

# Army Aviation

DECEMBER 30, 1968

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(See back cover)



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# ARMY AVIATION

DECEMBER 31, 1968

Endorsed by the Army Aviation Ass'n of America

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All photographs taken during the 1968 AAAA Annual Meeting in Washington, D.C., to include those appearing in subsequent issues of ARMY AVIATION, were taken by Miss Rosemarie Vernell, 3017 Gates Road, N.W., Washington, D.C. Prints may be ordered directly by phoning: Radio page (202) 737-3576.

ARMY AVIATION is published monthly by Army Aviation Publications, Inc., with Editorial and Business Offices at 1 Crestwood Road, Westport, Conn. 06880. Phone (203) 227-8266. Subscription rates for non-AAAA members: 1 year \$4.50, 2 years \$8.00 to CONUS and APO addresses only; add \$7.50 per year for all other addresses. The views and opinions expressed in the publication are not necessarily those of the Department of the Army. Publisher, Arthur H. Keston; Managing Editor, Dorothy Keston; Associate Editor, Mary Beth DePalmer; Fulfillment: Beryl Beaumont. Exclusive articles pertinent to any Army aviation subject, except industry, AAAA, unit, or major command articles, are reimbursable at the rate of three cents to five cents per word for the first 2,000 words published. Second class postage paid at Westport, Conn.





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# A MOBILE APPROACH TO AIRCRAFT MAINTENANCE

By R. W. Harbison  
LSI Group Vice President

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of course, the United States. Staffed by hundreds of qualified specialists, the Management Services Division performs numerous types of maintenance programs, including: ■ Periodic maintenance ■ Installation modifications ■ Inspection and repair ■ Corrosion control ■ Crash damage and combat repair ■ Major alterations ■ Cleaning and painting.

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Further details concerning field team benefits, capabilities and cost data may be obtained by contacting LSI Management Services Division, 4001 Lincoln Blvd., Oklahoma City, Okla. 73105—or dialing 525-2171 (area code 405) collect.

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Systems and Services Group divisions design and manufacture military communications, airborne and ground-based radar, computer, air-conditioning, telemetry and instrumentation systems. In addition, group divisions offer support services including depot-level overhaul and repair, service engineering, information systems—and a complete coast-to-coast education system.

While operated on a divisional basis, the group offers integrated capabilities requiring multi-division participation.



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— retain the functional simplicity of the Huey.

The sea-going HueyTug combines relatively small size, big abilities and low cost to provide an effective, versatile helicopter well-suited to the vertical replenishment role — ship-to-ship or ship-to-shore.

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# "WE HAVE VERY FEW MUNDANE JOBS..."

**L**AST month I mentioned that we have finally reached the time when aviators can be assigned to other than aviation duties as dictated by the needs of the major commanders, and thus enhance and broaden their career potential.

Now I know that command of a combat unit is perhaps the most sought after position in the Army. This is easy to understand from the very nature of a military career. Unfortunately, there are never enough TOE units to allow every officer an opportunity to have such an assignment and there are a host of other positions, staff jobs, etc., that are equally demanding, but not as glamorous.

## The ASD commander

In this respect, I'd like to single out one very important position that has not received the recognition it deserves — the position of the commander of the *ASD (Airfield Support Detachment)*. This commander has tremendous responsibilities and a vital mission. He is truly an installation commander yet he only has a few ATC personnel under his direct control.

However, his responsibilities include airfield operations, facilities planning, airfield maintenance, supervision of construction, and

coordination among numerous diverse agencies. He must be a diplomat and *master* scrounger. It is high time that this man receive the prestige accorded this assignment and appropriate credit given for his performance of duty.

I have selected the ASD commander as a good example of the many vital positions that must be filled by our finest people. The aviator must not shun such assignments or have any misgivings that he is being pigeonholed.

## Often a combat situation

He should look at staff assignments and other than combat command assignments as a particular challenge to prove himself. For example, certain of our isolated ASD commanders are truly combat commanders — they plan the defense, dispatch patrols, and control all aspects of their local security. Some staff officers are exposed to enemy fire as frequently as their commanders. Many so-called combat service support units must be ready to fight at a moment's notice — and do.

I could go on and on with examples, but my major point is that we have very few mundane jobs that do not require outstanding officers, and where the officer who really puts out might not be recognized.

I am pleased to report that the last selection list for Colonel showed that the Army Aviator is doing as well or better than his non-rated contemporaries. This is a continuation of a trend that has been noted for the past few years and is a fine tribute to the caliber of officer we have attracted to the aviation program.

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**By Brigadier General  
EDWIN L. POWELL, JR.  
Director of Army Aviation,  
OACSFOR, DA**

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## THE MOVING HAND . . .

FORT BENNING, GA. — A new "Telautograph" which is expected to enhance flying operations and promote better air safety, has been installed at Ft. Benning by the 10th Detachment, 16th Weather Squadron of the USAF. Making the first transmission over the new apparatus is COL William M. Zimmerman (right), commander of Lawson Army Aviation Command, as Air Force MAJ Harold E. Bradberry, detachment commander, looks on.

## FIRST TOW

BURBANK, CALIF. — The U.S. Army AH-56A Chynne, the Army's new gunship helicopter built by the Lockheed-California Company, is shown firing its first TOW anti-tank missile during a mid-December flight test at the Yuma Proving Ground in Arizona. The TOW is a tube-launched, optically-tracked, wire-guided missile. (Lockheed photo)



By these remarks I do not in any way intend to imply the average aviator is a superior being to his non-rated friend (the percentile differences were very small), but I want to assure the young man who is thinking of an Army Aviation career that he is not getting into a dead-end street.

## Room at the top!

So far we have had two four star Generals who have worn the aviator badge. Twenty-two rated Generals are now on active duty. It is obvious that none of these people reached their rank simply because of flying skill; but, equally important, none were not considered for their rank because they were aviators.

We expect more of an aviator because he is required to be a professional in more than one discipline. If he has a regular staff position, he has to use his own time to maintain his skills often at great inconvenience — and still do an outstanding job in the position on which his efficiency report will stand. It is no

small challenge, but one that has been met by the great majority of the officers in our program. We are quietly proud.

## Helicopter Handbook!

As a footnote, I would like you to be informed that the Army is finally getting around to formulating a definitive *Army Aviation Handbook on Rotary Wing Aircraft Engineering Characteristics*. The major portion of the compilation of this handbook has been contracted to TRANSTECH, INC., Washington, D.C.

No doubt, many of you in the field will be contacted by the contract personnel and ask to contribute from your experience. I urge that you give your full and considerate cooperation, for we want this final product to be the synthesis of the technical and operational expertise of the millions of Army helicopter missions.

Hopefully, this handbook will be the Bible of rotary wing standards and reflect the professional depth of the Aviation Program.



# **AAAA FOUNDATION OFFERS \$4,000 IN SCHOLARSHIP AID**

The AAAA Scholarship Foundation announces the availability of \$4,000 in 1969 scholarship assistance funds for the sons and daughters of members and deceased members of AAAA.

Application forms for the 1969 scholarships may be obtained by writing to the AAAA Scholarship Foundation, Inc., 1 Crestwood Road, Westport, Conn. 06880. The applications, together with other supporting applications data, must be returned to the Foundation on or before March 8, 1969 to receive Awards Committee consideration

## **ELIGIBILITY**

Eligibility requirements for the awards have been minimized. The applicant must be:

1.

The son or daughter of a member or deceased member of AAAA.

2.

A high school graduate or senior who has made application to an accredited college or university for Fall, 1969 entrance as a freshman, or who has been accepted for freshman enrollment in the Fall of 1969.

3.

Unmarried and a citizen of the United States.

## **FINAL SELECTION**

The final selection will be made by the AAAA National Awards Committee, a permanent standing committee of the National Executive Board of the AAAA that has been designated as the Foundation's judging agency. The selection will be made during the month of March, 1969 period with the winners to be notified by March 31, 1969.

## **BACKGROUND**

Incorporated in December, 1963, the AAAA Scholarship Foundation, Inc. is a separate non-profit education activity created to administer scholarship assistance for the children of members.

The previous scholarship recipients have included Joel R. Graft (1963); Danny P. Barrett, Cheryl Ann Cretin, Roger A. Moseley, and Robert P. Spears (all in 1964); and Harmon B. Dow, Kathryn M. Eggers, Penny L. Francis, Jessica Ann Fried, Joseph W. Hely, Jr., Michael E. McMaken, and Leslie I. Schockner (all in 1965).

The seven 1966 scholarship winners include Laurie Jo Davis, Eugene F. Geppert, Joseph J. Lahnstein, Roxanne Roehl, Robert P. Thomson, Chauncey L. Veatch, Jr., and Betty R. Williams.

The 1967 \$500 Scholarship winners included Kathryn G. Black, Thomas E. Brazil, Donna M. Budjick, Philip K. Chamberlain, Marion L. Dellapa, Geri I. Paul, and Martin S. Tyson. \$100 Honorariums were awarded to Florence L. Barker, Deborah H. Francis, Sharon J. Raulston, and Lincoln P. Webb.

In 1968, the 14 winners were Samuel C. Pierce, Karen L. Kellar, Mary L. Graft, Cheryl M. Kapec, Mary K. Kisling, Steven R. Otto, Philip D. Walker, Mikel A. Oswalt, Sandra L. Harry, Leslie G. Callahan, III, Patrick B. Thomson, Jeffrey A. Rawlings, Leone E. Long, and William H. Wolff.

With the issuance of the 1968 scholarship assistance, the AAAA Scholarship Foundation has provided \$18,250.00 in direct aid to forty-four students since the inception of the program in 1963.





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AAAAA President Howze



Lehman, Lukert, Westmoreland, Smithey, Winter



GEN Palmer, MAJ Miller





CPT Daly, DSC winner



MAJ Miller



LTG Tolson, DSC winner



CPT Rubin, DSC winner

# AAAA ANNUAL HONORS LUNCHEON

Washington, D.C.  
November 1, 1968



## AAAA NATIONAL AWARDS

Top Left: COL Leich, Mr. Resor, SFC Dodson. Top Center: National Awardees, LTCs Lukert, Smithey, Lehman; SFC Winters; Mr. McCourt; MAJ Miller; SFC Dodson. Top Right: Awardees' Wives: Mrs. Lehman, Lukert, Smithey, Miller; Mrs. Howze; Margaret Tackley (ANF); Mrs. Dodson. Left photo: Hon. Howard E. Haugerud. Right Photo: Secretary Resor; SFC Dodson; GENs Westmoreland, Howze, Palmer.



## Why are all these Beech people

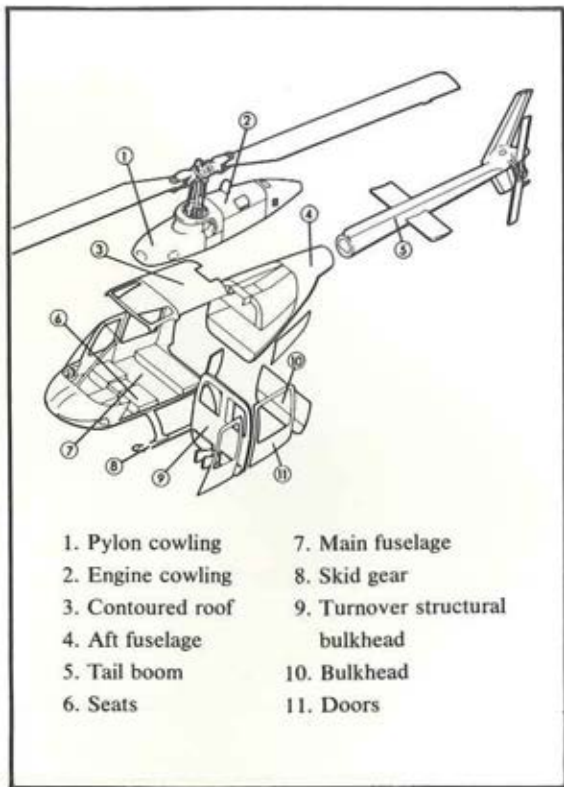
**Because Beech built almost everything you can see on this one! It's the new Bell JetRanger 206, selected after competition to be the new Army OH-58A light observation helicopter. Delivery starts in mid-1969 with the contract covering a 5-year period. You bet Beech is excited!**

**And it's no surprise that Bell is subcontracting the entire fuselage of the JetRanger to Beech. Beech received the coveted Bell Golden Rotor**

**award for excellence of quality in production for two years in a row — 1966 and 1967. The awards were based on Beech production of 74 different types of panels for the famous Bell UH-1 "Huey" helicopter which has served in Vietnam as a gunship, medical evacuation transport, troop transport and general utility helicopter.**

**In fact, one Beech-developed procedure in bonding reduced the ratio**






## so excited about a helicopter?

of rejection to production so dramatically that Bell made it mandatory for all manufacture. Is it any wonder then that Beech produces so many parts for the JetRanger? The diagram above shows the important subassemblies.

**Want to know more** about the full range of Beech subcontract capabilities? Write, wire or phone Contract Administration, or Aerospace Marketing, Beech Aircraft Corporation, Wichita, Kansas 67201, U.S.A.

**Beech Aerospace Division**

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A blue-tinted photograph showing a helicopter in flight, hoisting a small aircraft (possibly a propeller plane) from the ground. The helicopter is positioned in the upper left, with its rotor blades blurred from motion. The small aircraft is suspended below it by a hoist system. The background is a bright blue sky with scattered white clouds.

# **“The Greatest Break- Through...”**

REMARKS BY  
GEN. WILLIAM C. WESTMORELAND,  
CHIEF OF STAFF, U.S. ARMY  
10TH ANNUAL HONORS LUNCHEON  
ARMY AVIATION ASSOCIATION  
SHERATON-PARK HOTEL  
WASHINGTON, D.C.  
FRIDAY, NOVEMBER 1, 1968

I AM very pleased to join you in honoring Army Aviators, and I am grateful for this opportunity to speak to you for a few moments before presenting the coveted "Outstanding Aviation Unit Award."

To the uninformed and uninitiated, the unshaven and unkempt doughboy slogging down a muddy road, with a sardonic grin on his face, is the image of the Infantry. Except for allowing for reasonable changes in his weaponry and battle dress, this same observer might argue that little has changed for the rifleman over the years.

Now, I won't argue that there are no more muddy roads — or contend that every rifleman gets a chance to shave every day — but, I will argue against the accuracy of this picture as representing the Infantry of today. There are few branches in the Army that have undergone more changes in organization, have seen more improvements in weaponry, and have achieved greater mobility than the Infantry. And it will be my aim as Chief of Staff to continue this trend of improvement in the lot of the doughboy and if possible accelerate our progress.

No one knows better than the people here today that the helicopter has made possible the greatest breakthrough in tactical mobility since the first time a doughboy went into battle aboard an armed vehicle.

More important is that our thinking has changed, too. It has enjoyed a similar "breakthrough". Where once we were inclined to just *wish* for greater mobility, now we both have it and actually *think* in terms of mobility.

### Coming of age . . .

In my judgment, this is important because it represents the attainment of a frame of mind that is essential to any stride forward. The introduction of a piece of equipment and the development of a concept for its use, while important, are merely the basic steps to what can be considered progress. The day that a piece of equipment and a concept are put to use by people who thoroughly understand their *full* worth and their *true* importance — then, and only then — will this equipment and concept become actual progress.



SHERATON PARK HOTEL









# Tough machine for a tough war.

What happens when a Light Observation Helicopter has to get right down in the trees to root out Charlie?

When it often has to slug its way out of a tight corner?

When it's loaded with wounded GIs, extra guns, extra ammo, assorted field gear . . . pushed to maximum performance day after day?

When the LOH in question is the Army's Hughes-built OH-6A Cayuse, it inspires raves like these from the men who fly it:

"A very survivable aircraft . . . Will take one hell of a lot of punishment and still fly home. It will stay flyable after it has been pretty well mauled." — Aviation Unit Commander.

"Pilot and ground-soldier response to the Cayuse has been described by a two-star general who says soldiers are 'absolutely delighted' by its performance." — Trade journal article.

"This bird continues to fly under the most extraordinary conditions. It is the only ship to be in if you have a crash." — OH-6A Squadron Commander.

It's the kind of machine the men who fly it deserve. The Cayuse — world's most proven light turbine helicopter — made by Hughes Tool Company, Culver City, California.

**Hughes Helicopters**



## AIRMOBILITY — THE GREATEST BREAKTHROUGH

I believe we have just reached the threshold of this process in relation to the helicopter and the airmobile concept.

Yes, I am enthusiastic, but I offer this caution. I do not think that we have any more than reached the Line of Departure. Having achieved the ability to use the helicopter and employ the tactic of airmobility, we should now "take off". This is not the end; it is only the beginning.

### The "credits" are long . . .

We are indebted to many people for having reached this milestone. I hesitate to enumerate them for fear of offending someone by inadvertent omission. But I know that everyone will agree with me if I cite *General Howze*. "Ham" Howze has been "Mr. Airmobility" himself, if we are to give anyone that distinction.

Our thanks should go to many others also, but the list is so long that I will have to group them together:

- We owe much to the officer, enlisted, and civilian members of the staffs and faculties of Fort Wolters, Texas; Hunter Army Airfield and Fort Stewart, Georgia, and Fort Rucker, Alabama. We will never be able to recognize their efforts fully. Their devotion to duty and combined expertise have provided the essential ingredients for success of the airmobility concept. I refer, of course, to the trained personnel that they have produced for Army Aviation.
- We owe much to the logisticians of the Army Materiel Command — and its Aviation Materiel Command — who worked hard and overcame serious problems to provide us with our aircraft. Obviously our chance of success hinged on this ability to meet our demands, and they did not let us down. And in this connection I would single out *Lieutenant General Bill Bunker* for his far-sighted concepts, his ability — during the period immediately after Korea — to think big.
- A piece of equipment and an idea are

worthless until someone ties them together. And that is what the 11th Air Assault Division at Fort Benning did for us. The Army owes special thanks to the members of that test organization, and *Lieutenant General Harry Kimard* stands out in my mind as a prime mover for the test project.

- We are indebted to the aircraft industry itself for its determination, foresight, and skill. We in America are blessed by an industrial base that places emphasis on cooperation. American industry as a whole prides itself on being a partner in defense. The aviation industry has demonstrated its adherence to this principle time and again.
- And, finally, we salute Army Aviators and all the technicians who keep them flying. I want to express our admiration and appreciation to them. Suffice to say that without their talent, their professionalism, their wholehearted willingness, and their sacrifices, we would not be claiming success for the airmobile concept — or for Army Aviation.
- Although I said "finally," I cannot complete any list of persons to whom credit is due without saying "Thank you" to the wives and families of Army Aviators. You have provided courage and encouragement to your aviators, and your sacrifices have not gone unnoticed.

### A new dimension

The airmobile operation is the most radical advance in tactics we have seen since the airborne operation was first introduced in World War II. In a matter of minutes, entire units are inserted by helicopter — into an area of our choice — while armed helicopters support the landing.

This sort of movement into, and during, battle has become a standard tactical operation in Vietnam and has introduced a new dimension to our thinking. This is why I call it a breakthrough. For example: A river or a hill used to serve the defender against attack. But now what we used to consider obstacles can be made to serve the heliborne attacker. The defender may now be the one who finds himself restricted by terrain.

Yet, in our enthusiasm, we must not get





#### AAAA's 1968 NATIONAL AWARDEES

Shown in Washington, D.C. prior to the Tenth Annual AAAA Honors Luncheon on November 1 are, l. to r., Lieutenant Colonels Edward P. Lukert, Jr., Paul C. Smithey, and Raymond G. Lehman, Jr., and SGM Elmer J. Winters, representing the 52nd Combat Aviation Battalion, the "Outstanding Aviation Unit"; McClellan Award winner Francis P. McCourt; MAJ Robin K. Miller, "Army Aviator of the Year"; and SFC Jesse J. Dodson, Jr., "Aviation Soldier of the Year."

(Vernell)

carried away. The helicopter can serve us only so long as we remain its master. It must always be our tool. We cannot become so tied to the helicopter that we lose our total perspective. In my judgment, we will be using our feet for a long time, and I certainly do not want to put tanks and parachutes on sale as surplus. Nor do I intend to neglect the foot mobility of the Infantry.

### Some problems remain

In this same vein, I would like to mention briefly a couple of developments that must occur if we are to realize the full potential of the helicopter. I shall not elaborate on them because they are not new.

The Army's emphasis on reliability, on long-life components, and on cost is well known. I know that many believe as I do that sometimes we "ask for the moon," but we are not willing to pay the cost. However, reliability and decreased maintenance are so vital to the future of airmobility that I believe we must be prepared to pay the price for reliability. I am speaking here in the order of 95 percent helicopter availability —

availability approaching that of an expensive motor vehicle.

Each of us at one time or another has indulged in a game of trying to imagine what the outcome of a certain event in history might have been if conditions had been different at the moment. For instance: What do you suppose would have happened at Little Big Horn River in June, 1876 if General Custer's small force had been equipped with machine guns?

### Vietnam without R/W?

For a moment look with me at the other side of the coin and do some speculating. Suppose that we did not have helicopters and airmobile divisions today. How many troops

## **AIRMOBILITY — THE GREATEST BREAKTHROUGH**

would we have needed to accomplish what we have achieved in South Vietnam?

Often I have been asked this question, so I asked my staff to give me their ideas. I would like to pass our thoughts on to you.

No finite answer is possible because our tactics in Vietnam were based on the massive use of helicopters. Keep in mind that helicopter companies were among the first tactical forces deployed to support the South Vietnamese Armed Forces during the days when our commitment was basically advisory.

We have never had enough helicopter units to satisfy everybody. And I was constantly faced with the tasks of allocating these precious assets where I thought they could accomplish the most. These decisions were never easy . . . the demands were always great. No commander ever willingly gave up even one helicopter, except on a temporary basis.

How many troops would have been needed without the helicopter? From the British experience in Malaya and from the experience of the French in Indochina it has been generally theorized that a regular force must exceed guerilla forces by a ratio of at least ten to one, in order to achieve any positive success. We have approximately one and one-half million US-GVN-Free World troops and Vietnamese Police in South Vietnam today. If we accept the ten to one ratio, we would need nearly two and one-half million troops to counter the combined strength of the Viet Cong and North Vietnamese Army in South Vietnam — or one million more men than are there now.

### **Alternative: Enclaves**

Without this massive strength, we can assume that the only alternative would have been an enclave strategy — or community garrisons which had been tried before in Indochina. Had we used this strategy, we would have provided for a static defense for only a limited part of the country. The remaining countryside and its people would

have been abandoned to the enemy! We have not been restricted in South Vietnam to such a strategy because through the use of the helicopter we have not been tied to tenuous supply routes or seriously affected by easily blown bridges. We have not lost the element of surprise; we have capitalized on our mobility. We have maintained the initiative, which has steadily grown as our helicopter assets and troops have increased.

There are countless examples of our exploiting surprise and seizing the initiative. As an example: in early September 1965, the 1st Cavalry Division, equipped with 430 helicopters, arrived in Vietnam and flew itself from shipboard to a new base at An Khe on Route 19. Our intelligence had indicated that this route would be the one the enemy would follow in trying to cut South Vietnam in half along the Pleiku-Binh Dinh axis. Almost immediately after its arrival at its base, the Division joined battle with the North Vietnamese 325th Division in the Ia Drang valley west of Pleiku near the Cambodian border. By virtue of its unexpected mobility, this newly arrived 1st Cavalry Division, with the help of ARVN and United States Air Force tactical support, decisively defeated the enemy.

You may recall that a famous Viet-Minh/French battle occurred in 1954 on Highway 19 not far from the same valley. This battle was one of a series of French operations to block the efforts of the Viet-Minh to cut the country in two along the same Pleiku-Binh Dinh axis. An elite French force suffered such severe losses in that battle that it never again took the field against the enemy.

I have not emphasized the armed helicopter, or the air movement of our field artillery, or the invaluable air cavalry reconnaissance squadrons, which, during the past years, generated the bulk of our combat intelligence in many remote areas.

What would we do without the helicopters? The answer is very simple. We could not do the same job. We are a three-dimensional Army, and every unit in Vietnam depends greatly on airmobility. Because of the helicopter, our influence is extensive. The countryside no longer belongs to the enemy;



he has no real "safe havens" in South Vietnam, and we can — when necessary — immediately reinforce our outposts, most of which are manned by Special Forces units. In short, most of the natural advantages which accrue to the guerrilla have disappeared because of our airmobility.

I must add that our wounded soldiers — all of our soldiers — think highly of the medical evacuation helicopter and for good reason. Because of the helicopter, affectionately known by our troops as "Dust Off", a critically wounded man is seldom more than 30 minutes from a medical center manned by skilled medical professionals and technicians. Thousands of our brave soldiers are alive today because of this helicopter and its dedicated medical evacuation personnel.

What would we do without helicopters?

We would be fighting a different war, for a smaller area, at a greater cost, with less effectiveness. We might as well ask: What would *General Patton* have done without his tanks?

## Questions to be Answered

But, here again caution is in order. The lessons learned in South Vietnam are valuable ones, but in our enthusiasm, they cannot be applied blindly. There are still other questions that must be answered. I will mention a few as food for thought:

How can we insure that an airmobile force will operate with equal success in a more sophisticated environment?

How can we best use airmobile forces in assault on fortified positions without taking unacceptable casualties?

How can airmobile forces be developed to be more than the corps or army reserve in a more sophisticated environment?

And on the technical side: How can the dust problem associated with helicopters be reduced or eliminated to improve safety, security, and visibility?

The answers to these questions — and to many more — must be forthcoming. We constantly seek to learn, and we know that we must always adapt to our environment. Airmobility will continue to receive our attention as we strive to make the most of this



important breakthrough in modern warfare.

On the other hand, we must never forget that the requirement to close with the enemy those last few meters will probably never be taken over from the doughboy by anyone or anything. But we can take comfort in the knowledge that getting him to that point — fresh and ready to fight — and giving him more support during final assault are greatly aided by the helicopter and the airmobility that it has produced for the Army.

Gentlemen, I will conclude my brief remarks with a poetic and prophetic statement: the doughboy, I can assure you, is for Army Aviation all the way! Hence, your organization known as Quad-A is most certainly here to stay!

## The Outstanding Unit . . .

I've now been asked to make a presentation and it is now my privilege to present the award for the "Outstanding Aviation Unit for 1967-1968" to the 52nd Combat Aviation Battalion.

This is a pleasure for me because I know this unit, and I have seen its superb work in Vietnam. I am fully aware of its outstanding achievements and I am proud to have had the 52nd Combat Aviation Battalion as a part of my former command.

I would now ask the commanding officer and the sergeant major of the 52nd during the awards period of 1967-1968 to come forward to receive this award. There were several commanders during that period: first, Lieutenant Colonel Raymond G. Lehman, the present commander; Lieutenant Colonel Paul C. Smithey; and Lieutenant Colonel Edward P. Lukert; and Sergeant Major Ehmer J. Winters.



# Sperry stability specified

Years of developmental work on VTOL stabilization projects for the Army and Navy, involving a dozen different aircraft, have led to the selection of Sperry to provide stability augmentation systems (SAS) for two major VTOL programs.

Lockheed-California has selected Sperry's single axis yaw SAS/heading hold system for the U. S. Army's AH-56A Cheyenne. This system provides extensive built-in test equipment, a "must" for efficient VTOL operation. Sperry equipment was also specified by Canadair for hover and transition flight in the CL-84 prototype and


now in the three Canadian Armed Forces CX-84 aircraft. Three-axis systems being produced for this aircraft are fully fail operational in the pitch axis and fail safe in the yaw and roll axes.

Other funded development contracts and company-sponsored study in the VTOL areas includes work on automatic terrain following/avoidance and hover augmentation. In addition, Sperry's work on a versatile hybrid AFCS, full IFR AFCS and fly-by-wire AFCS for future VTOL aircraft will enable air frames and using agencies to continue specifying Sperry with confidence.

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# 52ND COMBAT AVIATION BATTALION SELECTED AS "OUTSTANDING UNIT OF YEAR"

■ Remarks of General William C. Westmoreland, Chief of Staff, U.S. Army:

"Ladies and gentlemen. I know that you'll join me in extending congratulations to the officers and men, past and present, who have had the privilege of serving with this elite unit. Thank you." ... (Applause).

■ Citation as read by Colonel Robert M. Leich, USAR (Ret.), Chairman of the AA-AA Awards Committee:

During the period 1 April 1967 through 31



Smithey



Lukert

March 1968, the 52d Combat Aviation Battalion achieved new heights of performance while operating in support of U.S. and Free World Military Forces in the Central Highlands of Vietnam.

With five assault helicopter companies, one assault support helicopter company and one heavy helicopter company assigned, the 52d is the Army's largest Combat Aviation Battalion.

Flying more than 418,000 sorties while lifting nearly 700,000 passengers, 82,000 tons of cargo, and 3,000 wounded personnel, the 52d Battalion, known as "*The Flying Dragons*," has operated under the most adverse conditions.

Most of its area of operation is jungle covered mountainous terrain. Combat assaults must habitually be made into extremely tight landing zones, frequently large enough for only a single helicopter at a time. This condition, coupled with an average terrain elevation of between 2,500 and 5,000 feet and a density altitude running as high as 6,000 feet, has demanded the utmost in professionalism from the members of the 52d Combat Aviation Battalion.

## Extensive ground role

In addition to providing the aviation support required by its mission, the 52d Combat Aviation Battalion had responsibility for the operation and security of two airfields which are not collocated with U.S. maneuver forces. Throughout the year, and especially during the Tet Offensive, members of "*The Flying Dragons*" served valiantly in the roles of infantrymen, artillerymen, and engineers in defending their airfields. They flew missions at an accelerated rate by day and defended the perimeters of their airfields by night. Maintenance crews worked by night under the continuing threat of enemy attacks by fire.

Of the almost 1,000 enemy kills credited to this battalion during the period of this award, nearly 200 of these were accounted for during ground actions in the defense of the command's airfields. The success in defeating the enemy's major thrusts during the Tet Offensive against the towns of Pleiku and Ban Me Thout was in substantial meas-



ure due to the airmobile support and direct aerial fire support provided through the valorous actions of the crew members of the 52d Combat Aviation Battalion.

For these reasons, the 52d Combat Aviation Battalion has earned, without question of doubt, the "Outstanding Aviation Unit Award for 1967-1968."

■ Remarks of Lieutenant Colonel Paul C. Smithey, former commander of the 52nd Combat Aviation Battalion:

"Mr. Secretary, General Westmoreland, distinguished guests. First, I would like to introduce a totally outstanding group of professionals in our business. I'd like to ask Honorary Flying Dragons, Colonel John Marr and Colonel Bill Smith and all former and present members of the Flying Dragon battalion to please stand." . . . (Applause).

Our acceptance remarks today will be delivered by myself, two other former battalion commanders, and the battalion sergeant major.

I'd like to take just a minute to tell you about the Flying Dragons. The 52nd Combat Aviation Battalion is a close knit, spirited organization with a "Can Do" attitude. Although it consists of separate numbered companies with distinctive call signs such as "Alligators, Stagecoaches, Bikinis, Ghost Riders, Gladiators, and Shrimp Boats" — all of these are Flying Dragons.

Flying over the most challenging terrain in Vietnam, Dragon aviators fight environment as well as the enemy. Individual feats of bravery and physical endurance among our aircrew men are legendary. All members of this fighting battalion have performed superbly.

One of our great combat leaders, General Bruce Clarke, has said that when an organization does well, all members of the unit should be suitably recognized.

Today, the Flying Dragons are honored by receiving such recognition. During the period covered by this award, it was my great privilege, in company with Lieutenant Colonels Ed Lukert and Dutch Lehman, to serve as commander of the Flying Dragons, and I am intensely proud of the men and the battalion's accomplishments.



Winters

Lehman

It is now my distinct pleasure to participate in accepting, on behalf of the officers and men of the 52nd Combat Aviation Battalion and their ladies, this coveted award for outstanding achievement. I thank you."

■ Remarks of Lieutenant Colonel Edward P. Lukert, Jr.:

"As Colonel Smithey covered the composition of the Flying Dragons, I would like to address myself to the missions assigned to the battalion and pay tribute to the units and activities supported by the Flying Dragons whose understanding and cooperation materially contributed to the recognition given the 52nd Combat Aviation Battalion here today.

The major mission of the battalion is to support the 4th Infantry Division in the Central Highlands of Vietnam with approximately half its assets. Other missions include support of Special Forces; 23rd ARVN Division; 24th Special Tactical Zone; II Corps; province senior advisers in Kontum, Pleiku, and Darlat provinces; 52nd Artillery Group; and many other activities in the Central Highlands too numerous to mention here today.

In addition, the battalion has supported, on occasion, the 173rd Airborne Brigade during the Battle of Dac Tu, elements of the 101st Airborne Division, Republic of Korea Forces, and, in fact, have had companies employed in all four Corps Tactical Zones in Vietnam from the Delta to the Demilitarized Zone.

Without the close working relationship, understanding, and cooperation of these supported units and their commanders, the ac-

complishment of the many missions of the 52nd Combat Aviation Battalion would have been impossible.

I believe that special recognition is due to Lieutenant General Peers who, by the way, is an Honorary Flying Dragon, for his support and guidance given, first as Commanding General of the Fourth Infantry Division and later as Commanding General of the First Field Force, Vietnam.

Finally, I would like to mention the support given the battalion by the entire 1st Aviation Brigade and the 17th Combat Aviation Group, which was commanded during this period by Colonel John Marr and Colonel Bill Smith. The performance of the battalion, I believe, is a reflection of their outstanding leadership.

Having been a Flying Dragon with the privilege of commanding the battalion has been the highlight of my military career. It is an extreme privilege to be here today to participate in the acceptance of this award on behalf of the 52nd Combat Aviation Battalion Flying Dragons." . . . (Applause).

■ Remarks of Lieutenant Colonel Raymond G. Lehman, Jr.:

"Mr. Secretary, General Westmoreland, and distinguished guests . . . It's a real pleasure for me just to be here today, but to also participate in the acceptance of this award for the battalion is an honor I shall always cherish.

I'd like to say a word about the men in the unit. As previously mentioned, all members of this battalion are called "Dragons." Some Dragons fly and some Dragons don't, and some of our Dragons got glory and some of them did not.

We all can say that regardless of the duty that each man did his part and a great deal more, and has earned an equal share of this truly wonderful award.

It was mentioned also that the battalion is the largest in the Army. Its strength was 2,200+ and it was the first of its kind to arrive in Vietnam.

It is unique in many ways. Even its fighting record on the ground in combat at the three base airfields is almost as great as its flying record in the air.

The men work many, many long hours on two shifts a day. However, they pull both shifts. The night shift — we sort of gave them a choice — a variety of occupations which were different from their primary duties. They could perform guard duty on the almost nine miles of perimeter at Pleiku and the other locations; they could try their hands as mortar crew members; they had jobs as aircraft revetment guards; there were many night patrols sent out to roam the surrounding areas to search for the enemy.

These men, I believe, have truly put in three years of duty in one year, and they always seemed to pass this feeling of dedication to duty on to the new replacements.

Again, it is a real privilege that I could participate in accepting this award for all past and present members, and in particular those Flying Dragons who have made the extreme sacrifice in battle. Thank you . . .

I would like to introduce the soldier who was with the battalion during the entire award period and the man we all feel kept us glued together, our sergeant major, Sergeant Major Elmer J. Winters." . . . (Applause).

■ Remarks of Sergeant Major Ernest J. Winters:

"Mr. Secretary, General Westmoreland, and distinguished guests. This recognition as an outstanding organization is only possible through the Army Aviation Association and (the award's sponsor), the Hughes Tool Company, which we, the past and present members of the 52nd Combat Aviation Battalion, deeply appreciate.

As the commanders, Colonel Smithey, Colonel Lukert, and Colonel Lehman, represent the entire battalion, I, as the former sergeant major, am very proud to represent the enlisted members as personified by Sergeant Dodson who, as all you know, is the *Aviation Soldier of the Year*. He is a former member of the Bikinis.

All of the men of the battalion will work and fly even harder in gratitude for your generosity. It is indeed an honor and a privilege to accept this award on behalf of all the Flying Dragons of the 52nd Combat Aviation Battalion. Thank you." . . . (Applause).



■ Remarks of General Hamilton H. Howze, USA (Ret.), President of AAAA:

"The *'Army Aviator of the Year Award'* is presented each year to the Army Aviator who has made an outstanding contribution to Army Aviation during the preceding year. To present this award will be General Bruce Palmer, an old friend of mine and a most eminent member of a most eminent Army family.

Once or twice during the past few years I've had the privilege of counseling General Palmer on what he considered to be a general deterioration of his chances of achieving career success . . . (Laughter) . . . As you can see, he's still in serious trouble, being now no better than the Vice of Staff of the Army . . . (Laughter) . . . General Bruce Palmer . . . (Applause).

■ Remarks of General Bruce Palmer, Jr., Vice Chief of Staff, U.S. Army:

"Thanks, General Howze . . . Ladies and gentlemen, you may not be aware of it but we've been following here at the head table a very close time schedule. It's timed down to the nearest minute and even second as to who gets up when and who passes the buck to who . . . (Laughter).

Seriously, however, I want to tell you how deeply privileged and honored I feel to make this award to the *Army Aviator of the Year*.

I've been proud of the U.S. Army many times in my life, but I must say that this occasion stands out in a most conspicuous fashion.

Now why do I say that? . . . I think it's because Army Aviation has really reached its full stature . . . its full stature as a combat service, and I am speaking now of not only the rotary wing people, but the fixed wing people as well.

I can't think of the type of aircraft in Vietnam today that isn't closely involved in combat.

But the real proof of the pudding is the fact that the combat arms brotherhood itself has welcomed Army Aviation into its ranks. This wasn't done by law or policy or regulation: it was by invitation by the charter members of that very close fraternity of the

## GUNSHIP PILOT, ROBIN K. MILLER, NAMED "AVIATOR OF THE YEAR"

combat arms, the Infantrymen themselves.

The man who you'll shortly see who has been selected to receive this very coveted award is a young leader, an outstanding soldier and aviator, who is typical of the youngsters who are responsible for the tremendous achievements of Army Aviation.

I would like to ask him to come forward at this time, Major Robin K. Miller . . . (Applause).

I have personal knowledge of some of Miller's exploits on his third tour in Vietnam. He was a member of the unit that started airmobility in Vietnam, the famous 13th Aviation (Delta) Battalion. He was mixed up mostly with gunships, and I can personally tell you that at the time of the Tet Offensive, the gunships — particularly in the Delta and in the area around Saigon — who literally saved the day, and Major Miller was one of these dedicated gunship pilots who



Palmer, Miller





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flew so many hours they simply lost count of them. In fact, there was a period there at Vinh Long Airfield, for example, where the field was actually under siege for almost two weeks. There were almost five days there when the men were on their feet... they had simply lost track of time.

Major Miller, I want to tell you how proud I am of you, not only as an aviator but as an individual. You have shown the kind of courage, loyalty, and devotion to duty which has made the Army great. But more important than that, you've shown a compassion, a deep sense of humanity which has also marked our efforts in Vietnam.

You have shown that the helicopter is not only a combat assault vehicle but you might call it an 'Angel of Mercy,' and you, I think, represent the finest that we have. And so I'd like the Awards Committee Chairman to come forward and to read the citation..."

■ Citation as read by Colonel Robert M. Leigh, USAR (Ret.), Chairman, AAAA Awards Committee:

To excel in combat is a challenge that few soldiers have faced as frequently as has this year's 'Army Aviator of the Year,' Major Robin K. Miller. In meeting this challenge, Major Miller not only contributed significantly to the effort of his country, but he has been instrumental in the firm establishment of Army Aviation as a full-fledged member of the 'Army Team.'

At the outset of the period for which we

today recognize Major Miller, he was a highly valued member of the 10th Aviation Group at Fort Benning, Ga. In this capacity he contributed his knowledge and experience, gained during two tours in Vietnam as an armed helicopter pilot and platoon leader, to the development of a program of instruction in gunnery for U.S. Navy helicopter pilots.

In May of 1967, he voluntarily returned to the Republic of Vietnam for a third term and was subsequently assigned as the platoon leader of the armed platoon, 114th Assault Helicopter Company, 13th Combat Aviation Battalion in the Mekong Delta.

His ability as an experienced combat leader was quickly manifested in the performance of his platoon in support of the counterinsurgency effort throughout the IV Corps Tactical Zone. Major Miller's past experience, coupled with a unique and thorough understanding of the environment in which his unit operated, greatly increased the effectiveness of the armed helicopter support which his unit provided.

### A DSC winner

In August of this year, Major Miller, after having been evacuated to the U.S. due to wounds received in combat, was awarded our nation's second highest decoration for valor, the Distinguished Service Cross, at Fort Benning. This award was presented for his heroic actions in early December. During a three day period in which forces of the Army of the Republic of Vietnam battled two reinforced enemy battalions, Major Miller performed numerous acts of valor and contributed materially to the outcome of the engagement which culminated in the most decisive victory to date for the Republic in the IV Corps area.

Although remarkable actions have been commonplace throughout the awardee's combat experience, one such occurrence which took place in January of this year, and for which Major Miller received the first Oak Leaf Cluster to the Silver Star, bears recounting.

While on a low level reconnaissance mission of a canal complex he sighted a sampan in which appeared to be an American and two armed Viet Cong aboard. Thinking and act-



Miller



ing quickly, Major Miller was able to wound one of the armed Viet Cong and force the other to abandon the sampan. Immediately, Major Miller landed next to the canal and picked up the American who was being transported to North Vietnam. Additionally, friendly forces airlanded in the area and captured the two Viet Cong.

Another facet of this man's personality is attested to by an act of compassion and mercy which he performed during the recent Tet Offensive. On the second day of the Offensive, although wearied by continuous flying in an effort to prevent the enemy from overrunning his base airfield at Vinh Long, Major Miller learned that a huge force of Viet Cong was pushing toward an orphanage located just outside the airfield perimeter.

Without hesitation and despite continuing heavy enemy ground fire, he flew more than twenty flights between the airfield and the orphanage, evacuating in excess of 200 orphans and nuns. Shortly after the completion of this mission the Viet Cong overran and destroyed much of the orphanage.

Major Miller's outstanding performance as an Army Aviator and professional soldier has earned for him the admiration and respect of not only his fellow aviators but also of the ground forces he so successfully supported. His contributions in the areas of tactics, techniques, and training have been a significant factor in the continued advance of Army Aviation.

#### ■ Remarks of Major Robin K. Miller, 'Army Aviator of the Year':

"Mr. Secretary, General Palmer, distinguished guests. I think it's very difficult for a person to properly express himself at a time like this.

I feel deeply honored to be chosen 'Aviator of the Year.' However, I feel that I am a representative of the aviators of the '60's who have seen Army Aviation grow up from a few small support units that it was earlier with antiquated aircraft to the mighty force that it is today, and I want to make certain that you all know that we aviators of the '60's recognize the fact that many people in this room have worked so hard to

make this possible — to keep the dream of Army Aviation alive during the past 20 years.

#### A new respect

I feel that I am a representative of this new type of aviator, the man who was looked down upon by his contemporaries earlier, but who now enjoys one of the most envied combat records in history, bar none.

These aviators are the ones who return year after year to Vietnam, leaving their families to await their return home — willingly accepting combat missions over almost 100 per cent hostile territory, disregarding the extreme weather conditions and their personal safety. These people are professionals, and I am extremely proud to be a member of this group.

But lest we forget, and it can't be too strongly emphasized, the only reason all of this is possible, the only reason I am standing here today is because of the hundreds, the thousands of hours put in by the crew chiefs, the maintenance personnel, the direct support mechanics after all the glory and glamor of the flying has been done.

#### Around the clock . . .

I don't need to spell it out for all of you, but here's one example: the crew chief flying shotgun all day, rising before dawn, landing after dark only to begin his work for the day, pulling post flights, working on armament systems, and maybe performing another inspection until past midnight, only to rise again the next day before dawn for the next mission. This is done 365 days of the year and many of them are there for longer than a year at a time.

I'd like to take this opportunity as a representative of the aviators to thank these dedicated and selfless individuals. Without them, we are nothing.

I'd also like to take this opportunity to thank those who saw fit to nominate and to select me for this high award, and to thank the Army Aviation Association for the wonderful hospitality they've extended to my wife and myself during our stay in Washington. It certainly has been memorable. Thank you . . . (Applause).



# AVLABS CIVILIAN TECHNICIAN Receives McClellan Award

■ Remarks of General Hamilton H. Howze, USA (Ret.), president of the AAAA:

"The 'James H. McClellan Aviation Safety Award' is sponsored by the friends of Senator McClellan in memory of his son, James H. McClellan, a former Army Aviator who was killed in a civil aviation accident in 1958. It is presented to an individual who has made an outstanding contribution to Army Aviation safety during the award period.

The Honorable Howard E. Haugerud of the Department of State will present this award. Those of you who have heard this gentleman speak in the past will know why I take no liberties in his introduction . . . (Laughter) . . . To trade gibes with Mr. Haugerud would be roughly as futile as trying to outbid Mr. Onassis at an auction of Greek Islands . . . (Laughter).

It is a pleasure, however, to welcome this old friend back to this Army Aviation Convention . . . (Applause).

■ Remarks of the Honorable Howard E. Haugerud, Deputy Inspector General, Foreign Assistance, State Department:

"I must say that our first award was one

of the most accepted awards that I have ever witnessed . . . (Laughter) . . . and I was delighted to hear about and from all of those Dragons. But being a man who has not quite yet reached the age of geriatrics, I'd be interested in seeing some of the Dragon Ladies . . . (Laughter) . . . Are there any here? Would they please stand? . . . (Applause).

I've long harbored the suspicion that this Association has tolerated me because they felt in need of a second rate, stand-up comedian who would work cheap . . . (Laughter). Well, I'm tendering my resignation. With President Howze in office, my days are numbered . . . (Laughter) . . . I don't know if he's going to be as cheap as I am, but he certainly won't be second rate.

I did regret seeing General Westmoreland leave early again . . . (Laughter) . . . You know, General Johnson fell into that same habit . . . (Laughter) . . . and I had hoped for a long reign for Westy.

## A confession . . .

Mr. President, Secretary Resor, fellow aviators, and friends, I should like to begin today with a confession and an explanation. In the past I have tried to make this presentation in both a light and a serious vein as I think benefits and befits the memory of the man in whose honor it is awarded. But although I have denied it implicitly over the years, I must tell you why the humor may be lacking.

You see, in the past, not all of my remarks have been my own for I kept a very talented ad lib writer squirreled away in the dark environs of my office. But alas, he is no longer with me.

About two months ago, he disappeared without saying goodbye or leaving a forwarding address. I conducted a massive



Haugerud



search without success until just yesterday, and for a time I thought there was a possibility of luring him back just for one day to help me and to put a little humor into my speech.

But I soon found there was no chance for with his present employer, he has a national audience of very appreciative Democrats and I also understand he is well paid by Governor Agnew . . . (Laughter).

To some of you it may appear that it is somewhat shortsighted for a person who is appointed by the President, and confirmed by the Senate, to be making talks at the Sheraton-Park in the dark days of the Administration when he should be out looking for work . . . (Laughter).

However, as many of you know, I came to Washington many years ago with a man named Hubert Humphrey and he has guided and counseled me so that now I have the privilege and the honor of being the highest ranking former Humphrey aide in government. He has assured me that should he be elected he might find a place for me in his Administration.

As a matter of fact, only a couple of weeks ago, he called me into his office and said that if things work out properly he would like to have me go back to the Army . . .

Well, as you know, I enjoyed my tour as Deputy Under Secretary (of the Army) immensely. I told the Vice President I appreciated his confidence. I didn't want to appear too eager, and I told him to give me a few days to think it over.

So one evening shortly after that, I slipped over to the Pentagon, and there was nobody around in Stan's (Stanley Resor's) office. I checked around; I measured the pile in the carpet . . . (Laughter) . . . and I tried out his chair . . . (Laughter) . . . and I pressed a few buttons on the back of his desk. It looked like a pretty good setup to me . . . (Laughter).

So I went back to the Vice President and I said that I would be pleased to go back to the Army, and he beamed and got a little list out of his desk and crossed my name off, and stood up, and we shook hands, and he said, "Well, that will be just fine, Major!" . . . (Laughter).

On the other hand, should Mr. Nixon win, I'm not without hope. Only the other day, he said that if elected, he was going to clean out the State Department from top to bottom and get rid of those routine men who have been making bad decisions over the years. Frankly, this concerned me . . . (Laughter) . . . but to my great relief he added that there were some good men in the Department, and that he knew who they were . . . Now, while our awardee today . . . (Laughter) . . . is truly outstanding and a deserving person, I cannot let this opportunity pass without mentioning another man who is running for high national office, and who has tried to do so much for Army Aviation safety.

Now I do not wish these to be interpreted as partisan for I know that such a thing is in poor taste and out of place before this audience. However, I am sure that many of you know that had we had the foresight to listen to this man over the years, there would be NO Army Aviation accidents today or in the future. While some of you may question his motives, none of us ever doubted that we were always constantly in the thoughts of General Curtis LeMay . . . (Laughter).

In a serious vein before we present this safety award, I would like to take a moment to express my deep appreciation to the Army Aviation Association for its sponsorship of this trophy over the ten years since the death of James McClellan.

For those of you who knew him, I do not



Haugerud, McCourt, Mrs. McCourt

## AVLABS TECHNICIAN WINS 1968 McCLELLAN AWARD

need to tell you that he lived life to the fullest and that he would have opened your festivities here and help you close your Diehard Reception and would have hit everything in between.

My role in this award ceremony that honors my friend has been one of the great personal satisfactions of my life and if it has assisted the cause of aviation safety in the slightest manner it has more than served my hopes and the purpose for which it was established.

Today, our award winner is Mr. Francis P. McCourt of the Army Aviation Materiel Laboratories. Colonel Leich will read the citation so that you can see why Mr. McCourt deserves this honor, but before Bob does this, I would like to ask Mrs. McCourt to stand. I have the feeling from talking to Mr. McCourt that he is somewhat fond of her and very proud of her . . . (Applause).

■ Citation as read by Colonel Robert M. Leich, USAR, (Ret.), Chairman of the AA-AA Awards Committee:

As Chief of the Safety and Survivability Division, U.S. Army Aviation Materiel Laboratories, Fort Eustis, Virginia, Mr. Francis P. McCourt has directed research programs with the objective, well described in his title, to reduce to a minimum the needless loss of life suffered in aircraft accidents.

During the past two years his efforts have been concentrated primarily toward eliminating post-crash fires, through the design, fabrication, and testing of crashworthy fuel tanks and fluid systems, fire inerting and suppression systems, and research in modified fuels.

### Dedication to duty

His perseverance in the prosecution of fuel emulsion tasks, in spite of disappointments and sometimes discouraging progress, is particularly noteworthy.

Present indications are that emulsified fuels may well represent the single most significant contribution to aviation safety since metal replaced wood in aircraft structures.

Francis McCourt, a retired lieutenant colonel of the Army Reserve, a multi-engine fixed wing and helicopter pilot, administrator and program manager, a veteran of World War II and the Korean Conflict, has been recognized in the past by the Department of the Army and the Flight Safety Foundation for his work.

Today, in being named winner of the "McClellan Safety Award," he is very deservedly being recognized by the Army Aviation Association for his deep devotion to saving the lives of those who fly and for his imaginative approach to the safety problems of Army Aviators."

■ Remarks of Francis P. McCourt, U.S. Army Aviation Materiel Laboratories:

Mr. Secretary Resor, General Palmer, General Howze, distinguished guests, ladies and gentlemen:

It is with a deep sense of both pride and satisfaction that I accept this award and recognition — pride in the fact that I have been entrusted with the very sensitive areas of safety and survivability related to our Army aircraft and personnel that are exposed daily to the inherent hazards associated with their exposure to the extremely hostile environments — satisfaction in the knowledge that without the trust, support, and extra assistance from Army management, the aviation community, and industry, I would not be privileged to stand before you today.

### Thanks to AVLABS!

At this time, I would like to acknowledge the dedicated and full-hearted support and efforts of my associates in the Safety and Survivability Division of the U.S. Army Aviation Materiel Laboratories, Fort Eustis, Virginia.

Finally, I would like to specifically thank those people who saw fit to nominate and select me for this distinction. On behalf of myself and my wife, I would like to express my appreciation to the members of the Army Aviation Association for the wonderful hospitality extended to us. It has been very enjoyable and a real pleasure. Thank you all very much.



■ Remarks of General Hamilton H. Howze, USA, (Ret.):

"The last, but certainly not the least of our awards goes to the *'Aviation Soldier of the Year.'* It is presented to the enlisted man serving in an Army Aviation assignment who has made an outstanding individual contribution to Army Aviation during the award period.

This award will be presented by the Secretary of the Army, Mr. Resor, a man who has uniformly over the past several years supported this Association, no doubt as a corollary to his vitally necessary initiative and leadership in the development of Army Aviation itself.

In my remarks I'm not going to match wits with him either, partly because I wouldn't come out well, partly because he retains a certain influence on my retired pay . . . (Laughter).

It is, however, a most distinct honor and pleasure to introduce to you one of the most distinguished of the Secretaries of the Army, the Honorable Stanley R. Resor . . . (Applause).

■ Remarks of the Honorable Stanley R. Resor, Secretary of the Army:

"Ladies and gentlemen, General Westmoreland has very graphically from his own deep personal experience evaluated for you the remarkable strides which Army Aviation has made over the last three years. You couldn't have it from a more authoritative source, and I would just like to say that I am delighted to have this opportunity to congratulate you personally on these strides which General Westmoreland has so ably described.

As Major Miller also said so well just a few minutes ago, this would not be possible without the support of the many thousands of soldiers who work in the maintenance and supply fields of Army Aviation.

It is they, of course, who have kept these planes flying, and so I'm very happy that it is my job this afternoon to present to you the recipient of the *"Aviation Soldier of the Year Award"* who this time is a senior maintenance noncommissioned officer.

Sergeant Dodson has had a career of 14

## ***Vietnam SFC Designated as "AA Soldier of The Year"***

**SFC JESSE J. DODSON, JR.,  
FORMER 170TH ASH NCO,  
RECEIVES AAAA AWARD  
FROM SECRETARY RESOR**

years in Army Aviation, all in the maintenance field, and he has served two tours in Vietnam.

I think that more notable is the fact that men like Sergeant Dodson possess those highly marketable skills that afford the many others more lucrative careers, and yet he has decided to make a career in the Army, and presumably because of the rewards and satisfactions he gets out of serving in Army Aviation.

So, I think we are all deeply indebted to men like Sergeant Dodson who make this outstanding contribution in the field of Army Aviation. It's a real pleasure for me to introduce to you Sergeant First Class Jesse J. Dodson, Jr., formerly of the 170th Assault Helicopter Company at Pleiku . . . (Applause).



# The new all-weather breed:



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Lockheed AH-56A Cheyenne, Army Advanced Aerial Fire Support System.

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Sikorsky CH-53A, Marine assault/rescue/transport helicopter.

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■ Citation as read by Colonel Robert M. Leich, USAR, (Ret.), Chairman of the AA-AA Awards Committee:

Sergeant First Class Jesse J. Dodson, Jr., Regular Army, has distinguished himself by his outstanding performance of duties during two tours in the Republic of Vietnam. During the tour which ended in September 1968, he served as Shop Foreman of the 405th Transportation Maintenance Detachment in the 170th Assault Helicopter Company, 52d Combat Aviation Battalion.

As Foreman of the 405th Transportation Maintenance Detachment, SFC Dodson consistently demonstrated that he possessed the finest qualities of a non-commissioned officer in the U.S. Army. A professional soldier in every respect, he combined a technical knowledge of helicopters, an understanding of the immediate military requirement, an abundance of drive and force together with outstanding leadership to consistently render invaluable maintenance support.

SFC Dodson personally worked long hours to produce safe aircraft but, more important, by careful and systematic planning, proper scheduling, and dynamic leadership, he obtained the maximum efficiency from those personnel working under him, which invariably produced a very high aircraft availability rate.

He voluntarily went into unsecure landing zones many times under fire in order to rig down helicopters for their recovery. During the Tet Offensive, because of his highly effi-



cient shop and intimate knowledge of aircraft maintenance, he was able to repair helicopter gunships riddled with automatic weapons fire and have them back into action and thus helped to turn the tide in Pleiku/Kontum areas.

His tenacious drive to do the best possible job and his unswerving courage constantly put him "on top" of every situation. SFC Dodson lived by his motto which was "When the going gets tough — the tough get going."

For his professional knowledge, desire to excel, extreme devotion to duty and outstanding contribution to Army Aviation, Sergeant First Class Jesse J. Dodson, Jr., U.S. Army, has been selected to receive the "Aviation Soldier of the Year Award for 1967-1968."

■ Remarks of Sergeant Jesse J. Dodson, Jr., 82d Airborne Division, Ft. Bragg, N.C.:

"Mr. Secretary, General Palmer, General Howze. I was with the 52nd Combat Aviation Battalion which I believe to be one of the best battalions I've ever served with in my military career, but if it hadn't of been for the superior supervision of my officers and my senior NCO's above me, along with the cooperation and dedication of the personnel who worked with me and for me — and also the equipment that we worked with, most especially the personnel who manufactured this equipment, I could not possibly have been here today.

At this time on behalf of my wife and myself, thank you!" . . . (Applause).



Secretary Resor, SFC Dodson



# CHANGES OF ADDRESS

# PCS

## PCS - COLONELS

EDLER, William C.  
221 Washington  
Shreveport LA 71104  
HARRELL, William F.  
302 Jefferson  
Cherry Point NC 28533  
MARTIN, Stephen G.  
USDAO, Tunis, Dept. State  
Washington DC 20521  
PHILLIPS, Wayne N.  
532-B Simonds Loop  
Pres San Fran CA 94129  
RICE, Foy  
Hq 11 Avn Gp, 1 CD  
APO San Francisco 96490  
SMITH, James C.  
HHC 1st Aviation Bde  
APO San Francisco 96384  
WILLIAMS, Jay B.  
Hqs 1st Aviation Bde  
APO San Francisco 96384

## LT COLONELS

ANDERSON, Julian A.  
1700 W. Main St., Apt 4  
Dothan AL 36301  
ANDERSON, Paul F.  
1835 Nigel Ct. (Waverly)  
Vienna VA 22180  
ARTHUR, Cecil D.  
633 W. 6th Street  
Junction City KS 66441  
AUFIL, John S.  
Route 2, Box 27  
Prince George VA 23875  
AVANT, Osa J.  
522 Windemere Road  
Newport News VA 23602  
BANG, Arne J.  
7706 Jarvis Street  
Springfield VA 22151  
BAUMAN, William F.  
P.O. Box 592  
Ft Rucker AL 36360  
BESSLER, Felix J.  
ARNG Advisory Group  
Cheyenne WY 82001  
BLAKE, Kenneth N., Jr.  
144 Central Avenue  
Metuchen NJ 08840  
BLISS, Donald E.  
Hq, CDCIA  
Ft Benning GA 31905  
BOYLE, Dennis M.  
Army Test Activity  
Edwards AFB CA 93523  
BRADLEY, Glenn W.  
1801 Moor Place  
Alamogordo NM 88310

## PCS - LTCS

BRADNER, William L.  
28 Spring Rock Road  
New Windsor NY 12550  
BRANDON, William D.  
Route 1  
Oxford MS 38655  
BRANNON, William W., Jr.  
5335 Curtis Avenue  
Omaha NE 68104  
BRODEUR, Alfred F.  
2781 Tracy Place  
Pt Eustis VA 23604  
BROWN, Raymond V.  
98 Pageant Lane  
Willingboro NJ 08046  
BRYAN, Leo C.  
1618 N.W. 3rd Avenue  
Mineral Wells TX 76067  
BURRESS, Eugene W.  
3820-2 Shrine Park Road  
Leavenworth KS 66048  
CARPENTER, Paul E.  
844 Main Street  
Wilbraham MA 01095  
CHIN, Bak Y.  
USA Flight Ops FAC  
APO New York 09102  
COLE, William W.  
OACSFOR Room 3D485  
Washington DC 20310  
CROOK, George R.  
R.F.D. 1  
Clyde TX 79510  
DAVIS, Jonah B., Jr.  
10124 Spring Lake Trail  
Fairfax VA 22030  
DILLER, Richard W.  
4202 Sandhurst Court  
Annandale VA 22003  
DOVE, John R.  
1001 N.W. 49th  
Oklahoma City OK 73118  
DUNCAN, William L.  
6043 S. Acacia Avenue  
Whittier CA 90601  
DYER, Gerald D.  
PO Box 3458  
Yuma P.G. AZ 85364  
FRANZNICK, John R.  
2425 Granthurst  
Topeka KS 66611  
GILLINGHAM, Richard I.  
2010-B Seneca  
Leavenworth KS 66048  
GRIMM, Adolph H.  
8819 Hospital Quarters  
Ft Rucker AL 36360  
GRIX, Edward N.  
MACTHAI SEATO PX 39  
APO San Francisco 96346

## PCS - LTCS

HACKETT, Everdas H.  
6000 Airport Way  
Stockton CA 95206  
HARPER, Denver C.  
108 Traynor Avenue  
Hunter AAF GA 31405  
HERTZOG, James E.  
432 Patrick  
Mineral Wells TX 76067  
HUTCHENS, Douglas L.  
12829 Primghar Drive  
Bridgeton MO 63042  
JOHNSON, Flavio L.  
USACDC TA  
Ft Eustis VA 23604  
JOHNSON, Lawrence, Jr.  
1201 S. Scott St., Apt 807  
Arlington VA 22204  
JUNCO, Allen L.  
1771 Ft Valley Drive  
Atlanta GA 30311  
KENT, George S.  
342d Assault Detachment  
APO San Francisco 96316  
KLICK, Clyde F.  
3001 Battersea Lane  
Alexandria VA 22309  
KNOWLES, William R.  
Box 72, USA War College  
Carlisle Bks PA 17013  
LANGLOIS, Arthur R.  
3700 E. Spring St.  
Long Beach CA 90822  
LILLEY, Aaron L., Jr.  
Sunbury  
North Carolina 27979  
MARTIN, John W.  
2300 Highland Terrace  
Falls Church VA 22046  
McILWAIN, George W.  
Hq 269th Combat Avn Bn  
APO San Francisco 96353  
MEEK, Russell L.  
4926 Halfmoon Drive  
Colorado Springs CO 80915  
MONTS, William B., Jr.  
111 Audubon Way  
Enterprise AL 36330  
MORAN, John F., Jr.  
Schofield Hall, #633  
Ft Leavenworth KS 66027  
MORGAN, Marvin M.  
Route 5, Box 330-A  
Muskegon OK 74401  
NYE, Elbert C.  
12 Surrey Lane  
Niantic CT 06357  
PETERSON, Merrill T.  
2 Cobb Place  
Ft Stewart GA 31313

## PCS - LTCS

PICK, Rudolph  
C & C Bn-USATRATCOM  
APO New York 09056  
POLCENE, Elliott W., Jr.  
1619 Foxhall Road  
Savannah GA 31406  
POTTER, Russell C.  
19 Kirby Street  
Ft Rucker AL 36360  
PRIMIS, Nick J.  
JUSMAAG-Army Avn Sec  
APO New York 09223  
RIVIERE, George L.  
Hq 7th Aviation Bn  
APO San Francisco 96207  
ROCHAT, Louis J., Jr.  
USARSUPHAI-G3 Avn  
APO San Francisco 96233  
RUBSAMEN, Dale G.  
24 Howard Street  
Ft Rucker AL 36360  
RUSTIN, Thomas M.  
3643 Kings Park Way  
Decatur GA 30032  
SCHUETT, Darwin L.  
P.O. Box 96  
Boone IA 50036  
SHAW, Ambrose C.  
P.O. Box 412  
Arkadelphia AR 71923  
SMITH, Sheldon M.  
6805 Mamaronick Drive  
Tucson AZ 85718  
STANFIELD, John T.  
7223 Hillmead Court  
Springfield VA 22160  
STECKLY, Kenneth D.  
2 Harbor Avenue  
Ft Leavenworth KS 66027  
STEWART, Kendall L.  
604 Travis Drive  
Mineral Wells TX 76067  
STREVER, Carl W.  
Route 3  
Stanwood VA 98292  
TOW, James L.  
7611 Gaylord Drive  
Annandale VA 22003  
VANDYKEN, Harold B.  
3116 Waterside Lane  
Alexandria VA 22309  
VAUGHAN, Charles U.  
Box 173A, Rural Route 1  
Collinsville IL 62234  
WATKINS, Charles W.  
USA Advisory Gp, Bx 4277  
Santa Fe NM 87501

## ARMY AVIATION PAGE 41

# PCS - LTCS

WIGGINS, Leon H.  
7015 Madrid Avenue  
Jacksonville FL 32217  
ZELLMER, Harry J.  
18 Stillwell Avenue  
Ft Leavenworth KS 66027

# MAJORS

ADAMS, John D.  
4423 Carlow Circle  
Corpus Christi TX 78413  
ANDREWS, Raymond G.  
6518 McGlathlin Avenue  
Ft Sill OK 73503  
ARNOLD, James E., Jr.  
1708 S.E. 10th Street  
Mineral Wells TX 76067  
BEAUMONT, Marion E.  
53 Kirby Street  
Ft Rucker AL 36360  
BERNSTEIN, Donald  
Quarters 2468-B  
Ft Lewis WA 98433  
BERRY, Joe D.  
2 Hardee Place  
Ft Stewart GA 31313  
BROUGHTON, Robert L.  
768 Robert E. Lee Blvd  
Charleston SC 29407  
BROWN, Charles L., Jr.  
5760-B Allison Avenue  
Ft Knox KY 40121  
BROWN, George P.  
6314 Boyd  
Omaha NE 68104  
BROWN, Lewellyn A.  
629-3 McClellan Avenue  
Ft Leavenworth KS 66027  
BURBULES, John G.  
AVEL Co 14th Trand Bn  
APO San Francisco 96240  
CARLISLE, John C.  
2817-B McCloskey Road  
Aberdeen PG MD 21005  
CARRHOLL, William F.  
USAAVNS  
Ft Rucker AL 36360  
CHRISTOPHER, Harry G.  
34th Gen Support Group  
APO San Francisco 96309  
CLARK, Gary L.  
107 Luke Street  
Ft Huachuca AZ 85613  
CLARK, Niles C., Jr.  
1963-B Hagood Street  
Ft Eustis VA 23604  
CLARKE, Ronald G.  
409 Patrick  
Mineral Wells TX 76067  
COLBERT, Bill N.  
1 Platoon, 421 Med Co(AA)  
APO New York 09061  
CRAMER, Carl L.  
29th Trans Co (DS)  
New York NY 09061  
CUNNINGHAM, Donald E.  
8th Infantry Div Arty  
APO New York 09034

# PCS - MAJORS

CURTIN, Thomas R.  
Trp A 2/17th Cavalry  
Ft Campbell KY 42223  
DAVIES, Phillip E.  
317-3 1st Street  
Ft Leavenworth KS 66027  
EARLEY, Neal E.  
Hq 34th Gen Support Gp  
APO San Francisco 96309  
FLOYD, Ralph H., Jr.  
Bx 1100 ARMISH-MAAG  
APO New York 09205  
FOLTA, Russell J.  
7711 Enfield Ave., #204  
Norfolk VA 23505  
FORD, William W.  
3716 Essary Drive  
Knoxville TN 37918  
FORREST, Kenyon L.  
236th Med Det (Hel Amb)  
APO San Francisco 96337  
FROST, Robert W.  
7411 Glenside Drive  
Takoma Park MD 20012  
GARNER, Houston H.  
2102 Penland Drive  
Benton AR 72015  
GEHLER, Kenneth A.  
Brooks Trl Ct. Lot 48 Rt 3  
Enterprise AL 36330  
GINTER, Duane L.  
3016 Dublin Street  
El Paso TX 79925  
GOFF, Richard D.  
3635 Sylene Drive  
College Park GA 30337  
GOLDING, Willard E.  
HHC 15th Cmbt Avn Gp  
APO New York 09025  
GOODIN, Donald K.  
1508 East 68th Street  
Indianapolis IN 46220  
GRAY, Robert R.  
410 Hughes Drive  
Redstone Arsl AL 35808  
GREEN, Curtis D.  
502 Magnolia Street  
New Llano LA 71461  
GREENWOOD, Everett O.  
OSC-B 364 USASCS  
Ft Monmouth NJ 07703  
GRIGG, Arlie M.  
3402-B Kanell Loop  
APO San Francisco 96557  
GRIGGS, Carlin J.  
220 Austin Loop  
Ft Benning GA 31905  
HALEY, Robert H.  
3642 Yale Avenue  
Athens TX 79003  
HALLMARK, Robert C.  
Avn Div DCSOT-1st Army  
Ft Meade MD 20755  
HALLY, John E., Jr.  
1112 N.E. 4th Avenue  
Mineral Wells TX 76067  
HANCOCK, Barney P.  
4-D Woodland Apartments  
Thomaston GA 30286  
HATHCOCK, Austin W.  
10 Castle Way  
Ft Rucker AL 36360

# PCS - MAJORS

HEARN, Forrest  
4635 Beta  
Lawton OK 73501  
HENDRICKSON, Donald E.  
USA Avn Test Activity  
Edwards AFB CA 93523  
HESTER, Thomas L.  
50 Boyce Lane  
Ft Rucker AL 36360  
HOLASEK, Ronald S.  
HHC 12th Cmbt Avn Gp  
APO San Francisco 96266  
HUDNALL, Vernon H.  
P.O. Box 5132  
Ft McClellan AL 36201  
HUGHES, Jimmie T.  
7807 Glenister Dr. West  
Springfield VA 22150  
HUNTER, John W., Jr.  
Sgdn VP31NAS Nor Isl.  
San Diego CA 92135  
IRBY, Dewitt T., Jr.  
115 Pocahontas Drive  
Newport News VA 23602  
JACKSON, Leon D.  
2604 N.W. 46th Place  
Lawton OK 73501  
JANAS, Edward A.  
60 Endl Avenue  
Ft Rucker AL 36360  
JOHNSON, James Y.  
5643-B Folger Street  
Ft Knox KY 40121  
JONES, Robert S., Jr.  
5812 Lafayette Avenue  
Omaha NE 68132  
KILBURN, Darrell D.  
304-A Capenter Avenue  
Ft Riley KS 66442  
KINGMAN, Dan C., Jr.  
10 Kyle Way  
Ft Rucker AL 36360  
KLEIN, Frank J., Jr.  
1227 Bob Pennell Road  
Ft Sill OK 73503  
KOTULAN, Adolph F.  
106 Dial Street  
Ft Benning GA 31905  
LAMPKIN, Albert L.  
2907 South Murco Drive  
Mineral Wells TX 76067  
LEE, Gordon K., Jr.  
1008 East Woodson Road  
Baltimore MD 21212  
LEMES, Ralph V.  
111 Madden Street  
Ft Huachuca AZ 85613  
LEWIS, Jackie L.  
605 San Jacinto Drive  
Mineral Wells TX 76067  
LOVELESS, Kenneth D.  
805 Glade Street  
College Station TX 77840  
MARSHALL, Walter D.  
5222 Gettysburg Way  
Columbus GA 31907  
McCLUSKEY, William J.  
1347-D "tonleigh Court  
Leavenworth KS 66048  
McKESSON, Edward L., Jr.  
2808 North 22nd Street  
Lawton OK 73501

# PCS - MAJORS

McKINSTRY, Thomas L.  
70 Avn Det USARSUPTHAI  
APO San Francisco 96233  
McNAIR, Jephth A., Jr.  
Avn Sect. Hqs USARV  
APO San Francisco 96375  
MICHELSON, Fred R.  
Hq & Sec Co DOT Empl Div  
Ft Stewart GA 31313  
MIKUTA, Joel J.  
236 Austin Loop  
Ft Benning GA 31905  
MOELLER, Lawrence B.  
P.O. Box 23  
Marvell AR 72366  
MOLINELLI, Robert F.  
Box 1358 Yuma Prov Grnd  
Yuma AZ 85364  
MYERS, Marvin O.  
1208 West Charles  
Champaign IL 61820  
NAPIER, Wallace R.  
Trp B 3/17th Air Cavalry  
APO San Francisco 96289  
PERGERSON, Benard S.  
417-B Rossell Loop  
Ft Belvoir VA 22060  
PETESCH, Gary L.  
225th Aviation Company  
APO San Francisco 96316  
POWERS, Davies R.  
AMOC 9-69 USATSC  
Ft Eustis VA 23604  
RACKLEY, Robert L.  
1008 South 4th St., Apt 4  
Leavenworth KS 66048  
RATLIFF, John P.  
111 Dubinsky Street  
Ft Benning GA 31905  
RAYMOND, Conley T.  
212 Harris Drive  
Ft Rucker AL 36360  
REED, James R.  
104 Mayer Drive  
Savannah GA 31405  
RENFRO, Ronald D.  
P.O. Box 682  
Ft Rucker AL 36360  
RHEIN, John H.  
2708 Garfield Avenue  
West Lawn PA 19609  
RITCHER, Raymond J.  
312-2 Third Street  
Ft Leavenworth KS 66027  
ROGERS, James E.  
2341 Austin Drive  
Lawton OK 73501  
SATTERWHITE, James J.  
Ft Ops Br 211-3 NASA  
Moffett Field CA 94035  
SCHERZ, Kenneth W.  
71st Aviation Company  
APO San Francisco 96325  
SCHMITZ, Leo E.  
330 Trans Co (GS) Box 7  
APO San Francisco 96291  
SCHULL, Dunell V.  
1108 Agutha Drive  
Dothan AL 36301  
SCOTT, James A., III  
74 Red Cloud Road  
Ft Rucker AL 36360

# ARMY AVIATION



# PCS - MAJORS

SCOTT, Norman E.  
1740 Dodson Drive  
Atlanta GA 30311

SEGUIN, Raymond J.  
Grafton Lane  
Charmville MD 21028

SEIGNOUR, Richard H.  
185 Harris Drive North  
Ft Rucker AL 36360

SENER, George J.  
Box 446  
Ft Rucker AL 36360

SERRATT, Jerry W.  
712 West Lucas Creek Rd.  
Newport News VA 23602

SHEHORN, Henry W.  
5803-B Billhymmer  
Ft Knox KY 40121

SHIPMAN, Charles S.  
5031 Merlin Drive  
San Antonio TX 78218

SIMPSON, Allan R.  
101 Austin Loop  
Ft Benning GA 31905

SMITH, Hubert G.  
Andover Estates  
Valley Lee MD 20692

SMITH, John E.  
5714-B Brown Avenue  
Ft Knox KY 40121

SMITH, Paul M.  
P.O. Box 3  
Alford FL 32420

SMITH, Richard J., Jr.  
140 South Jackson Street  
Milledgeville GA 31061

SPRENGELER, Ronald J.  
35 Nijmegen  
Ft Bragg NC 28307

SQUIRE, Joseph W.  
Co B-USAAVNS Elm Bde  
Ft Stewart GA 31313

STERNAT, Robert F.  
Hq 222d Cmbt Spt Avn Bn  
APO San Francisco 96291

STILES, Howard J.  
HHC 1st Avn Bde, Box 19  
APO San Francisco 96384

STOKES, John H., III  
Hq 6th Army (OPT-RO)  
Pres San Fran CA 94129

STONE, Gordon L.  
41 Harris Drive East  
Ft Rucker AL 36360

STRINGER, Paul G.  
192d Aslt Helicopter Co  
APO San Francisco 96317

TANNER, Linden O.  
228 Austin Loop  
Ft Benning GA 31905

THIRING, Florian A.  
Dir for Mnt (USADCCJ)  
APO San Francisco 96343

THOMAS, James I.  
112 Mills Circle  
Ft Huachuca AZ 85613

THORNTON, Olen D.  
HHC 11 Avn Gp-1 Air CD  
APO San Francisco 96490

WADE, Robert B., Jr.  
Batesville  
Mississippi 38606

# PCS - MAJORS

WAGG, Robert A., Jr.  
28 Boyce Lane  
Ft Rucker AL 36360

WALKER, James M.  
863 Costigan Drive  
Newport News VA 23602

WALKER, William N.  
P.O. Box 1611  
Albrook AFB Canal Zone  
WARRNSHUIS, Roger E.  
225th Aviation Company  
APO San Francisco 96316

WICE, Leonard P.  
114 Olin Drive  
Newport News VA 23602

WILHELM, Robert S.  
3025-B Lynn Court  
Arlington Hts IL 60005

WOOD, Douglas J.  
507th USASA Group  
APO New York 09178

WOOD, John L.  
13305 Edinburgh Lane, #4  
Laurel MD 20810

WRIGHT, Lewis W.  
16007 Pointer Ridge Drive  
Bowie MD 20715

YOUNGPETER, Donald E.  
48 Kirby  
Ft Rucker AL 36360

# CAPTAINS

ATKINSON, Thomas J.  
2336-A 13th Street  
Ft Eustis VA 23604

BENTLEY, Arthur D.  
714 Shortridge Road  
Fayetteville NC 28303

BRAUDAWAY, Jessie A.  
Route 2, Box 78  
Kenedy TX 78119

BRYAN, Edward R., III  
Route 2, Box 167A  
Walterboro SC 29488

BURLESON, Carl L.  
804 East Hubbard  
Mineral Wells TX 76067

CORDELL, Jerry R.  
488 Windemere Road  
Newport News VA 23602

CROSSMAN, John S.  
Box 1510 Stu Off Det  
Ft Belvoir VA 22060

DALY, Jerome R.  
2200 E. Victory Dr Apt 132  
Savannah GA 31404

DONNELL, Victor L.  
Quarters T4 MCB  
Quantico VA 22134

FARMER, Danny C.  
P.O. Box 1607  
Ft Benning GA 31905

GLENN, Thomas J.  
C Btry 4/77 Artillery  
Ft Bragg NC 28307

GREENSON, Jon M.  
8409 Doreen Avenue  
Ft Worth TX 76116

HARDER, Ronald A.  
10305 Middlegrnd Rd., #23  
Savannah GA 31406

# PCS - CAPTAINS

JOHNSON, Alan H.  
136 Old Mill Road  
Middletown CT 06457

JONES, Stanton W.  
225th Avn Company (AS)  
APO San Francisco 96316

KAISER, Stanley E.  
2105 S.E. 10th Street  
Mineral Wells TX 76067

KEGELMEYER, Wm. P.  
24th Engr Gp. Avn Sect  
APO New York 09227

KEMPSTER, John E.  
47 Harbor Circle  
Centerport LI NY 11721

KONKLE, Thomas E.  
16 Andrews Drive  
Daleville AL 36322

LAMOUR, Henry M.  
1646 First Avenue  
New York NY 10028

LANDON, Kenneth L.  
310 West Lee St., Apt 101  
Enterprise AL 36330

LATTIMER, Larry E.  
Kilpatrick Trl Park #9  
Daleville AL 36322

LEE, Clarence E., Jr.  
4730 Stonewall Ter Road  
College Park GA 30022

LEGGETT, Roy H.  
AMOC 9-69 USATSCH  
Ft Eustis VA 23604

LEHRER, John B.  
943 North Hill Lane  
Cincinnati OH 45224

LETTS, Clifford E., Jr.  
146th Aviation Co (RII)  
APO San Francisco 96307

LITTLE, George W.  
1058 Spruce Street  
Clarkdale MS 38614

MARTIN, Donald L.  
69th Aviatn Co (Corps)  
Ft Bragg NC 28307

McINTOSH, Bernard W.  
3714 Sol Ross Street  
San Angelo TX 76901

McMANUS, Michael D.  
334th Aviation Company  
APO San Francisco 96227

MILLS, James J.  
4363-B Walsh Street  
Ft Knox Ky 40121

NIELSEN, Donald A.  
6730 North 91st Street  
Milwaukee WI 53224

OSTHELER, Ralph W.  
C Trp 3d Sqdn 17 Air Cav  
APO San Francisco 96289

PETERSON, Jon M.  
13304 Deerfield Rd # 204  
Laurel MD 20810

POPE, Danny E.  
UASSD  
APO New York 09178

RITZSCHKE, Charles R.  
3202 N.E. 10th Street  
Mineral Wells TX 76067

RODESKY, Howard S.  
Box 22  
Conrath WI 54731

# PCS - CAPTAINS

SHEFFIELD, Ronald L.  
138-B Arrowhead Road  
Ft Benning GA 31905

SMITH, Byron W.  
El Rancho Estates, Lot 6  
Weatherford TX 76086

SMITH, Robert E.  
5651 Dodge Court  
Fayetteville NC 28303

STACY, John M.  
19946 Blackhawk Street  
Chatsworth CA 91311

STOEN, John M.  
AMOC 9-69 USATSCH  
Ft Eustis VA 23604

STURGES, Howard O., Jr.  
Route 5, Box 407  
Savannah GA 31401

SULLIVAN, Stephen R.  
Box 206  
Stevensville MT 59870

WITT, Kenneth E.  
989 Uppingham  
Thousand Oaks CA 91360

WRIGHT, Gary L.  
110-B Lawton Road  
Ft Huachuca AZ 85613

# LIEUTENANTS

ACHESON, Gilbert W.  
SOC AMOC 5-69  
Ft Eustis VA 23604

AVERY, Charlie J., Jr.  
530 Mondragrath  
Ft Bragg NC 28307

BARNETT, James T.  
1416 Briarcliff Drive  
Fayetteville NC 28305

BASKETT, David E.  
13 Kelly's Trailer Ct.  
Mineral Wells TX 76067

BECKHAM, Michael V.  
Co A 9th Aviation Bn  
APO San Francisco 96370

CHUNG, Russell W.  
AMOC 9-69 USATSCH  
Ft Eustis VA 23604

CLARK, Daniel J.  
1063 Brenda Street  
Fayetteville NC 28301

COYNER, Joe D., Jr.  
211 Apache Street  
Fayetteville NC 28303

GEER, Larry R.  
130 East South Avenue  
Redlands CA 92373

GOOD, Thomas C.  
3344 No 27th Ave., Lot 47  
Phoenix AZ 85017

GOULD, Leroy D.  
702 Lincoln  
Copperas Cove TX 76522

GUNNIN, Larry E.  
AMOC 9-69 USATSCH  
Ft Eustis VA 23604

HAYER, Dale H.  
15 Trans Bn 1 CD (AM)  
APO San Francisco 96530



# PCS - LIEUTENANTS

JACKSON, George E., Jr.  
1711 Vamo Drive  
Sarasota FL 33581  
KING, Wayne E.  
617 Oak  
Barkburnett TX 76354  
LAROU, Francis W.  
509 Gunter Street  
Ozark AL 36360  
MADILL, Patrick R.  
12 Galloping Hill Road  
Colts Neck NJ 07722  
McCLINTOCK, David A.  
334th Aviation Company  
APO San Francisco 96227  
McDONALD, Danny O.  
4407 Sterling Street  
Fayetteville NC 28306  
NELSON, Michael A.  
129th Aslt Helicopter Co  
APO San Francisco 96226  
PALAMOUNTAIN, Greg.  
322 Davis Street  
San Leandro CA 94577  
PARR, Bernard A.  
2628 River Drive  
Thunderbolt GA 31404  
PISCIOTTA, Paul V.  
1505 Smith Avenue  
Lawton OK 73501  
PRYOR, Marcus A.  
B Trp 3Sgdn 17 Air Cav  
APO San Francisco 96289  
RAGSDALE, John W.  
3115 Colonial Way, Apt D  
Chamblee GA 30341  
RICHARDS, Donald G.  
513 North 2nd East  
American Fork UT 84003  
SETALA, Eric E.  
1404 Keswick Drive  
Fayetteville NC 28304  
SHOEMAKER, James C.  
AMOC 9-69 USATSC  
Ft Eustis VA 23604  
SWANK, Leo A.  
5602 Poch Street  
Fayetteville NC 28304  
TENHET, Paul Q., II  
129th Aslt Helicopter Co  
APO San Francisco 96226  
WADE, Bobby M.  
10 Burbank Blvd  
Savannah GA 31406  
WILLOUGHBY, Ronald H.  
360 Beechmont Dr., Apt 4D  
Newport News VA 23602

# CW2-CW4

ANGUS, Arthur L.  
222 Parker Hills Drive  
Ozark AL 36360  
ANKROM, Joseph B., Jr.  
Route 338, Box 320  
Union KY 41091  
BASCUM, Egil R.  
126 Belaire Street  
San Mateo CA

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# PCS - CWOS

BAXTER, Peter K.  
2540 Ridgmar Blvd, Apt 24  
Pt Worth TX 76116  
BLAMEY, John A., Jr.  
AMOC 9-69 USATSC  
Ft Eustis VA 23604  
BLANKENSHIP, Ernest W.  
5008 Ogechee Rd., Bx 50  
Savannah GA 31405  
BORLOGLOU, Thomas E.  
12429 Deerfield Road  
Savannah GA 31406  
BURGESS, William C.  
1 Trans Bn (Sbn) USNS  
PPO San Francisco 96601  
CADARR, Robert M.  
2702 Murchison Rd., #213  
Fayetteville NC 28301  
COTES, James Z., Jr.  
HHC 16th Aviation Bn  
APO New York 09061  
COCHRAN, Thomas C.  
5059 Hampshire Drive  
Fayetteville NC 28301  
COLLINS, Richard F.  
613 Adams Dr., Apt 2B  
Newport News VA 23601  
CRAIG, Thomas M.  
AMOC 9-69 USATSC  
Ft Eustis VA 23604  
CROSS, Thearon M.  
6743 Burlwood Road  
Charlotte NC 28211  
CRUZ, Tomas Q.  
22380 Ortega Drive  
Salinas CA 93901  
DIKE, Francis C.  
AMOC 9-69 USATSC  
Ft Eustis VA 23604  
DOBLADO, Edmundo M.  
117th Aslt Helicopter Co  
APO San Francisco 96279  
Mrs. Edmundo M. Doblado  
725 Del Mar Street  
Fairfield CA 94533  
DOHRING, Max D.  
137 Craig Drive  
Savannah GA 31405  
ELLIS, John B.  
AMOC 9-69 USATSC  
Ft Eustis VA 23604  
KNEIX, Lowell L.  
Wildwoods Tri Ct., #13  
Daleville AL 36322  
ERV, James R.  
1502 Conder Street  
Killeen TX 76541  
EVANS, Carl F.  
AMOC 69-7 USATSC  
Ft Eustis VA 23604  
EZELL, Vernon P.  
HHC 1st Bde 4th AD  
APO New York 09140  
FARMER, Marvin A., Jr.  
4805 Poplar Drive  
Alexandria VA 22310  
FITCH, Ralph M., Jr.  
2452 Walker Street  
Columbus GA 31903  
FRENCH, Wallace Carl  
1930 Duval Street  
Savannah GA 31404

# PCS - CWOS

FRITZ, Albert R.  
1705 S.E. 21st Street  
Mineral Wells TX 76067  
GAILLARD, Thomas G.  
308 Crittenden  
Newport News VA 23606  
GIELLA, Guy F.  
124 Van Nuys Blvd  
Savannah GA 31406  
GREEN, Kenneth W.  
235 Dairy Lane  
Cole Springs CO 80911  
GREENE, David C.  
6703 Strawberry Ln., #211  
Louisville KY 40214  
GRIFFIN, Burt E.  
619 E. Pine Avenue  
Wiggins MS 39577  
GROVE, Robert L.  
628 Lincoln Street  
Ft Morgan CO 80701  
HANSON, Bobby G.  
Hqs 3d Spt Bde  
APO New York 09154  
HAYNES, Charles M.  
200 Pt Comfort (Todd) #4  
Hampton VA 23364  
HODGES, Ferman B.  
Route 1, Box 46  
Gardendale AL 35071  
HOLLIDAY, Dennis C.  
A Co 82d Aviation Bn  
Pt Bragg NC 28307  
HOPPE, Richard A.  
2205 Ridgmar Blvd., #107  
Ft Worth TX 76116  
JARDINE, David C.  
33 Williams Street  
Presque Isle ME 04769  
JONES, Walter E.  
AMOC 10-69 USATSC  
Ft Eustis VA 23604  
JURNEY, James K.  
1319 Knox Street  
Statesville NC 28677  
KAHSTEN, Richard C.  
116th Aslt Helicopter Co  
APO San Francisco 96353  
KEHN, Richard C.  
1804-C El Parque Court  
San Mateo CA 94403  
KELLEY, Patrick H.  
2802 North Marco Drive  
Mineral Wells TX 76067  
KING, Thomas J.  
224th Aviation Bn (RB)  
APO San Francisco 96307  
KIRKPATRICK, Wm. R.  
5154 St. Mary's Road  
Columbus GA 31907  
KNIGHT, Howard L.  
3615 Melbourne Drive  
Augusta GA 30906  
KREAR, John R.  
7632-B Peden Street  
Ft Geo. Meade MD 20755  
LAWRENCE, Miles E.  
711 Meadowlake Drive  
Ozark AL 36360  
LIGHTFOOT, John R.  
88 Pineview Street  
Hinesville GA 31313

# PCS - CWOS

LONG, Cyril C.  
208 Highland Drive  
Enterprise AL 36330  
LORE, Jack R.  
1001B "D" St. Pinehurst  
Lakehurst NJ 08733  
MARCRANDER, Wm. A.  
951 Mabel Avenue  
Kirkwood MO 63122  
MATESKI, John S.  
5525-1/2 Harold Street  
Savannah GA 31406  
McMORINE, Robert J.  
615 S.E. 7th Ave., Apt 4  
Mineral Wells TX 76067  
MORRIS, Dale L.  
Co A 82d Aviation Bn  
Pt Bragg NC 28307  
MUNSON, Elbert W.  
3710 Airport Drive  
Stillwater OK 74074  
PANKOW, Harvey W.F.  
148 Traynor Avenue  
Hunter AAF GA 31405  
PEARCY, Thomas L., Sr.  
Route 2, Box 202  
Daleville AL 36322  
PROCTOR, Charlie M., Jr.  
D Co. 15 Trans Bn-ICD  
APO San Francisco 96490  
QUERRY, Bobby R.  
Apt 488, Bldg 2168  
Randolph AFB TX 78148  
RANSOM, Arthur H.  
166-A Middleton Road  
Ft Belvoir VA 22060  
RAYFIELD, Wendell P.  
AMOC 9-69 USATSC  
Ft Eustis VA 23604  
ROSEMARK, Ronald R.  
360 Beechmont Dr., #5A  
Newport News VA 23602  
RUSSELL, William L.  
112 Henry Street East  
Hinesville GA 31313  
St. JOHN, Timothy E.  
Spanish Traco, #110  
Mineral Wells TX 76067  
SHANAHAN, John L., Jr.  
P.O. Box 695  
Ft Rucker AL 36360  
SHEPARDSON, John L., Jr.  
5119 Euclid Ave., Apt 1  
Vally Station KY 40272  
SKAADEN, Richard A.  
308 Patrick, Walters Vill  
Mineral Wells TX 76067  
SPURLOCK, Richard E.  
2725 Blue Rock Drive  
Portsmouth OH 45662  
STROMQUEST, Lenard P.  
8 S. Cathrine (Sowind Vil)  
Daleville AL 36322  
TAYLOR, Lawrence J.  
Route 1, Box 15  
Upatoi GA 31829  
TILLEY, Halcum G.  
B Co 55th Maint Bn  
APO San Francisco 96271  
WALKER, Stephen M.  
HHB 1st Bn 81st Arty  
APO New York 09035

**PCS - CWOS**

WEST, Peter R.  
AMOC 9-69 USATSCH  
Ft Eustis VA 23604  
WILSON, Kenneth F.  
AMOC 9-69 USATSCH  
Ft Eustis VA 23604

**WOS**

ARLOTTA, James C.  
Bean's Trl Ct., Box 283-1  
Mineral Wells TX 76067  
BACHMAN, Theodore A.  
Rural Delivery 6  
Sinking Spring PA 19008  
BELL, Glen W.  
Route 2, Box 322  
Vashon WA 98070  
DAW, Roy C.  
268th Trans Detachment  
Ft Bragg NC 28307  
GARRETT, Kenneth O.  
Route 1, Box 46  
Williamsburg VA 23185  
GUNN, Bruce R.  
110 East Main Street  
Vine Grove KY 40175  
HELLER, John E.  
201st Aviation Company  
APO San Francisco 96350  
HODGE, Raymond M., Jr.  
153 Coventry Place  
Ft Worth TX 76107  
JOHNSON, Dale L.  
Route 4, Box 678-S  
Benton Harbor MI 49022  
KERNSTOCK, Stephan G.  
R.F.D. 1  
Pomfret Ctr CT 06259  
KERR, Scott W.  
4289 West Water Street  
Port Huron MI 48060  
KOPP, Michael A.  
Rural Route 4, Box 810  
Corydon IN 47112  
MICHAUD, Norman R.  
282d Aslt Helicopter Co  
APO San Francisco 96337

**PCS - WOS**

MORROW, Richard O.  
1220 Arvilla Drive N.W.  
Albuquerque NM 87107  
OGLESBY, Richard J., IV  
717th Air Cavalry  
APO San Francisco 96262  
PATTERSON, Roger D.  
Route 4  
Stillwater OK 74074  
PINSON, Lyle S.  
6 Colonel Estill Avenue  
Savannah GA 31406  
RITCHIE, Thomas T.  
487 Monmouth Street  
Independence OR 97351  
SADLER, Roger C.  
Route 5, Box 553-A  
Texarkana TX 75501  
SCHONE, James C.  
44-753 Makulani Street  
Kaneohe HI 96744  
SCHUBENBERG, J. P.  
835 Lake Street  
Sikeston MO 63801  
SCOTT, Douglas E.  
109 Foxshire  
Houston TX 77047  
WILLIAMS, James R.  
AMOC 9-69 USATSCH  
Ft Eustis VA 23604  
WILSON, Richard K.  
6115 West Fairfield Dr.  
Pensacola FL 32506  
ZIEGLER, Roy E., II  
104 Racetrack Rd., #39  
Ft Walton Bch FL 32548

**ENLISTED**

NOLIN, Leo J., Jr., SFC  
273rd Aslt Hel Co (Hvy)  
APO San Francisco 96291  
PIEKIELNIAK, C.E., 1SG  
155th Aslt Helicopter Co  
APO San Francisco 96297  
REMINGTON, J.C., SFC  
Co C 228 Avn Bn 1 CD  
APO San Francisco 96490

**PCS - ASSOCIATES**

ALMAND, Virgil J.  
642 Robinson, Apt 2  
Corpus Christi TX 78404  
BERNBERG, R.E., Dr.  
Lorrachberst 78 Freilung  
Breisgau West Germany  
BOX, Hal T.  
7122 Vinewood  
Amarillo TX 79108  
CARRELL, Alfred G.  
34th Gen Spt Gp (AM&S)  
APO San Francisco 96309  
CHASE, Fred G.  
23848 South Union  
Manteca CA 95336  
DIGENNARO, R.  
51 Amberst Road  
Beverly MA 01915  
DUNGEE, Rudolph E., Mrs.  
233 Bridge Street  
Phoenixville PA 19400  
GENTRY, C. Patrick  
1310 York  
Corpus Christi TX 78415  
GOLDBERG, Letha E., Mrs.  
P.O. Box 952  
Sanford NC 27330  
HOFER, Theodore H.  
USCG Air Station  
Mobile AL 36608  
JOHNSON, Claude A.  
448 Robinhood Drive  
Stockton CA 95207  
KIGGINS, Harold Z.  
Casilla 2040-U  
Guayaquil Ecuador  
PAIGE, Vernon G.  
4920 East Holly, #3  
Phoenix AZ 85008  
PALANT, Alan  
18638 Tarzana Drive  
Tarzana CA 91356  
STEEN, Charles S., Mrs.  
Delcasse 68, Apt 4  
Santurce PR 00907  
STERN, Peter  
56 Oakdale Drive  
Rochester NY 14618

**PCS - ASSOCIATES**

WALLACE, Neil M., Mrs.  
4050 N. Stuart Street  
Arlington VA 22207  
WALTHALL, Kenneth L.  
Route 3  
Caldwell ID 83605

**RETIRED**

GANT, Preston G., LTC  
P.O. Box 1184  
Anchorage AK 99501  
HENSCH, D.G., LTC  
9306 Wire Avenue  
Silver Spring MD 20901  
HOUSE, Gordon H., LTC  
310 Dash Avenue  
Media PA 19063  
HOWELL, Wm.A., LTC  
412 Briar Cliff Road  
Ozark AL 36360  
JONES, Robert A., MAJ  
2740 Grand Avenue S.W.  
Atlanta GA 30315  
Michelson, Robert A., LTC  
511 Four Mile Rd., #1408  
Alexandria VA 22305  
MILLER, William R., LTC  
78 Lowell St. Apt 32  
Manchester NH 03104  
MOUNTS, Leonard J., CW4  
Star Route, Box 16  
Iberia MO 65486  
WESTPHAL, John P., LTC  
1001 Hoover Street  
Tupelo MS 38801

**JOB INFO**

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**HEAD TABLE — AAAA HONORS LUNCHEON — SHERATON HALL — NOVEMBER 1, 1968**

Colonel Robert M. Leich, Chairman, National Awards Committee, Army Aviation Ass'n of America  
Major General Wendell J. Coats, Chief of Public Information, Department of the Army  
Major General Francis L. Sampson, Chief of Chaplains, U.S. Army  
Lieutenant General Charles G. Dodge, USA (Ret.), Executive Vice President, Association of the U.S. Army  
Lieutenant General Harry W. O. Kinard, Commanding General, U.S. Army Combat Developments Command  
Sergeant Major Ernest J. Winters, representing 52nd Combat Aviation Battalion  
Lieutenant General Arthur S. Collins, Jr., Assistant Chief of Staff for Force Development, Department of the Army  
The Honorable Robert E. Jordan, General Counsel, U.S. Army  
The Honorable Eugene M. Becker, Assistant Secretary of the Army (Financial Management)  
The Honorable Finn J. Larsen, Deputy Director, Office of the Director of Defense Research and Engineering, Department of Defense  
Major Robin K. Miller, "Army Aviator of the Year"  
General Bruce Palmer, Jr., Vice Chief of Staff, U.S. Army  
Lieutenant Colonel Paul C. Smith, representing 52nd Combat Aviation Battalion  
Lieutenant Colonel Raymond G. Lehman, Jr., representing 52nd Combat Aviation Battalion  
General William C. Westmoreland, Chief of Staff, U.S. Army  
General Hamilton H. Howe, USA (Ret.), President, Army Aviation Ass'n of America

The Honorable Stanley R. Nease, Secretary of the Army  
Sergeant First Class Jesse J. Dodson, Jr., "Aviation Soldier of the Year"  
The Honorable Howard E. Haugert, Deputy Inspector General, Foreign Assistance, State Department  
Francis P. McCourt, winner, "James H. McCallan Aviation Safety Award"  
General Frank S. Bessie, Jr., Commanding General, U.S. Army Materiel Command  
The Honorable Russell D. O'Neal, Assistant Secretary of the Army (Research and Development)  
The Honorable William K. Krohn, Assistant Secretary of the Army (Manpower and Reserve Affairs)  
Lieutenant General F. J. Chavakis, Assistant Vice Chief of Staff, U.S. Army  
Lieutenant Colonel Edward P. Lohr, Jr., representing 52nd Combat Aviation Battalion  
Lieutenant General A. D. Connor, Deputy Chief of Staff for Personnel, Department of the Army  
Lieutenant General Frank J. Sackin, Comptroller of the Army  
Major General Delk M. Gden, Commanding General, U.S. Army Aviation Center, and Commandant, U.S. Army Aviation School  
Major General John Norton, Commanding General, U.S. Army Aviation Systems Command  
Brigadier General Edwin L. Powell, Jr., Director of Army Aviation, Office, Assistant Chief of Staff for Force Development, Department of the Army  
Arthur N. Keaton, Executive Vice President, Army Aviation Association of America



# OBITUARIES

**ACKERMAN** — In Vietnam, Warrant Officer Dennis C. Ackerman, 10th Aviation Battalion, due to hostile action on October 27, 1968; husband of Mrs. Brenda J. Ackerman, 2148 Daniels Road, Grenada, Louisiana.

**APPLER** — At Fort Rucker, Alabama, Captain Charles B. Appler, assigned to U.S. Army Aviation School Regiment, due to an aircraft accident on November 19, 1968; husband of Mrs. Joann T. Appler, c/o Anthony Zentzski, 26 North Street, Hatfield, Massachusetts.

**BARTHOLOMEW** — In Vietnam, Lieutenant Colonel Roger J. Bartholomew, 101st Airborne Division (Airmobile), due to hostile action on November 27, 1968; husband of Mrs. Shirley M. Bartholomew, 8328 Grand Avenue, Omaha, Nebraska.

**BELL** — In Vietnam, Chief Warrant Officer Wayne M. Bell, 1st Cavalry Division (Airmobile), due to hostile action on October 12, 1968; husband of Mrs. Carolyn J. Bell, Rural Route 3, Cassopolis, Michigan.

**BLACKSHEAR** — At Fort Rucker, Alabama, First Lieutenant Robert C. Blackshear, assigned to Officer Student Company, due to an aircraft accident on November 19, 1968; husband of Mrs. Ellen R. Blackshear, Route 3, Box 590, Alvin, Texas.

**BREADEN** — At Fort Rucker, Alabama, Warrant Officer Candidate Larry L. Breaden, due to an aircraft accident on November 8, 1968; son of Mrs. Gladys L. Isaacs, 3221 Lucerne Street N.E., Albuquerque, New Mexico and Mr. Lester F. Breaden, 511 Bay Street, Santa Monica, California.

**BRIDGES** — At Fort Rucker, Alabama, Warrant Officer Candidate Thomas C. Bridges, due to an aircraft accident on November 9, 1968; son of Mr. and Mrs. Cecil E. Bridges, 23 Lake Shore Drive, St. Joseph, Michigan.

**BROWN** — In Vietnam, Warrant Officer Eddie W. Brown, 17th Cavalry, 12th Aviation, due to an aircraft accident on November 16, 1968; son of Mr. and Mrs. Clarence Brown, RR 1, Box 221, Jamestown, Kentucky.

**CARROLL** — In Vietnam, Warrant Officer James R. Carroll, 1st Cavalry Division (Airmobile), due to hostile action on October 12, 1968; son of Mr. and Mrs. John O. Carroll, 234 Oakhill Drive, Middletown, Pennsylvania.

**CAVIN** — In Vietnam, Chief Warrant Officer Steven I. Cavin, 54th Signal Battalion, due to an aircraft accident on October 31, 1968; husband of Mrs. Margaret L. Cavin, P.O. Box 542, Davidson, North Carolina.

**COTTMAN** — In Vietnam, Captain Robert L. Cottman, 82d Medical Detachment, due to an aircraft accident on October 19, 1968; husband of Mrs. Joan M. Cottman, 165-10 115th Avenue, Jamaica, New York.

**CUMMINGS** — In Vietnam, Warrant Officer James E. Cummings, Jr., 1st Cavalry Division (Airmobile), due to an aircraft accident on November 12, 1968; son of Mr. and Mrs. James E. Cummings, 1829 Ara Street, Norfolk, Virginia.

**DOOLITTLE** — In Vietnam, Warrant Officer Gary W. Doolittle, 571st Medical Detachment, due to hostile action on October 18, 1968; husband of Mrs. Phyllis A. Doolittle, Martin Mobile Home Park, Miamitown, Ohio.

**DRISCOLL** — In Vietnam, Warrant Officer Paul R. Driscoll, 54th Signal Battalion, due to an aircraft accident on October 31, 1968; husband of Mrs. Phyllis M. Driscoll, 2614 Pine Village, Houston, Texas.

**EATMON** — At Fort Stewart, Georgia, Chief Warrant Officer Thomas W. Eatmon, assigned to U.S. Army Aviation School Element, due to an aircraft accident on November 20, 1968; son of Mr. Thomas W. Eatmon, 110 Hope Drive, Montgomery, Alabama, and Mrs. Mary H. Eatmon, Box 359, Ellore, South Carolina.

**ECKEL** — At Fort Wolters, Texas, Second Lieutenant Kenneth C. Eckel, assigned to 2d Officer Student Company, due to an aircraft accident on November 18, 1968; son of Mr. and Mrs. Paul O. Eckel, 1409 Satties Street, Las Vegas, Nevada.

**ENGSTROM** — In Vietnam, Warrant Officer Loren E. Engstrom, 52nd Aviation Battalion, due to hostile action on November 13, 1968; son of Mr. and Mrs. Lawrence E. Engstrom, 2009 Lombardy Drive, LaCanada, California.

**FOSTER** — In Vietnam, Captain Jean C. Foster, 210th Aviation, due to an aircraft accident on November 21, 1968; son of Mr. and Mrs. Yvonn C. Foster, 5618 S. New Braunfels Avenue, San Antonio, Texas.

**FRY** — In Vietnam, Warrant Officer Walter A. Fry, 210th Aviation Battalion, due to an aircraft accident on November 20, 1968; husband of Mrs. Linda K. Fry, 1828 W. 2nd Avenue, Gary, Indiana.

**GIVEN** — In Vietnam, Warrant Officer Martin G. Given, 52d Combat Aviation Battalion, due to hostile action on November 21, 1968; son of Mr. and Mrs. Sidney H. Given, Jr., Linden Avenue, East Northfield, Massachusetts.

**JENKINS** — At Fort Wolters, Texas, Chief Warrant Officer William O. Jenkins, assigned to the U.S. Army Primary Helicopter School, due to an aircraft accident on November 20, 1968; husband of Mrs. Yuki C. Jenkins, 1704 S.E. 10th Street, Mineral Wells, Texas.

**KREIS** — In Vietnam, Warrant Officer Sherwood D. Kreis, 13th Aviation Battalion, due to an accidental wound while cleaning a weapon on September 29, 1968; son of Mr. and Mrs. Sherwood W. Kreis, 15024 Hamlin Avenue, Midlothian, Illinois.

# OBITUARIES

**LAZICKI** — In Vietnam, First Lieutenant Ronald W. Lazicki, 1st Cavalry Division (Airmobile), due to an aircraft accident on September 30, 1968; husband of Mrs. Susan C. Lazicki, c/o Colonel T. R. Boman, 5025 Americana Drive, Annandale, Virginia.

**LeMAY** — In Vietnam, Major Richard D. LeMay, Jr., 1st Infantry Division, due to hostile action of September 12, 1968; husband of Mrs. Eugenia M. LeMay, 249 Lewis Avenue, Salem, Virginia.

**MONG** — In Vietnam, Warrant Officer Wilbur L. Mong, 1st Cavalry Division (Airmobile), due to an aircraft accident on November 12, 1968; husband of Mrs. Karen L. Mong, 791 South Campbell Boulevard, Tonawanda, New York.

**MORRIS** — In Vietnam, Warrant Officer David M. Morris, 1st Cavalry Division (Airmobile), due to hostile action on November 14, 1968; son of Mr. and Mrs. John E. Morris, 314 Foster Road, Tewksbury, Massachusetts.

**MULLINS** — In Vietnam, Warrant Officer Edward P. Mullins, 10th Aviation Battalion, due to hostile action on October 27, 1968; son of Mr. and Mrs. Edward T. Mullins, 717 5th Avenue, Bethlehem, Pennsylvania.

**PATE** — In Vietnam, First Lieutenant Milton D. Pate, 3d Squadron, 17th Cavalry, due to an aircraft accident on October 31, 1968; son of Mr. and Mrs. Milton D. Pate, 104 Dolphin Street, Galveston, Texas.

**PATTON** — At Fort Rucker, Alabama, Chief Warrant Officer Jesse M. Patton, assigned to the U.S. Army Aviation School Regiment, due to an aircraft accident on November 19, 1968; husband of Mrs. Teresa E. Patton, c/o Joseph K. Glover, 109 Keethler Street, Mount Orab, Ohio.

**PAVLICEK** — In Vietnam, First Lieutenant James E. Pavlicek, Jr., 4th Infantry Division, due to an aircraft accident on November 3, 1968; son of Mr. and Mrs. James E. Pavlicek, 133 Sunset Drive, Hereford, Texas.

**PETTIFORD** — At Fort Wolters, Texas, Second Lieutenant Reuben F. Pettiford, Officers Student Battalion, due to an aircraft accident on October 31, 1968; son of Mrs. Leola E. Pettiford, 20 Meadow Road, Scarsdale, New York.

**PLUMMER** — In Vietnam, Chief Warrant Officer Charles D. Plummer, 199th LIB, due to an aircraft accident on November 14, 1968; husband of Mrs. Marcia A. Plummer, 204 Dalsan Street, Bluefield, West Virginia.

**REDENIUS** — In Vietnam, Warrant Officer Ronald J. Redenius, 11th Aviation Battalion, due to an aircraft accident on October 5, 1968; son of Mr. and Mrs. Lester R. Redenius, Rural Route 2, Fulda, Minnesota.

**RILEY** — In Vietnam, Warrant Officer Richard S. Riley, Jr., 101st Airborne Division (Airmobile), due to an aircraft accident on 24 October 1968; son of Mr. and Mrs. Richard S. Riley, Sr., 849 Gebhart Avenue, Elizabeth, New Jersey.

**ROUSH** — At Fort Rucker, Alabama, Second Lieutenant Stephen E. Roush, assigned to the Officer Student Company, due to an aircraft accident on November 19, 1968; husband of Mrs. Nancy F. Roush, 2310 Wilmer Drive, Savannah, Georgia.

**SCHLINGER** — In Vietnam, Warrant Officer James I. Schlinger, 1st Infantry Division, due to hostile action on November 2, 1968; husband of Mrs. Helga H. Schlinger, 4025 Bedford Circle, Lawton, Oklahoma.

**SHACKELFORD** — At Fort Wolters, Texas; Second Lieutenant William H. Shackelford, Officers Student Battalion, due to an aircraft accident; on October 31, 1968; son of Mr. and Mrs. Lynn E. Shackelford, 1620 West McCarty Street, Jefferson City, Missouri.

**SHERIN** — In Vietnam, Warrant Officer John C. Sherin, 14th Aviation Battalion, due to an aircraft accident on October 2, 1968; husband of Mrs. Diana M. Sherin, 310 Green Village Road, Ozark, Alabama.

**STRICKLE** — At Fort Rucker, Alabama, Warrant Officer Candidate Terry M. Strickle, due to a vehicle accident on October 26, 1968; son of Mr. and Mrs. Cecil H. Burnett, 345 South Fulton Avenue, Baltimore, Maryland.

**WEIMAN** — In Vietnam, Warrant Officer Edward O. Weiman, 11th Aviation Battalion, due to an aircraft accident on October 5, 1968; son of Mr. and Mrs. Carlos F. Weiman, 715 S. Delaware Avenue, Tampa, Florida.

**WELDING** — In Vietnam, First Lieutenant Clifford K. Welding, 7th Squadron, 17th Air Cavalry, due to hostile action of November 21, 1968; husband of Mrs. Beverly J. Welding, 811 Judson Street, Lincoln, Nebraska.

**WELLS** — At Fort Rucker, Alabama, Warrant Officer Candidate Steven D. Wells, due to an aircraft accident on October 15, 1968; husband of Mrs. Suzanne F. Wells, 445 North Workman Street, San Fernando, California.

**WOLTER** — In Vietnam, First Lieutenant Ronald A. Wolter, 3d Squadron, 17th Cavalry, due to an aircraft accident on October 31, 1968; husband of Mrs. Susan K. Wolter, c/o Ward Pansing, Baldwin Street, Apple River, Illinois.

**WRIGHT** — In Vietnam, First Lieutenant Robert R. Wright, Jr., 1st Infantry Division, due to hostile action on October 21, 1968; husband of Mrs. Marsha H. Wright, 4130 Davisville Road, Hatboro, Pennsylvania.



# ARMY AVIATION

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

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