



**This Contains Your
1995 Army Aviation
Hall of Fame
Ballot**

Background on the 1995 Balloting

You are one of the AAAA's 10,000 members of two or more years of consecutive membership who are being asked to serve as an Elector for the Army Aviation Hall of Fame.

An AAAA-sponsored Army Aviation Hall of Fame honors those persons who have made an outstanding contribution to Army Aviation and records the excellence of their achievements for posterity.

The actual Hall of Fame is located in the Army Aviation Museum at Ft. Rucker, AL, where the Inductees' portraits and photos are hung, along with brief descriptive narratives of their achievements.

All persons are eligible for consideration, except active duty military personnel in the grade of O-6 or above; DACs are eligible prior to their retirement. AAAA membership is not a requirement.

Anyone may nominate a candidate for the Hall of Fame. Nominations for 1995 candidates were solicited during the period of April 1-July 1 through magazine publicity, a 1994 AAAA Annual Convention "stuffer", and numerous Chapter mailings.

An eight-member Hall of Fame Board of Trustees composed of current members of the Army Aviation Hall of Fame is chaired by LTC Robert R. Williams, Ret. The Trustees met this past August 19 in Washington, D.C., and selected 18 candidates from among the 71 nominations received.

The candidates elected by the AAAA members will be inducted in ceremonies at a Hall of Fame Induction Dinner held Thursday, March 30, 1995, in Atlanta, GA, during the course of the AAAA Annual Convention in that city.

Currently, there are 73 members in the Army Aviation Hall of Fame. Sixty-seven of the 73 were members of the military forces. The names of the current members appear on the next page.

(Note: The 1995 Hall of Fame Ballot appears on the back cover).



The 73 Current Members of the Army Aviation Hall of Fame



**MAJ William E. Adams
LTC Arthur W. Barr
MG George S. Beatty, Jr.
Lawrence D. Bell
GEN Frank S. Besson, Jr.
MG Patrick H. Brady
CPT William P. Brake
MAJ Delbert L. Bristol
BG William B. Bunker
LTG Allen M. Burdett, Jr.
CW4 James T. Burnette
CW4 E.M. Cook
Joseph P. Cribbins
COL Ted A. Crozier
CW2 Jerome R. Daly
CW3 Frederick E. Ferguson
COL E. Pearce Fleming, Jr.
COL William W. Ford
Marion J. Fortner
COL John C. Geary
MAJ O. Glenn Goodhand
CW4 Robert L. Hamilton
MG James F. Hamlet
MG Benjamin L. Harrison
COL Frank L. Henry
Stanley Hiller, Jr.
GEN Hamilton H. Howze
CW3 Jon A. Iseminger
CW4 Donald R. Joyce
MAJ Charles L. Kelly
CSM Lawrence E. Kennedy
SSG/CPT James T. Kerr
Arthur & Dorothy Kesten
LTG Harry W.O. Kinnard
BG Robert M. Leich
COL Robert F. Little, Jr.**

**COL Richard L. Long
LTG Jack V. Mackmull
COL William J. Maddox, Jr.
COL Nelson A. Mahone, Jr.
COL Jack L. Marinelli
COL John W. Marr
LTG James H. Merryman
MG Robert F. Molinelli
LTC Spurgeon Neel
COL Robert H. Nevins, Jr.
LTG John Norton
CW3 Michael J. Novosel
MAJ John W. Oswalt
Frank N. Piasecki
William T. Piper, Sr.
COL A.T. Pumphrey
MG George W. Putnam, Jr.
MAJ Marie T. Rossi-Cayton
LTC Robert L. Runkle
CW4 Johnnie R. Sandidge
COL George P. Seneff
COL Claude L. Shepard
GEN Robert M. Shoemaker
Igor I. Sikorsky
BG James C. Smith
COL John J. Stanko, Jr.
MG Story C. Stevens
COL J. Elmore Swenson
COL John J. Tolson, III
CW2 Ronald J. Tusi
COL Jay D. Vanderpool
LTC Joseph M. Watson
SP4 Gary G. Wetzel
COL Robert R. Williams
LTG John M. Wright, Jr.
SFC Rodney J. Yano**



The Army Aviation Hall of Fame is located in the Army Aviation Museum at Fort Rucker, Alabama



Yes, there is an actual "Army Aviation Hall of Fame" — it is located in the Army Aviation Museum at Fort Rucker, AL, and is an integral part of the Museum.

The "Hall" is presently composed of a mix of individual portraits of some of the early Inductees that were painted by three artists, with full color photographs of the remaining Inductees.

Some of the early portraits picture two Inductees. These, and others covering individually-framed portraits of other Inductees, are aging and a later program replaced almost all of the portraits with full color photographs.

In 1991 the AAAA's National Executive Board approved the Museum Curator's request to provide only full color photos of the 1992 and subsequent year Inductees.

Ceremonies

The first Hall of Fame Induction in 1974 was held in front of the old Museum and was followed by an evening banquet at which the Inductees were the guests of honor. The Recreation Center at Ft. Rucker was the site of the 1975, 1976, and 1977 Inductions. In

1980 and 1983, the installation ceremonies were held at a Hall of Fame Induction Luncheon held at the AAAA Annual Conventions in Atlanta, GA. The 1986 Induction Ceremonies were held at Ft. Rucker, AL. **General Hamilton H. Howze, Ret.**, served as the MC at the latter three Inductions.

The 1989 and 1992 ceremonies were held at the Hall of Fame Induction Luncheons during the AAAA Annual Conventions. In addition, three aviation soldiers who received the Congressional Medal of Honor were inducted at special ceremonies in the spring of 1990 during the dedication of the current Army Aviation Museum.

Sponsorship

The AAAA has underwritten all Hall of Fame costs, to include the portraiture, framing, and descriptive plates; candidate solicitation and selection procedures; the Trustees' candidate selection meeting; the follow-on balloting; and all Induction Ceremony expenses (airline tickets and transfers, hotel rooms, and luncheon/banquet tickets for all Inductees - or surviving relatives - and their spouses).





**Eight-Member Hall of Fame
Board of Trustees
Select 18 Candidates
at an August 19 Meeting**



LTG Williams



GEN Shoemaker



LTG Kinnard



MG Putnam

LTG Robert R. Williams, Ret., Chairman of the AAAA's Army Aviation Hall of Fame Board of Trustees, has announced that the Hall of Fame Board met August 19, 1994 in Washington, D.C., to review 71 nomination files and select 18 for placement on the *1995 Hall of Fame Ballot*.

Nominations closed July 1, and the Chairman directed that the selected candidates, their qualifications, and their photographs be published in a ballot sent to those AAAA members with two or more years of current consecutive membership—an estimated 10,000 members.

In addition to **Chairman Williams**, the **1995 Army Aviation Hall of Fame Board of Trustees** includes:

General Robert M. Shoemaker, Ret., Belton, TX, a 1983 Inductee.

Lieutenant General Harry W.O. Kinnard, Ret., Arlington, VA, a 1974 Inductee.

Major General George W. Putnam, Jr., Ret., Falls Church, VA, a 1980 Inductee.

Joseph P. Cribbins, Alexandria, VA, a 1980 Inductee.

CW4 Michael J. Novosel, Ret., Enterprise, AL, a 1975 Inductee.

CSM Lawrence E. Kennedy, Ret., Aberdeen, MS, a 1977 Inductee.

Reverend Jerome R. Daly, Annandale, VA, a 1983 Inductee.



Mr. Cribbins



CW4 Novosel



CSM Kennedy



Rev. Daly



1995 Candidate **Clark A. Burnett** Colonel — Retired

Colonel Clark A. Burnett led the combat development effort which shaped the Army Aviation force of the 1980's and 90's and started the project which led to the development program of the RAH-66 Comanche. His contributions and capabilities were so unique that he was recalled from retired status in 1983 to continue leading the Aviation Center's combat development efforts for two additional years during the fledgling period of the Aviation Branch.

Colonel Burnett enlisted in 1952, was commissioned from OCS in 1953, and graduated from flight school in 1955. After an initial aviation assignment with the field artillery in Germany, he served as an instructor in tactics at Fort Rucker, attended the Armor Advanced Course then returned to Germany as a Tank Company Commander and Battalion S3. In Vietnam in 1966 he served as Executive Officer of an Assault Helicopter Company and, in a second tour, was a distinguished commander of the famed 1st Squadron, 9th Cavalry. He lead the squadron during the incursion into Cambodia in 1970. The performance of the 1/9 under his command was so superb that the squadron was selected the AAAA's Outstanding Aviation Unit for 1970/71.

The combined arms background coupled with his combat experience made him exceedingly useful in his assignment to several combat development jobs, first at Fort Knox and later at Fort Rucker, where he quickly

established the reputation of being a farsighted yet practical innovator and integrator of men, machines, and methods.

Among his pioneering accomplishments was the first Army Aviation Mission Area Analysis which became the model for similar analyses by other Army branches. This was followed by development of the Army Aviation Modernization Plan; a complete master plan to include research and development, procurement, and force structure changes to guide Army Aviation to the year 2010. The strategy he masterminded remains today the core plan for the Aviation Branch.

During his tenure in combat developments Army Aviation fielded successfully a highly effective fleet of AH-64 Apache, OH-58 Kiowa Warrior, UH-60 Black Hawk, and the CH-47D Chinook helicopters. All these systems were star players in URGENT FURY, JUST CAUSE, and DESERT STORM.

He also gave attention and impetus to important, but less glamorous programs. He pushed aggressively the development of Aviation Life Support Equipment, Aircraft Survivability Equipment, and was a key player in establishing the Human Engineering Laboratory Field Office at the Aviation Center.

Perhaps the greatest tribute to Clark Burnett is the universal acknowledgement by his peers and bosses that his work made a real difference — a positive difference — in the status of Army Aviation.

1995 Candidate Charles E. Canedy Brigadier General — Retired



Charlie Canedy is the JEB Stuart of Air Cavalry. He organized and trained one of the first two divisional air cavalry troops. He organized, trained, deployed, and fought one of the Army's first **three separate Air Cavalry Squadrons in Vietnam**. He was the first commander of the 6th Cavalry Brigade (Air Combat). These units were known for their elan, dash and offensive spirit which Charlie instilled in the tradition of their horse cavalry heritage.

Brigadier General Canedy graduated from Norwich University in 1953 and was commissioned in Armor. Upon graduation from flight school in 1955 he was assigned to Fort Hood where he got his chance to become one of the very first air cavalymen.

In 1962 while in the 1st Armored Division at Fort Hood he received a mission type order to organize an Air Cavalry troop and to be prepared to fight it if the division received the order to invade Cuba. He scrounged cast off Air Force and Navy weapons, mounted them on H-13s and UH-1As, trained the troop and planned its employment. LTG Howze, XVIII Airborne Corps Commander, personally approved his plan for deployment which moved his H-13's on the USS Antietam with his UH-1A's self deploying from Key West. Although the invasion did not occur no one who knew Charlie could doubt that his home made air cavalry troop would have achieved the world's first victory in aerial mounted combat.

In 1964 while at Fort Leavenworth, he was

summoned, by name, to the Pentagon to help develop an Army position paper which laid the doctrinal groundwork for the employment of air cavalry and attack helicopter units in support of the ground commander's scheme of maneuver. While an action officer in the office of the Director of Army Aviation he was responsible for the UH-1 fleet. In this job he was the primary action officer to gain approval of an Army purchase of the Bell AH-1 Cobra.

In 1967 Canedy was selected to organize, train, and deploy the 7th of the **1st Air Cavalry Squadron**. Due to his squadron's combat successes it was selected to be the first in Vietnam to be equipped with the AH-1G Cobra. Tactics and techniques developed by his squadron laid the foundation for today's air cavalry and attack units. In 1973 he took command of the **2d Brigade (Air Cavalry), 1st Cavalry Division (TRICAP)**. Upon successful completion of the Air Cavalry Combat Brigade tests, it was renamed the 6th Cavalry Brigade (Air Combat) and assigned to III Corps.

Promoted to Brigadier General, Canedy was assigned as the Army Aviation Officer, DCSOPS, where he spearheaded an effort to form an Aviation Branch.

Today's air cavalry and attack units owe a tremendous debt to Charlie Canedy. More than any other person he established their tradition of innovation, esprit and competence.



NOT IN VIETNAM

1995 Candidate **Robert F. Cassidy** Colonel — Retired

In 1942, CPT Robert F. Cassidy was designated as the principal air observer for the field test of Organic Air Observation for Field Artillery with the 2nd ID competing with the Army Air Corps Observation School. The outstanding success of the Artillery Air OP in this competition resulted in the approval of the concept by the War Department.

Subsequently, MAJ Cassidy fought his way into the program at a time when RA officers, particularly West Point graduates, were being strongly advised by their superiors to avoid Army Aviation as a "dead-end street." On completion of flight training, he established the tactical training part of the Liaison Pilot Course and was responsible for all tactical training until 1944. He then PCS'd to Eighth US Army where he was senior Artillery Aviation Officer in the Pacific.

As the senior aviator in the Dept. of Air Training at Ft. Sill in '50-'51, LTC Cassidy was primarily responsible for the smooth, efficient expansion of pilot training from a rate of 100 pilots per year to 2,600 to meet the requirements of Korea, an astounding increase.

In '51 he became the Aviation Officer, ODCSLOG in DA. Because of numerous complaints from overseas field commanders regarding deficiencies in Depot level supply and maintenance support, COL Cassidy proposed, prepared, and successfully staffed a study on the transfer of all logistic support for Army aircraft from the Air Force.

He was the action officer for the entire project from 1952 until 1955, during which the almost unanimous opposition by the Army General Staff, as well as the USAF staff, was gradually overcome by his tactful persuasion and numerous revisions. In mid-1955 a Memorandum of Understanding was approved, resulting in the independent depot support structure for Army Aviation.

He also was the Logistic member of a team that did the studies and sold the Army and the JCS on expanding the experimental five-company "cargo helicopter program" to 12 battalions, and then procured the H-21 and H-34 helicopters to fill them.

From '57-'62, he served as Chief, Aviation and Airborne Division, Materiel Development Section, USCONARC, where he expertly guided the development and user tests of the H-37, UH-1A through D, Caribou and Mohawk for the Army's growing aviation arm.

In his final assignment as Assistant Commandant, USAAVNS, in '63-'65, the Master Aviator judiciously directed the rapidly increasing training program, including the expanding WOC School and the Army Aircraft Maintenance Program to support the growing conflict in Vietnam.

A true Army Aviation pioneer, three-war veteran, superb trainer-logistician, and a major contributor to the success of Army Aviation from its inception, Robert F. Cassidy is richly qualified to join the Hall of Fame.

1995 Candidate **Robert R. Corey** Colonel — Retired



Colonel Robert R. Corey played major roles in the rapid expansion and extensive combat operations of Army Aviation 1960-1968. Bob Corey was a courageous, self-effacing, thoroughly professional Army Aviator whose foresight and fortitude were an inspiration to others and helped provide the foundation for today's Army.

While several experimental groupings of divisional aircraft occurred in the late 1950's, that of the 82nd Airborne in 1960-61 was the first approved for adoption. This was achieved through Bob Corey's persuasive briefings and convincing utilization of Army aircraft in support of Division Battle Groups and Artillery and in Annual Training Tests. This beginning, before the extensive testing of the Howze Board and 11th Air Assault Division, established a sound concept for centralized control of army aircraft in Division operations.

During 1962-64 COL Corey was initially Deputy and then Aviation Officer, US CONARC, but for nearly all the period was in fact, Aviation Officer. This was during the hotly contested support of both the Howze Board and reassignment of CONARC aviation resources for formation, experimentation and training of the 11th Air Assault Division. The Cuban Missile Crisis created additional and severe turbulence among CONUS aviation activities. Bob Corey's success in maximizing CONARC aviation support for each of these received accolades from those who recognized the dif-

ficulties and controversies. He also initiated the CONARC Annual Aviation Conference — a concept grown through the years to the Aviation Conferences at Ft. Rucker.

In RVN Bob became Director of Aviation Testing where he examined use of a wide variety of aviation associated materiel from weapons and munitions to early versions of night vision goggles. Later he was named Aviation Officer, US Army Vietnam, when the rapid expansion demanded great effort in receiving, placing, supporting and coordinating operations of new units. He joined with logisticians in developing a Group structure and supply system which became the largest Army Aviation overseas depot and maintenance activity ever undertaken. He also developed a theater brigade-type structure, the forerunner of the 1st Aviation Brigade.

On return he became Program Manager, UH-1 and AH-1G. The concept of the New Equipment Training Team (NETT) was developed by the PM to provide the expertise necessary to train and support this new aircraft in the combat zone — a real success story.

After retirement Bob continued his contributions to Army Aviation as Civilian CH-54 PM, Director of International Programs, Sikorsky Aircraft and two terms on the Advisory Committee to the Secretary of the Army. Upon activation of the 82nd Aviation Brigade he was named Distinguished Member of the Regiment.



1995 Candidate **Raymond A. Frank** CW4 – Deceased

NOT A VIETNAM
PILOT

CW4 Raymond A. Frank epitomized the spirit of the Army Aviation Warrant Officer. Enlisting in the Army at the age of 17 he served three tours in RVN both as a ground combatant and helicopter door gunner. Attending flight school in 1974, CW4 Frank served in a wide variety of assignments including pilot, instructor pilot, standardization instructor, maintenance officer and operations officer. His special place in the annals of Army Aviation, however, was earned as a result of his skill and enthusiasm as a pilot and his indomitable spirit as a patriot, one for whom duty, honor and country were a way of life and not merely a slogan.

He was one of the first to become an instructor in air-to-air tactics and his contributions in the development for future Comanche ACM capabilities continue to shape both hardware and doctrine.

In 1990 CW4 Frank received a Broken Wing Award as a result of his superb handling of a night mission mechanical failure in an MH-60. His skill and composure saved the lives of eight soldiers; however, he was left with severely fractured vertebrae and a shattered knee. Overcoming the medical odds that he would never fly again, CW4 Frank was assigned as a Night Stalker in TF 160 in 1990. During this period he achieved full mission qualification, Standardization Instructor Pilot and Joint Mission Planner status. In August 1993 CW4 Frank deployed to Somalia with Joint

Task Force Ranger.

CW4 Frank deployed as a member of a Flight Lead crew whose responsibility it was to plan and lead special operations combat assaults. He conducted seven highly successful assaults; many during daylight, deep in enemy territory. He provided great leadership to the aviators and was particularly respected for his advice on the employment of armed and assault helicopters in an urban environment. When his teammate was shot down, he was called for assistance.

While providing protective fires, his aircraft was hit by an RPG. Realizing that the tail rotor had separated, he autorotated to a safe landing in the city. Surviving the crash with tremendous injury to his back he egressed from the helicopter and assumed a fighting position in the urban downtown sprawl of Mogadishu known as the Black Sea. He was killed in action on October 3, 1993 while defending his fellow Night Stalkers and ground force members of TF Ranger in the vicinity of his crashed MH-60 SOF assault helicopter. One member, CW3 Michael Durant, was taken POW and eventually released. CW4 Frank received the Silver Star for his gallantry at the crash site.

The most deserving recognition for Ray Frank is to be memorialized as a member of the AAAA Hall of Fame. For truly in death, he will continue to serve as an inspiration to all Army aviators well into the 21st century.

1995 Candidate **Gary I. Gordon** Master Sergeant — Deceased



Master Sergeant Gary Ivan Gordon served as a Sniper Team leader in Task Force Ranger of the United States Special Operations Command in Mogadishu, Somalia during Operation RESTORE HOPE. On 3 October 1994, Master Sergeant Gordon's Sniper Team functioned as a "Blue Team" in a traditional Air Cavalry assault operation. They provided precision fires from the lead helicopter during an assault, and at two crash sites, while being subjected to intense automatic weapons and rocket propelled grenade fires.

When MSG Gordon learned that ground forces were not immediately available to secure the second crash site, he and another sniper unhesitatingly volunteered to be inserted to protect the four critically wounded personnel, despite being well aware of the growing number of enemy personnel closing in on the site. After his third request to be inserted, MSG Gordon received permission to perform his volunteer mission.

When debris and enemy ground fires at the site caused them to abort the first attempt, MSG Gordon was inserted one hundred meters south of the crash site. Equipped with only his sniper rifle and a pistol, MSG Gordon and his fellow sniper, while under intense small arms fire from the

enemy, fought their way through a dense maze of shanties and shacks to reach the critically injured crew members.

MSG Gordon immediately pulled the pilot and the other crew members from the aircraft and established a perimeter which placed him and his fellow sniper in the most vulnerable position. MSG Gordon used his long range rifle and side arm to kill an undetermined number of attackers until he depleted his ammunition.

MSG Gordon then went back to the wreckage, recovering some of the crew's weapons and ammunition. Despite the fact that he was critically low on ammunition he provided some of it to the dazed pilot and then radioed for help. MSG Gordon continued to travel the perimeter, protecting the downed crew.

After his team member was fatally wounded, and his own rifle ammunition exhausted, MSG Gordon returned to the wreckage, recovering a rifle with the last five rounds of ammunition and gave it to the pilot with the words "Good Luck." Then, armed only with his pistol, MSG Gordon continued to fight until he was fatally wounded.

His actions saved the pilot's life. MSG Gordon was awarded the Congressional Medal of Honor for this action.



1995 Candidate **Robert M. Hamilton** Colonel — Deceased

X NOT VIETNAM

Colonel Hamilton made many key contributions to Army Aviation throughout his 30-year career as a result of both his forceful leadership and his astute, innate ability to manage large quantities of aviation assets.

Enlisted as a private in 1939, he received a direct commission in the infantry in 1941, serving with distinction in many major campaigns in the Southwest Pacific theatre. Even later, as an ODCSPER staff officer, his dynamic and forceful leadership abilities were recognized early on. After airborne school and flight training, he successfully returned to what he liked most, troop duty.

But his most important contributions to the Army and Army Aviation were to come later after being rated an Army Aviator in 1947. Early assignments at the Department of Air Training, Ft. Sill, and as the Army Aviation Officer in USAREUR and Eighth U.S. Army, Korea, helped lay the groundwork for his innate ability to positively influence, at the highest levels, the attitudinal acceptance of the expanded role of Army Aviation.

During 1963-1965, he was the Director of the Army Aviation Board for Aviation Accident Research (USABAAR) at Ft. Rucker where his concern, first and foremost, was for the lives and safety of all Army Aviators. This anxiety caused him to place increased emphasis on "before the fact" safety in aircraft design, training and operations. A direct result of his dedicated efforts was the Army's first-time adoption

of a mandatory military specification for the integrated safety design of aircraft and associated systems related to the Advanced Aerial Fire Support System, under development.

Furthermore, under this same, forceful leadership, accident prevention and safety (AP&S) teams were established in the Republic of Vietnam (RVN) to provide direction to the efforts there. He vigorously organized and promoted the expansion of this concept, service-wide at a time when "jointness" was not particularly popular. Within the Army National Guard (ARNG) alone, Colonel Hamilton's personal efforts helped cut the ARNG accident rate an astonishing 40% in three years.

His actions at USABAAR are extremely noteworthy as they were impacting an Army that, at the time, was experiencing unparalleled growth in organic aviation assets.

COL Hamilton's final tour as the CONARC Aviation Officer from 1965 to 1969 was perhaps his most challenging. The conflict in RVN was escalating and that, with the accompanying expansion of Army Aviation, called for innovative thinking with regards to the CONUS activation, training and deployment of all aviation units destined for Vietnam. This was no easy task yet COL Hamilton tackled this with his renowned energy and eagerness and succeeded just as he had at other difficult tasks given him throughout his career.

1995 Candidate William P. Jones Civilian — Deceased

NOT A PILOT



William P. Jones was a "Soldier's Civilian"—a person of rare talent, equally at home with crew chiefs, mechanics, and officials; an outstanding communicator who always had time to listen to soldier's concerns. He served as an Army Air Corps B-17 bomber pilot in the European theater of operations during World War II, completing 30 combat missions.

In 1950, he joined Piasecki Aircraft, which became Boeing Helicopters. For ten years he worked in preliminary design engineering on most of the Piasecki Aircraft tandem rotor aircraft, including the predecessors to the CH-46 and CH-47.

In 1960, he became flight test engineer for the first design of the CH-47, and then Chief of Flight Test where he spent most of his time with soldiers in the field, operating and supporting CH-47As. The knowledge and experience he gained from this work in the field led to his assignment to the Product Support Department.

In 1965, he made the first of many extended trips to Vietnam where he identified and helped initiate many operational, reliability, and maintainability improvements that not only were used on the CH-47A but also became the baseline for design of the CH-47B and CH-47C, and rubbed off on other Army helicopter programs.

In 1968, he became Assistant Director of

CH-47 Programs, and during 1972 to 1982, he was Director of all Medium Lift Helicopter programs, during which time the CH-47D Modernization Program was developed. This program's worth was borne out again in DESERT SHIELD/STORM where more than 150 CH-47Ds, about 50% of the Army fleet, deployed and averaged over 80% mission capability during an eight-month period and made a major contribution to the bold plan of maneuver.

In 1985, he became VP, Customer Support and Business Development, and in 1987 assumed additional responsibility as Executive VP, Boeing-Sikorsky Light Helicopter Experimental (LHX) Joint Venture. His work over the years with Army soldiers and units in the field, particularly with respect to reliability, maintainability, MANPRINT, and training proved significant in his team's winning of the now RAH-66 Comanche contract.

He retired in 1989 after 40 years of service with Boeing Helicopters and passed away at his home in April 1991.

He deserves to be in the Army Aviation Hall of Fame, not only because of a distinguished career with Boeing Helicopters but because of his many significant contributions to Army Aviation. Army Aviation is better because of his complete dedication to his profession and to the Army.



1995 Candidate Bartram Kelley Civilian

NOT A PILOT

Bart Kelley is one of the original and most outstanding pioneers of the helicopter industry. After joining Arthur Young and Bell in 1941, his engineering leadership was at the forefront of every new design at Bell Helicopters for the next 35 years.

In the course of Bart Kelley's tenure as senior engineer (Director of Engineering; Senior Vice President, Engineering) with Bell Helicopter Company, over 24,000 Bell helicopters were produced. By far the largest part were delivered to the U.S. Army as the H-13 Sioux, UH-1 Iroquois, AH-1G Cobra, OH-58 Kiowa, and XV-15. Mr. Kelley actively supervised the design, test, and development of all Bell experimental and production aircraft, and was accepted by his fellow engineers as clearly outstanding in his field.

A helicopter pilot himself, Bart Kelley was uncommonly sensitive to the flyability of aircraft from the pilot's point of view. Through extensive contact with the U.S. Army and its crewmen, he also became uncommonly responsive to military needs with respect to reliability and maintainability.

Kelley's Model 209 Cobra attack helicopter, the first in the world, was designed and developed without government request or assistance during the Vietnam War. After acceptance, it

emerged as the AH-1 and was used extensively in that war. In successive dash numbers, it is still used extensively by the U.S. Army and U.S. Marine Corps and in several allied foreign countries. Its basic configuration has been copied in later attack helicopter designs.

Bart Kelley also presided over the design of Bell's tilt-rotor aircraft, the first experimental model which flew successfully and often in the 1950s and early '60s, and which may well become the outstanding vertical take off and landing aircraft of the future.

Bart Kelley has designed aircraft which are flying in more than 70 countries, the world over.

Possessed not only of vast engineering expertise, Kelley has also exhibited an unusually perceptive instinct for the practical and (in a complex field of endeavor) the simple. In a word, he has exceptionally keen judgment as to what works well and reliably and what doesn't.

His distinguished service in the development of rotary wing aircraft led to his Honorary Fellowships in the American Helicopter Society and the Royal Aeronautical Society. After 35 years of service Bart Kelley retired in 1975, but still serves as a consultant with Bell Helicopter Textron.

1995 Candidate Richard D. Kenyon

Major General — Retired



MG Richard Kenyon's professional life has been one of deep involvement in Army Aviation — from his original commission in 1957 on graduation from the United States Military Academy to the present.

MG Kenyon is eminently well qualified and deserving of induction in the U.S. Army Aviation Hall of Fame.

After receiving his wings he was a pilot and aviation section leader for three years in the 3rd Armored Division, attended Princeton University earning a masters degree in aeronautical engineering and served in the 197th Attack Helicopter Company as leader of the gun platoon supporting the USMC in the Da-nang/Hue area. On return from RVN, MG Kenyon served on the staff and faculty of USMA where he was among the first of many decorated Army Aviator veterans of the fighting in RVN to provide a positive and continuing influence on the cadets. He then served a second tour in RVN where he commanded the 145th Combat Aviation Battalion.

MG Kenyon's education and extensive background in aviation and leadership in combat served him and the Army well in the many important assignments that followed. As Executive to the Assistant Secretary of the Army for Installations and Logistics, he was an outstanding advisor regarding the many aviation and aviation related programs then underway. He then became Program Manager for the Heavy Lift Helicopter and when that program

was cancelled he was assigned as PM for the UTTAS, later called Black Hawk. During this three year period he managed source selection, initiation of production and fielding of the new Black Hawk — a top priority Army program. In 1979 he became Army Aviation Officer (formerly called Director of Army Aviation) and Deputy Director of Requirements in ODCSOPS.

MG Kenyon then returned to Fort Rucker where he served as Assistant Commandant/Deputy CG. Following this he served on the Army Staff for three years as Director of Weapons Systems and Assistant Deputy Chief of Staff for Research, Development and Acquisition. His last active duty assignment was Chief of Legislative Liaison. This extremely important duty as the Army's representative to the Congress gave the Army outstanding exposure in Congressional deliberations regarding aircraft and related programs.

Since his retirement as a highly respected and decorated Army Aviator MG Kenyon has continued his contributions to Army Aviation in the business world as a President, Fort Rucker Division, DYNCORP and in volunteer work for both AAAA and the Army Aviation Museum Foundation, Inc. As the highly competent Chairman of the Foundation's Executive Committee he develops and implements programs ranging from fund raising to support of the museum and assisting in its internal organization.



1995 Candidate **Donald L. Luce** Lieutenant Colonel — Retired

NOT IN
VIETNAM

LTC Donald F. Luce, Retired, has dedicated himself professionally and personally for over 50 years to developing, improving, and sustaining an Aviation Program that can support the missions of the Army.

In 1942, at 17 years old, and too young for military service, he joined the Civil Air Patrol as a pilot/observer to help keep enemy submarines away from vital gulf port oil shipments.

In 1944-46, he served in the Pacific in World War II with a direct commission as a 2d Lieutenant, based on his pilot/copilot experience with the Civil Air Patrol.

He was a Reserve Officer, when recalled to active duty in 1948 during the Berlin Crisis. From 1950 to 1954 he served in USAREUR where he was responsible for establishing the Heidelberg AAF. In 1954 he moved from user level in the field to what is now U.S. Army Aviation and Troop Command (ATCOM).

In 1959-61, he secured approval from the Office, Secretary of Defense for the Army to assume from the U.S. Air Force the capability to research, develop, and procure its own aircraft. In 1961, he was also a prime mover in securing approval for the Army to have its own depot maintenance facility,

now Corpus Christi Army Depot (CCAD). These actions effectively divorced Army Aviation from the Air Force.

He then became the first Director of Maintenance at CCAD, where he was directly responsible for supporting Army Aviation during the critical years of Vietnam - the expansion of Army Aviation that led eventually to the Army Aviation Branch.

In 1973 he moved to St. Louis where he worked for Lycoming and became AAAA Chapter President. In 1974, he and Paul Hendrickson, then with ATCOM's predecessor, Aviation Systems Command (AVSCOM), co-founded the AAAA Product Support Symposium for Army Aviation now in its 21st year. From 1974 to 1987, Don and Lycoming provided the administrative support for the Symposium.

Don, who is now a distributor for Mountain Valley Water, is still supporting Army Aviation. In 1989 and again in 1994, he donated drinking water in small plastic bottles to the American Helicopter Club of America for the training and deployment for international competition.

For over 50 years, in and out of uniform, Don Luce has been a prime mover of Army Aviation.

1995 Candidate **Delk M. Oden** Major General — Retired



No era of Army Aviation history was (and probably never will be) more dynamic than that of the Vietnam war. The ability to field such a greatly expanded aviation effort — in both magnitude and mission, was a direct result of the foresight, planning and training that took place before and during the build-up. No one contributed more to the overall success of the effort than MG Delk M. Oden.

His background as a combat leader in WWII and an aviator initially rated in 1957, uniquely qualified him for his assignments in Army Aviation. Upon completion of flight school, MG Oden commanded "A" Combat Command of the 1st Armored Division; a billet which gave him special insight into the role of integrated armor and aviation. As Assistant Commandant of the Aviation Center from 1959 to 1961, he was directly involved in the development of the armed (attack) helicopter program, a Combat Developments effort which was then in its infancy. After a tour as the Director of Army Aviation, he was posted to Vietnam in May 1963 as Chief of the Army Section, MAAG, and Senior Army Aviation Advisor to the Commander MACVEE. In that capacity, his aviation expertise was invaluable in the effective and efficient employment of the limited assets then available.

In May, 1964 he was designated CG, U.S. Army Support Command, Vietnam, which brought all Army Aviation assets in RVN under his command. This was the period of

substantial build-up of aviation units in country.

MG Oden then returned to Ft. Rucker as the Commandant of the Aviation School and CG, Aviation Center. His first hand knowledge of Army Aviation in Vietnam, coupled with his long experience with troops, hardware and training bode well for the ability of the Center to effectively train thousands of aviators, crew members and other support personnel who were necessary to maintain not only the Vietnam one year rotational base but also the Army's worldwide commitment.

It was during this crucial build-up of Army Aviation that asset management and sound planning were vital. MG Oden responded to the need for increased facilities and implemented the plan for the expansion of the training base, in particular, for the new AH-1G attack helicopter.

MG Oden's contributions to the ability of Army Aviation to meet the rapidly expanding commitments in Southeast Asia are incalculable. As a result of his expert leadership and management over 7,000 aviators were trained each year during this critical period. The success of the effort is attested to in the place Army Aviation holds in the force structure today.

As a past National President of the AAAA his counsel and advice are still sought and respected. No more fitting tribute could be paid to this fine soldier and gentleman than his induction into the Army Aviation's Hall of Fame.



1995 Candidate **Rudolph Ostovich III** Major General — Retired

VIETNAM? x

Major General Rudolph Ostovich III was commissioned, as an infantry officer, through the ROTC program at Ripon College, Wisconsin from which he graduated with a BA Degree. He later earned an MS degree in Foreign Affairs at George Washington University.

He early became an Army Aviator and served in, and commanded with distinction, Army Aviation units at every level from Platoon to Group. His outstanding competence was recognized with his promotion to Brigadier General and assignment as Deputy Commanding General at Ft. Rucker in 1985-86. After a tour with CINCPAC, and then as Deputy Chief of Staff for Doctrine at Training and Doctrine Command (TRADOC), he was the obvious choice to become the Commanding General of the Army Aviation

Center in 1989.

During his two years in that position he made important and lasting contributions in many areas, especially night operations and the employment of Army Aviation as a maneuver force. His direction and guidance was apparent in JUST CAUSE and DESERT STORM and more broadly in establishing Aviation as the premier warfighting force on the modern, high-tech battlefield.

Following his highly successful stint as Branch Chief, MG Ostovich completed an outstanding military career as Vice Director of the Joint Staff, during which he still found time to keep a watchful eye on Army Aviation to ensure that it continued to mature and grow in the right direction. Rudy Ostovich left a memorable mark on Army Aviation, which he served so long and so well.

1995 Candidate
Ellis D. Parker
Lieutenant General – Retired



VIETNAM?

LTG Ellis D. Parker was commissioned in the Army in 1957 as the Distinguished Honor Graduate from the Field Artillery Officer Candidate School. He holds a BS Degree in Psychology, a MS Degree in Public Administration and an Honorary Doctorate of Laws. In addition he graduated from both the Command and General Staff College and the Army War College.

He became an Army Aviator early in his career and commanded, with exemplary skill, Army Aviation units at every level from platoon to Aviation Brigade. As his capabilities were recognized with promotion to Brigadier General he brought his Aviation expertise to bear, first as the Army Aviation Officer, Department of the Army, and subsequently as the Assistant Division Commander of the world's only Air Assault Division, the 101st, at Ft. Campbell, KY.

When Army Aviation became a branch, he was the obvious choice to give it life, direction and vitality as Commanding

General of the Aviation Center. The Army wisely left then MG Parker in this position of Aviation Branch Chief and School Commandant for the exceptionally long period of five and a half years. Thus he not only set a tenure record, but had the time to carefully and skillfully lead the fledgling Aviation Branch into its important and rightful place in the Army.

His consummate competence was recognized Army wide and his promotion to Lieutenant General expected and applauded. With his promotion, LTG Parker became Director of the Army Staff where his sure hands not only kept the staff functioning smoothly, but found time to insure that Army Aviation continued to mature and improve overall, and specifically in Operations JUST CAUSE and DESERT STORM.

Don Parker knew Army Aviation inside and out, and left his lasting, indelible imprint on this branch he loved and served so well.



1995 Candidate **John D. Robinson** Major General – Retired

MG Robinson's outstanding service and contributions to the Army and the nation included command of many aviation units and culminated as Aviation Branch Chief and Commander of Fort Rucker. His success added luster to his branch and understanding, acceptance and support throughout the Army for its critical role both on today's and future battlefields.

MG Robinson entered the Army from the University of Maine in 1961. His aviation assignments include service in RVN as a helicopter pilot and flight operations officer in Troop D, 1st Squadron, 4th Cavalry, 1st Infantry Division and later the 158th Attack Helicopter Battalion and 160th Combat Aviation Group. During his career he commanded aviation units at all levels and made distinguished contributions in other important assignments to include the Joint Staff.

On assuming duties as Aviation Branch Chief he faced the unprecedented task of organizing all current and projected resources of the branch (personnel, equipment, facilities and funding) to produce a total aviation force that was supportable, lethal and affordable within the limitations imposed by the Department of the Army. The plan developed by MG Robinson's highly qualified team was presented to and approved by all using units including the Reserve Components. When reviewed during the Aviation Branch Functional Area Assessment, the plan was accept-

ed by the DA Staff and approved for implementation by the Chief of Staff.

Titled the Aviation Restructure Initiative, it introduced major organizational changes in the combat force and a reduction in the Army's aircraft fleet to five modernized systems: OH-58D, UH-60, AH-64, CH-47 and the Comanche. The plan called for resourcing at 100% and staffing for a 24 hour war-fighting capability. It called for homogeneous arrangement of aircraft within the organization and realignment of the enlisted force to better support the new units and organizations. The success of MG Robinson's efforts is evident in the restructuring of the aviation forces in Europe which began in March 1994.

In addition to his D/A and Branch duties, MG Robinson was faced with maintaining an effective training establishment and installation with substantial reductions in funds, personnel and construction authorizations. He was also charged with testing and fielding a new training helicopter, the Creek. His handling of a 750 space reduction in the civilian work force was exemplary and resulted in only 13 employees leaving the force. The success of his leadership during trying times was rewarded when Fort Rucker was named a TRADOC "Installation of Excellence" in 1993.

GEN Robinson's impressive contributions to soldiers, civilians and families, Fort Rucker, the Aviation Branch and the Army fully justify his selection to the Army Aviation Hall of Fame.

1995 Candidate

Randall D. Shughart

SFC — Deceased



Sergeant First Class Randall D. Shughart served as a Sniper Team leader in Task Force Ranger of the United States Special Operations Command in Mogadishu, Somalia during Operation Restore Hope.

On 3 October 1994, he functioned as a member of a "Blue Team" in a traditional Air Cavalry assault operation. While being subjected to intense automatic weapons and rocket propelled grenade fires, his Team provided precision fires from the lead helicopter during an assault, and at two crash sites.

While providing critical suppressive fires at the second crash site, Sergeant First Class Shughart and his team leader learned that ground forces were not immediately available to secure the site.

Sergeant First Class Shughart and his team leader unhesitatingly volunteered to be inserted to protect the four critically wounded personnel, despite being well aware of the growing number of enemy personnel closing in on the site. After their third request to be inserted, SFC Shughart and his team leader received permission to perform this volunteer mission.

When debris and enemy ground fires at the site caused them to abort the first attempt, SFC Shughart and his team leader were inserted one hundred meters south of the crash site.

Equipped with only his sniper rifle and a pistol, SFC Shughart and his team leader, while under intense small arms fire from the enemy, fought their way through a dense maze of shanties and shacks to reach the critically injured crew members.

Sergeant First Class Shughart then pulled the pilot and the other crew members from the aircraft, establishing a perimeter which placed him and his fellow sniper in the most vulnerable position. SFC Shughart used his long range rifle and side arm to kill an undetermined number of attackers while travelling the perimeter, protecting the downed crew.

SFC Shughart continued his protective fire until he depleted his ammunition and was fatally wounded. His actions saved the pilot's life.

Sergeant First Class Shughart was awarded the Congressional Medal of Honor for this action.



1995 Candidate **Richard E. Stephenson** Major General — Retired

MG Stephenson graduated from West Point in 1957. Since then, his life has been dedicated to Army Aviation – as a commander, pilot, logistician, and staff officer.

He has over 2,500 flying hours and is rotary and fixed wing qualified. He has commanded Aviation units at all levels, as a young Captain in Korea and Major in Vietnam, to Major General commanding the Aviation Systems Command (AVSCOM) in St. Louis, MO.

In 1964-1966, he was Military Assistant and principal action officer for GEN Frank Besson, first commander of the Army Materiel Command (AMC). He was largely instrumental in more than doubling production for the Huey, Chinook, and Cobra to support Vietnam. He developed, and evaluated projected flying hours, operational readiness, and attrition rates in Vietnam for General Abrams, then VCSA, and secured his agreement.

From 1985-1989, he was Deputy Commander one year and Commander three years at the Aviation Systems Command where he was responsible for: safety, worldwide mission readiness, and materiel programs that took Army Aviation through its finest hour in DESERT SHIELD/STORM.

He established a Safety Program with the Commanders, Aviation Center and Aviation Safety Center, and the Chief, Army Safety Action Team, HQDA. This contributed significantly to a reduction in Army Aviation accident rates to less than two Class A accidents per

100,000 flying hours – the best in DoD.

He designed the organization and established working relationships between DA, AMC, AVSCOM, and PEO Aviation that brought research, development, acquisition, and support together; a major initiative in mission area management. This led to a 10-year Aviation Program of \$45B and establishment of resources and priorities for the Big Five aviation systems: Apache, Kiowa Warrior, Black Hawk, Chinook, and Comanche; Army Aviation of today and the future. In addition, he established Team Apache which became the model for the Aviation Team Concept; now used by the Army for the Big Five. These teams bring together representatives from Army and Industry to do what is needed to field and support an aviation weapon system.

MG Stephenson's dedication and his foresight, efforts, and work for Army Aviation for over 36 years made significant contributions toward the success of Army Aviation as a critical member of the combined arms team in PRIME CHANCE, JUST CAUSE, DESERT SHIELD/STORM and PROVIDE COMFORT. MG Stephenson has been an AAAA Chapter President in Iran and St. Louis. He has served as President of the AAAA Scholarship Foundation, as Chairman of the Awards Committee, and as Secretary and Treasurer of AAAA. He is now the Senior Vice President. He has made his vision of Army Aviation come true; it is working today and will live long into the future.

1995 Candidate Clifton P. Wolcott CW4 — Deceased

NOT VIETNAM



The Tactical and Technical contributions of CW4 Clifton P. Wolcott to Army Aviation of the future cannot be overstated. However, the spirit of Army Aviation, present and future is what CW4 Wolcott really embodied. A spirit of mission accomplishment based on sound principals coupled with valor.

Enlisting in the Army in 1976 at the age of 19 he received his wings in 1980 and was assigned to the 229th Attack Helicopter Battalion. Already his personal courage, which he would display in numerous occasions later in his career, was evident when he was awarded the Soldier's Medal for saving the life of his copilot in an AH-1 crash.

In 1984 he was selected for Task Force 160 where he served as an MH-60 SOF Assault IP. His exceptional grasp of both the mission requirement and the equipment available led to his innovative use of night vision goggles and the development of an SOP for overwater operations. CW4 Wolcott's first combat operational experience was during PRIME CHANCE in 1987-89. His overwater techniques and tactics were adopted by all the Army Aviation units involved. In 1989, he again saw combat as a flight leader responsible for combat assaults during JUST CAUSE.

In addition to his duties as flight lead and unit IP, he became the unit's only gunnery standardization IP for the new MH-60 DAP. As such, he trained and evaluated the initial aircrew in the execution of armed helicopter operations.

The aircraft was first deployed during DESERT STORM in 1991 and received its baptism of fire during deep penetrations into the Iraqi desert. These clandestine missions are still classified but the success of the effort was testimony to the planning and training of which CW4 Wolcott was such a critical part. He was, as flight lead, awarded the Silver Star for his heroism and later recognized as the Special Operations Aviator of the Year for his Technical and Tactical contributions.

CW4 Wolcott became the Battalion Standardization I.P. in 1992 while also serving as the primary joint mission planner for several classified contingency plans. In August, 1993 he deployed to Somalia with 'Joint Task Force Ranger'. His superb grasp of the tactical situation enabled ground commanders to maximize the use of aviation support. On 3 October 1993, while leading a multi-aircraft flight on the assault of an objective in downtown Mogadishu, his aircraft was struck by an RPG. As his aircraft fell to the ground CW4 Wolcott skillfully maintained what control he could and issued critical instructions to those aboard thus helping to ensure their survival. CW4 Wolcott died as a result of that action and was awarded the Distinguished Flying Cross for his gallantry.

CW4 Wolcott's accomplishments have significantly contributed to the advancement of Army Aviation and to its place in the force of the future. CW4 Wolcott is most worthy of election to the Army Aviation Hall of Fame.



This is your Tear-Off Ballot



(PLEASE VOTE FOR UP TO SEVEN BY PLACING AN 'X' IN THE OPEN SQUARE)

| <u>Name of Candidate</u> | <u>(*Deceased)</u> | <u>Page</u> |
|--|--------------------|-------------|
| <input type="checkbox"/> Colonel Clark A. Burnett, Ret. | | 6. |
| <input type="checkbox"/> Brigadier General Charles E. Canedy, Ret. | | 7. |
| <input type="checkbox"/> Colonel Robert F. Cassidy, Ret. | | 8. |
| <input type="checkbox"/> Colonel Robert R. Corey, Ret. | | 9. |
| <input type="checkbox"/> CW4 Raymond A. Frank* | | 10. |
| <input type="checkbox"/> Master Sergeant Gary I. Gordon* | | 11. |
| <input type="checkbox"/> Colonel Robert M. Hamilton* | | 12. |
| <input type="checkbox"/> Mr. William P. Jones* | | 13. |
| <input type="checkbox"/> Mr. Bartram Kelley | | 14. |
| <input type="checkbox"/> Major General Richard D. Kenyon, Ret. | | 15. |
| <input type="checkbox"/> Lieutenant Colonel Donald L. Luce, Ret. | | 16. |
| <input type="checkbox"/> Major General Delk M. Oden, Ret. | | 17. |
| <input type="checkbox"/> Major General Rudolph Ostovich III, Ret. | | 18. |
| <input type="checkbox"/> Lieutenant General Ellis D. Parker, Ret. | | 19. |
| <input type="checkbox"/> Major General John D. Robinson, Ret. | | 20. |
| <input type="checkbox"/> Sergeant First Class Randall D. Shughart* | | 21. |
| <input type="checkbox"/> Major General Richard E. Stephenson, Ret. | | 22. |
| <input type="checkbox"/> CW4 Clifton P. Wolcott* | | 23. |

Mail on or before December 15

① What year did you join AAAA? _____

② Please check one category that applies to you:

- | | | |
|--|--|---|
| <input type="checkbox"/> Army Active Duty | <input type="checkbox"/> Army Retired | <input type="checkbox"/> Publishing/Other Assn. |
| <input type="checkbox"/> DA/DOD Civilian | <input type="checkbox"/> Other US Military Service | <input type="checkbox"/> Foreign Military Service |
| <input type="checkbox"/> Army National Guard | <input type="checkbox"/> US Defense Industry | <input type="checkbox"/> Foreign Defense Industry |
| <input type="checkbox"/> Army Reserve | <input type="checkbox"/> Consultant | <input type="checkbox"/> Other _____ |

③ Please check one category that applies to you:

- | | | |
|--|--|-----------------------------------|
| <input type="checkbox"/> Field Grade | <input type="checkbox"/> Warrant Officer | <input type="checkbox"/> DAC |
| <input type="checkbox"/> Company Grade | <input type="checkbox"/> Enlisted | <input type="checkbox"/> Civilian |

TO BE VALID, YOUR BALLOT MUST:

- (1) VOTE FOR ANY NUMBER NOT TO EXCEED SEVEN (7) CANDIDATES; BALLOTS WITH MORE THAN SEVEN (7) VOTES WILL NOT BE ACCEPTED.
- (2) BE AN ORIGINAL BALLOT; REPRODUCTIONS WILL NOT BE ACCEPTED.
- (3) BE MAILED IN THE ENCLOSED ENVELOPE POSTMARKED BEFORE DECEMBER 15, 1994.