reichlin, 121st Aviation Battalion, on May 10, 1968, due to hostile action; son of Mr. and Mrs. Joseph A. Reichlin, Sr., 569 Amherst Street, Buffalo, New York.

SMITH — In Vietnam, Warrant Officer Willis W. Smith, Jr., 155th Aviation Company, on April 19, 1968, due to an aircraft accident; husband of Mrs. Janie Kay Smith, Route 2, Decatur, Mississippi.

SUPPLE — In Vietnam, Warrant Officer John P. Supple, 159th Medical Detachment, on April 5, 1968, due to hostile action; son of Mr. and Mrs. John B. Supple, Sr., 121 Ft. George Avenue, New York, New York.

WILLIAMS — In Vietnam, Chief Warrant Officer Bobby R. Williams, 268th Combat Aviation Company, on May 5, 1968, due to hostile action; husband of Mrs. Monet N. Williams, 617 South Haney Street, Spearman, Texas.

The publication has received notification of the death of the following Army aviation personnel:

Burnham, Donald D., CPT, February 2, 1968.
Carroll, Robert H., MAJ, May 12, 1968.
Crockett, James B., CWO, April 23, 1968.
Crull, Dale A., April 26, 1968.
Eckle, Stephen J., WO, April 12, 1968.
Fitzgerald, John F., WO, April 12, 1968.
Hayes, Thomas J., 1LT, April 12, 1968.
Jaterka, Danny L., 1LT, April 3, 1968.
Johnston, Sidney K., CPT, March 24, 1968.
Kidd, Donny R., CWO, March 4, 1968.
Kincannon, Raymond O., CPT, April 1, 1968.
Lambert, Druey D., Jr., CPT, May 6, 1968.
McCaskey, Robert W., April 7, 1968.
McKibben, Sims M., WO, May 2, 1968.
McCleary, Orval W., WO, May 6, 1968.
McNeil, Donald K., WO, May 9, 1968.
Messenger, Kenneth E., CWO, May 5, 1968.
Nesett, David J., 1LT, April 19, 1968.
Nixon, William D., CPT, May 8, 1968.
Smith, Robert R., 1LT, April 3, 1968.
Wolfe, Joseph G., 1LT, May 5, 1968.

Armament Pioneer Receives Posthumous Honor at CDC

A pioneer in the development and testing of the armed helicopter was honored posthumously at recent ceremonies held at the headquarters of the U.S. Army Combat Developments Command, Fort Belvoir, Va.

The first oak leaf cluster to his Legion of Merit was presented to the widow of the late Lt. Colonel Carroll M. Cook, Jr., by Major General William A. Becker, Deputy Commanding General of Combat Developments Command.

Colonel Cook, staff officer in CDC's Materiel Directorate at the time of his death at Walter Reed Army hospital last month, had previously been cited with the Army Commendation Medal for superior performances as Commanding Officer of an Experimental Aerial Combat Reconnaissance Company at Fort Rucker, Ala., in 1961. Some of Colonel Cook's early engineering on the Machine Gun Armament System and rocket kit for helicopters led to the refined systems used in Vietnam today.

The citation accompanying the presentation of the oak leaf cluster at the CDC ceremony reaffirmed the late Colonel's role in developing the testing helicopter armament. A Master Army Aviator in both fixed and rotary wing aircraft, Cook was also cited for leadership, judgment, and managerial accomplishment throughout his military career, such as his recent assignment as Project Manager of "Project Flattop" — a unique Army program which converted Navy aircraft carriers into floating maintenance depots.

Attending the Fort Belvoir ceremonies with the widow, Mrs. Virginia Cook, of Annandale, Va., were the Cook children, Carroll M., 17, a cadet at Fort Union; Susan J., 15; Steven B., 14, and Scott O., 12.

LTC Charles E. Harris, 42, Succumbs in Pennsylvania

Lieutenant Colonel Charles E. Harris, 42, a charter member of the Army Aviation Association of America, died at Valley Forge General Hospital, Phoenixville, Pa., on May 31. Funeral services were held in the hospital

1968 ANNUAL MEETINGS

The Association of the U.S. Army and the Army Aviation Association have selected the week of Oct. 29-Nov. 1, 1968 for their concurrent annual meetings at the Sheraton-Park Hotel in Washington, D.C. AUSA will gather during Oct. 29-31 to be followed by the AAAA members on Oct. 31-Nov. 1.

chapel; interment was in Arlington National Cemetery on June 4.

Colonel Harris was the husband of Mrs. Robin Jamison Harris, formerly of West Springfield, Va., and lived at 1053 Edwin drive, Phoenixville.

Born in Coalmont, Ind., the veteran infantry officer entered the service in 1944 as an enlisted man, being separated in July, 1946. He re-entered the Army two years later and was commissioned in September, 1951. During his more than 20 years in the Army, Colonel Harris served in Japan, Hawaii, Korea, and in Europe. Among his decorations were the Bronze Star Medal, awarded in 1945 and the Army Commendation Medal in 1965. He wore both the Aviator and Senior Aviator badges.

Prior to joining the Valley Forge General Hospital staff in February, 1966, he had been assigned to the 101st Aviation Battalion at Fort Campbell, Ky. Surviving besides his widow and parents are three children, Tracy L., 8, Charles E. Jr., 6 and Stephen A., 2.

Contributions in Colonel Harris' memory may be made to the AAAA Scholarship Foundation, 1 Crestwood Road, Westport, Conn. 06880.

NOMINATIONS SOUGHT

Nominations for AAAA National Awards are open for the awards period covering April 1, 1967 through March 31, 1968. The "Army Aviator of the Year," "Aviation Soldier of the Year," "Outstanding Aviation Unit of the Year," and the "James H. McClellan Safety Award" winner will be honored at the AAAA Honors Luncheon to be held at the Sheraton-Park Hotel, Washington, D.C., November 1, 1968. Nomination forms outlining awards' criteria serve as "cover sheets" and may be obtained by writing to AAAA, 1 Crestwood Road, Westport, Conn. 06880. Nominations close August 1, 1968.

FPPP CLAIMS ANALYSIS

Statistics on the AAAA-endorsed FLIGHT PAY INSURANCE PLAN are provided to AAAA members on a semi-annual basis, and reflect the rank or grade

of each Insured, the nature of his illness or injuries, and his indemnity totals. The listing reflects payments through May, 1968.

APPROVED BY UNDERWRITERS AND AWAITING INITIAL CLAIM

WOC. Torn cartilage in right knee (Rising from cross-legged position). Medically restricted on 6 November 1967.
MAJ. Duodenal ulcer. Intermediate suspension effective on 8 February 1968.

CWO. Arteriosclerosis (Heart Disease). Medically restricted on 1 February 1968.

MAJ. Demyelinating Disease. Medically restricted on 12 December 1967.

CURRENT CLAIMS

File 361. CPT. Broken leg, broken arms, skull fracture in aviation accident. 21 payments to date, \$3,444.00.

File 373. MAJ. Tibial nerve loss resulting from aircraft accident injury. 23 payments to date, \$4,416.00.

File 395. CPT. Fractured leg & thumb, lacerations in aircraft accident. 22 payments to date, \$3,520.00.

File 459. CWO. Fractured femur and foot in aircraft accident. 4 payments to date, \$448.00.

File 460. LTC. Loss of consciousness. 5 payments to date, \$460.00.

File 462. CWO. Migraine headaches. 5 payments to date, \$560.00.

File 464. CWO. Myocardial infarction 5 payments to date, \$560.00.

File 465. CWO. Inflammation of nasal membrane. 6 payments to date, \$600.00.

File 467. CWO. Ulcers. 6 payments to date, \$672.00.

File 469. CWO. Body burns suffered in aircraft accident. 6 payments to date, \$672.00.

File 470. 1SG. Ulcers. 8 payments totaling \$609.97.

File 471. MAJ. Fractured vertebrae suffered in aircraft accident. 5 payments to date, \$720.00.

File 473. LTC. Ulcers. 4 payments to date, \$784.00.

File 474. MAJ. Deafness. 5 payments to date, \$820.00.

File 475. CWO. Increased heartbeat. 8 payments to date, \$832.00.

File 477. MAJ. Grand mal seizure (Epilepsy). 5 payments to date, \$860.00.

File 478. LTC. Diabetes. 5 payments to date, \$940.72.

File 480. CWO. Burns, fracture of left leg suffered in aircraft accident; amputation. 13 payments to date, \$1,144.00.

File 482. CWO. Rheumatoid arthritis. 11 payments to date, \$1,144.00.

File 483. MAJ. Diabetes. 6 payments to date, \$1,152.00.

File 485. CPT. Fractured shinbone in aircraft accident. 13 payments to date, \$1,300.00.

File 487. CPT. Fractured tibia in aircraft accident. 8 payments to date, \$1,312.00.

File 488. LTC. Seizure disorder, major motor, etiology undetermined. 7 payments to date, \$1,372.00.

File 490. MAJ. Vascular tension, migraine headaches. 8 payments to date, \$1,376.00.

File 491. CPT. Herniated disc. 9 payments, \$1,476.00.

File 492. CPT. Surgery; removal of organ. 10 payments to date, \$1,480.00.

File 493. LTC. Herniated disc. 8 payments, \$1,568.00.

File 494. LTC. Diabetes. 8 payments to date, \$1,568.00.

File 496. COL. Loss of consciousness. 8 payments to date, \$1,568.00.

File 497. LTC. Ulcers. 8 payments to date, \$1,568.00.

File 499. COL. Curvature of the spine. 8 payments to date, \$1,568.00.

File 501. MAJ. Diabetes. 11 payments to date, \$1,892.00.

File 502. LTC. Adenocarcinoma. 3 payments to date, \$588.00.

File 503. LTC. Tuberculosis. 4 payments to date, \$704.00.

File 504. MAJ. Hypertension, hypesthesia. 3 payments to date, \$576.00.

File 505. MAJ. Tumor in upper right arm. 4 payments to date, \$768.00.

File 506. CWO. Kidney stones. 2 payments to date, \$200.

File 507. SFC. Hearing loss. 3 payments to date, \$132.00.

COMPLETED CLAIMS

File 500. LTC. Whiplash injuries received in auto accident. Received 4 payments prior to return to FS, \$784.00.

File 498. LTC. Ophthalmic headaches. Received 4 payments prior to voluntary retirement, \$784.00.

File 495. LTC. Rectal polyps. Received 5 payments prior to return to FS, \$743.55.

File 489. LTC. Glaucoma. Received 2 payments prior to retirement, \$384.00.

File 486. COL. Hypertension. Received 4 payments prior to voluntary retirement, \$784.00.

File 481. CWO. Herniated disc. 3 payments received prior to retirement, \$324.00.

File 479. LTC. Emphysema. 6 payments received prior to administrative retirement, \$1,176.00.

File 476. CPT. Hearing loss. Received full 12 payments, \$1,968.00.

File 472. MAJ. Rhinic conjunctivitis. Received 5 payments prior to return to FS, \$854.80.

File 468. MAJ. Hypertension. Received 5 payments prior to return to FS, \$820.00.

File 466. MAJ. Slipped disc. Received 5 payments prior to return to FS, \$800.00.

File 463. MAJ. Severe hearing loss. Received 4 payments totaling \$592.00.

File 461. LTC. Hearing loss. Received 12 full payments, \$2,304.00.

File 458. CWO. Acute pancreatitis and diabetes mellitus. Received 12 full payments, \$1,296.00.

File 457. CWO. Herniated disc. Received 3 payments prior to return to FS, \$300.00.

FPPP CLAIMS

FPPP 11-YEAR SUMMARIES (As At May 31, 1968)

| | |
|------------------------------------------------------------------------------------------------------------|--------------|
| Number of AAAA Insured Members Holding Individual Policies of Flight Pay Insurance | 4,356 |
| Number of Individual "Claim Alert" Correspondences Received from AAAA Insured Members | 704 |
| Number of AAAA Insured Members who were grounded, but returned to flight status prior to fiscal loss | 150 |
| Number of AAAA Insured Members who were grounded, lost flight pay, and received FPPP Indemnities | 507 |
| Number of Individual FPPP claims disapproved by the underwriters during the 1957-1968 period | 19 |
| Total Flight Pay Insurance indemnities to AAAA Insured Members through May 31, 1968 | \$811,863.90 |

DETAILED FPPP ANALYSIS

By Rank or Grade (These Pages)

| | | | |
|------------------------|----|------------------------------|----|
| General Officers | 0 | Lieutenants | 1 |
| Colonels | 5 | Chief Warrant Officers | 27 |
| Lt. Colonels | 26 | Warrant Officers | 0 |
| Majors | 34 | WOs | 1 |
| Captains | 10 | Enlisted Members | 4 |

By Category of Claim (These Pages)

| | |
|------------------------------------------------------------------------|-----|
| Illness or Disease | 92 |
| Bodily Injuries Received in an Army aviation accident .. | 12 |
| Bodily Injuries Received in other than an Army aviation accident | 4 |
| Total Claims, These Pages Only | 108 |

File 409. MAJ. Hypertension; drug-precipitated gout. Received 12 full payments. \$2,304.00.

File 408. CWO. Peripheral vestibular dysfunction (vertigo). Received 12 full payments. \$1,200.00.

File 407. MAJ. Hearing loss. Received 12 full payments. \$1,824.00.

File 406. MAJ. Kidney stones. Received 11 full and one partial payment. \$2,064.00.

File 405. COL. Hypertension. Received 12 full payments. \$2,352.00.

File 403. CPT. Glaucoma. Received 9 payments prior to separation. \$1,252.77.

File 401. LTC. Glaucoma. Claimant received 12 full payments. \$2,304.00.

File 400. MAJ. Hypertension; arthritis. Received 12 full payments. \$1,968.00.

File 399. MAJ. Myocardial infarction. Received 12 full payments. \$2,208.00.

File 398. LTC. Toxic amblyopia (dimness of vision). Received 12 full payments. \$2,352.00.

File 397. MAJ. Fractured vertebrae in aircraft accident. Received 17 payments prior to return to FS. \$2,924.00.

File 396. CWO. Laminectomy (vertebral arches). Received 12 full payments. \$1,344.00.

File 393. MAJ. Auricular fibrillation. Received 12 full payments. \$2,016.00.

File 392. MAJ. Heart disease. Received 12 full payments. \$2,208.00.

File 390. MAJ. Grand mal seizure. Received 12 full payments. \$2,064.00.

File 389. LTC. High blood pressure. Received 12 full payments. \$2,352.00.

File 388. CWO. Arthritis. Received 12 payments. \$1,344.00.

FPPP (Flight Pay Protection Plan) coverage is provided to AAAA members through Ladd Agency, Inc., 1 Crestwood Road, Westport, Conn. 06880.

File 455. CWO. Ruptured eardrum. Received 11 payments prior to administrative retirement. \$1,144.00.

File 454. CPT. Pneumothorax (air in pleural cavity). Received 3 payments prior to return to FS. \$480.00.

File 453. CWO. Functional emesis (vomiting). Received 12 full payments. \$1,344.00.

File 451. MAJ. Myocardial infarction. Received 12 full payments. \$1,920.00.

File 450. MAJ. Aviation accident resulting in eye laceration and diplopia. Received 8 payments prior to return to FS. \$1,388.98.

File 449. CWO. Gastric resection. Received 12 full payments. \$1,344.00.

File 448. COL. Deteriorated intervertebral disc. Received 3 payments. \$588.00.

File 446. LTC. Substandard visual acuity. Received 12 full payments. \$2,352.00.

File 445. CWO. Ulcers. Received 5 payments prior to return to FS. \$520.00.

File 444. LTC. Heart Disease. Received 12 full payments. \$2,352.00.

File 442. MAJ. Hearing loss. Received 12 full payments. \$2,304.00.

File 441. CWO. Ulcers. Received 10 payments prior to return to FS. \$960.00.

File 438. MAJ. Herniated disc. Received 4 payments prior to administrative retirement. \$584.80.

File 437. MAJ. Hypertension. Received 12 full payments. \$1,864.00.

File 435. CWO. Instability of left knee joint. Received 3 payments prior to administrative retirement. \$204.09.

File 434. LTC. Glaucoma. Received 7 payments prior to administrative retirement. \$1,372.00.

File 433. CPT. Tinnitus (Roaring sound in ears). Received 4 payments prior to return to FS. \$336.30.

File 432. MAJ. Necrotic vascular ulcer. Received 12 full payments. \$2,302.00.

File 431. MAJ. Psoriasis. Claimant received 12 full payments. \$1,968.00.

File 430. CWO (deceased). Hearing loss. Received 6 payments prior to death. \$724.22.

File 429. LTC. Myocardial infarction. Received 12 full payments. \$2,304.00.

File 428. MAJ. Disease of the roots of the spinal nerves. Received 4 payments prior to return to FS. \$688.00.

File 427. LTC. Peptic ulcer. Received 3 payments prior to administrative retirement. \$576.00.

File 425. CWO. Ulcers. Claimant received 12 full payments. \$1,056.00.

File 424. COL. Ulcers. Claimant received 11 full and one partial payment. \$2,221.30.

File 422. MAJ. Ulcers. Claimant received 12 full payments. \$2,112.00.

File 420. MAJ. Cerebral concussion suffered in auto accident. Received 12 full payments. \$1,968.00.

File 419. CWO. High blood pressure. Claimant received 3 payments prior to return to FS. \$316.00.

File 417. LTC. Injuries to right knee suffered in aircraft accident. Received 3 payments prior to return to FS. \$540.00.

File 416. SFC. Amputation of thumb due to gun explosion. Received 12 full payments. \$1,120.00.

File 415. CWO. Vascular headaches. Received 7 payments prior to return to FS. \$534.80.

File 414. LTC. Glaucoma. Received 8 payments. \$1,417.71.

File 413. MAJ. Hypertension. Received 8 payments prior to return to FS. \$1,472.00.

File 411. SP6. Hypertension. Received 5 payments prior to return to FS. \$400.00.

AAAA CALENDAR

MAY, 1968

- **Monmouth Chapter (Ft. Monmouth).** Professional luncheon meeting. MAJ Jack Kozak, Avionics Commodity Management Office, guest speaker — "Avionics Logistics Support Problems faced in USARV." Gibbs Hall. May 2.
- **Fulda Chapter.** General membership professional and social meeting. Vietnam slides; report on USAREUR Region Convention. Dammenfelder Hof. May 2.
- **Nurnberg Chapter.** General membership social meeting tied to Spring AAAA General Membership Drive. Putting contest and games, refreshments, dinner, brief meeting, dancing. Nurnberg Golf Club. May 10.
- **Richard H. Bitter Chapter (Corpus Christi).** Country & Western Party with buffet, sing-along, dancing, entertainment. CPD Club, NAS. May 20.
- **Lindbergh Chapter (St. Louis).** Professional dinner meeting. MG Howard F. Schiltz, Director of Major Items, USAMC, guest speaker. Refreshments, dinner at Lambert Field Officers' Club. May 23.
- **David E. Condon Chapter (Ft. Eustis).** Combined professional luncheon with Fort Monroe Chapter. MAJ James J. O'Connor, OPD, OPO, guest speaker — "Transportation Aviator Assignments." Fort Eustis Officers' Open Mess. May 28.
- **Korean Chapter.** "Southern Style Steak Fry." Clobber Inn Corral, K16 Ranch. Short business meeting; election of officers. May 31.

JUNE, 1968

- **Army Aviation Center Chapter.** Army Aviation Birthday Party. Cocktails, buffet, birthday cake. Members only. Lake Lodge, 1800-2000 hours. June 7.
- **Fort Bragg Chapter.** Professional dinner meeting. COL John W. Marr, Executive for Army Aviation, OPD, OPO, DA, guest speaker. — "Aviator assignments and related personnel actions." Refreshments, dinner, presentation, dancing. Fort Bragg Officers' Club. June 28.
- **Sharpe Army Depot Chapter (Lathrop, Calif.)** Annual Chapter Golf Tournament, June 7, followed by general membership dinner meeting on June 8 at the Sharpe Army Depot Officers' Open Mess.
- **Bluegrass Chapter (Fort Knox).** Crash and Rescue Party for members and their wives. Free hots and hamburgers. Swimming. Godman Aviators' Mess. June 14.
- **Richard H. Bitter Chapter (Corpus Christi).** Balloting for 1968-1970 Chapter office. Ballots close June 20.
- **Washington, D.C. Chapter.** Third Annual AAAA Family Picnic. Static display, prizes, antique & commercial aircraft. Flying demonstrations. Children under 16 free. Anderson Park, Fort Belvoir, Va. June 22.
- **Army Flight Training Center Chapter.** Combined business and social meeting. Cocktails, business meeting, dinner-dance. HAAF Officers' Open Mess. June 25.
- **Fort Benning Chapter.** Combined business and social dinner meeting (Stag). Fort Benning Country Club. June 27.
- **Fort Riley Chapter.** General Membership Business Meeting with prospective members welcome. Election of Chapter officers. Free beer. Cockpit Club, Marshall AAF. June 27.



FORT EUSTIS — Shown shortly after the May 29 meeting of the DAVID E. CONDON CHAPTER at which OPO representatives Major J.J. O'Connor and Chief Warrant Officer (CW3) Robert L. Hamilton were guest speakers are, left to right, Major Ted Rebholz, OpnsO at Felker Army Airfield; LTC John Martin, CO, 1st School Bn; Major O'Connor; Colonel Orman E. Hicks, Director, Aviation Maintenance Dept, USATSCH; CW3 Hamilton; and LTC Charles Morris, Chief, Tandem Rotor Division, AMTD. (USA photo)

- **Alamo Chapter.** Combined business-social meeting for the general membership. Fort Sam Houston Officers' Club. June 28.
- **Fort Bragg Chapter.** Professional dinner meeting. COL John W. Marr, Executive for Army Aviation, OPD, OPO, DA, guest speaker. — "Aviator assignments and related personnel actions." Refreshments, dinner, presentation, dancing. Fort Bragg Officers' Club. June 28.
- **Monmouth Chapter.** "AAAA Summer Weekend" at the Kings Grant Inn, Point Pleasant, N.J., June 28-30, with a Chapter Dinner-Dance on Friday, June 28.
- **Trinity River Chapter.** Joint professional dinner meeting with AUSA membership. Dr. Russell D. O'Neal, Assistant Secretary of the Army (R&D), guest speaker. Refreshments, dinner, presentation, installation of Chapter officers. Ridgela Country Club. June 28.
- **Fort Monroe Chapter.** Beach Party & Buffet for AAAA families and guests. Fort Story Officers' Open Mess. 1200-2100 hours, June 30.

JULY-OCTOBER, 1968

- **Washington, D.C. Chapter.** Professional membership luncheon. Guest speaker to be announced. The Occidental Restaurant. July 24.
- **National Nominations Committee.** Semi-annual business meeting. Sheraton Park Hotel. 2000 hours. July 26.
- **National Executive Board.** Quarterly business meeting. Sheraton Park Hotel, Washington, D.C. 0930 hours, July 27.
- **National Awards Committee.** General business meeting, selection of national awardees. Sheraton Park Hotel, Washington, D.C. 0930 hours. August 10.
- **1969 AUSA Annual Meeting.** Sheraton-Park Hotel, Washington, D.C. October 28-30.
- **Tenth AAAA Annual Meeting.** Sheraton-Park Hotel, Washington, D.C. October 30-November 1.

LETTERS

Dear Sir:

On page 4 of your Vol. 16, No. 12 edition, you show, under the "October-November Photos" a picture entitled "*VAN NUYS—The Free World's only helicopter type aircraft with both a tail-mounted pusher propeller and rotor . . .*"

This statement is untrue and I believe you would want to have the correct facts known. The Piasecki Model 16H-1 first flew in 1962 and the second model, the 16H-1A (photo), flew in 1965, both of which were equipped with a rotor and a tail-mounted pusher propeller.

F. N. Piasecki, President
Piasecki Aircraft Corp.

(Ed. Note: The statement is true; we believe. The AH-56 pusher propeller and rotor are tail-mounted. The 16H-1 and 16H-1A each lack a tail-mounted rotor.)

ANTI-AAAA

Dear Sir:

This is to inform you that I do not intend to renew my subscription. I will leave the service very soon and will have no further need to belong to AAAA.

I feel that the association has become increasingly rank and industry-oriented in the last few years. A good look at a few of the last months' issues will bear this out. They leave very little of interest to the average Army Aviator. A look at the list of the Fort Wolters delegates attending the last national convention will bear out the other fact.



You have done very little to support the Warrant Officer cause, other than to publish a few letters written by Warrants. I am leaving the service because at my age I still feel that the greater part of my career is ahead of me. The Army leaves me no place to go but out.

CW3 Roy D. Jackson
Mineral Wells, Texas

PRO-AAAA

Dear Sir:

The timely receipt of an AAAA pin and letter for having completed ten years of "service" was not only a complete surprise but very much appreciated. I had completely forgotten that we had such a program and that I was that old.

At various times I have belonged to many unrelated organizations but I think the Army Aviation Association of America stands out as being unique. Unique because I have been proud to be associated with each and every member that I have learned to know in and through the organization, because all of my experiences with the Association have been pleasant, and above all, I have always found that I could be proud of being associated with the organization.

Colonel Robert H. Schulz
Executive Officer, OPO

ALL OUT!

Dear Editor:

. . . Army Aviation is doing a magnificent job here and I couldn't be more proud of all the personnel — pilots, crew chiefs, gunners, maintenance personnel, cooks, bakers, et al. Many of the units have established commendable reputations as basic infantry units in defense of their perimeters. I am continually amazed how these units can fight all night and still keep their aircraft going 24 hours a day. I never would have believed that crews could fly from 17 to 19 hours in a 24-hour period and still walk to their hootches for a few hours of quick sleep before going back into the air again . . .

MG Robert R. Williams
Hqs, USARV
APO San Francisco 96375

ARMY AVIATION

EDITORIAL AND BUSINESS OFFICES: 1 CRESTWOOD ROAD, WESTPORT, CONN. 06880

POSTMASTER: If this magazine is addressed to a member of the United States Military Service, whose address has been changed by official orders, it should be forwarded — except to overseas APO's — without additional postage. See section 157.4 of the postal manual.



Lifesaver.

This week, some 40 American GIs will survive wounds that would have killed them during World War II.

In a year, that's over 2,000 more men that will still be alive.

There are a lot of reasons. But the biggest, probably, is the speed with which the seriously wounded are evacuated to field hospitals. Often just minutes after being hit.

Credit the choppers with those saves.

Especially the one in our picture, Bell's Huey. This latest model, the UH-1H, is a real lifesaver in Southeast Asia.

Here at Avco, we take special pleasure in that particular function. And in our role in the drama.

That's because the engine in every Huey (like eight out of ten helicopters in Vietnam) has our brand on it.

As a matter of fact, at 1,400 shp, the engine in the UH-1H is the most powerful T 53 gas turbine we've ever produced.

One reason this new T 53 gas turbine is so good is that it's been 17 years in development. Over the years, T 53s have logged more than 8,000,000 flying hours.

A good part of that time, they were helping our medics rewrite hundreds of potentially sad epics.

And giving them happy endings.



LYCOMING DIVISION
STRATFORD, CONN.