$2.50

1942 - 1982

FORTY YEARS OF ARMY AVIATION

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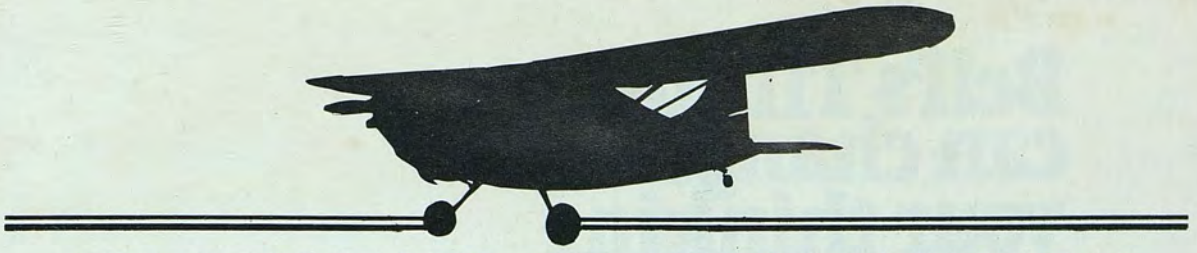
The largest U.S. manufacturer of examination gloves and male contraceptives and a leading distributor of household gloves and industrial gloves.

A vertically-integrated company taking latex from plantation to market via sophisticated manufacturing and marketing systems.

Corporate Headquarters — [redacted]



FORTY YEARS OF ARMY AVIATION

1942 - 1982

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Bell's TiltRotor can change your thinking about flight

in just 12 seconds.

XV-15 GUEST PILOTS AGREE:

"Excellent stability in this gusty wind. No problem hovering at all."
— Colonel, USMC

"I really liked the acceleration and deceleration. This aircraft inside is even more impressive than outside."
— Major General, U.S. Army

"It's extremely easy to fly — much easier than I thought it would be. Conversion is a piece of cake — it really is."
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"The noise and vibration were remarkably low compared to other things I've flown. As a helicopter it was great. It's an easy transition to airplane. The concept clearly has all kinds of application across the board."
— Brigadier General, U.S. Air Force

1942 - 1982. Forty successful years of Army Aviation.

In 1947 Bell Helicopter joined Army Aviation by delivering the first Model H-13B to the U. S. Army.

Today, the names Huey and Cobra have become synonymous with Army Aviation and Bell. Partners in Defense.

At Bell Helicopter, we're also looking to the future. The XV-15 takes off like a helicopter, converts to an airplane in 12 seconds and flies at over 300 knots. This unique combination has been proven in hundreds of hours of testing.

We're confident TiltRotor technology will play a major role in our country's future defense.

No other VTOL aircraft is as effective in such missions as reconnaissance, logistics, assault, or rescue.

Army Aviation and Bell Helicopter. The original Airmobile Team. Looking ahead to the future.

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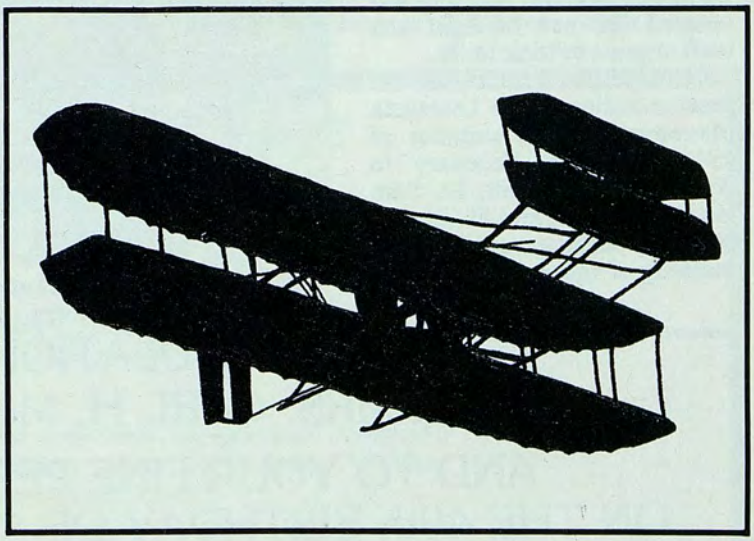
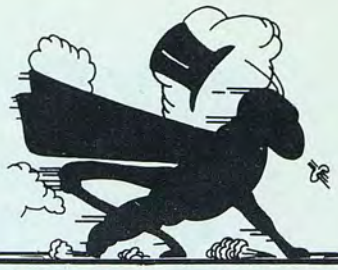
INTRODUCTION

Although we number Army Aviation Birthdays from the advent of the Piper Cub, the first Army aircraft and the pioneer Army aviators precede the Cub by many years. Even the philosophy of decentralized employment of aircraft began long before World War II. Therefore, our aviation heritage flows back to those who saw the aircraft as a means to do traditional Army jobs in the medium of the air and who wished to provide the combat commander a greater flexibility in meeting his responsibilities.

Today's Army aviator not only is a direct descendant of these Army pioneers, he, in fact, is a pioneer himself, writing new chapters in the employment of aerial vehicles in the land combat environment and conceiving and designing more capable aircraft for the future.

To those from our total aviation past and to those who are busy forging the future, this booklet is dedicated.





The Era Before World War II

Progress in the use of aircraft by the military was made between World War I and II, but it was not until the latter that the concept of Army aviation as it is known today began to emerge. It came about primarily because artillery officers wanted more effective aerial direction of artillery fire, a need they felt had not been satisfactorily met in World War I by pilots assigned to Air Corps Observation Squadrons. Artillerymen believed they did not have close enough control over the aviators to insure best results from aerial observation, and they advocated the use of light aircraft organic to their units.

That proposal received extensive testing in the Louisiana Maneuvers in the summer of 1941 and from February to April 1942 at Ft. Sill, Ft. Sam Houston, Texas, and Ft. Bragg, N.C. The airplane used for the majority of those tests was the civilian J-3 Piper Cub, later designated the L-4 Grasshopper.

Based on results obtained, the Department of Air training was formed June 6, 1942, at the Artillery School, Ft. Sill, *and Army Aviation was born.*

Fill 'er up! A "Grasshopper" stops at a filling station for gas during maneuvers in 1941.

Mr. William T. Piper, Sr. briefs other members of the Grasshopper Squadron during the 1941 maneuvers.

L-4 Cubs passing in review at Ft. Sam Houston in April of 1942

L-4 landing on road strip at Ft. Sill 1942

One of the original 20 L-4s in flight training at Ft. Sill, 1942

World War II

Army Aviation's initial entry into combat was far from glamorous. One of the rudest of these "welcomes" was the one accorded liaison pilots of three L-4s placed aboard the aircraft carrier USS Ranger for ferrying to North Africa during the allied invasion in November, 1942.

Under the command of Capt. F.E. Allcorn who flew the lead plane, the three L-4s were "launched" from the deck of the carrier while 60 miles off the African coast with orders to help direct artillery fire during the invasion.

As the three tiny planes proceeded toward the coast, they were greeted with a barrage of 20-mm gunfire from the ships in the American convoy. Diving toward the deck, they managed to escape the fire but were separated. Two of the Cubs proceeded northward, where they landed near a French fort and were captured. Capt. Allcorn limped inland where he again found himself the object of "friendly" fire—this time from units of the 2nd Armored Division who riddled his Cub with bullets from machine guns. This was followed by a volley from French gunners, who succeeded in bringing the Cub down in flames.

Thus it was that the Cubs were introduced to combat in the North African theater.

Army Aviation entered combat in North Africa without a firm plan of organization or tactical employment.

By the end of the North African campaign, however, a pattern for the employment of Army Aviation had been fairly well formed and commanders began to see the value of the light plane in combat.

In the air above the fighting in Sicily and Italy, the tiny brown puddle jumpers directed field artillery fire, hauled commanders from point to point, dropped rations to isolated friendly troops, were used on Naval gunfire missions and generally kept an eye on enemy actions.

By the end of the Italian campaign, Army Aviation's stock was soaring and advocates of organic aviation were jubilant. A faster more powerful light plane was introduced, the Stinson L-5, which supplemented the L-4 and incorporated a litter-carrying capability.

Both L-4s and L-5s performed during the battle for Europe, with the L-4s registering probably their greatest success on the Normandy battlefront. The Air OPs (observation posts) maintained observation over the entire front except during worst weather.

In the Pacific the Cubs went ashore with the troops during the island campaigns. In addition to directing artillery fire, they often assisted infantry units, leading patrols to designated spots in the jungle, relaying positions of friendly and enemy units in the thick underbrush, and providing transportation between command posts when heavy rainfall brought ground transportation to a standstill.

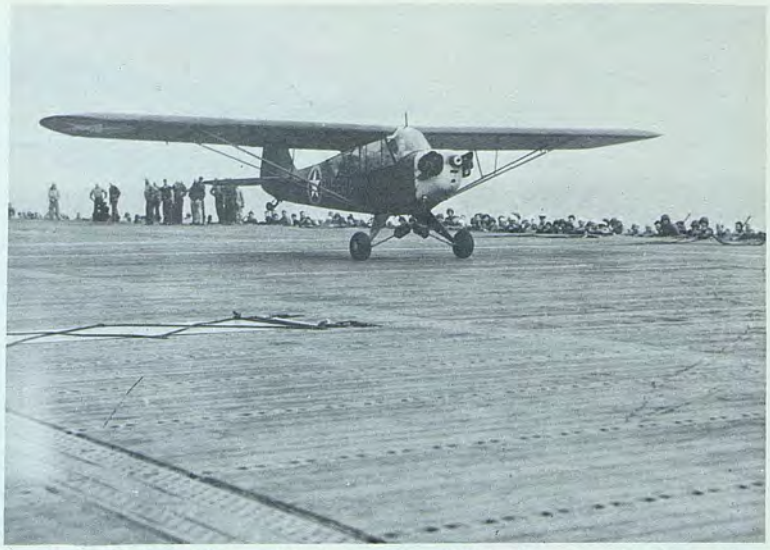
How effective were the Cubs? A captured German document provided one answer.

Preparing to take off from the USS Ranger during the invasion of North Africa in 1942

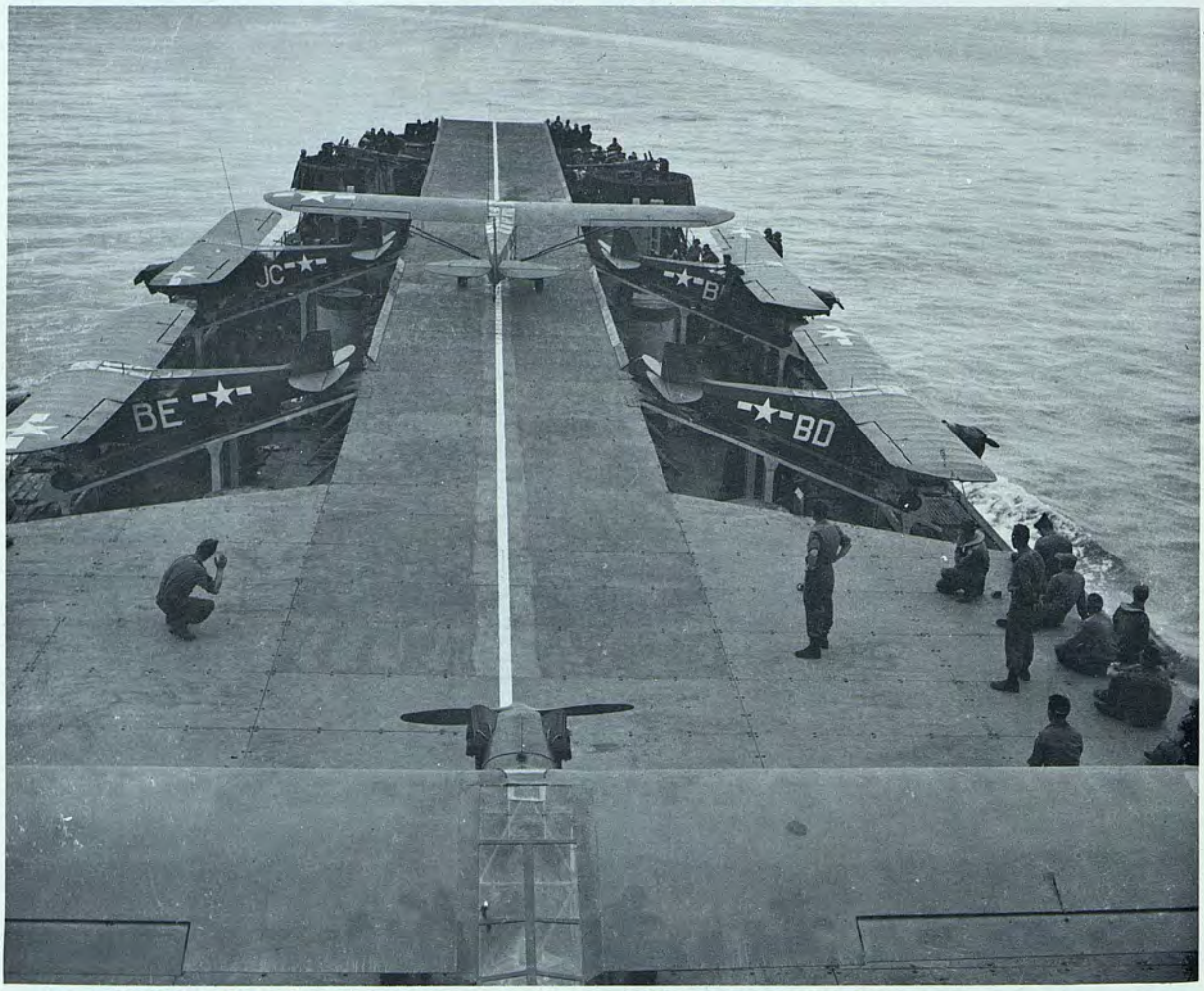
The document described a system for awarding German fighter pilots a medal similar to the U.S. Air Medal. Three points were given for knocking down an escorted four-engine bomber, two for a two-engine escorted bomber, one for a fighter plane and two for a liaison plane.

A German prisoner stated: "When the Cub flies over, all firing ceases. All we move is our eyeballs.".

A Japanese prisoner said more fear was generated by the sight of a Cub than any of our other planes. Reason: when they saw Cubs, they knew artillery fire would follow.



An L-4 Cub taking off from the USS Ranger during the invasion of North Africa in 1942



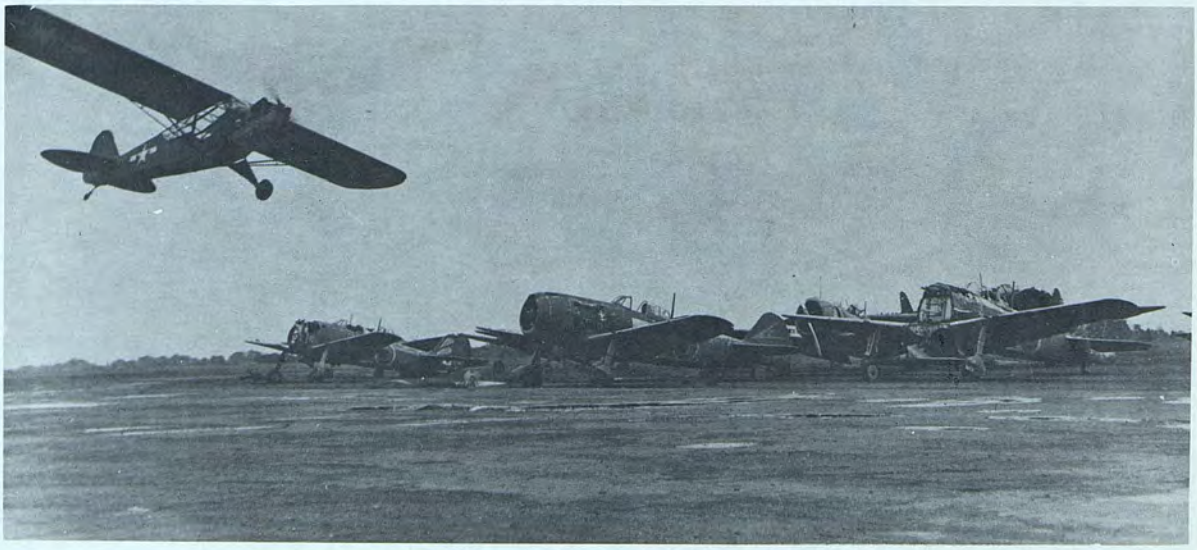
An L-4 Cub flies from the deck of an LST during Mediterranean invasion

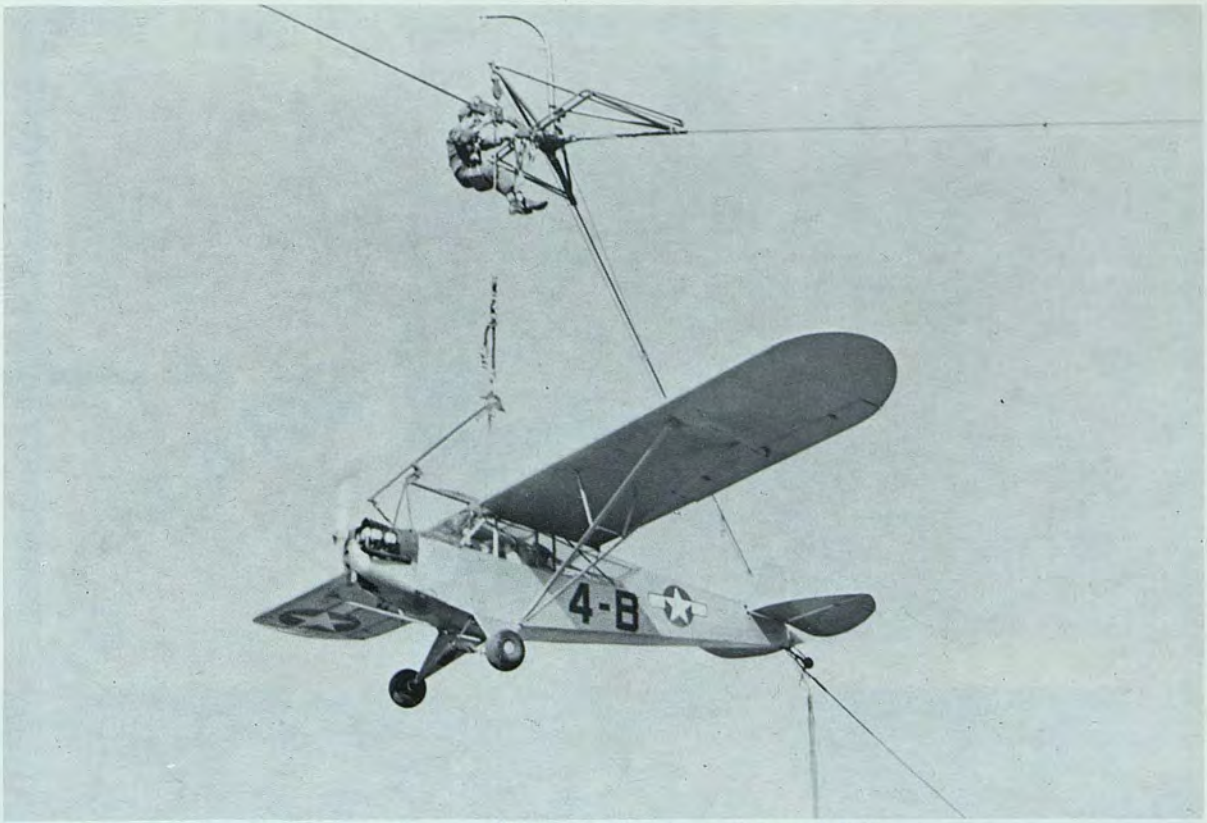
left:

Captain Joseph M. Watson, Jr. and his L-4 Cub used throughout Tunisian and Italian campaigns.

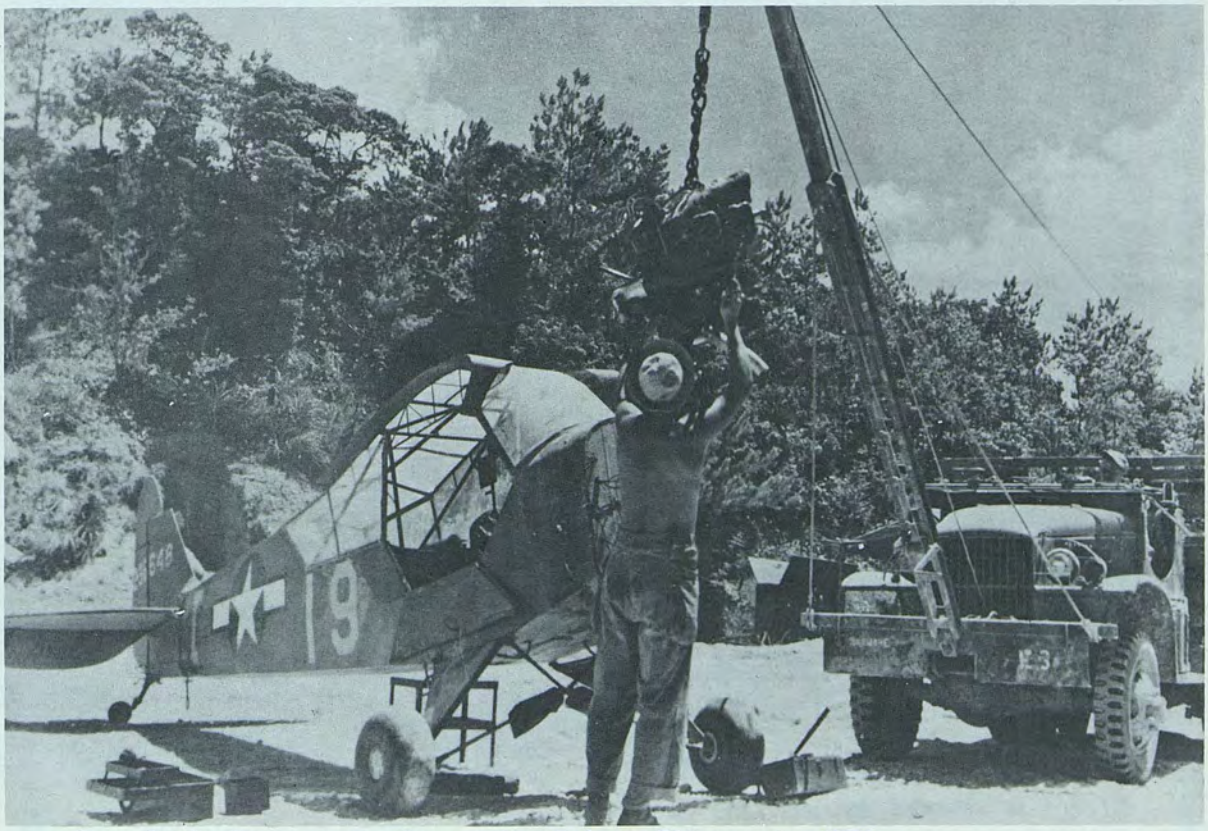
below:

Wrecked Japanese Zeros line an airfield in Tokyo used by L-4s at the conclusion of the war.



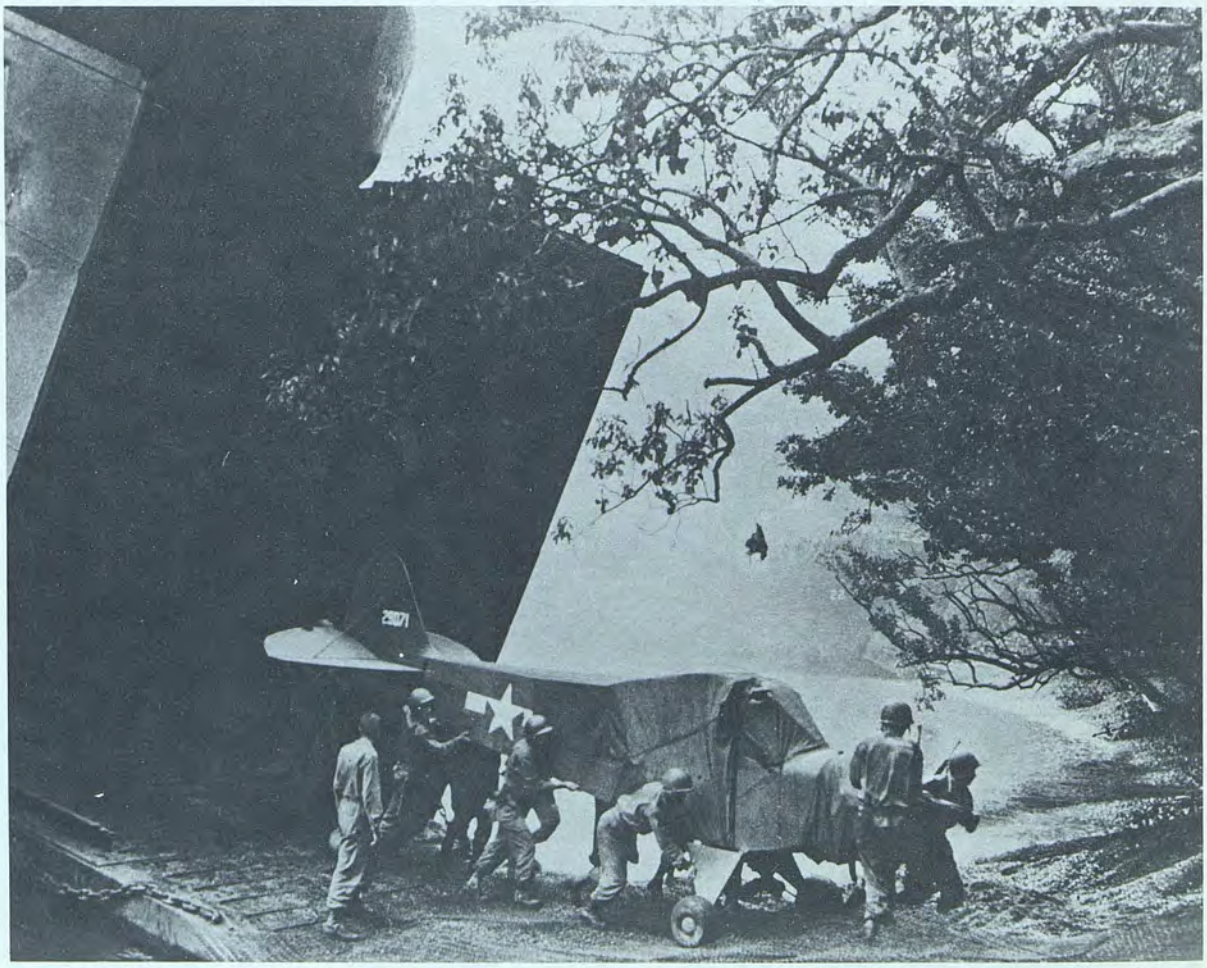


The Brodie Device used on LST'S to land and launch L-4s



A mechanic changes an engine on his L-4 at Okinawa in 1945

An L-4 being salvaged in Okinawa

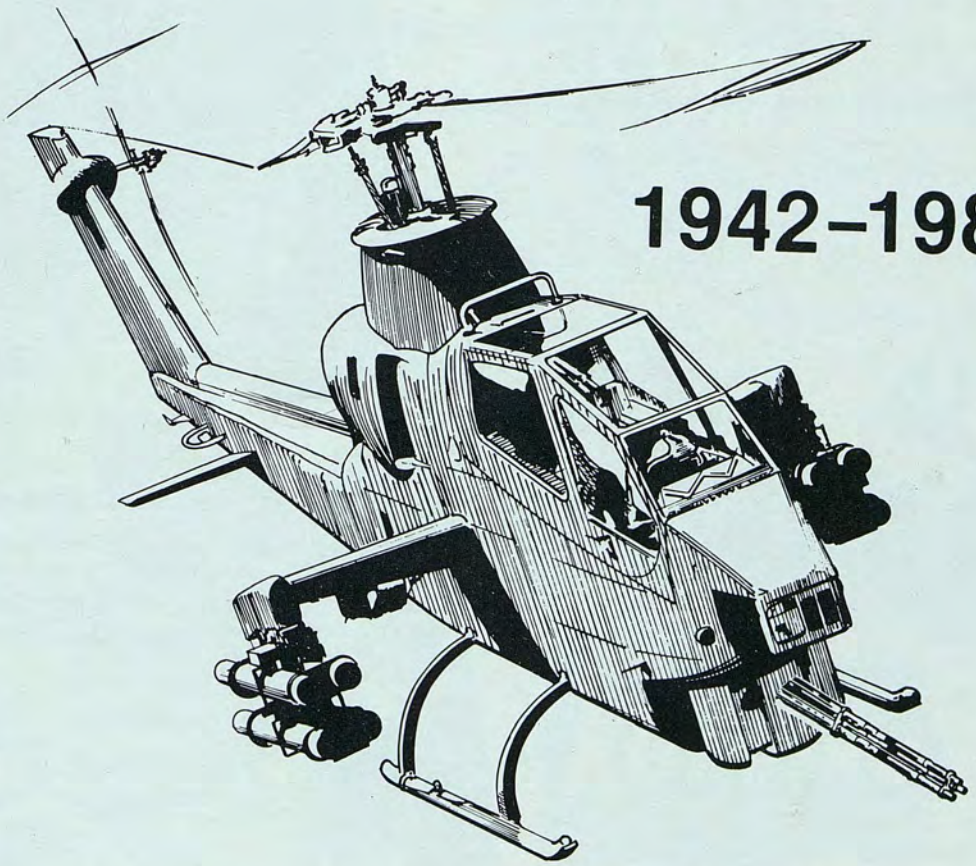


An L-4 is dwarfed by an LST in New Guinea

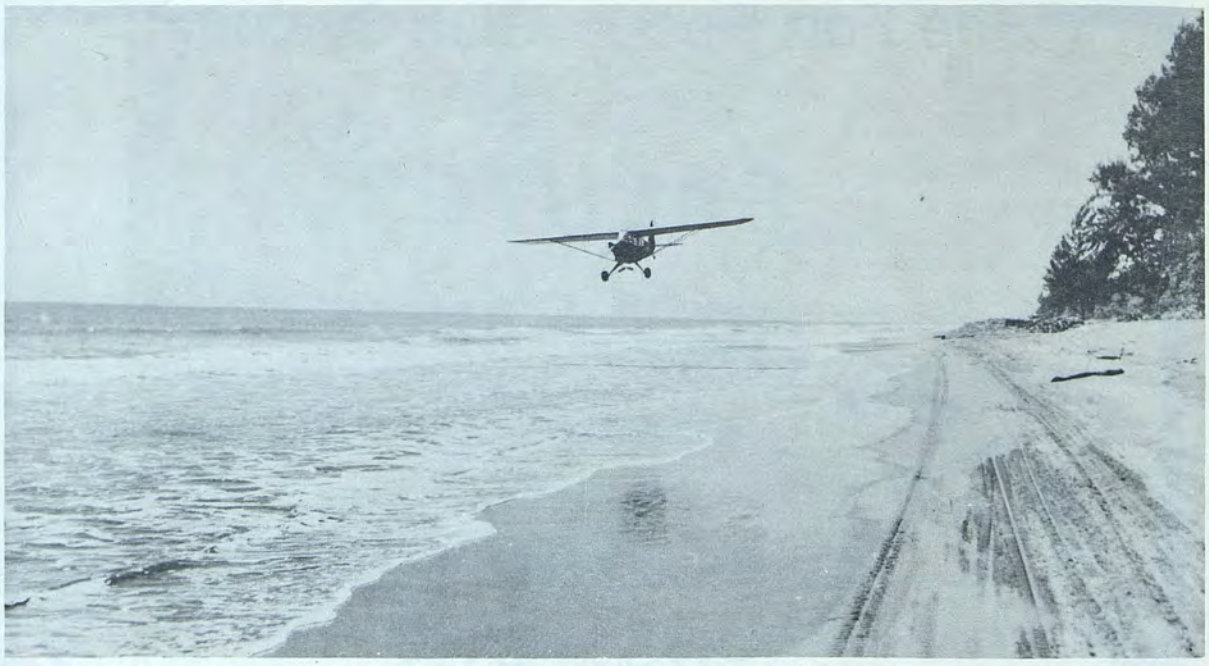
The Fort Rucker Club System

SALUTES . . .

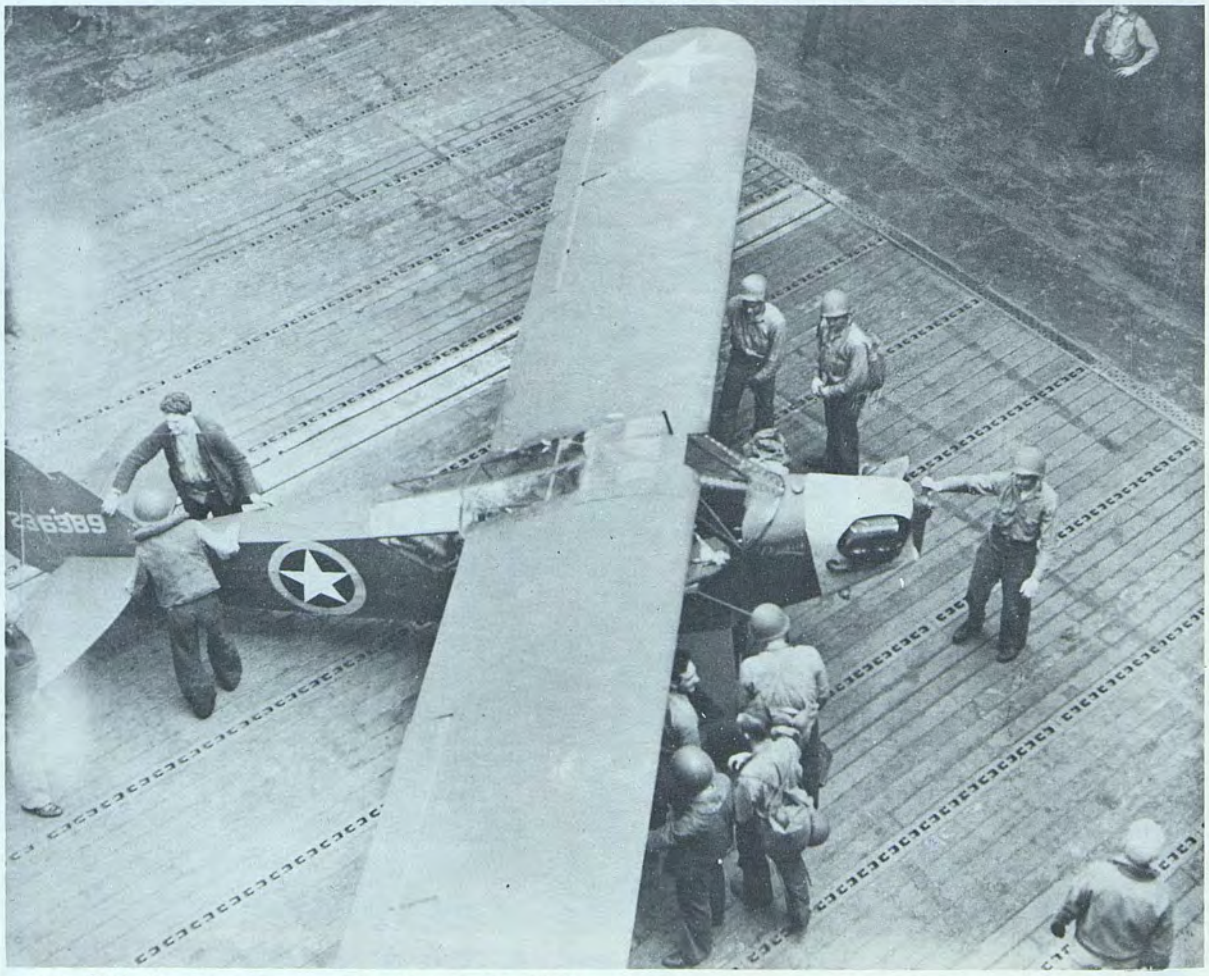
40 YEARS OF ARMY AVIATION



1942–1982

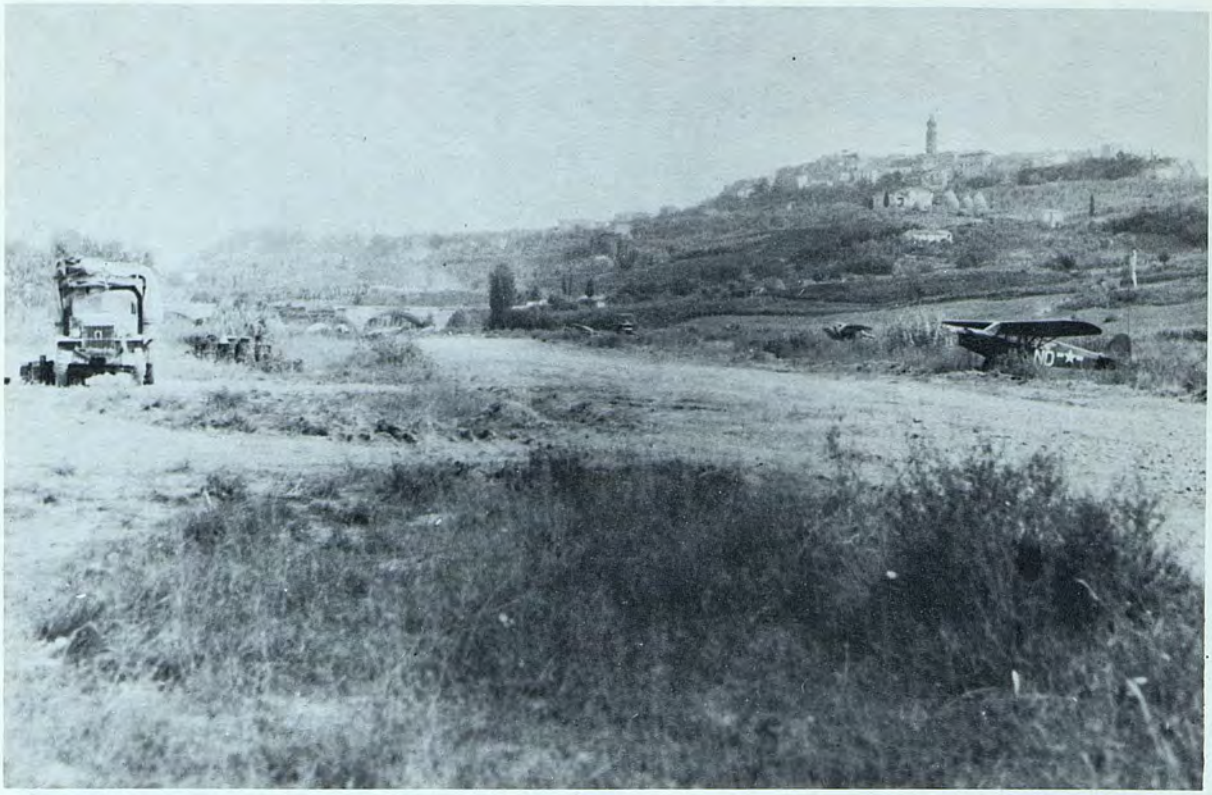


An L-4 over the beach in New Guinea in 1944



An L-4 is brought to the Ranger's flight deck

Lt. Dave Condon and his L-5 at Utah Beach on D-Day + 1



IICorps airstrip west of Firenzubla, Italy 1944

An improvised airstrip south of Rome, Italy 1944

An L-5 in a 1943 message pick-up during the Italian campaign

The fifth Army's "Ski Jump" airstrip built at Futa Pass, Italy in 1944

The L-5 Sentinel joined the fighting forces at about the time Rome fell to the Allied forces.

above: Troops inspect an L-5 damaged in a surprise raid by the Japanese

below:
The German Autobahn serves as an airstrip for Army L-4s in March 1945

Korea

During World War II, about 3,000 Army artillery officers were trained to man the light, unarmed and unarmored aircraft which they flew against the enemy in Europe and in the Pacific. Their combat missions were almost entirely restricted to reconnaissance of enemy movements and the adjustment of artillery firing.

With the coming of V-J Day and the wholesale return of servicemen to civilian life, only a handful of these flyers remained on active duty with the army.

To expand the mission of Army Aviation, pilot training was opened to officers of every arm and some of the services of the ground forces. Missions graduated from the original artillery spotting for which Army Aviation had been designed to the support of Armor, Infantry, Corps of Engineers, Signal Corps and Ordnance.

Some experimentation with helicopters as battlefield vehicles was conducted, however, the greatest attention of the Army Aviation planners was focused toward the development of new fixed-wing aircraft.

But, in spite of all the planning and the dreaming of the pioneers of Army Aviation during these post-war years, Korea caught them with their flaps down. For when Korea became a household by-word in June 1950, Army Aviation was thrown into the conflict with the obsolete equipment of World War II.

From the first operations of the 24th Inf. Div. aviation section in Korea during the first week of July 1953, Army Aviation played a role on the Korean stage which was as versatile as it was dynamic. All of the elements of the vicious, bloody battles which made the struggle the important chapter that it became in history of military operations were portrayed by the actors on the aviation stage.

Their record speaks for them. And their accomplishments are far and away out of proportion to the small numbers of Army Aviators at any one time who were called upon for sacrifice. They flew more than 500,000 hours on that beleaguered peninsula, a handful at a time. They undertook more than 140,000 combat missions, a handful at a time. About 40 of their aircraft were lost to enemy fire. Fifteen pilots gave up their lives, while unnumbered others became casualties of war. By the end of the campaigns, almost 20,000 UN sick and wounded were evacuated by helicopter from the battlefield, in addition to the thousands who were rescued from flood areas and from inaccessible terrain. According to the best official records, 1,027 Army pilots saw service in Korea. Of these, only six were listed as missing in action. Two of them were returned during the prisoner exchanges.

The many "firsts" which Army Aviation chalked up in Korea speak for themselves.

As Eighth Army Headquarters made up its summary of the war, it revealed that one Navy Cross, 723 Distinguished-Flying Crosses, and 8,483 Air Medals had been awarded to Army Aviators.

At its climax, Army Aviation was able to prove its versatility as a valuable adjunct to the ground forces. The success of their missions on the fighting front was unquestioned. Army Aviation had proved itself equal to the task.

Captain Robert J. Ely, the Army's first helicopter pilot

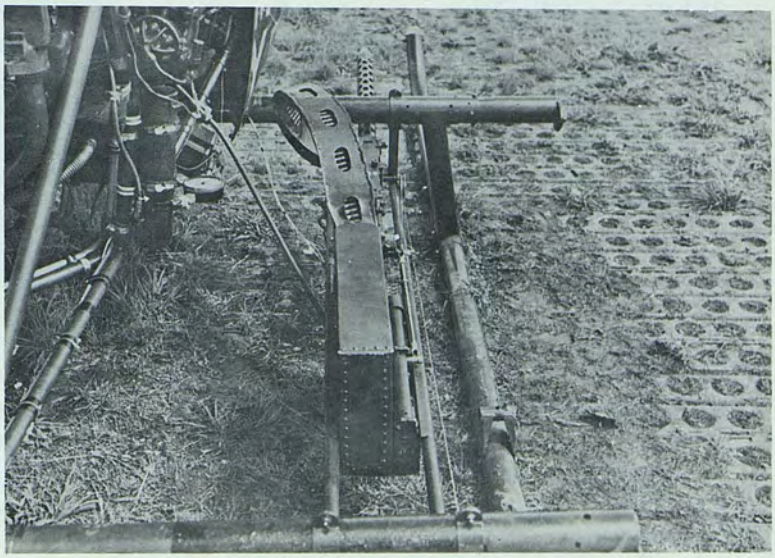
The YH-13 was the first helicopter procured by the Army in 1946

above: An OH-13 used for medical evacuation in Korea in 1952

below: An OH-13B "Sioux" Helicopter on maneuvers with an armored Unit

The Sikorsky R-4 made the first helicopter medical evacuation

The XM-2 system mounted on an H-13H Sioux



The Old Ironsides Kit-two .30 caliber machineguns mounted on an OH-13

New capabilities for

There are times when less can mean more as in the case of King Radio Corporation's U-21 avionics update/retrofit program for the U.S. Army. While saving 268 pounds, the panel on the right clearly illustrates King's understanding of pilot workload and King's ability to plan, engineer, install and flight test complete avionics systems.

The U-21 avionics update/retrofit program offers the flight crew dual comms with displayed active and standby frequencies for easy access to four frequencies; dual navs with 10-waypoint, TACAN based RNAV and displayed active/standby nav frequencies. The fully integrated flight control system features pilot's 4" flight director and Horizontal Situation Indicator with separate and independent artificial horizon and HSI for the co-pilot. In addition to standard operating modes the KFC 250 flight director and autopilot includes yaw damper and altitude preselect and alerting along with a servoed, encoding altimeter.

King uses the latest in state-of-the-art in microprocessors and LSI technology so you're assured of avionics with increased reliability. And that boils down to a higher mission completion rate, more flexible mission capability, less time for crew qualification, higher payload, and greater dispatch ability. And, if problems should arise, King has over 850 dealers worldwide in addition to factory personnel, who can solve your problems quickly and cost effectively.

The same design, installation and flight testing capabilities that have given new life to the U-21, can be applied to such other veteran performers as the U-8, T-34, T-37, T-39, T-41, T-42, C-12, OH-58, UH-1 and 0-2, to mention just a few.

King Radio manufactures in

a veteran performer.

excess of 100 million dollars worth of avionics systems yearly and has the capability to take a project from concept through design, development, testing, manufacture and installation (classified, if necessary)

as we've done with the NASA DAAS program, or the AN/DRN-13 Tacan Program for the U.S. Navy. Over 200 King design engineers, technicians and 2800 other employees stand ready to apply truly innovative design techniques to avionics and flight control systems applications just as they've done for over 20 years in general aviation. King has the ability to handle those programs as a prime contractor.

So whether you have a requirement to update a distinguished veteran like the U-21 or deliver a totally new avionics or flight control system be sure to contact King Radio Corporation's Special Projects Department at 1-800-255-6243. Your pilots, mission commanders and even your finance officers will like the new life King can give your projects.

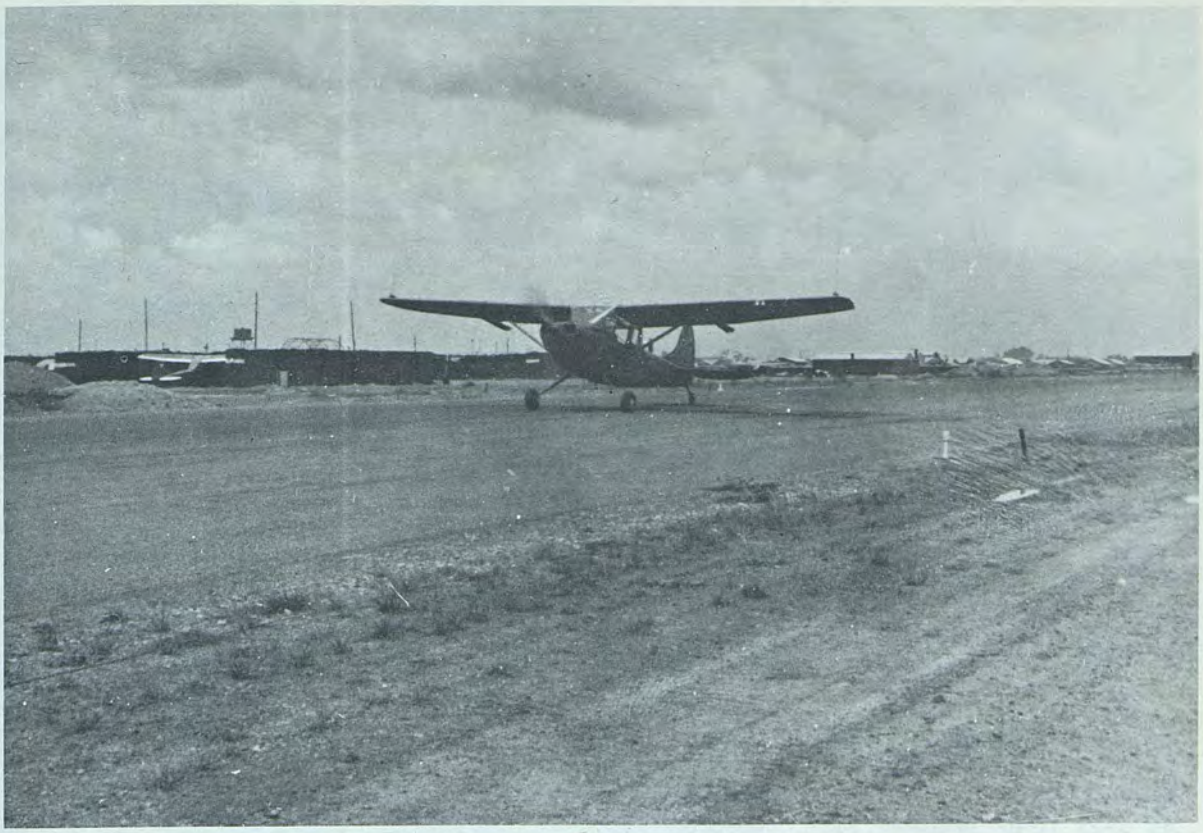
KING®

The Hiller OH-23A with the Sikorsky R-4 in the background

above: Ozark Army Airfield, Camp Rucker, Alabama 1955

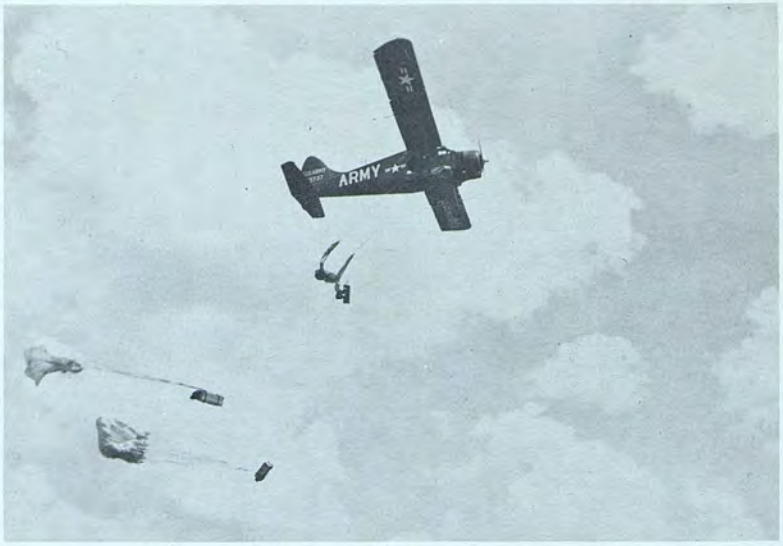
below: A medical evacuation using the OH-13 in Korea in 1951

An O-1 Bird Dog on a photo mission in Korea 1952



above: *An L-19 (O-1) taking off from an airstrip in Korea 1952*

below: *An L-20 (U-6) Beaver landing at an airstrip in Korea*



above:

An L-20 Beaver on an aerial resupply mission

right:

An L-23 (U-8) prepares to take off in Korea during the winter of 1953-54

below:

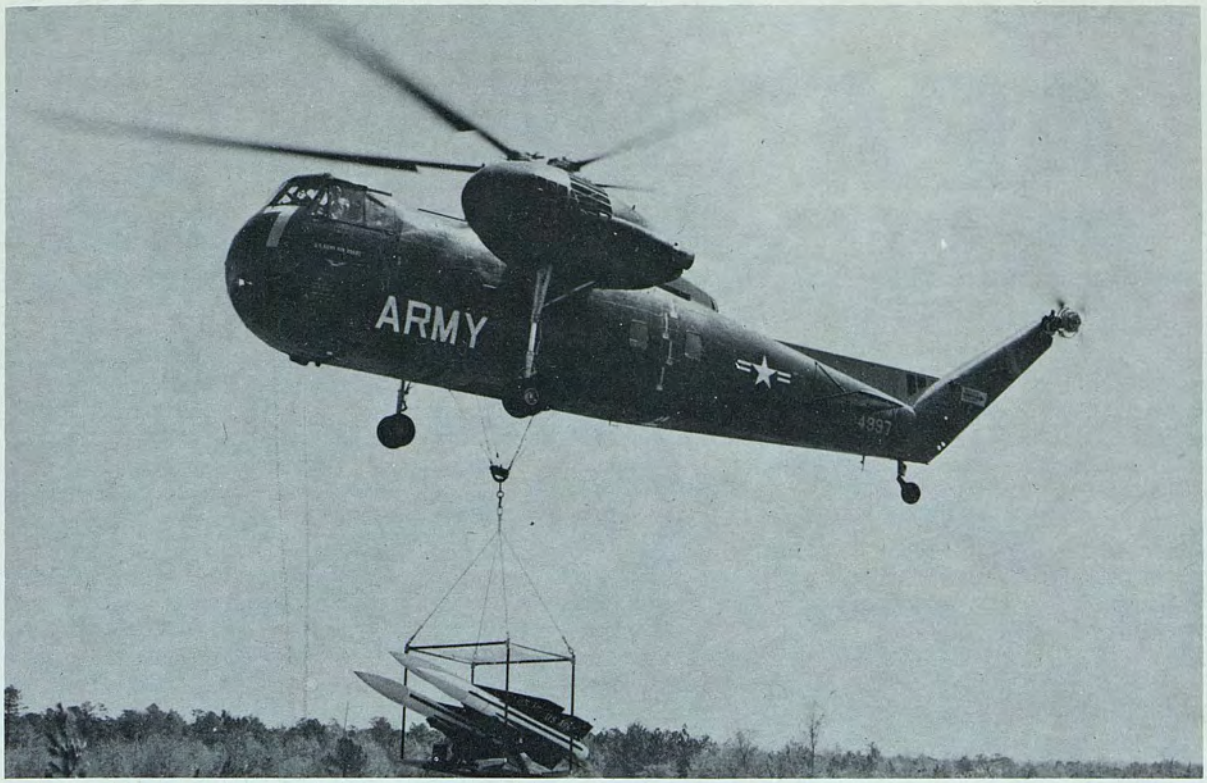
An L-17 on an administrative flight over Korea 1952

A CH-19 landing troops on a mountain in Korea 1953

CH-19 firing 2.75 inch rockets on a range at Ft. Rucker

The CH-21 shown here was used as a weapons test helicopter and in Vietnam as a troop transport

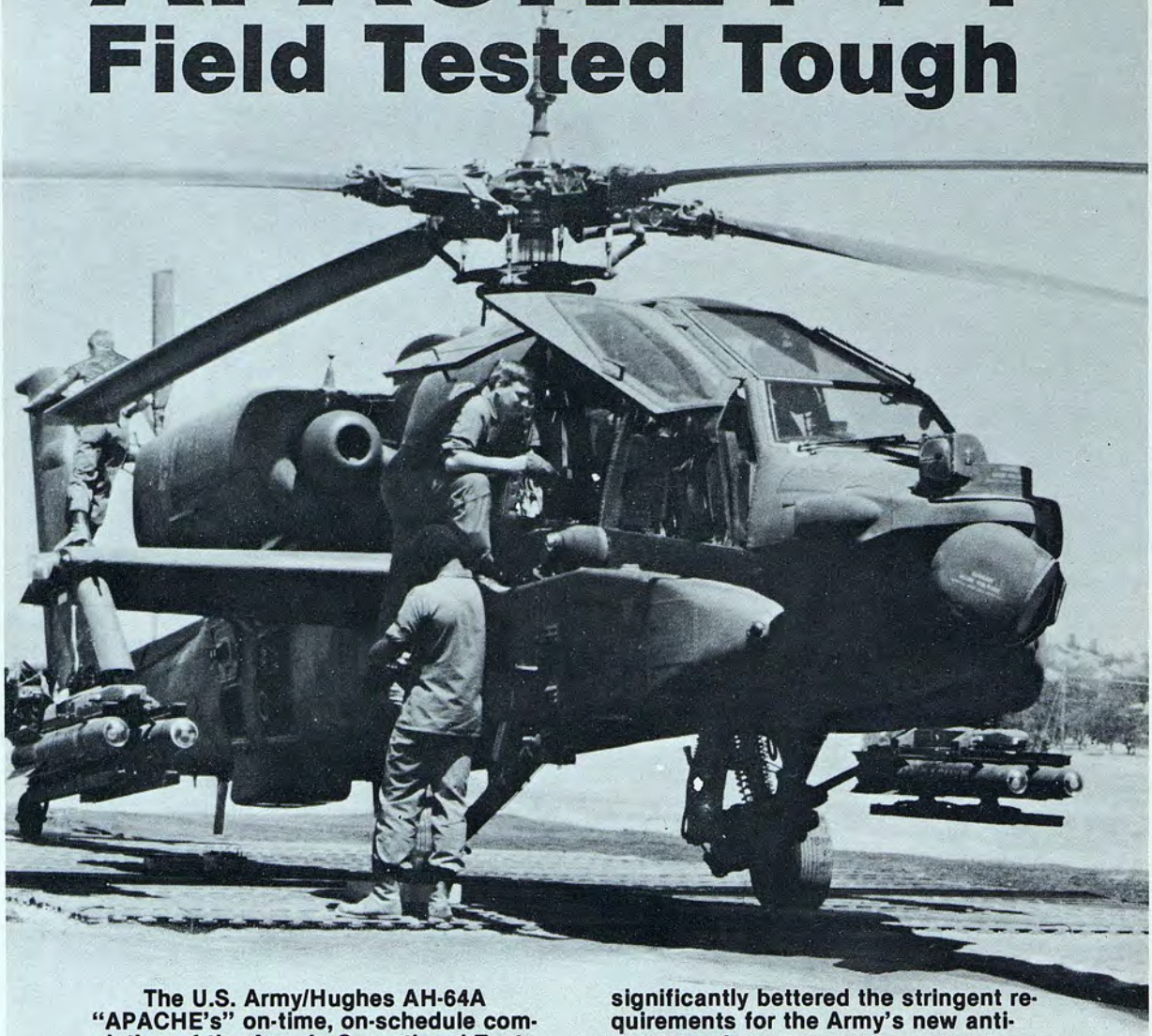
The CH-34, a medium cargo helicopter saw service in Europe as well as Vietnam



above: The CH-37 shown here lifting the Hawk missile was the Army's first heavy lift helicopter

below: The U-1 Otter was used in Army Aviation units around the world

APACHE . . .
Field Tested Tough



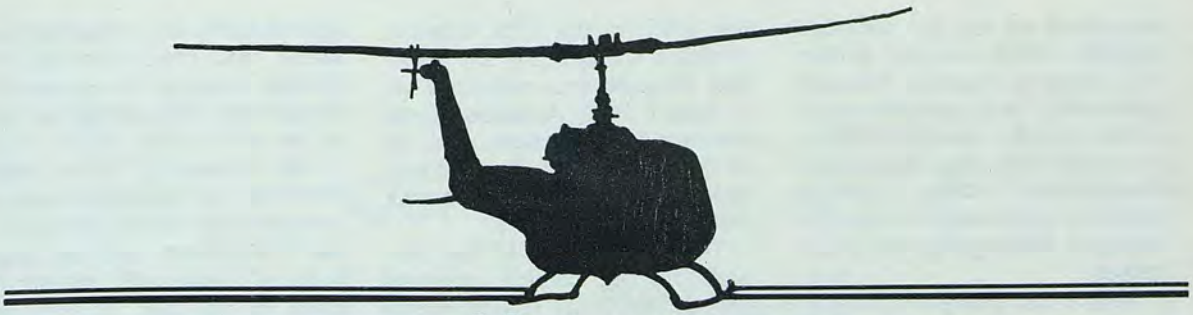
The U.S. Army/Hughes AH-64A "APACHE's" on-time, on-schedule completion of the Army's Operational Test II milestone proved its troop compatibility with hands-on operation by Army personnel.

During this final demanding three-month long test, in hot (temperatures up to 114°), dusty conditions, the AH-64A demonstrated outstanding mission reliability. With all maintenance performed by Army personnel, maintenance-man-hours per flight-hour and other operational characteristics significantly bettered the stringent requirements for the Army's new anti-armor system.

In OT II Army pilots logged over 400 flight hours in day/night operations of AH-64A's, bringing development flight test time to over 3,200 hours. The APACHE. . . fully tested. . . transitioning to production.

Hughes Helicopters, Inc.
Ahead of TIME Technology

Transitioning to Production



Vietnam

Army Aviation came of age in the Vietnam War. The constant feuding between the Army and the Air Force over who would have which weapons for what mission virtually ceased as the scope of the war widened and the answers to these questions were resolved under the pressures of a shooting war.

In December 1961 the U.S. Army started operating the Vertol CH-21s in South Vietnam to provide transportation for the Vietnamese Army troops (ARVN). Within a short time there were three companies, each with twenty-one CH-21s. Since then, the use of the helicopter has shown phenomenal growth, thereby providing a mobility to a degree never before available or possible. Very shortly after the arrival of the Army's helicopters, a squadron of U.S. Marine Corp CH-34s arrived. This squadron operated 24 of these aircraft in the same transport mission.

To appreciate the growth of air mobility to the point it reached in Vietnam one must start with the initial deployment of American Army and Marine Helicopters in South Vietnam.

The initial use of the CH-21 and CH-34 transport helicopters was for the movement of ARVN (Army of Vietnam)troops into combat against the VC (Viet Cong). Along with this they were used for medical evacuation of the ARVN - always a high priority mission with American forces.

In the Spring of 1965 it was realized that the Army of Vietnam was losing the war. Therefore in keeping with the agreement between the two countries and at their request, America started deploying combat troops - first the U.S. Marines, then the 1st Cavalry Division (Airmobile).

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, which intelligence had indicated would be the route the enemy forces would follow in cutting South Vietnam in half.

Almost immediately after its arrival the 1st Cavalry Division joined battle with the North Vietnamese forces in the la Drang valley area west of Pleiku near the Cambodian border, and by viture of its unexpected mobility, decisively defeated the North Vietnamese forces.

The 1st Aviation Brigade was established as a result of the rapid build up of nondivisional aviation units in the Republic of Vietnam.

In contrast to the 1st Cavalry Division with its organic aircraft, other U.S. Army and Vietnamese ground forces were

dependent on the 1st Aviation Brigade, which was part of the U.S. Army in Vietnam. This organization had approximately 2,000 aircraft - mostly helicopters of the following categories: observation, utility, armed (machine guns and/or rockets), transport helicopters and some cranes.

Before the spring of 1965 the largest command and control headquarters had been the battalion. In May of 1965 the 12th combat Aviation Group was activated, followed on 15 December 1965 by the 17th Combat Aviation Group. The 1st Aviation Brigade was activated on 11 March 1966. Aviation assets continued to increase, and on 20 December 1967, the 16th and 164th Combat Aviation Groups were activated.

The relationship of the brigade to the combat aviation groups was that of command less operational control.

The U.S. Army "Airmobile" concept took much of the initiative away from the enemy. The Communist strongholds, unapproachable in a conventional sense, was easily reached by the one weapon, if one can be singled out, that swung the tide of the war in the Allies' favor — the helicopter. Even before Vietnam, the helicopter was an accepted part of the Army division's inventory, but the main body of troops still moved by truck or on foot. In Vietnam this was not only impossible, but even if the roads existed, it would not have been particularly desirable. The helicopter enabled us to wrest the advantage from the Viet Cong. His base camps were no longer safe havens where he could retreat to lick his wounds and plan his next attack. His movement, even in heavy jungle, was severely curtailed and finally, when he launched an attack he feared for almost immediate reinforcement of the unit he was attacking. The helicopter enabled us to transport our heaviest equipment to areas where no roads existed. The infantry, as a result, was never for long without close fire support from its own artillery. The armed helicopter, long the source of bitter dispute between Army and Air Force, proved to be of major significance in a war of this type. The large, fast aircraft operated by the Air Force in close support roles was limited in their ability to lay down ordnance close to friendly troops and the enemy, sensing this, pressed in close in most of their engagements. The armed helicopter "gunships" filled the gap in this instance in particular. With their slower speed, they were able to visually acquire targets close to our troops and provide effective suppressive fire.

Perhaps one of the most impressive examples of the mobility of the modern U.S. Army, as provided by airlift, was the overwhelming victory won by U.S. troops in the battle for Dak To, in November 1967.

Time and time again in Vietnam the heliborne assault proved its worth. Moving in

quickly on the heels of tactical air strikes and artillery fire, with helicopter gunships providing direct machine-gun and rocket fire support, the helicopter landed fresh troops, rather than men fatigued by miles of difficult ground advance.

Capitalizing on its inherent speed and mobility, commanders used it to bring in reinforcements, to pursue the fleeting enemy, to position forces to block escape routes, to evacuate casualties with life-saving speed from dense jungle or high mountain peaks and, finally, the battle over, to move on to new areas. Meanwhile, other Army helicopters resupply these forces, reposition their artillery, or flew in such diverse cargoes as bridge sections, rations, barbed wire, water and communications.

The Vietnam War proved the need for an effective air mobile capabilities for the Army, and opened the door for significant advances in Army Aviation.

UH-1 medical evacuation helicopter in the Ia Drang valley, Vietnam 1965

above: Wounded ARVN soldiers are evacuated by a UH-1

below: UH-1 Huey supporting ground units in Vietnam 1966

left:

UH-1s conducting an airmobile assault in Vietnam

below:

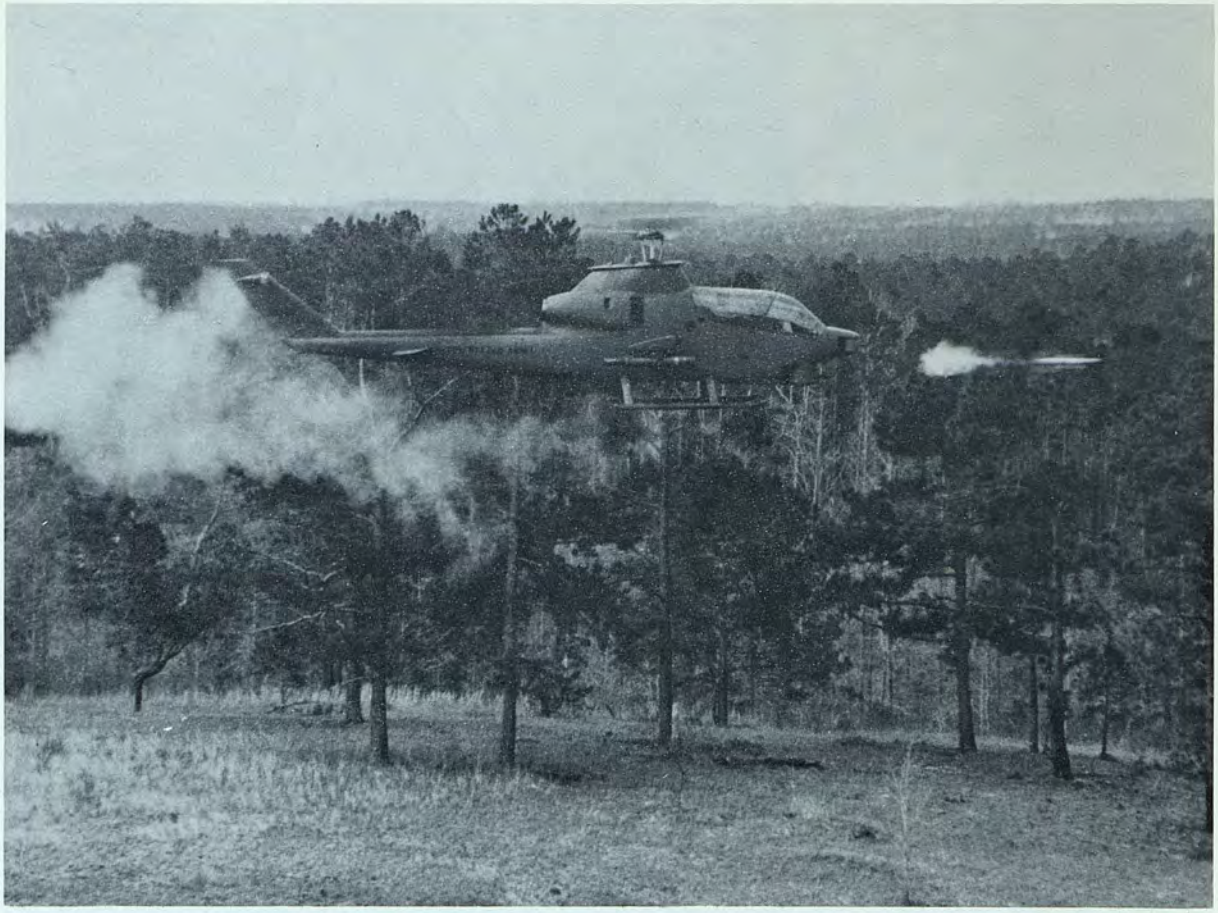
An OH-58 "Kiowa" scout helicopter in the central highlands of Vietnam 1968

right:

An OH-6 "Cayuse" scout helicopter used extensively in Vietnam

below:

AH-1G "Cobras" attack helicopters sit in their protective burms in Vietnam 1967



above: An AH1G "Cobra" fires a tow missile on the range at Ft. Rucker

below: AN AH-1G Cobra prepares to take off in the III Corps area of Vietnam 1968

right:

A CH-47 "Chinook" cargo helicopter sling loads a damaged UH-1 in Vietnam 1966

below:

A CV-2 "Caribou" taking off from a dirt strip in Vietnam 1966

A CH-54 Skycrane approaches a landing area ready to move heavy equipment

A CH-54 sling loads five 500 gallon fuel bladders in Vietnam 1967

A CH-54 crew attaches its troop carrying pod.

above: An OV-1 "Mohawk" makes a short field takeoff at Ft. Rucker

below: The U-21 "Ute" was used as a command transport aircraft in Vietnam

The 80's And Beyond

Forty years old and now a full-fledged member of the combined arms team, Army aviation was born of an opportune union between battlefield need and technology.

We needed a light, maneuverable, aerial platform for artillery observation and technology gave us the L-4 Cub in World War II.

We needed some way to rapidly evacuate badly wounded personnel to field hospitals, and technology gave us the H-13 Sioux in Korea.

We needed to move men and supplies quickly over impassable terrain to areas where there were no airstrips, and technology gave us the H-21 Shawnee, UH-1 Huey, and the CH-47 Chinook in Vietnam.

We needed mobile firepower to protect airmobile operations, and technology gave us the AH-1 Cobra in Vietnam.

We needed to know at long range what the enemy was doing behind his lines, and technology gave us the OV-1 Mohawk and radar intelligence in Vietnam.

We need to reconnoiter the area and to exercise command and control from a vantage point with a view of the battlefield, and technology gave us the OH-6 Cayuse and OH-58 Kiowa in Vietnam.

We needed to kill heavily armored vehicles, including tanks, and technology gave us the helicopter antitank missile in Vietnam.

The battlefield of today has changed almost beyond recognition from what it was in World War II, Korea, and Vietnam. But the basic needs - the functions of land combat - remain unchanged. To win, the ground commander still must know where the enemy is (and isn't), rapidly move his men and mass his firepower, exercise command and control, and keep his troops supplied with fuel, ammunition, and food.

Today, Army aviation is being called upon to respond to the needs of the airland battle as a full-fledged member of the combined arms team - to accomplish continuously a variety of complex missions against a sophisticated threat.

Army Aviation, past, present and future, is a very valuable member of the Army team. Its past history has been a bright and glorious one. Its present is exciting. But, its future is the brightest of all.

"ABOVE THE BEST"

The new OH-58 scout helicopter "AHIP" will be fielded in the mid-80s

The OV-1D "Mohawk" gives our tactical commanders the capability of seeing deep into the enemy's rear areas

above:

The UH-60 "Blawkhawk" is designed to carry an infantry squad and is capable of sling loading the 105 mm howitzer

right:

The AH-64 "Apache" is the Army's newest attack helicopter

The AH-1S is an improved version of the Cobra attack helicopter

above:

The CH-47D is an improved version of the Chinook cargo helicopter

left:

The C-12 "Huron" is used as a command transport

The Stress and Conflict Of Everyday Life.

Perhaps we can help.

Charter Woods Hospital

Fear. Confusion. Anger. Depression. Despair.

Sometimes we just can't handle it.

Charter Woods Hospital in Dothan is where people come, away from the overwhelming stress and conflict.

They're adults, adolescents, abusers of alcohol and drugs.

And in a modern, comfortable, caring atmosphere, staff specialists work with them in large groups, small groups, and on a one-to-one basis.

Soon they learn to cope.

And they learn to live more effectively in society.

Charter Woods Hospital. Perhaps we can help.

Adult Program
Adolescent Program
Addictive Disease Program

Charter Woods is a modern, full-service psychiatric hospital located in the beautiful farming community of Dothan. Situated on a peaceful site and convenient to other medical facilities, this 75-bed hospital is the only free standing private psychiatric facility in the tri-state area, easily accessible from southern Georgia, central and southern Alabama and northern Florida.