ARMY AVIATION

FEBRUARY 28 ★ 1966

Chinook PROGRESS SUMMARY

February, 1966

VERTOL DIVISION OPENS NEW ASSEMBLY CENTER . . .

Boeing's Vertol Division began partial occupancy of its new Assembly Center last month. Only a portion of the 700,000 square feet of high bay area in the new Assembly Center will actually be needed to meet current accelerated schedules for the U. S. Army CH-47A Chinook helicopter.

The Assembly Center contains seven huge high-bay areas. The one pictured is 90 feet wide by 1,180 feet long.

The new Assembly Center, with its immediate available areas for additional expansion, gives the Vertol Division adequate reserve production capacity.

BOEING Helicopters

VERTOL DIVISION / MORTON, PENNSYLVANIA, U.S.A.

VIETNAM'S ARA

One of the most unique organizations in the world, the US Army's 2d Battalion, 20th Artillery, part of the 1st Air Cavalry Division, is currently operating in the mountainous, guerilla-haunted central highlands of this warn-torn nation.

The 20th is the first and only aerial rocket artillery (ARA) battalion in the world, and its sphere of operations, compared with even the largest conventional caliber artillery units, can only be described as enormous.

Equally enormous is the volume of firepower available within the organization – its three firing batteries have a combined firepower of 1,728 2.75inch rockets, the equivalent of 48 battalions of 155mm howitzers, or to put it another way, one such battalion firing 48 rounds per gun.

The main weapons system employed by the flying artillerymen is a pair of rocket pods, each housing 24 2.75 inch rockets – and all 48 of these can be delivered in just four seconds.

The rockets are of a type that have been in service for several years – and they are due to be replaced soon with a larger, more lethal rocket with a heavier warhead, but the same diameter, allowing them to be fired from the existing pods.

The development of aerial rocket artillery can be traced back to the early days of the airmobility experiments conducted at Ft. Benning, Ga. According to Major Joseph Lahnstein, the Battalion Executive Officer, the aerial concept was born when a means of fire support had to be found for highly mobile air-transported troops beyond the range of conventional artillery.

VARIOUS SYSTEMS USED

Combat experience in Vietnam has shown that the 48-rocket system, while undoubtedly effective, can be improved. An alternate weapons system, consisting of a half-dozen wire-guided missiles mounted three on each side of a *Huey*, was used with considerable success against hard targets – armored vehicles, thick masonry buildings,

and caves. In addition, the guided missiles, which were the modified SS-11 type, used by the Army as an infantry anti-tank weapon, have been directed against point targets with devastating accuracy.

"*But we still needed a more flexible system, one that could combine the inexpensive, but very accurate SS-11, with its capability for hitting hard point targets,*" explained Chief Warrant Officer Robert Maxwell, a pilot with the 20th.

Maxwell is the designer of just such a system. Blending the best of both previous systems, Maxwell mounted a wire-guided SS-11 on each side outboard of the rocket pods, then, to make up for the difference in weight, blocked off 12 rocket tubes on each side, and came up with a 24-rocket and two-guided missile system that offers the pilot a choice of the best features of both types of weapons. Because of the difference in weight between the two systems, Maxwell's rig permits the use of the newer, heavier rockets.

ALL ARTILLERY-TRAINED

Still another alternative to the rockets and missiles carried by the 36 Hueys in the firing batteries are the quad-machine gun outfits sported by the headquarters battery ships. These are four slightly modified M-60 machine guns, two on a side, aimed and fired by the co-pilot.

Usually, the 20th receives targets beyond the range of the tube artillery, but sometimes its fire is used to supplement the conventional fire. All of the battalion's commissioned officers are artillery branch trained, and "*Even our warrant officers get to feel that they are artillerymen after a while,*" comments the battalion's veteran commander, Lt. Col. Nelson Mahone.

This helps keep the battalion oriented on their tactical role as flying artillery.

"*Many people tend to class all armed helicopters as 'gun ships,' but we consider ourselves a breed apart, and our success with artillery tends to support this,*" says Col. Mahone, an Army pilot for nearly twenty years.

The ARA *is* an artillery unit, and although they have on occasion performed the tasks usually assigned to gun ships, their real worth is demonstrated by the praise infantry leaders lavish on them.

One battalion commander with the memory of the Plei Me fighting still fresh in his mind said, "*The enemy was all around us, and the volume of fire was murderous. We were taking casualties right and left, when the ARA arrived over us. Suddenly, we were alive again. They took the breath of death out of our faces and blew it back towards Charlie (the Viet Cong).*"

Other infantrymen are quick to point out that only ARA can deliver quick, heavy fire as close as fifty yards to the front of friendly troops, and have virtually no danger of hitting their own soldiers.

Another unique capability of the ARA is as a counter-battery weapon, particularly against mortars. At the cavalry base camp at An Khe as well as at temporary field encampments, aerial searchlights are employed, and the combination of an armed, blacked-out Huey following the searchlight ship has been termed "*the most effective counter-mortar weapon in Vietnam*" by Cavalry Division officials.

The men of the 20th proudly wear the unit's distinctive *Griffen* patch on their shirt pockets. The *Griffen* was a mythical creature with the head, wings and talons of an eagle and the body of a lion. Like the *Griffen*, the aerial artillerymen have proven that they can successfully combine the strength and power of the artillery with the speed and range of the helicopter.

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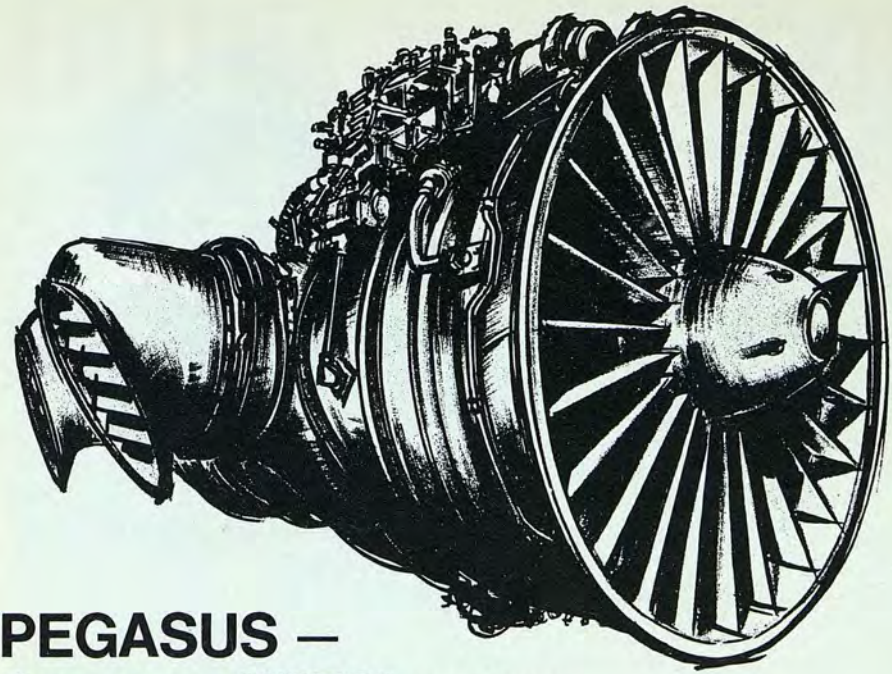

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AVIATION REQUIREMENTS

BY
COLONEL DELBERT L. BRISTOL
DEPUTY DIRECTOR OF ARMY AVIATION
OACSFOR, DEPARTMENT OF THE ARMY

During an appearance before the House Armed Services Committee in March, 1965, Secretary of Defense McNamara testified to the effect that the Army aircraft inventory objectives contained in the FY 1966 budget were tentative and that by the time of the presentation of the FY 1967 budget in early 1966, he would have firm recommendations as to the rationale for and quantitative aircraft requirements of the U. S. Army forces.

This statement was no surprise to the leadership of the Army. Since early in 1962 when Secretary McNamara had directed the Army to take a bold, new look at the potential of increased use of aerial vehicles in modernizing the Army, the Army General Staff, the Combat Developments Command, the Continental Army Command, and the Army Materiel Command had been feverishly engaged in the analysis and testing of new concepts of employing aerial vehicles to improve the Army's combat capabilities.

Concurrently, the Army's increasing commitment of Army aviation units to the support of the Armed Forces of the Republic of Vietnam provided valuable experience that shed light on the problem of how fast the Army should move in the direction of increased reliance upon aerial vehicles in the day to day operations on battlefields of the future.

In October, 1964, the Army Chief of Staff,

General Johnson, recognized that the numerous tests and studies of airmobility then underway would not in themselves provide all of the data necessary to provide and answer to how much aviation was required and what it would cost. Accordingly, General Johnson directed the formation of a study group for the purpose of determining the quantitative requirements for aviation in the Army Combat Structure and Supporting Forces with the rationale therefor for use in developing the Army's FY 1967 budget.

Mueller Board

Early in January, 1965, this study group assembled at the Pentagon under the leadership of Brigadier General Edmund Mueller, who was temporarily detached from his duties as Assistant Commander of the 2d Infantry Division. Other members of the study group were drawn from the Army General Staff, civilian research organizations, CDC, AMC, and CONARC.

The study group made extensive use of operations research analysis techniques including the conduct of war games. Major contributors to the study were the *Combat Operations Research Group (CORG)*, *Research Analysis Corporation (RAC)*, and the *Engineer Strategic Studies Group (ESSG)*.

Whereas other studies and tests including the efforts of *Project TEAM (Test and Evaluation Air Mobility)* had examined the employment of aviation in specific segments of the Army's combat operations, the *ARCSA* study* was intended to be a "wrap up" of all of the Army's aviation requirements. A major feature of the study was the development of scenarios for the conduct of war games based upon approved Army force structure plans.

In order to measure the effectiveness of aviation support in Army operations, a high level and a low level of aviation in addition to the 1965 authorizations were examined in the context of overall Army operations in potential theaters of operations. In order to be completely objective, the capabilities of the other services to support Army operations were carefully considered and fully accounted for in determining the Army's overall requirements for aviation support.

Since the study focused upon the immediate future, primary emphasis was given to the examination of aviation capabilities in terms of existing equipment and that which was sufficiently developed to be capable of introduction into the Army inventory within the immediate future. For example, since the Army had recently standardized upon a new light observation helicopter, the OH-6, requirements for this type of equipment were developed on the basis of the capabilities of the OH-6.

War Gaming

The outcome of the War Games and separate studies together with the review of more than 160 reference documents provided an overall measure of the effectiveness of aviation in the support of Army combat operations. With these inputs the *ARCSA study* group made an exhaustive study of Army aviation requirements to satisfy each of the major functions of ground combat, i.e., command and control, reconnaissance and surveillance, fire support, maneuver, and logistics.

In addition, the management, maintenance, and other aviation support requirements of the Army were examined in sufficient detail so as to provide a basis for developing a complete "package." Underlying the study of each functional area was the premise that no aviation support was required unless it could be proven

**ARCSA—Aviation Requirements for the Combat Structure of the Army.*

REVISED DISTRIBUTION OF AIRCRAFT (INF AND ABN DIVS)					
	OH-6	Armd UH-1B	UH-1B	UH-1D	TOT.
Aviation Battalion					
Gen Support Co	4	6	0	2	12
Airmobile Co (Lt)				25	25
Division Rcn Squadron					
Air Cavalry Troop	9	11	6	0	26
Bde Hq & Hq Co (3)	4 (ea)	0	0	0	12
Div Arty Hq & Hq Btry	9	0	2	0	11
Support Command					
Acft Maint Co	0	0	0	2	2
TOTAL DIVISION	34	17	8	29	88

otherwise. Where aviation support requirements were identified, only those necessary for the satisfaction of sustained requirements were recommended to be organic to units with the balance of the support requirements being "pooled" at some higher echelon of command where aviation support could satisfy several "customers" without sacrifice in responsiveness.

One example of the functional studies can be found in the study of the command and control requirements of the divisional brigades. The day to day movement requirements of the company, battalion, and brigade commanders and their staffs were thoroughly examined under all representative combat situations.

Based upon this analysis it was determined that each brigade required the full-time use of three OH-6 aircraft on a daily basis. Considering the expected availability of the OH-6 to be 75%, the *ARCSA study* recommends the authorization of four OH-6's to be "pooled" in the brigade headquarters company of each brigade. (Current TOE authorize these brigades a total of six LOH's).

Another example of the functional area studies is found in the study of the maneuver requirements of the various Army divisions. In this examination it was found that in their normal roles the Armored and Mechanized Divisions had little opportunity to employ their currently authorized light air mobile companies on a sustained basis whereas the Infantry and Airborne Divisions have a sustained requirement for an organic aerial maneuver capability.

Highlights of the other functional studies are as follows:

- The requirement for Air Cavalry units for reconnaissance and surveillance was confirmed.

- OV-1 *Mohawk* surveillance aircraft are best employed in Corps "pools" to meet the requirements of all users including the divisions and Corps Artillery.

- There is a substantial requirement for fixed wing and rotary wing aircraft in underdeveloped areas for the battlefield distribution of supplies.

- The role of helicopter aerial ambulance units was confirmed.

After completing analysis of the functional area requirements, the *ARCSA study* group examined the integrated aviation support requirements of the divisions, corps, field armies, and the communications zone from division upwards through the theater of operations level.

Interactions Examined

In these analyses, interactions between the requirements of the various functional areas were examined in order to strip out any duplications of capabilities. It was found that the most significant interaction occurs between that aviation required for maneuver and that aviation required for logistics purposes.

The aviation required for maneuver purposes within a Corps, for example, is sized primarily to meet the simultaneous lift requirements of a particular combat formation. Examination of the frequency of lift of these Corps' combat formations reveals a surplus of flying hour capabilities that can be devoted to battlefield logistics resupply in the same geographical areas. By virtue of this surplus capability a compensating reduction can be made in the aircraft requirements developed to move supplies in support of the same combat formations.

In sum, the *ARCSA study* makes extensive recommendations for the revision of aviation in the Army combat structure and in the supporting forces. These changes coupled with the rationale for the provision of aviation as developed in the study provide a new statement of requirements for budgetary and planning purposes. To the degree approved by DOD, these

REVISED DISTRIBUTION OF AIRCRAFT (ARMD AND MECH DIVS)					
	OH-6	Armd UH-1B	UH-1B	UH-1D	TOT.
Div Hq & Hq Co	4	0	0	2	6
Division Rcn Squadron Air Cavalry Troop	9	11	6	0	26
Bde Hq & Hq Co (3)	4 (ea)	0	0	0	12
Div Arty Hq & Hq Btry	9	0	2	0	11
Support Command Acft Maint Co	0	0	0	2	2
TOTAL DIVISION	34	11	8	4	57

changes will be published in revisions of TOE and TDA of the units and activities affected.

In addition to the changes in aircraft authorizations, related changes will be made in personnel authorizations based upon the recently approved *Aviator Requirements Study* and by adoption of revised aircraft maintenance organizations based upon the good features of the ABC maintenance concept (as tested by the 11th Air Assault Division and 10th Air Transport Brigade) and the recent experiences of aviation units in Vietnam.

Revisions of TOE will also incorporate Air Traffic Control elements in divisions to work in coordination with Army Air Traffic Control Companies as recommended by a recent CDC study.

Although divisions (other than the Air Mobile Division) will not have organic fixed wing aircraft, these divisions will be provided with personnel and equipment to establish fixed wing air strips within the division area so as to provide termini for logistics resupply, courier, and other administrative fixed wing traffic.

The aircraft recommended for the Infantry and Airborne Divisions total 88 to be distributed as shown in *Figure* 1. The aircraft complement of the Armored and Mechanized divisions total 57 each, distributed as shown in *Figure* 2.

NON-DIVISIONAL AVIATION UNITS			
	Deleted	New Unit	Retained
AVN GP HQ & HQ CO		X	
AVN BN HQ & HQ CO			X
AIRMOBILE CO (LT)			X
AIRMOBILE CO (MED)			X
HEAVY HELICOPTER CO (1)		X	
SURV CO (CORPS) (2)			X
ESCORT HEL CO (ARMED) (3)		X	
AIRMOBILE CO (FW)			X
AVIATION CO (CORPS) (4)			X
AVIATION CO (ARMY) (5)			X
AIR CAV TRP (SEP) (6)		X	
AIR AMBULANCE CO			X
AIR AMBULANCE DET (7)			X
CORPS ARTY AVN BTRY	X		
SPEC FRCS AVN CO (8)	X		
AVN CO, SEP INF BDE			X
AVN CO, SEP ARMED & MECH BDE (9)	X		

Remarks: (1) 9 CH-54's; (2) Major revisions, and tailored to the operational area; (3) 20 UH-1B aircraft; (4) Major changes; (5) Major changes; (6) Similar to the Division Troop; (7) Equipped with UH-1D's; (8) 4 OH-6 aircraft, 2 U-10 aircraft in the Special Forces Group; (9) 4 OH-6 aircraft in Brigade Hq & Hq Company.

Organizations Revised

The organization of Corps and Army aviation companies is to be revised substantially so as to provide "pooled" aviation resources to serve the requirements of units located in the Corps area, field army area and communications zone as well as reinforce divisions and other units having organic aviation on a mission basis.

Figure 3 lists the nondivisional aviation units recommended by the *ARCSA study* with an indication of the nature of any changes. Nondivisional aviation units recommended for deletion are also listed.

The *ARCSA study* has been approved by the Chief of Staff and Secretary of the Army with minor revisions and the study is currently being reviewed at the Department of Defense level.

The extensive nature of the changes recommended by the *ARCSA study* will undoubtedly generate heated reactions in some quarters in that this study represents a "bare bone" rather than an "optimum" statement of requirements for Army aviation.

Nevertheless, the study does represent the best possible assessment in the light of present day knowledge geared to the other forces of the Army. On this basis the study provides a more solid foundation upon which the distillation of new experience and increased knowledge can be applied.

Despite the numerous changes recommended by the *ARCSA study,* the overall quantitative requirements for aircraft and personnel to support the recommendations represent only minor changes fom objectives peviously stated by the Army.

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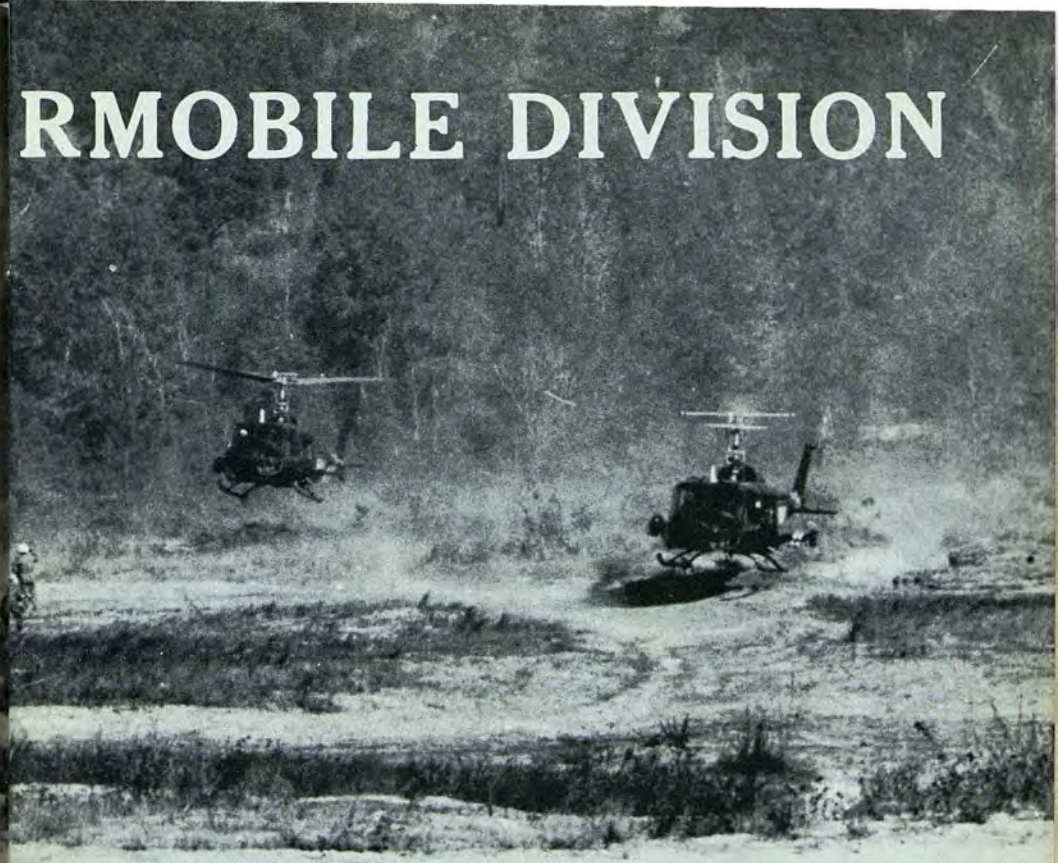

The expansion from the limited air mobility present in the ROAD Division to the complete air dependence under an airmobile division created many technical and tactical problems. One of the major problems that had to be solved in order to allow the tactical doctrine to be properly evaluated was the resupply and dispensing of aviation fuel.

It was originally recognized that without sufficient and properly located refueling points, the air mobile division would lack much of its flexibility and quick reaction. The steps that were taken by the 11th Aviation Group to insure the solution to this problem will give some idea of the method used in formation of airmobile procedures and the findings that may be employed by other units.

BY
CAPT. ROBERT PARKER

Certain criteria were established for the division that will effect this study are that all supplies would be brought in by air and that units must be kept to the lowest possible weight to achieve maximum air mobility. The concept for bringing fuel to the brigade and aviation battalion bases worked as originally planned. CV-2 aircraft would fly in the fuel from the rear to brigade air fields located normally 50-75 miles behind the Forward Edge of the Battle Area (FEBA). At this point some of the fuel would be stored in tank farms and the rest would be delivered by CH-47 Chinooks to the battalion bases, which normally were 25-50 miles behind the FEBA.

Drums Redesigned

The only developmental change required was the redesign of 500 gallon collapsible rubber fuel drums which were the basic fuel transportation container. The standard drum was too long to fit lengthwise into a CV-2. The drum was shortened to allow winching into the Caribou, thus increasing efficiency and reducing time.

In the delivery of fuel to the battalion bases, new slings were designed for the CH-47 for ease of handling the three drums that were carried externally. In the battalion base area, fuel was dispensed by the few organic fuel tankers or at a number of refueling points that were established by attaching the organic 50 GPM fuel pumps directly to the 500-gallon drums in which the fuel was delivered.

The major problem area encountered was in the 25-50 miles between the battalion base and the supported units. It became evident early that due to the great forward and lateral distances and the normal practice of loggering aircraft with the supported unit, forward refueling points would have to be established to enable aircraft to accomplish their missions. The supported unit

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has no equipment that could be used to refuel aircraft nor does it have the means to carry any. The supported unit could be counted on for security only.

The establishment of a semi-permanent refueling area similar to brigade or battalion base would be too easily detected, vulnerable, and too inflexible for front line use in an air mobile division. This method was never used. The next most logical method was for each aviation battalion to take their gas dispensing pumps and 500-gallon drums of fuel forward to establish refueling points.

This practice still had most of the disadvantages of the semi-permanent base and in addition it was impractical with organic equipment. The 50 GPM pumps weighed 450 pounds and refueled a UH-1 aircraft in 2-5 minutes. For a 1 or 2 aircraft mission this might be acceptable, but most missions were platoon or company size (8-24 aircraft). To refuel a company in 10 minutes would require 8 pumps or 4000 pounds of equipment and to refuel with 1 pump would take up to 1 hour and twenty minutes. Neither the time nor weight required were compatible with the airmobile concept.

Mobile Gas Station

Another solution was to have the CH-47 internally loaded with a 2000 gallon pillow tank for operation as mobile gas station. With this equipment 5 UH-1 aircraft could be simultaneously refueled in 5-10 minutes. This system operated very successfully and has many uses, but the permanent loss of a number of CH-47's for purely refueling of aircraft is a high price to pay.

At this time one of the items the Test Evaluation Control Group brought out for testing was a 30-40 GPM farm pump that weighed 9 pounds. This pump complete with hose, nozzle, and go no-go gauge weighed 42 pounds versus 450 for the present 50 GPM. The pump engine ran on MOGAS, AVGAS, diesel, or JP4. The maintenance required and the cost of the pump were negligible, so organizational maintenance was eliminated and the item could be replaced on a direct exchange basis. These pumps were put through extensive tests and functioned perfectly.

Individual Capability

Now with the weight, cube, and cost of the refueling pumps reduced approximately one tenth of the standard pumps, each aircraft could be equipped with its own refueling capability. Now all that had to be done for refueling was to preplace fuel at the supported units and any aircraft could land and start refueling itself in one minute. If sufficient fuel was prestocked in the forward areas, the aircraft would be completely independent of ground support for refueling.

Missions could not be delayed or restricted by lack of refueling areas and the aircraft could live continually with the supported units. Frequently units still set up temporary refueling points to facilitate the operation of large missions, but either way the aircraft were flexible and could change missions or landing zones in flight.

Tried and Proven

During *Air Assault II* these methods were tried and found extremely successful. The CV-2s brought in all the fuel used by over 500 aircraft in all the missions for two months. The CH-47 Chinooks kept all battalions, prestock points, and supported units supplied with their fuel. The CH-47 flying gas station was used as a back-up and primary refueling facility on long penetrations.

The new gas pumps enabled aircraft to be independent of established helicopter fields or airfields, to live with the supported unit, and remain continually flexible. The division never failed to perform a mission because of the lack of fuel.

About the Author

Captain Robert Parker was assigned to the 11th Air Assault Division, Ft. Benning, Ga., when this article was written.

BY CARLOS C. WOOD
Vice President, Engineering
Sikorsky Aircraft Division

AAAA PANEL PRESENTATION

How rotary wing aircraft fit into today's concept of transport and weapons systems

Any discussion as to how different aircraft systems fit into today's situation must start either explicitly or implicitly with consideration of the world situation in which we find ourselves, both now and for the foreseeable future.

The most certain thing that can be said about the world situation is that it is unstable. Ever since World War II we have seen conflicts between nations that have ranged almost throughout the complete scale of violence. At times the violence level has been essentially zero and the international warfare has been primarily along economic lines.

Varying Levels

Fortunately, we have not seen the catastrophic violence of holocaustic nuclear warfare, but in Korea, Vietnam, Africa, and the many other conflicts that have plagued this world of ours since World War II, there have been warfare conditions of varying levels of violence and of varying levels of sophistication.

In thinking about what this has meant from the standpoint of aircraft requirements, several general statements appear to be valid.

The need of maximum speed and range of weapons increases directly with the level of violence, being maximum in case of holocaustic nuclear warfare, particularly for the initial strike. This is obviously the reason for the development of the accurate long range hypersonic missiles.

Flexibility Required

In general, the lower levels of violence require higher capability of flexible operation of aircraft systems. In this context aircraft systems include not only the aircraft themselves, but the facilities that are necessary for proper operation of the aircraft.

From this we can see that no single type of aircraft system can completely meet the needs to counter these different levels of violence.

A little thought also shows us that there is a considerable interdependency between the various types of systems required for various levels of violent warfare.

More and more nuclear capability is being developed by the various nations of the world and it seems quite clear that only the nuclear capability of the United States has been able to establish and maintain a situation that has prevented other nations from unleashing nuclear warfare upon us. Only the nuclear capability of the United States has been able to force those military operations that have been undertaken in the last two decades to be less than all out.

As a result, it can be stated that present warfare has not become all out warfare only because our own nuclear delivery capability furnishes an overall umbrella under which our forces can operate throughout a more conventional war.

Target Location

Lower levels of warfare have some extremely difficult problems, beginning with the problem of locating the target. Experience has shown that in many cases targets cannot be located and isolated properly if the only available mode of operation of the aircraft involved is a high speed mode.

However, the fact must be faced that those types of aircraft that can operate at very low speeds are generally incapable of operating at very high speeds. It is thus necessary that provisions be made to provide an umbrella of local air superiority so that these lower speed machines can operate satisfactorily. This local umbrella, it appears, must be furnished by tactical air forces in order that local operations may be feasible.

Dual Capabilities

Under this local umbrella at lower levels of warfare against guerrillas, against situations where enemies and friends are mixed together, under situations where there is not much of a formal order of stand-up battle, under situations where operations are fluid, it is necessary to have aircraft that have the ability to operate from advanced, rapidly moving, and primitive bases while at the same time having the ability to operate slowly and sometimes even stop in flight while at the same time having the capability to move at reasonable combat speeds.

These abilities, plus the capability to apply discreet but potent force at specific points, are a must for lower warfare levels to keep these lower warfare levels from growing to larger levels. This type of aircraft is essentially a part of ground force firepower and ground force mobility needs. Friendly troops must have this support for mobility and for firepower protection in order to be effective, particularly in such a fluid situation, where forward bases are continually on the move and thus have no time for build up.

Key to Success

It appears obvious from the experiences of the last decade that mobility is a key to successful countering of indigenous forces when they are ground-bound and is absolutely essential if the enemy becomes unground-bound and gets mobility himself. Mobility is essential to provide surprise and to reduce the time-lag of response to enemy action. Both of these are essential to successful operation in less than all out war.

At present, the rotary wing machine is the only practical type of aircraft that provides this extremely mobile means of operation in forward and unprepared areas. The present situation shows the need for improved performance (payload, range, speed, hover at temperature and altitude) both for transport and firepower machines.

Day-night-IFR operations are a must. Improved navigation accuracy is necessary for all types. Improved fire accuracy is essential for firepower machines. Ability to live, be maintained, and have fast turnabout time under primitive conditions with absolute minimum forward base facilities is essential.

MID-AIR REFUELING

Army Mohawk aircraft have been refueled in the air for the first time utilizing Marine Corps KC-130F tankers in early February tests held at Cherry Point, N.C.. Modification of the Mohawk OV-1B for inflight refueling, thus extending its range, can save time and money in dismantling and shipping of the Mohawks to overseas areas.

During the last several years, rotary wing development has been along these lines. Improved reliability and availability, together with great improvement in mission reliability are now available with greatly reduced necessity for maintenance and support equipment. It should be mentioned that in large part this development has resulted from the high rate of utilization of rotary wing aircraft in scheduled commercial operations.

These improved characteristics are being combined with a doubling of speed, endurance, and payload, together with application of more complete navigation and avionics than heretofore; more and highly accurate firepower, a larger envelope of operating capability under more severe environmental conditions including day-night-IFR and low vulnerability to enemy action, and with a lower level of training and logistics requirements.

This is resulting in the rotary wing aircraft capability coming ever closer to needs and rotary wing aircraft are now showing their value in existing military operations. With continued development as presently planned, we can expect that rotary wing aircraft will be even more valuable, not only under today's combat conditions, but practically all future combat conditions, including all-out war.

In summary, under existing warfare conditions ground forces need rapid transport of personnel, material, and applied firepower in machines integral with and based with the ground forces themselves. Rotary wing aircraft are showing today that they are highly desirable for these uses. With the application of advanced rotary wing aircraft incorporating further improvements now technically feasible, this type of aircraft will be indispensable to the ground forces.

BELL PLANT DIVISION AVCOM

Since the entire name is probably too long for the door, Lt. Col. Frame J. Bowers, Jr., and his personnel at Fort Worth, Texas, call themselves the Bell Plant Division. And with the usual governmental penchant for alphabetic combinations, that winds up most often as just plain BPD.

The division is a part of the Directorate of Procurement and Production, Army Aviation Materiel Command, St. Louis. In effect, however, it is more than an Army office, as it represents Bell's largest customer – the U.S. government. BPD also helps administer contracts for allied governments, when requested to do so.

During the two years since its establishment as the first Army aviation plant cognizance office, BPD has grown to a force of 87 personnel – eight officers and 79 civilians – divided among six branches. These branches – Contracts, Administration, Flight Test, Engineering, Production and Industrial, and Quality – are an indicator of the functions they perform.

Among BPD's duties are price negotiation for repair parts and contract changes, interpreting contracts and approving subcontracts, reviewing all Bell engineering drawings for military aircraft, insuring a quality control system that results in deliveries being on time, doing acceptance flight testing, and notifying the customer when his helicopters are ready for delivery.

Current production at Bell includes OH-13's, OH-13T's, UH-1 B's and D's for the Army; UH-1E's for the Marine Corps, UH-1F's for the Air Force, and UH-1B's for the Australian government.

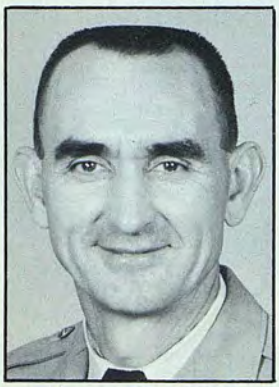
CWO James O. Goldsberry, a test pilot at the Bell Plant Division, is not shown in the photo chart on the opposite page.

For many of the civilians, the change from Navy plant cognizance to Army merely meant a change in who made out their checks. They may not all sing "Deep in the Heart of - - - -," with a Texas accent, but BPD personnel are enthusiastically doing a good job and it is doubtful that they would trade with anyone else.

BELL PLANT DIVISION AVCOM

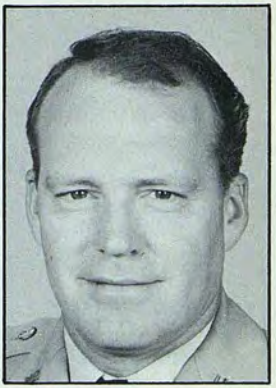
Lt. Col. Frame J. Bowers
Chief

Lt. Col. Milton D. Dalpino
Executive Officer



Maj. John R. Brown
Special Projects Officer

Maj. James O. Woodard
Special Projects Officer



Capt. Nicholas P. Stein
Special Projects Officer

Capt. Lawrence R. Dewey
Chief, Flight Test

CWO Kyle Spaulding
Test Pilot

CWO Edward L. James
Test Pilot

AIR CAV...

Revolution in Tactics... and the Hueys were there!

For the first time in history, an infantry division — the U. S. 1st Cavalry (Air Mobile) — fought a sustained, weeks long battle using helicopters as its basic means of battlefield transport.

Military tacticians who followed the combat reports see this test of the airmobile concept as one of the most significant actions since World War II . . a revolution in the conduct of land warfare comparable to the dispatch of German tank divisions into Poland in 1939.

Night movement of troops into night battle and close support from Huey-mounted airborne artillery is credited with turning the tide of battle against the Viet Cong. Helicopters were able to deliver decisive firepower and manpower in the most critical areas of the battlefield at the most critical time of the battle.

Bell helicopters have been in the Army inventory since 1946 and have matched their improved capabilities with the advancing requirements of the nation's military effort.

BELL HELICOPTER

FORT WORTH, TEXAS • A textron *COMPANY*

WORLD STANDARD bell

AAAA PHOTOS

CORPUS CHRISTI

■ THE RICHARD H. BITTER CHAPTER HELD THEIR ANNUAL CHRISTMAS DINNER-DANCE IN MID DEC. ONE OF THE HIGH POINTS OF THE EVENING WAS THE PRESENTATION OF THE HANDSOME PLAQUE, SHOWN ABOVE, TO THE HONORABLE JOHN YOUNG, MEMBER OF THE U.S. HOUSE OF REPRESENTATIVES. CONGRESSMAN YOUNG WAS CITED FOR HIS OUTSTANDING INTEREST AND CONTRIBUTION TO ARMY AVIATION. (U.S. ARMY PHOTO)

ATLANTA

■ THE ATLANTA PLAYBOY CLUB WAS THE SCENE OF DECEMBER FESTIVITIES ATTENDED BY AAAA MEMBERS OF THE ATLANTA CHAPTER. THE EVENING EVENT WAS WELL ATTENDED, NOT QUITE BY ACCIDENT. SHOWN ABOVE LEFT TO RIGHT ARE: BUNNY PAULA, MRS. MACDONALD, MAJOR H.F. MACDONALD, MRS. R.K. DILLON, MRS. SMITH, MAJ. M.D. SMITH, AN UNIDENTIFIED BUNNY, AND CAPT. R.K. DILLON. (BUNNY PHOTO)

FORT SILL

■ THE FORT SILL CHAPTER HELD ITS ANNUAL FORMAL CHRISTMAS BALL IN LATE DECEMBER. THE DINNER-DANCE WAS HOSTED BY COLONEL FREDERICK C. GOODWIN, CHAPTER PRES., AND SPECIAL GUEST SPEAKER, COL. (RET.) ROBERT M. LEICH. COL. LEICH, WHO WAS WITH THE FIRST TEST GROUP IN 1942, GAVE A FLASHBACK ON THE EARLY FLYING DAYS AT POST AAF. SHOWN ABOVE L. TO R.: MRS. GOODWIN, COL. LEICH (STANDING), COLONEL GOODWIN, AND MRS. ROBERT LEICH.

FORT BENNING

■ THE FT. BENNING CHAPTER'S JANUARY MEETING WAS ATTENDED BY 372 MEMBERS AND THEIR GUESTS. PRINCIPLE SPEAKER OF THE EVENING WAS MR. CHARLES BLACK, REPORTER FROM THE COLUMBUS LEDGER-ENQUIRER, WHO ADDRESSED THE GROUP ON HIS EXPERIENCES IN VIETNAM. SHOWN ABOVE FRONT ROW L. TO R.: COL. W.M. ZIMMERMAN, MR. BLACK, COL. J.E. SWENSON, MAJ W. JENKINS; BACK ROW: COL. R.E. GILE, GEN. O. G. GOODHAND, GEN. R.H. YORK, AND MAJ. J. FUST.

THE MONTH'S TAKEOFFS

GENERALS

SENEFF, George P., BGen

WRIGHT, John M., BGen

COLONELS

ALBRIGHT, C.R.

CONTOLE, William S.

EVERS, Raymond R.

NEWTON, Albert

NIELSEN, Edward L.

WEBB, Hugh W.

LT. COLONELS

BAKER, Harold L.

BARRATT, Robin M., Jr.

BLACK, William G.

CLANCE, Charles L.

COLE, Philip J.

DAVENPORT, James D.

DOBSON, Robert R.

EASLEY, Charles L.

HAYES, Theodore C.

HUEBNER, Otto W.

LT. COLONELS

JOHNSON, Woodbury

JONES, Harry L.

KAMARAS, John G.

KEEBAUGH, Harold G.

KELLAR, Robert S.

KENNEDY, James E.

LECHNER, Roy J.

LEIGHTON, Henry P. Jr.

MACKMULL, Jack V.

MORROW, Jack G.

RITZ, Donald J.

SANDERS, Neal W.

SMITH, James C.

SMITH, Richard C.

SNYDER, Paul B.

STANFIELD, John T.

SWILLEY, George R.

TOWNSEND, Delbert L.

ULERY, Vincent L.

WALTER, Frederick K.

LT. COLONELS

WOLFE, Alfred J.

MAJORS

ADAMSON, George W.

ADDISS, Daniel A.

ALLGOOD, Charles N.

ANDERSON, John H.

ASHTON, Stuart T.

ATCHINSON, Eulen D.

ATKINSON, Robert V.

BAILEY, Richard R.

BARBOUR, Frank P.

BARKSDALE, Clifford B.

BAYNARD, Richard A.

BENSON, Albert G.

BILLMAN, Ervin L.

BILLY, Myron D.

BLANKS, Richard E., Jr.

BOURGEOIS, Randolph C.

BRETZ, Robert D.

BUCK, William L.

MAJORS

BURNETT, Clark A.

BURNS, Sumner C.

BURTON, Kenneth J.

BUSH, Donald C.

BYERS, Ben A.

CAMPBELL, Harold T.

CAMPBELL, William A.

CARR, Edwin O.

CARROLL, Anthony

CASE, Onore E.

CHRISTIAN, Cecil G., Jr.

CHRITTON, William R., Jr

CLARK, Denzel L.

COLE, David A.

COLLINS, Marion H.

COOK, Duncan S.

CORLEY, William L.

CORNEIL, Robert F.

CORY, Rennie M.

MAJORS

CRAIN, Cleatis M.

CRAWFORD, James C.

DAVIDSON, Billie A.

DAVIS, Neece V.

DAVIS, Robley W., Jr.

DIMSDALE, Arthur

DOBSON, Dale E.

DOUCETTE, Roger A.

EVANS, James L.

EYMAN, Robert F.

FARMER, Garry H.

FITCH, John B.

FLEMING, Charlie P.

FOX, Joseph H.

FRANZNICK, John R.

FRINKS, Charles P.

GIMPLE, Lloyd A.

GOFF, Richard D.

GONZALES, Orlando E.

GROW, Robert M.

HACKBARTH, Floyd E.

HALE, Warren C.

HAMMOND, John A.

MAJORS

HAMMONS, Dale E.

HAWK, Robert T.

HAWKINS, Billy R.

HAXTON, Owen V.

HEAD, Robert L.

HELFENBERGER, F.H.

HENLEY, Raymond D.

HODGE, Harold L., Jr.

HOGAN, Wayne C.

HOLLERAN, Raymond F.

HUDSON, Charles F., Jr.

HUTCHINS, Charles F.

HUTH, Walter H.

JACOBS, Norman P.

JENSEN, Frank L., Jr.

JOHNSON, Clifford E.

JOHNSON, Jack O.

JONES, Isaac R.

JUNKO, Allen L.

JUTZ, Donald G.

KALINA, John M.

KASTNER, Joseph H.

KEAN, John J.

KEILMAN, Richard A.

MAJORS

KELLAR, Robert H.

KELLOGG, Kenneth E.

KEMP, Paul E.

KENT, George S.

KING, Edward

KNIGHT, Bobby M.

KNOWLES, George E., Jr.

KNUDSEN, Joseph R.

LAUTZENHEISER, R.D.

LEACH, Ercie J.

LEDGERWOOD, William E

LIEBL, Arthur F.W.

LILIKER, Thomas W.

LINMAN, Leland J.

LITTLE, Myron W.

LORENZ, Dwight L.

LOUIS, John J.

LOVETT, John A.

MATHISON, Theodore E.

MAYSE, Harvey C.

McCONNELL, James

McCOY, Harvey C.

McCRANIE, Asa C.

McDONALD, Harold F.

MAJORS

McDONALD, James A.

McGEE, Charles F.

McILWAIN, George W.

McKENZIE, Colin W., Jr.

McNEESE, Luna V., Jr.

McWHORTER, James H.

MESNIER, Charles R.

MILLER, Frank H.

MILLER, John J.

MITCHELL, James L., Jr.

MIYAMOTO, A.A.

MIZELL, Louis L.

MOFFET, David H., Jr.

MOLKENBUHR, Seamon J.

MOORE, Francis D.

MOORE, Peter W.

MORRILL, George H.

MORRIS, Hubert

MOSELEY, Henry G.

MOSELEY, Robert L.

MURDOCH, William L., Jr.

NADEAU, Frank W.

NEAMITZ, John C.

NICHOLSON, Allison L.

AWARDS AND Decorations


DISTINGUISHED SERVICE CROSS

DISTINGUISHED SERVICE CROSS

Fraker, William W., Capt

LEGION OF MERIT

Ellis, Clarence H., LCol
Hammarstrom A.F., LCol*
Henderson, Lewis J., Maj
Lomax, Arthur K., LCol

DISTINGUISHED FLYING CROSS

Bostdorf, John M., Lt
Boyce, John W., Sgt
Brown, John L., Capt
Campbell, Paul M.
Carlson, Billy H., Maj
Clark, David, Capt
Clark, Donald R., Capt*
Copeland, Francis A., Maj
Cunzeman, Douglas W., WO
Dorsey, James J., Lt
Fraker, William W., Capt
Goodwin, Charles R., PFC
Gordon, Charles D., Maj
Kennedy, Richard J., LCol
Knowlton, Don G., WO*
Kuykendall, Wm K., Capt, 1
Kyle, George W., Capt
Lee, James M., WO, 1
McDonial, Wesley, SP5*
Macklin, Ronald W., WO*
Miller, Robin K., Capt
Molinelli, Robert F., Capt
Paxton, Kent F., WO
Racine, Franklin D., SP5*
Scott, James T., Lt
Sherrill, Vann D., CWO*
Simpson, James H., CWO
Tucker, Ralph D., Jr., PFC
West, Gerald L., Capt*
Young, Paul, III, Lt, 2

SOLDIERS MEDAL

Delashmutt, Walter E, SFC
De Rosa, Ronald, SP4
Dustin, George M., Capt
Halcomb, Johnny, PFC
Kwiatkowski, Henry M, SSgt
Licha, Charles A., Maj
Morrison, Anthony D., Capt
Waters, Steven J., Jr., SP4

BRONZE STAR

Burke, Paul W., Capt
Carlson, Billy H., Maj
Childers, Jerry W., Capt
Christie, Thomas C., Maj
Connell, Thomas E., Maj
Connelly, John R., Capt

* Posthumous Award

BRONZE STAR

Connors, Edward J., CWO
Degner, Herbert L., Capt
English, Wendell D., CWO
Grinstead, John B., Capt
Hall, James A., Capt
Haney, Howard E., Capt, 1
Hegdahl, James O., Maj
Hodgson, William E., Capt
Holroyd, Donald E., Capt
Howard, William A., Lt
James, Jesse H., Capt
Jesse, Martin C., Capt
Kyle, George W., Capt
Laughinghouse, J.E., Capt
Ledwidge, Augustine, Capt
Lee, James M., WO
Melbye, John, Capt
Morrison, Anthony D., Capt
Osborn, Larry N., Capt
Owens, Thomas C., SSgt
Pratt, James T., III, Lt
Rhodes, Carl E., Maj
Sands, Robert S., Maj
Schwem, Marvin W., Capt
Shirk, John W., MSgt
Smith, Dan R., Maj
Smith, William H., Maj
Stamps, John R., Capt
Stoddard, Timothy D., Capt
Tetreault, Leo J., CWO
Thompson, James E., Capt
Thompson, Michael R, Capt
Tulloch, William G., SFC
Wesner, Dean C., Capt
Wouters, Frank D., Lt
Young, Ray A., Capt

AIR MEDAL FOR VALOR

Baden, Robert E., WO
Bliven, David M., Capt
Carignan, Alfred J., SFC
Carlson, Billy H., Maj
Carpenter, Clarence, WO
Cary, Kenneth R., Capt
Childs, Michael, WO
Claxton, John D., WO
Cobb, Martin J., WO
Cox, James R., Lt
Daum, John P., WO
Dickens, Bobby L., CWO
Dorsey, James J., Lt
Dowdy, Kenneth L., CWO
Fiely, Linus H., Capt
Ford, Glaston J., Capt
Forsman, Ralph E., PFC
Frinks, Charles P., Maj
Fudge, Eugene E., Capt
Gibson, Lewis H., CWO
Harmon, Kenneth J., Lt
Hester, Thomas L., Capt
Holland, Joseph P., CWO
Hunt, Gordon, M., Capt

AIR MEDAL FOR VALOR

Irvin, Ralph D., Maj
James, Jesse H., Capt
Johnston, Howard R., Maj
Jones, James M., Capt
Kenyon, Richard D., Capt
Kirby, Arthur C., WO
Kramer, Bryce R., Capt
Leroy, Paul S., Capt
McKelvey, Lawrence, WO
Mebane, Eddie, B., Lt
Miller, Jack E., SP5
Missildine, Chas., Capt, 2
Myers, John T., III, WO
Parnell, William B., Sgt
Petty, William E., CWO
Riley, William B., PFC
Schwem, Marvin W., Capt
Sensenig, William H., WO
Sparks, John F., WO
Stewart, Harvey E., Maj
Stobbe, Roman J., Maj
Sweeney, Robert F., Capt
Taylor, Billy W., Capt
Tillman, William L., WO
Trilip, Stanley G., SSgt
Tucker, Jimmy G., Capt
Van Loon, Weston O., Lt
White, Thomas P., WO
Whitten, Millard, Maj
Wildes, Michael L., WO
Witt, Milton P., Lt

AIR MEDAL

(The number after the recipient's name indicates the number of Oak Leaf Cluster awards received.)

Adam, Daniel A., PFC
Arbaugh, Jack W., SSgt
Bahnsen, John C., Capt
Berquist, Robert E., Lt, 14
Brodie, Judson M., III, WO
Brown, Lester G., SP4
Burroughs, J.R., SP5, 13
Campbell, Paul M., Capt, 16
Carlson, Billy H., Maj, 15
Christie, T.C., Maj, 12
Cooper, Gordon D., Capt, 4
Devereaux, Walter J., Lt
Dorsey, James J., Lt, 31
Emerson, James H., Maj, 1
Flohe, Donald L., Lt, 15
Ford, Glaston J., Capt, 12
Frandsen, Donald P., LCol
Gass, Henry B., Lt, 15
Hall, William P., Capt, 2
Hutchinson, David W., Lt, 2
Ireland, Gerald E., WO, 2
Jaggars, J.N., Maj, 12
James, Jesse H., Capt, 22
Kaneckika, David T., SP4, 1

AIR MEDAL

Kiah, Paul R., Lt, 1
Kyle, George W., Capt, 15
Laughinghouse, J, Capt, 15
Lush, Ronald, PFC
McFadden, Louis P., Capt
McKenzie, Colin W., Maj, 6
McKnight, James H., SP5
McTaggart, Ken S., Capt
Major, Dorrance D., Capt
Manning, Cyril G., SFC, 5
Mantooth, Glen W., CWO
Marvicsin, Dennis J., WO
Medcalf, Rex M., Maj, 4
Miller, Jack E., SP5, 20
O'Bray, Preston E., CWO
Page, Larry R., Lt
Pritchard, Allen N., Lt, 3
Quick, William W., MSgt
Renger, William, SP6, 6
Sullivan, John L., WO, 16
Thornton, Olen D., Capt, 15
Trent, Lester G., SFC, 6
Tripp, Fred G., Capt, 5
Vickers, George F., Capt
Wells, Bobby, SP5, 11
Whitworth, Wm E., Capt, 11
Wilkie, Jimmy, Capt, 1
Yourtee, Leon R., Lt
Zufall, Wade D., MSgt

COMMENDATION MEDAL

Banks, Ned V.C., Capt
Brinkley, Jimmie T., Capt
Brown, John L., Capt
Ebert, William T., Lt
Estes, Ernest F., Capt
Eversman, James F., WO
Gursky, Robert S., Lt
Jones, Eugene, SFC
Juchau, Donald, J., SP4
Keating, David W., Capt
Kincannon, Holden V., Capt
Laya, Robert E., Capt
Leone, Joseph R., SP5
Seignious, Richard H., Capt
Spencer, John J., Lt
Towler, Johnny, H., Capt
Traver, Daniel G., Maj, 2

FOREIGN DECORATIONS

Vietnamese Honor Medal
Hampton, Billy J., CWO

MAJORS

NICHOLSON, Rowland J.
NOAH, Ross E.
O'DONOHUE, John D.
ORAM, Charles J.
OSHESKY, Gerald K.
PALCZYNSKI, Donald J.
PANAGEAS, Dan P.
PATTERSON, George E.
PAULK, Charles M.
PERKINS, Thomas F.
PETERSEN, Darwin A.
PICK, Rudolph
PITTS, Russell N.
PLAMONDON, Robert P.
PORTER, Edward J.
PUGH, Hilton E.
QUEDENS, Bernard B.
QUINT, Alvin M.
REDDELL, Eugene B.
REINHARDT, John A.
ROLLINGER, Jack R.
ROYALS, Gerald E.
RUST, Henry W., Jr.
SANDERS, Robert C.

MAJORS

SANDIDGE, Charles R.
SARNECKI, Aloysius
SAWVELL, Vernon L.
SIEGERT, Robert W., Jr.
SMITH, Carroll W.
SMITH, William A., Jr.
SPURLOCK, William W.
STAMPER, James M.
STANLEY, Kenneth C.
STEDMAN, Thomas M.
STEWART, Donald B.
STOCKTON, Norman E.
STRANGE, Loren C.
SWANN, Robert P.
TAYLOR, Donn E.
TODD, Edgar F.
TOEPEL, Adalbert E., Jr.
TRAPP, Turner J.
TURNER, Albert N.
VASS, Marshall B.
VINSON, Bobby G.

MAJORS

WALLS, Bobby G.
WARD, John E.
WARR, Thomas J.
WASH, William B.
WATERMAN, Benjamin D.
WATKINS, Charles W.
WATTS, James H.
WEBBER, Herbert M.
WESTON, Hughey L.
WHALE, Raymond K.
WHITE, Marion F.
WHITLOCK, Kydean
WILKES, Donald D.
WILKINS, Thomas C., Jr.
WILLIAMS, William H.
WOITH, Francis E.
WOLFF, William H.
WOODRUFF, Albert R.
WRIGHT, Theodore K.
YOUNG, John G.
ZELLMER, Harry J.

BEAR WITH US!

The 10-page PCS Section is a result of the extensive number of address changes associated with the movement of entire units, and the companion lack of editorial space for PCS purposes in the two previous "Annual Meeting Issues." We expect to return to the normal 7-page section in March, 1966.

CAPTAINS

AKRE, Richard D.
ALLEY, Norman L.
ALLISON, Charles B.
ALTON, Gary O.
ANGER, Allan W.
BABEL, Otto
BACON, William G.
BADGER, Bill D.
BAEB, David E.
BAXTER, Warner R.
BEASLEY, William A.
BEATY, William E.
BECK, Frederick S.
BECKER, Elwood J., Jr.
BENNETT, Kent W.
BERGERON, Andrew L.
BISCH, Frederick R.
BLACK, Robert E.
BLOEMSMA, William A.
BOELTER, Richard W.
BOOK, Claire E.
BOOTH, Benny L.
BORTH, Alfred G.
BOWLING, Ernest R.

AA IN PHOTOS

SNOWED

VIETNAMESE AIR CADETS AT THE PRIMARY HELICOPTER SCHOOL, FT. WOLTERS, TEXAS, EXAMINE THE HEAVY SNOWFALL THAT OCCURRED JAN. 21 AS THEY CELEBRATED THE LUNAR NEW YEAR. MAJOR GLEN CANNON, CENTER, DESCRIBED THE CHARACTERISTICS OF THE FLUFFY WHITE STUFF TO THE CADETS, FROM LEFT; NGUYEN VAN THAO VO THANH LUONG, MAI VHI CHO, NGUYEN VAN TAN

CERTIFIED

ASSISTANT SECRETARY OF THE ARMY, WILLIS M. HAWKINS, ACTUALLY AN EXPERIENCED PILOT, IS AWARDED A "STUDENT PILOT CERTIFICATE" QUALIFYING HIM TO "FLY" A NEWLY INSTALLED FLIGHT SIMULATOR AT FORT MONMOUTH, N.J. LT. COL. L.G. CALLAHAN, JR., DIRECTOR OF THE ARMY ELECTRONICS COMMAND'S AVIONICS LABORATORY, MAKES THE PRESENTATION AT THE UNVEILING OF THE TACTICAL AVIONICS SYSTEM SIMULATOR (TASS). EQUIPPED WITH A COMPUTER AND MANEUVERABLE COCKPIT, TASS IS BEING USED IN THE DESIGN OF ELECTRONIC SYSTEMS FOR ARMY TACTICAL AIRCRAFT. (ARMY PHOTO)

DEPLOYED

SHOWN AT RIGHT ARE TWO GRUMMAN MOHAWKS OF THE TYPE NOW BEING USED BY THE FIRST CAVALRY DIVISION IN VIETNAM. THE MOHAWK IS AN INTEGRATED SURVEILLANCE SYSTEM DEVELOPED TO PROVIDE GROUND COMMANDERS WITH A READILY AVAILABLE AND A HIGHLY RESPONSIVE INTELLIGENCE-GATHERING SYSTEM. THE MOHAWK WITH THE CIGAR-SHAPED ANTENNA UNDER ITS FUSELAGE IS DESIGNATED THE OV-1B. THIS AIRCRAFT INCORPORATES THE SIDE LOOKING RADAR (SLAR) SYSTEM. THE SECOND MOHAWK IS THE OV-1C, CARRYING AN INFRARED SYSTEM.

CONFERENCE

SHOWN AT THE NATIONAL AEROSPACE SERVICES ASS'N ANNUAL CONTRACT SERVICES SYMPOSIUM HELD IN WASHINGTON, D.C. WERE, L. TO R., JOSEPH R. ROSS, PRES., ROSS AVIATION; BRIG. GEN. HOWARD F. SCHILTZ, CG, AVCOM; A.W. STEWART, PRES., GARY AIRCRAFT; RAYMOND TONKS, PRES., AERODEX, INC.; LT. GEN. RICHARD D. MEYER, JCS; THOMAS T. HINMAN, VP-SALES, LOCKHEED AIRCRAFT SERVICE CO.; FRED BUEHRING, PRES., LTV ELECTROSYSTEMS AND NASSA PRES.; MAJ. GEN. JOHN J. TOLSON, CG, FT. RUCKER, KEYNOTE LUNCHEON SPEAKER; AND CHARLES GULLEDGE, PRES., DYNAELECTRONCORP. THE MEETING WAS THE 8TH SIMILAR MEETING FOR THE TRADE ASS'N.

CAPTAINS

BREEDLOVE, Ben L.

BRIER, James R.

BRISCOE, Gerald A.

BROWN, James H., Jr.

BROWN, Jerry R.

BUCHANAN, Paul J.

BUECHNER, William E.

BUFORD, William C.

BURBULES, John G.

BURDEN, John R.

BURROUGHS, Leonard H.

BURWELL, James M.

BUTLER, Billy C.

CAMPBELL, James T.

CAMPBELL, Paul M.

CARR, Glenn P.

CARROLL, William F.

CARTMILL, Robert A.

CASEY, Thomas D.

CASTRO, Thomas

CAVENESS, Leslie J.

CHARLES, John D.

CLARY, William T.

CAPTAINS

CLINTON, James E., III

CLUBB, Edwin R.

COLBERT, Bill N.

CONRATH, Joseph G.

CORNELL, Gerald

CORSER, Laurence E., Jr.

COTTRELL, David D.

DANHOUSER, David C.

DANIEL, James M.

DAVIS, Graham C.

DAWKINS, Donald M.

DICKERSON, Jon R.

DRUYOR, Frank A.

DYER, Paul E.

EARLEY, Neal E.

EDWARDS, Alfred Y.

ELDER, John F., III

ELLIS, Orous L., Jr.

ESTES, Robert F Jr.

EVANS, Eulus E.

FAIRWEATHER, Robert S.

FENN, Janet L.

FICKLIN, Marvin D.

FORD, Glaston J., Jr.

CAPTAINS

FOREMAN, Richard G.

FORTE, David L.

FRAZELLE, Jack H.

FREDRICK, Gilbert H.

FREEMAN, Ed W.

FURNEY, Robert M.

GANTT, John R.

GINTER, Duane L.

GLOVER, Leo M.

GOLDBERG, Edward B.

GORDY, Terry L.

GRAHAM, Robert L.

GREENWOOD, Everett O.

GRIMINGER, Charles O.

GRISWOLD, William S.

GUINN, Jack L.

HAALAND, Carl J.

HAAN, Philip J.

HAGEE, Robert D.

HALLY, John E.

HAND, Eugene T.

HARBER, Bobby D.

HARDY, Charles N.

HARMON, Charles P.

CAPTAINS

HART, Kyle E.

HATCHER, John W.

HATHAWAY, Frank A.

HAYES, William M.

HAZELWOOD, Richard L.

HEALD, Norman W.

HEDGEPETH, Robert E.

HOEFLER, Leroy H.

HOLASEK, Ronald S.

HOLLANS, Lester H.

HOLLOWELL, Emmett P.

HONSINGER, Larry E.

HORTON, Edward J.

HUGHES, James J.

HUGHES, James R., Jr.

HULL, Donald R.

HUNTER, John W., Jr.

IACOMINO, Gennaro J.

IRONS, Richard L.

JAMBON, Ted R.

JAMES, Jesse H.

JESSUP, Morris M.

JOHNSON, Darel S.

JOHNSON, John W.

TAKE A QUICK QUIZ!

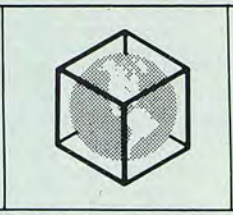
FEBRUARY 1966

1) An Army aircraft known as the:
a) H-24 Seibel
b) H-31 Doman
c) H-32 Hornet
d) H-41 Seneca

2) The 1965 Aviator of the Year:
a) Major Paul A. Bloomquist
b) Major Marquis D. Hilbert
c) Captain Emmett F. Knight
d) Captain Leyburn Brockwell

3) New STOL in Army inventory:
a) P-38 Lightning
b) OV-1 Mohawk
c) OV-10 COIN
d) CV-7 Buffalo

4) Ground-to-air distress signal:
a) "Need food and water"
b) "Need map and compass"
c) "Land in this direction"
d) "All is well"



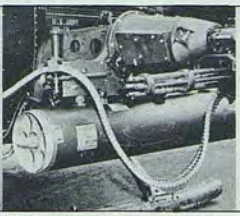
5) The well known trademark of:
a) Vertol Division, Boeing Company
b) Cubic Corporation
c) Continental Motors Corp.
d) Piasecki Aircraft Corp.

6) The emergency visual signal for:
a) "Sorry about that"
b) "I don't know"
c) "No - negative"
d) "Yes - affirmative"

7) Unit insignia worn by men of:
a) 1st Aviation Company
b) 18th Aviation Company
c) 52nd Aviation Battalion
d) 1st Cavalry Division

8) This interim AAFSS is called:
a) HueyCobra, Bell
b) Sioux Scout, Bell
c) XH-51A, Lockheed
d) S-66, Sikorsky

9) The AAAA VP for Army Affairs:
a) Col. John L. Klingenhagen
b) Col. Robert F. Cassidy
c) Col. Robert H. Schulz
d) Col. Edward McMaken

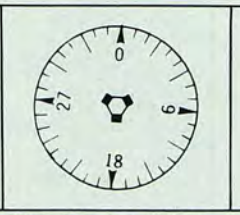


10) This aerial weapons system is:
a) XM-3
b) XM-6
c) XM-21
d) SS-11

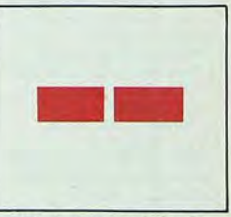
11) Past President of the AAAA:
a) Robert M. Leich
b) Joseph E. McDonald
c) Bryce Wilson
d) Darwin P. Gerard

12) The meteorological symbol for:
a) Haze
b) Showers
c) Fog
d) Drizzle

13) Crew chief's signal indicates:
a) "Don't shoot!"
b) "Move forward"
c) "Move rearward"
d) "Take off"



14) The FLIP chart symbol for:
a) TACAN
b) VORTAC
c) Fan marker
d) Heliport



15) How's your Morse? Shown is:
a) Code letter for "M"
b) Code letter for "A"
c) Code letter for "T"
d) Code letter for "S"

QUICK QUIZ ANSWERS: GREETINGS, QUIZ FANS! WE'RE BACK WITH ANOTHER TEASER AFTER A FEW MONTHS' LAYOFF. LET'S CHECK THE ANSWERS AND SEE HOW SHARP YOU ARE. ONE IS C - BUILT BY HILLER, INSURGENCY OPERATIONS. FOUR IS C ALSO. FIVE IS B. SIX IS C - THAT'S TWO IS A. THREE IS C - BUILT BY NORTH AMERICAN FOR COUNTER A FISH-TAILING MOTION. SEVEN IS D - THIS MONTH'S GIVE-A-WAY. EIGHT IS A. NINE IS A. TEN IS C. ELEVEN IS D. TWELVE IS D. THIRTEEN IS BOTH B AND C DEPENDING ON WHICH WAY THE CREW CHIEF IS MOTIONING, (OR ALRIGHT, WE'LL GIVE YOU CREDIT FOR ANSWER A TOO). FOURTEEN IS B. FIFTEEN IS A. HOW DID YOU DO? NINE CORRECT ANSWERS OUT OF A POSSIBLE SEVENTEEN IS AVERAGE. ANY SCORE OF TWELVE OR MORE PUTS YOU INTO THE "PRO" RANKS. HOW DO YOU LIKE THESE QUIZZES? WE WOULD APPRECIATE HEARING YOUR COMMENTS, BOTH PRO AND CON, ON THIS FEATURE. DROP US A LINE. SEE YOU NEXT MONTH!

CAPTAINS

JOHNSTON, Francis E.

JOHNSTON, William B.

JONES, Harold L.

JONES, Robert J.

KAMBROD, Matthew R.

KEEFER, Gary L.

KELLEY, Edgar N.

KELLEY, Robert H., Jr.

KEMP, John A.

KENNY, David L.

KINBACK, George E., Jr.

KINGMAN, Dan C., Jr.

KNEISS, Richard F.

KNOTTS, Edward W.

KOLLHOFF, Ronald K.

KUNTZ, George R.

KUYKENDALL, William K.

LACY, Joseph A.

LADUE, Wade W.

LAYA, Robert E.

LAYFIELD, Marvin C.

LEADABRAND, Jerry A.

LEINS, David V.

CAPTAINS

LEWANDOWSKI, Wm H.

LINER, Cornelius E.

LITTLE, George W.

LONGHOFER, James E.

LOVELESS, Kenneth D.

LOVELY, Richard H., Jr.

LYNN, William R.

MALCHOW, Earl H.

MANN, Douglas J.

MARK, James C.

MARTIN, Geary D.

MATTISON, Charles H.

McDEVITT, Donald T.

McINTOSH, Bernard W.

McKIMMEY, James R.

McKINNEY, Boyce C.

MESSER, Robert S.

METALLO, Vincent J.

MILLER, Christian J.

MILLER, Frank H.

MILLER, James H.

MILLS, Jon R.

MILLSPAUGH, Roy D.

MOBLEY, Gene H.

CAPTAINS

MOLINELLI, Robert F.

MURPHY, Stanley W.

MYERS, Marvin O.

NADEAU, Clement P.

NAGELHOUT, Maynard A.

NAUMANN, Ralph E.

NELSON, Hugh R., Jr.

NEUBAUER, Jacob D., III

NEWSOME, Joseph D.

OAKES, William E.

OSBORN, Michael F.

PAREDES, Robert

PEDRICK, Eugene S.

PEPE, Michael J.

PETERSON, Ronald N.

PHELPS, Jon H.

PIERCE, Dale W.

PIERCE, Fred W., Jr.

PORTER, Warren R.

PRITCHARD, Donald H.

RACKLEY, Robert L.

RAFFERTY, James R.

RETZLAFF, Donald H.

RICE, Richard E.

CAPTAINS

RICHARDS, Robert E.

ROBERTS, Donald A.

ROBERTS, Forrest E., Jr.

ROBERTSON, William L.

RONEY, George H., Jr.

ROSS, Bill R.

RUNNION, Laurence G.

SALMON, Ray W.

SANTULLI, John F.

SASS, Fred W.

SCAMAHORN, William E.

SCHNEEMAN, Douglas

SELLERS, Robert P.

SHAVER, Frank J.

SHELTON, Dewey J.

SHERROD, Dale E.

SHIPMAN, Charles S.

SIMPSON, Allan R.

SIMS, Wesley N.

SLAYTON, Emmett, Jr.

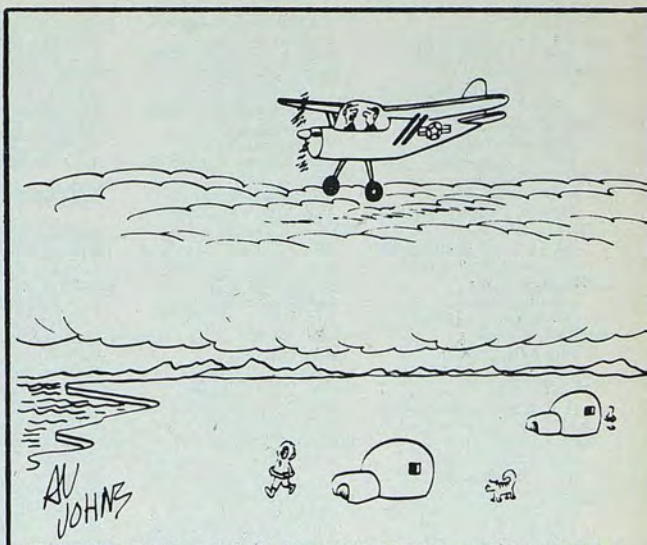
SLYE, Kenneth M.

SMART, Ernest A.

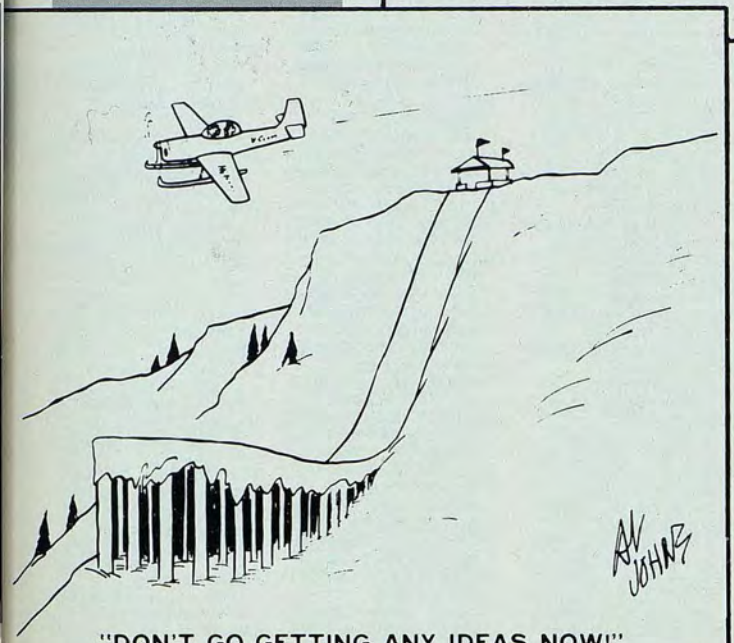
SMITH, Baisal D.

SMITH, Derald H.

THE LIGHT SIDE



"ACCORDING TO MY CALCULATIONS WE SHOULD BE DIRECTLY OVER RANDOLPH FIELD."



"DON'T GO GETTING ANY IDEAS NOW!"

CAPTAINS

SMITH, Fred

SMITH, Glenn A., II

SMITH, Horace M.

SMITH, John A.

SMITH, John E.

SMITH, John R.

SMITH, Kenneth S.

SMITH, Peter T.

SOKOWOSKI, Louis E.

SOUPENE, James C., Jr.

STADLER, Louis J.

STARKEY, David L.

STEINE, Joel R.

STONE, Gordon, L.

STONE, James E.

STUMPF, Fred G., Jr.

SULLENBERGER, Louis E

SULLIVAN, Dale B.

SULZER, Roger J.

SWEENEY, Robert F.

SWINNEY, Jan V.

TANNER, Linden O.

TETSCHNER, Carrol J.

CAPTAINS

THIBODEAU, Charles A.

THORNTON, Olen D.

THURGOOD, Leon C.

TREACY, John T.

VALLEY, Donald M.

VARNON, Jerry R.

VINES, Ronald C.

WAGG, Robert A., Jr.

WALKER, Clifford M.

WATSON, Dwane C.

WHETZEL, Harry T.

WHITEHEAD, Ruby L.

WICKER, Rush R., Jr.

WILEY, Noble J., III

WILLIAMS, Billy G.

WILSON, Carl A.

WILSON, Thomas M.

WINSLOW, Roger D., Jr.

WISE, Naymond C.

WISE, Robert J.

WOLD, Christian D.

WOOD, Ernest M., Jr.

WOODS, Eugene R.

YENGLIN, Donald H.

CAPTAINS

YOPP, Dewey C.

YOUNG, Luther D., III

ZITTRAIN, Lawrence O.

LIEUTENANTS

ALLEN, Abbott W.

ARMSTRONG, Robert C.

ATTAWAY, Kenneth M.

AYDLETT, James Q.

BAKER, Douglas L.

BAVETZ, Richard A.

BEYER, Larry E.

BODEEN, Jerrie W.

BOWEN, Robert P.

BROOKS, Jerry R.

BROWN, Edward, Jr.

BROWN, Russell W.

BURCHAM, Jerry L.

CAMPANOLI, Joseph M.

CANNELLA, Sam

CAPOZZELLA, Vincent J.

CAROTHERS, Ronald R.

CHAPLIN, Robert D., III

CHERRY, William P.

CHRISTIANSEN, John E.

LIEUTENANTS

CHROBAK, Walter J.

COLLAR, William D., Jr.

COLLINS, Raymond E.

CUNNINGHAM, David E.

DILLOW, Tommy R.

EVANS, Charles H.

EVORS, Fredrick L.

FIELDS, Michael G.

FLANAGIN, Harris

FLINIAU, Michael M.

FLYNN, Timothy M.

FORVILLE, David R.

FOSNAUGHT, Kay D.

FREEMAN, David N.

FREITAG, Merle

FRY, Roland J.

GALLACHER, James J.

GENTLE, Howard B., Jr.

GERAGHTY, James D.

GILBERT, Kenneth D.

GNIAZDOWSKI, Francis

HANSON, Larry L.

HARRELL, Gary W.

HARRISON, Charles D.

LIEUTENANTS

HASTINGS, John H.

HATCHELL, Jon M.

HENGEN, Orville J., Jr.

HILL, Howard D., III

HOAGLAND, John M.

HOFFMAN, William M.

HOLUB, Cullis L.

INGLIS, Robert G.

JAMES, James N., Jr.

JANECEK, Frank J.

JENSEN, Kenneth F.

JONES, Thomas J.

KELLUM, Charles C., Jr.

KELLY, Patrick O.

KIBLER, Robert A.

KNIGHT, Robert C.

KRANNAWITTER, James

LAFERTE, Albert E.

LAWRENCE, Alan A.

LEACH, Edward D.

LEE, Clarence E., Jr.

MANZIONE, Larry D.

MARSHALL, Stanley B, Jr.

McCREE, Peter R.

LIEUTENANTS

McKEE, James C.

McKELLAR, Fred D., Jr.

MILLICAN, Charles W.

MOORE, Don H.

MOORE, Walter B.

MORRIS, John H., Jr.

MURRAY, Thomas E., II

NEFF, David A.

OLSEN, Floyd W.

O'QUINN, Bryan P.

ORLIN, Peter A.

OROS, Michael D.

OTERSEN, Peter H.

OWEN, Felix E.

PARKS, Robert R.

PERKINS, David L.

PRESTON, Lauren M.

PRIEB, Benjamin M.

PRITCHARD, Allan N.

QUESINBERRY, Robert J.

RIEDEL, John M.

LIEUTENANTS

RILEY, Daniel C., Jr.

RITZSCHKE, Charles R.

RUSHATZ, Alfred S.

SAWERS, Charles H.

SCHNEIDER, Edgar H.

SCHWACHENWALD, R.A.

SEAGROVES, Edward O.

SEDAM, John W.

SIGHTS, Gale E.

SIKES, Milton C., Jr.

SMITH, Edward B.

SMITH, Graham A.

SMITH, Milton F.

SNYDER, William E.

SPARKS, Richard A.

STOREY, Charles C., Jr.

STORRS, Rodric A.

SWARTHOUT, John E.

SWETT, Michael A.

TAYLOR, Walter W.

TERRELL, Douglas R.

LIEUTENANTS

THORNTON, Robert D., II

TURK, Sam C.

VANCE, James D., Jr.

VOELZER, James F.

VOLK, George F.

WARREN, Billy J.

WERNER, Charles E.

WIMBERLEY, Edward L.

WITTER, Wayne O.

WOOD, Robert T.

WROBLESKI, Dennis A.

WYLIE, Dale G.

YOUNG, Gary B.

CWO'S

ALBRECHT, Marvin C.

APPLEGATE, Leroy B.

BAILEY, Alonza T.

BENDER, Lawrence W.

BERRY, Carl S.

BIVENS, Robert D.

BORCK, Keith R.

BROWN, Ulyess V.

BROWN, William E.

BEAR WITH US!

The 10-page PCS Section is a result of the extensive number of address changes associated with the movement of entire units, and the companion lack of editorial space for PCS purposes in the two previous "Annual Meeting Issues." We expect to return to the normal 7-page section in March, 1966.

CWO'S

BUBERNAK, Samuel

BURGESS, William C.

BURK, Friedrich

BURTH, Albert E.

COLE, Charles H.

COLLETT, Benson M.

CUMMINGS, David L.

CURTIS, Raymond L.

DAVIS, Conrad

DEASON, Thomas B.

DENISON, Bryant W.

DENNING, Stanley P.

DICKEY, Kenneth E.

DORIS, Cornelius J.

DUFFY, Joseph P.

DUGGER, Jay L.

DULANEY, Robert A.

DUTTON, Thomas E.

DYE, Charles J.

ENGLISH, Billy J.

FERGUSON, Edward O, Sr.

GEER, Wayne F.

GENTER, Billy V.

CWO'S

GIFFORD, Leonard A.

GIPSON, David C.

GOLDMAN, William H.

GOODWIN, Curtis L., Jr.

GRATEKE, Chris L.

GRAVES, Everett C.

GUINN, Render C.

HAMPTON, Valentine

HAYNIE, Robert R.

HERBST, Joseph A.

HILL, Ambrose H.

HILL, Rollin A.

HITT, Robert A.

HOLCOMBE, Albert M.

HOLLOWAY, Donald R.

HUESER, John L.

ISENMANN, Lester G.

IWAMASA, Robert H.

JENKINS, Teddy F.

JOHNDROW, Harold F.

JOHNSON, Robert A.

KAPLAN, Sandy N.

KAUL, Lloyd K.

KIPE, Omar K.

CWO'S

KISTLER, Russell W.

KITTEL, George W.

KNIGHT, Howard L.

KNOTTS, John W.

KRIENKE, Albert F.

LANGWASSER, John P.

LOWERY, Roy J.

MADDEN, Michael J.

MARTENS, Roy E.

MARTIN, Willard J.

McCARTT, J.V.

McLARNEY, Patrick E.

McLAUGHLIN, John E.

McTIER, Lindy D.

MIKEL, Joseph M.

MOATS, Clode J.

MOCZYGEMBA, Norbert

MOORE, Robert M.

MOUNTS, Leonard J.

MULHOLLAND, John D.

MURRAY, George, Jr.

NICHOLSON, Thomas W.

PAGE, Wesley D.

PATTERSON, John W.

CWO'S

POTTER, Harvey B.

POWELL, Johnny L.

96490
PRICE, Frank H.

RHEW, James L.

RHINEHART, Clarence G.

RIVERA, Felix, Jr.

ROBINSON, William R.

SABEY, Walter D.

1
ST. GERMAIN, David B.

SALTSMAN, Marvin L.

SAYLOR, David R.

SHERIDAN, Donald T.

SLIGH, Marion W.

SMITH, Albert G.

SMITH, Ronald I.

SMITH, Roy E.

SPRINGER, Bobby W.

STEELE, Bobby D.

STOOKEY, Murray V.

THOMAS, Robert C.

THURMOND, Wymond N.

TORMEY, Robert D.

1903
TURVEY, Clifford V.

VERBEEK, Gerald D.

OBITUARIES

BENEDICTO P. BAYRON

Warrant Officer Benedicto P. Bayron, an Army Aviator assigned to the 1st Cavalry Division, Vietnam, died as the result of hostile action. The fatality occurred on November 16, 1965. He is survived by his widow, Mrs. Eva J. Bayron, [redacted]

ROBERT M. DOWLING

Chief Warrant Officer Robert M. Dowling, an Army Aviator on assignment to the 197th Aviation Company, Vietnam, died as a result of injuries received in the crash of his UH-1B helicopter on January 12, 1966. He is survived by his widow, Mrs. Mary F. Dowling of [redacted]

ALTON L. GAJAN

Chief Warrant Officer Alton L. Gajan, assigned to the 1st Cavalry Division, Vietnam, sustained fatal injuries when his CH-54A Sky Crane helicopter crashed due to hostile action during the conduct of a combat mission on January 5, 1966. He is survived by his widow, Mrs. Murial L. Gajan, [redacted].

KIRBY S. KAPP

Captain Kirby S. Kapp, on assignment to the U.S. Army Infantry School, Fort Benning, died as a result of injuries received in the crash of his O-1 Bird Dog aircraft. The accident occurred on December 28, 1965. He is survived by his father, Mr. Stanley J. Kapp, [redacted].

LORENZO Z. KIDDER

First Lieutenant Lorenzo Z. Kidder, an Army Aviator assigned to the 3rd Armored Cavalry Regiment, Germany, sustained fatal injuries in the crash of his O-1E Bird Dog aircraft. The fatal accident took place on January 12, 1966. He is survived by his mother, Mrs. Edia L. Kidder of [redacted]

RUSSELL W. KISTLER

Chief Warrant Officer Russell W. Kistler, an Army Aviator on assignment to the 197th Aviation Company, Vietnam, died as a result of injuries received in the crash of his UH-1B helicopter on January 12, 1966. He is survived by his widow, Mrs. Hazel M. Kistler, [redacted].

ROBERT C. LANE

Chief Warrant Officer Robert C. Lane, assigned to the 1st Cavalry Division, Vietnam, sustained fatal injuries when his CH-54A Sky Crane helicopter crashed during the conduct of a combat mission on Jan. 5, 1966. He is survived by his widow, Mrs. Anna Lane of [redacted]

BILLY J. TALLEY

Warrant Officer Billy J. Talley, on assignment with the 1st Cavalry Division, Vietnam, died as a result of injuries received in the crash of his UH-1B helicopter on November 16, 1965. He is survived by his widow, Mrs. Sandra L. Talley, c/o Mrs. Charlis, [redacted]

JOSEPH D. WHITE

Major Joseph D. White, an Army Aviator assigned to the U.S. Army Training Center, Fort Dix, N.J., died on January 9, 1966, at the Walson Army Hospital, Fort Dix, N.J. His death was not due to a flying accident. He is survived by his widow, Mrs. Marion E. White, [redacted]

ALTON L. GAJAN

CWO'S

VINSON, Jan M.

WAYMAN, John R.

WEISENBURGER, Edward

WELFARE, Bradley L.

WELLMAN, Hubert A.

WESTERLIN, Dennis R.

WILLS, Walker T.

YOUNG, Virgil H.

WO'S

ABPLANALP, Robert H.

ALLEN, Gene E.

ANDERSON, James D.

ANDERSON, James R.

ARNOLD, Merle J.

ASKREN, James D., II

AVDEEF, John

BAIRD, Charles E.G.

BAKER, David L.

BALLWEG, John R.

BASINGER, Bailey N.

BASNEY, Ronald A.

BECKER, John J., Jr.

BIDDLE, Michael B.

WO'S

BLUNT, Charles D.

BOOTS, James

BORCHIN, George G.

BROOKS, Joseph G.

BROWN, Robert L.

BRUCE, William C.

BURGER, Ludwig

CARROLL, Richard C.

CASTOR, Heinz E.

CIELIESZ, Joseph P.

CLARK, Harry M.

CLARK, Scotty L.

COLIS, Gordon D.

COOPER, Clayton W.

DAVIS, Michael W.

DISMER, John D.

DISNARD, Paul J., Jr.

DIXON, Archie A., Jr.

DUNBAR, Robert A.

EDDY, Gary D.

ELLIS, Paul R.

ERICKSON, James O.

FLECK, Richard L.

FRAZER, William A.

WO'S

FRAZIER, Peter W.

FULMER, William A.

GOULD, James M.

GRAVES, Stanley H.

GREENWELL, Richard H.

HAMILTON, James R.

HARDISON, Marvin G.

HELGASON, Hermann

HELM, Pruett B.

HILLARD, Rodney G.

HOLLOWAY, John A.

HOLMES. Joseph, Jr.

INGRAM, Charles R.

JOHNSON, Bernard F., Jr.

JORDAN, Vincent J., III

KLINKER, Allan J.

KOLLAR, Eugene L.

KREINER, Charles H.

KUBA, Dennis J.

LANDERS, Robert W., Jr.

LANSFORD, Oscar L., Jr.

LARSON, Donald J.

LEDERFINE, Richard

LINEBERRY, Gary E.

WO'S

LOUDERBACK, Richard M

MACPHEE, Norman S.

MARLOWE, Alfred E.

MASON, Robert C.

MATLIS, Robert J.

McAFFEE, Rex L.

McGIVERN, Michael J.

MENZL, Albert J.

MINNICH, Frederick S.

MOLINATTO, Thomas A.

MOONEY, Kenneth W.

MOORE, Calvin C.

MOORE, Gilmer W.

MURPHY, Donald J.

MYERS, Maurice G.

NAY, Charles E.

NEUHAUSER, Kenneth E.

NIAMTU, John E.

NIELSEN, John R.

PARKER, Cecil W., Jr.

PRICE, Waldo H.

RAAZ, Dana A.

RANDALL, Gaylen N.

RANSOM, Arthur H.

■ Switlik Parachute Company, Trenton, New Jersey, for production of 860 100-foot cargo parachute canopies. $890,186 on Jan. 6 by AVCOM.

■ Mills Manufacturing Company, Asheville, N.C., for production of 1,202 personnel parachutes. $203,784 on Jan. 6 by AVCOM.

■ Bendix Corporation, Baltimore, Md. for 3,865 mechanisms for releasing parachute-attached cargoes from aircraft. $231,706 on Jan. 6 by AVCOM.

■ Cessna Aircraft Company, Wichita, Kansas, three contracts on Jan. 6. $1,458,550 for production of doors for the Bell UH-1D helicopter, $581,000 for additional SUU-7B/A ordnance dispensers, $173,000 for modification of Cessna O-1E aircraft.

■ Lear Siegler, Inc., Instrument Div., Grand Rapids, Michigan, for production of aircraft attitude indicators. $868,829 on Jan. 10 by AVCOM.

■ Consolidated Airborne Systems, Inc., New Hyde Park, N.Y., for production and delivery of pyrometer.

■ Curtiss-Wright Corporation, Wood Ridge, N.J., for a variety of aeronautical equipment including seats, cowl plates, bushings, propeller couplings, etc. $73,424 on Jan. 11 by AVCOM.

■ Lycoming Division, Avco Corp., Stratford, Conn., for the production of aircraft engine replenishment repairparts and maintenance equipment. $3,064,608 on Jan. 12 by AVCOM.

■ Janke and Company, Hackensack, N.J., for production and delivery of aircraft hydraulic test stands. $594,594 on Jan. 12 by AVCOM.

■ Lycoming Division, Avco Corp., Stratford, Conn., for continued production of T53-L-7 turboprop engines. $1,062,328 on Jan. 12 by AVCOM.

■ Nance Machine and Paint Co., Wichita, Kansas, for production and delivery of aircraft tiedown kits. $65,456 on Jan. 12 by AVCOM.

■ Bendix Corporation, Scintilla Div., Sidney, N.Y., for delivery of aircraft ignition analyzers. $88,494 on Jan. 12 by AVCOM.

■ Vickers Division, Sperry Rand Corp., Troy, Michigan, for production and delivery of hydraulic pumps. $252,262 on Jan. 12 by AVCOM.

■ ITT Gilfillan, Los Angeles, California, for the production of IFF (Identification Friend or Foe) systems. $1,050,000 on Jan. 15 by ECOM.

CONTRACTS

■ Aerial Machine & Tool Co., Long Island City, N.Y., for quick release personnel parachute harnesses. $63,504 on Jan. 17 by AVCOM.

■ Jayval Company, Las Vegas, New Mexico, for production and delivery of cargo parachutes with 100-foot canopies. $2,595,994 on Jan. 19 by AVCOM.

■ Curtiss-Wright Corporation, Wood Ridge, N.J., for aircraft engine components. $87,899 on Jan. 20 by AVCOM.

■ Philco Corporation, Newport Beach, Cal., for installation of critical component armor in CH-47 Chinook helicopters in Vietnam. $550,000 on Jan. 22 by AVCOM.

■ Chandler Evans Inc., West Hartford, Conn., for production and delivery of a variety of aircraft replenishment repair parts. $50,733 on Jan. 24 by AVCOM.

■ Bell Helicopter Company, Fort Worth, Texas, two contracts totaling $12,282,086 for production of rotary wing blades and delivery of main blade assemblies. Jan. 26 by AVCOM.

■ Lycoming Division, Avco Corp., Stratford, Connecticut, for production and delivery of aircraft engine components. $70,643 on Jan. 26 by AVCOM.

■ Mills Manufacturing Co., Asheville, N.C., for production of 24-foot personnel parachutes. $124,700 on Jan. 27 by AVCOM.

■ Lycoming Division, Avco Corp., Stratford, Connecticut, a series of nine contracts for aircraft engine components aggregating $700,038 in value on Jan. 28 by AVCOM.

■ Bendix Corp., Aerospace Div., South Bend, Indiana, for delivery of retractable landing gear. $55,302 on Jan. 28 by AVCOM.

■ Lycoming Division, Avco Corp., Stratford, Connecticut, a series of seven contracts for production of aircraft engine components totaling $1,357,807 on Feb. 1 by AVCOM.

■ Boeing Company, Vertol Division, Morton, Pa., two contracts totaling $10,537,664 for production of aircraft components, on Feb. 4 by AVCOM.

WO'S

REDMON, John D.

REEVES, William P., Jr.

REILLY, Michael B.

RODGERS, Donald L.

RYAN, Raymond D.

SCAMMON, J. Raymond

SELLERS, Richard P.

SINK, Stephen L.

SIPPLE, Adrian J.

SMALL, James A.

SMITH, Leslie R.

SMITH, Otis L.

SPEARS, James C.

STANLEY, Michael E.

STEELE, Ronald L.

STICKNEY, Neil A.

STREETER, Gary L.

SULLIVAN, John L.

SWEAT, George W., Jr.

SZCZEPANSKI, Richard D

TAYLOR, Douglas C.

THOMAS, Harold W.

TISDALE, Basil D.

WO'S

VINEYARD, Lawrence A.

WALKER, James R.

WATSON, Gary N.

WHIGAM, Charles E.

WHITEHEAD, Gordon K.

WO CANDIDATES

MAZE, Robert H.

SERGEANTS

SWEETMAN, Jos. D., MSgt

HILL, Thomas E., SFC

LOMAS, Hugh D., SSgt

WOZNIAK, Leon S., SSgt

WHALEY, Albert P., Sgt

SP/6'S

BEARD, Raymond B.

CHAMBERS, Leon

KNOX, Gilbert C.

LEMKE, Henry J.

MRUCZKOWSKI, Leon, Jr.

WOOD, Kenneth R.

SP/5'S

BURCHAM, Richard S.

CRONIN, John W.

HART, Rodney E.

ASSOCIATES

ALLEN, Mr. Henry G.

BEEBE, Mrs. Doris J.L.

BIGELOW, Miss Ann M.

CHARLES, Mr. V.C.

CRAIG, Mr. Donald G.

FITZGERALD, Mrs. M.A.

GRAY, Mrs. James

HARDIMAN, Mrs. Isabelle

HUDSON, Mr. Earl C.

JASIEWICZ, Mr. Joseph W.

KABURECK, Mr. Ralph G.

KIGGINS, Mr. Harold Z.

KOCH, Mr. Edward

LINDHOLM, Mr. George

LONDON, Mrs. Theora

MARCUS, Mr. John E.

MARQUARDT, Mr. C.E.

McCARTHY, Mr. Robert L.

ROBINSON, Mr. Jerry W.

ROLSTON, Mr. Bert D.

ASSOCIATES

RYAN, Mr. Jack T.

SCOTT, Mr. Delmont H.

SMITH, Mr. Ronald W.

THIESSEN, Mr. D.A.

WHITE, Mrs. Marion E.

RETIRED

BOYD, Leslie C., LCol

BROOKS, Frank B., Jr Maj

BRUCE, Wilbur C., Maj

CROWELL, George A., Maj

GRADY, William H., Maj.

HELY, Joseph W., LCol

INGHAM, Ray L., Ret.

MACDONALD, J.D., CWO

MONROE, Melvin C., LCol

PHILLIPS, Jack R., Maj

PROCTOR, Emmett F, Maj

SHIVLEY, Jowarren B, Maj

WANN, Henry S., LCol

WILLIS, Howard L., CWO

RETIRING? LEAVING THE SERVICE?

If you are leaving Army aviation and wish to keep in touch with many of the friends you've made during your service career, subscribe to ARMY AVIATION at $3.50 for 1-year, or $6 for 2-years, and keep in touch with them . . If you don't see their names in the PCS column, provide us with their names and a stamped envelope bearing your address, and we'll take it from there . . . Is it worth $3 a year to you to keep in touch with your friends? ■

AAAA QUESTIONNAIRE

MORE THAN 700 MEMBERS GIVE THEIR VIEWPOINTS ON TEN AREAS

■ BACKGROUND

During the October, 1965 AAAA Annual Meeting, Chapter Delegates and members were polled on their views on several areas of major AAAA interest. Encouraged by the response to this action, the President then directed the National Office to conduct a random sampling of a larger segment of the AAAA general membership.

■ IMPLEMENTATION

Some 3,000 blank questionnaires were enclosed in the first seven Chapter meeting notice mailings in CONUS, riding "postage free" in the envelopes with the meeting notices. By January 21, 724 members had returned completed questionnaires.

■ COMPILATION

Each "Yes"-"No" answer possibility was assigned an IBM card column, with data being converted directly from the questionnaires to punch cards. All questionnaires have been alphabetized and retained for later study; many bear longhand suggestions that will require extensive time to review.

■ INTERPRETATION

Each reader will assess the survey results, interpreting them in his own way and placing emphasis on those statistics he believes are meaningful.

■ 1a. Does the AAAA succeed, partially succeed, or fail to ADVANCE THE STATUS of those in Army aviation?

709 of the 724 provided an answer.

In numbers: 304 "AAAA succeeds" 342 "AAAA partially succeeds" and 63 "AAAA fails."

In percentages: 42.8 "Succeeds" 48.4 "AAAA partially succeeds" and 8.8 "AAAA fails."

■ 1b. Does the AAAA succeed, partially succeed, or fail to ADVANCE THE OVERALL ESPRIT of those in Army aviation?

715 of the 724 provided an answer.

In numbers: 388 "AAAA succeeds" 271 "AAAA partially succeeds" and 56 "AAAA fails."

In percentages: 54.3 "Succeeds" 37.8 "AAAA partially succeeds" and 7.9 "AAAA fails."

■ 1c. Does the AAAA succeed, partially succeed, or fail to ADVANCE THE GENERAL KNOWLEDGE AND PROFICIENCY of those in Army aviation?

717 of the 724 provided an answer.

In numbers: 310 "AAAA succeeds" 340 "AAAA partially succeeds" and 67 "AAAA fails."

In percentages: 43.2 "Succeeds" 47.5 "AAAA partially succeeds" and 9.4 "AAAA fails."

■ 1d. Does the AAAA succeed, partially succeed, or fail to PRESERVE AND FOSTER A SPIRIT OF GOOD FELLOWSHIP among the military and civilian persons whose past or current duties affiliate them with Army aviation?

712 of the 724 provided an answer.

In numbers: 480 "AAAA succeeds" 204 "AAAA partially succeeds" and 28 "AAAA fails."

In percentages: 67.4 "Succeeds" 28.7 "AAAA partially succeeds" and 4.0 "AAAA fails."

■ 1e. Does the AAAA succeed, partially succeed, or fail to advance those policies, programs, and concepts of the Association of the U.S. Army that are of benefit to AAAA members?

627 of the 724 provided an answer.

In numbers: 300 "AAAA succeeds" 278 "AAAA partially succeeds" and 49 "AAAA fails."

In percentages: 47.8 "Succeeds" 44.3 "AAAA partially succeeds" and 7.9 "AAAA fails."

■ 1f. Does the AAAA succeed, partially succeed, or fail to advance those policies, programs, and concepts of the National Guard Ass'n that benefit AAAA members?

462 of the 724 provided an answer.

In numbers: 117 "AAAA succeeds" 250 "AAAA partially succeeds" and 95 "AAAA fails."

In percentages: 25.3 "Succeeds" 54.1 "AAAA partially succeeds" and 20.6 "AAAA fails."

■ 1g. Does the AAAA succeed, partially succeed, or fail to advance those policies, programs, and concepts of the Reserve Officers Assn that benefit AAAA members?

472 of the 724 provided an answer.

In numbers: 122 "AAAA succeeds" 252 "AAAA partially succeeds" and 98 "AAAA fails."

In percentages: 25.8 "Succeeds" 53.4 "AAAA partially succeeds" and 20.8 "AAAA fails."

■ 2. Do you agree that the AAAA should serve the GENERAL PURPOSES listed in 1a through 1g above?

711 of 724 provided an answer.

In numbers: 596 answered "Yes." 115 members answered "No."

In percentages: 82.6 replied "Yes" and 17.4 replied "No."

■ 3. If your answer to 2 is "No," indicate the General Purpose that you feel the AAAA should not serve.

Purpose 1g (ROA).....91
Purpose 1f (NGA).....89
Purpose 1e (AUSA).....67
Purpose 1c (General knowledge)...9
Purpose 1a (Status of AA).....7
Purpose 1b (Esprit in AA).....3
Purpose 1d (Good fellowship).....1

■ 4. The size, personnel, and activities of the AAAA's National Executive Board have been reported to you at length since April, 1957. Do you feel that the present 34-member National Executive Board (10 elected members, 5 past presidents, 8 National members-at-large, 3 Regional members-at-large, and 8 Chapter members-at-large) represents the Association's 9,000+ members adequately?

690 of the 724 provided an answer.

In numbers: 607 answered "Yes." 83 members answered "No."

In percentages: 87.9 replied "Yes" and 12.1 replied "No."

■ 5. Since joining AAAA, approximately how many individual Chapter general membership meeting notices have you received by first class or airmail cover from the National Office of the AAAA?

708 of the 724 provided an answer.

In numbers: 43 said "None." 285 received 1-5 notices; 151 received 6-10 notices; 229 received "More than 10 notices."

■ 6. In your opinion, what are the AAAA's two strongest points? (The 6 items below received 50 or more votes.)

406 - Magazine as the communications media for Army avn.(56.1)
342 - Flight Pay Insurance (48.6)
210 - Professional organization for those in Army aviation (29.0)
77 - Advances Army aviation (10.6)
60 - Liaison between military and industry members (8.3)
52 - Preserves and fosters good fellowship (7.2)

■ 7. In your opinion, what are the AAAA's two weakest points? (Nine items received fifty or more votes.)

197 - General purposes of AAAA not understood by everyone (27.2)
187 - Inconsistent Chapter activ-

AAAA-endorsed

TO OBTAIN COVERAGE

1. Complete the application form in its entirety.
2. Select your premium payment mode (Annual, Semi-Annual, or Quarterly) and consult the premium table appearing on the opposite side to determine your appropriate premium.
3. Make your check or money order payable to LADD AGENCY, INC. in the amount of the appropriate premium.
4. Mail your check and this application form to LADD AGENCY, INC., 1 Crestwood Road, Westport, Conn. 06882.
5. Allow 2-3 weeks for the delivery of your individual policy of insurance.
6. Consider that you are covered under the Flight Pay Protection Plan on the first day of the month after the postmark month in which you make application for the coverage.

APPLICATION FOR FLIGHT PAY PROTECTION PLAN COVERAGE

.....

(Please Print) Rank/Grade Name ASN Years Service for Pay Purposes

ADDRESS.....

(Post Box Number, Residence or Quarters Address is Desired)

CITY.....STATE.....

MONTHLY FLIGHT PAY?.....ANNUAL FLIGHT PAY?.....

I have enclosed a check or money order made payable to LADD AGENCY, INC. for the correct premium and I understand that coverage under the Flight Pay Protection Plan is to become effective upon the first day of the month after the month in which I make application for the coverage.

I certify that I am currently on flying status with an active U.S. Army or ARNG-USAR unit, am entitled to receive incentive pay, and that to the best of my knowledge I am in good health and that no action is pending to remove me from flying status for failure to meet required physical standards.

Signature of Applicant..... Date.....

THE ANNUAL PREMIUM CHARGE IS 1½% OF ANNUAL FLIGHT PAY.
THIS COVERAGE IS ONLY MADE AVAILABLE TO AAAA MEMBERS.

☐ I am an AAAA Member; ☐ I am not an AAAA Member. Please forward me an appropriate membership application form.

Sixteen times as many flight pay insurance claims run for six months or longer...

Does this prove anything to you? . . It should indicate to you that the great majority of aviators who are grounded for physical reasons remain grounded for extended periods.

Flight pay insurance was never intended to cover short-term illnesses or injuries of less than 90 days, a period during which the Insured could always make up his flight time prior to the loss of flight pay.

Flight pay insurance is intended to reimburse the Insured whenever he loses government flight pay for illness or accidental bodily injury, and it does just this! . . Your auto collision insurance isn't meant to cover the periodic body scratches made in your car, but to protect you in the event you have a major accident and your car suffers extensive body damage.

Flight pay insurance does the same thing for you! . . Your take-home-pay is the "car." If you're grounded for physical reasons for a month or two, or even go to a third month before getting airborne and making up your back flight time, nothing's been lost! . . If you slide into the fourth month of grounding and lose the first month's flight pay, you've only "dented" your wallet slightly, but the Flight Pay Insurance would repair this damage . . and, of course, if you are grounded for an extended period, your wallet will need major repairs. Don't you regard your month-to-month take-home-pay as being as valuable as your car? Shouldn't you insure both, not just one?

The following analysis of Flight Pay Insurance claims reveals that SIXTEEN TIMES as many Insured members received FPPP insurance indemnities for lost flight pay for 6-month periods or longer, as compared to those who received flight pay insurance indemnities to cover a 3-month period of loss.

INDEMNITIES PAID

29 Insureds rec'd payments for 24 mos.
2 Insureds rec'd payments for 23 mos.
1 Insured rec'd payment for 19 mos.
1 Insured rec'd payment for 15 mos.
2 Insureds rec'd payments for 14 mos.
2 Insureds rec'd payments for 13 mos.
149 Insureds rec'd payments for 12 mos.
12 Insureds rec'd payments for 11 mos.
13 Insureds rec'd payments for 10 mos.
9 Insureds rec'd payments for 9 mos.
11 Insureds rec'd payments for 8 mos.
10 Insureds rec'd payments for 7 mos.
17 Insureds rec'd payments for 6 mos.
Tot: 258 rec'd payments for 6 to 24 mos.

3-5 MONTHS' INDEMNIFICATION

18 Insureds rec'd payments for 5 mos.
19 Insureds rec'd payments for 4 mos.
16 Insureds rec'd payments for 3 mos.
Total: 53 rec'd payments for 3 to 5 mos.

Look at it this way — If you are grounded for physical reasons and lose just one month's government flight pay, you'll recover almost FIVE YEARS of premium payments in your first month's flight pay indemnity check. Looking at it another way, you'll receive an insurance indemnity check that is almost FIVE TIMES the amount of your annual premium for every month in which you suffer a loss.

Where do you personally draw the line, if you don't have the insurance? When would you first feel that perhaps you've made a mistake in not purchasing the coverage? . . After you've lost one month's flight pay? Three months? . . A full year of loss?

Why take the chance of losing anything? Over 4,200 Army flight personnel don't take the chance — they hold AAAA-endorsed Flight Pay Insurance.

ities - some excellent, some poor (25.8)

162 - Lack of membership participation (22.4)

146 - Need for more "professional" articles in the magazine (20.1)

132 - "Satisfied; no glaring weaknesses beyond those common to most organizations" (18.2)

116 - Lack of command support within all areas of Army aviation (16.0)

96 - Not enough political recognition (13.2)

70 - Officer-oriented (9.6)

60 - Inconsistent leadership at the Chapter level (8.3)

■ 8. Can you offer a brief suggestion as to how the Association may improve ONE of the two weak points that you listed above? (The longhand replies to this question represented many individual approaches, and did not lend themselves to any statistical tabulation.)

■ 9. Are you a current member of the Association of the U.S. Army (AUSA)?

692 of the 724 provided an answer.

In numbers: 401 answered "Yes." 291 members answered "No."

In percentages: 57.9 replied "Yes" and 42.1 members replied "No."

■ 10. In view of the fact that the AAAA's General Purposes include the advancement of those policies, programs, and concepts of the AUSA that are of benefit to the AAAA membership, and the AAAA presently lists AUSA's Objectives and promotes the AUSA Annual Meeting in the magazine, should the AAAA do more to encourage membership in the AUSA?

654 of the 724 provided an answer.

In numbers: 171 answered "Yes." 483 members answered "No."

In percentages: 26.2 replied "Yes" and 73.8 answered "No."

■ Analysis of Replies Received by Rank and Grade. Base: 724 replies.

1 general officer, 47 colonels, 121 lieutenant colonels, 257 majors, 130 captains, 36 lieutenants, 52 CWO's, 22 WO's and WOC's, 5 enlisted members, and 53 civilian members.

■ Analysis of Replies Received by Length of AAAA Membership.

9th year members joining '57-'58, 149; 8th year members, 153; 7th year members, 101; 6th year members, 62; 5th year members, 31; 4th year members, 52; 3rd year members, 54; 2nd year members, 70; 1st year members joining '65-'66, 52.

CHAPTER ACTIVITIES

A 1966-1968 slate of Chapter officers was elected by the members of the NORTHERN ITALY CHAPTER at its January 6 business meeting. Elected to office were Maj. Charles A. Klopp (Pres), Maj. John F. Zugschwert (ExVP), Capt. Alastair S. Clark (Sec), Lt. Burwin P. Reed (Trea), CWO Harley N. Johnstone (VPA), CWO Donald W. McPeak (VPI), and M/Sgt Derald H. Bolin (VPP).

◆ ◆ ◆

Flight Commander William D. Benton of the Royal Canadian Air Force was the guest speaker at the January 13 dinner meeting of the LINDBERGH CHAPTER. His talk covered the unification of the military services in Canada, and was an intelligent appraisal of the complicated problem faced by most of the nations of the world. He discussed the integration of Army, Navy, and Air Forces into a single military entity and the elimination of five headquarters at staff level within the Canadian defense establishment.

◆ ◆ ◆

Starting the year with an "Open House," members of the MOUNT RAINIER CHAPTER met at Fort Lewis, Wash. on January 20 inviting each Chapter member to bring along a potential member as a guest. The Chapter expected the "stag social" to generate additional programming for the late winter and early spring.

◆ ◆ ◆

Charles Black, the Columbus Enquirer reporter who recently returned from Vietnam, told 372 members and guests of the FT. BENNING CHAPTER of his experiences in that Southeast Asia country at a Jan. 25 dinner meeting. At the conclusion of his address, Col. J. Elmore Swenson, chapter president, presented Black with an honorary membership in the AAAA. Distinguished guests at the meeting included Maj. Gen. Robert H. York, Fort Benning commander, and Brig. Gen. O. Glenn Goodhand (Ret.), AAAA's national president (Photo on page 26).

◆ ◆ ◆

Members of the FRANCE CHAPTER went the "full route" on February 11 at the Paris Officers' Club. They participated in a reception followed by a dinner-dance, and elected their 1966-1968 slate of Chapter Executive Board officers as "after dinner business," a stiff schedule but one duplicated in the past by many Chapter activities. To top off their evening, the members and their wives also viewed the excellent one-hour film on the "1965 Paris Air Show," taken by Col. Robert M. Rawls and currently on loan to the AAAA Film Library.

◆ ◆ ◆

Members of the DAVID E. CONDON (Ft. Eustis) CHAPTER held a February 11 business luncheon at which plans for a March 9 AAAA "Happy Hour" and an April 1 AAAA Dinner Dance at the Officers' Club were formulated.

◆ ◆ ◆

Vietnam's SOC TRANG TIGER CHAPTER held a February 6 combined business-social meeting with the Chapter's election of several new officers to fill existing vacancies being followed by a "social."

◆ ◆ ◆

Hangar flying and a discussion of the Chapter's plan for attending the USAREUR Region's Annual Meeting at Garmisch during March 9-12 were "the agenda" at the LECH RIVER CHAPTER's midday meeting held on Saturday, February 12.

◆ ◆ ◆

Guest speakers at the February 15 dinner meeting of the ILLESHEIM CHAPTER included three members of the 18th Aviation Battalion. Lt. Col. Erwin M. Mitchell, Commanding Officer; Maj. Radcliffe Healy, Safety Officer; and Capt. Robert L. Alan, Flight Surgeon, all addressed the members and their wives.

◆ ◆ ◆

"Marine Corps Aviation in Vietnam" was the subject of an address by Maj. Gen. Louis B. Robertshaw, USMC, at the February 16 dinner meeting of the LINDBERGH CHAPTER. General Robertshaw is the Deputy Chief of Staff (Air) at Headquarters, U.S. Marine Corps.

◆ ◆ ◆

Major General William B. Bunker, the Deputy Commanding General of the U.S. Army Materiel Command, Washington, D.C. was scheduled to be the honored guest and evening's guest speaker at the February 18 dinner meeting of the RICHARD H. BITTER CHAPTER (Corpus Christi, Texas).

The Army Aviation Association of America, Inc.

GENERAL PURPOSES

To advance the status, overall esprit, and the general knowledge and proficiency of those persons who are engaged professionally in the field of U.S. Army aviation in the active U.S. Army forces and in the Reserve Forces of the U.S. Army.

To preserve and foster a spirit of good fellowship among military and civilian persons whose past or current duties affiliate them with the field of U.S. Army aviation.

To advance those policies, programs, and concepts of the Association of the U.S. Army, the National Guard Association, and the Reserve Officers Association that are of benefit to the AAAA membership.

SPECIFIC OBJECTIVES

Fostering a public understanding of Army aviation and arousing a public interest in this segment of the military forces.

Exchanging ideas and disseminating information pertinent to Army aviation through the media endorsed by the Association.

Stimulating good fellowship nationally, regionally, and locally.

Inspiring Army-wide and nationwide interest in Army aviation careers.

Cementing relationships between those interested in Army aviation in the active U.S. Army forces and the Reserve Forces of the U.S. Army.

Motivating Army aviation personnel to increase their knowledge, techniques, and skills.

Maintaining historical records of Army aviation.

Conducting meetings, seminars, symposiums, exhibitions, air meets, etc.

Recognizing outstanding contributions within Army aviation.

Providing special types of group plans of individual benefit to the membership.

PARTIAL PROGRAM LIST

An AWARDS PROGRAM in which outstanding individual and unit achievements receive National recognition.

A CHAPTER ACTIVITIES PROGRAM in which outstanding industry and military leaders address the widespread Chapter organizations on specific areas of Army aviation interest.

A FILM EXCHANGE PROGRAM in which the member is afforded the opportunity of viewing current developments in the state of the art as portrayed through the medium of industry films.

A JOB PLACEMENT PROGRAM in which the AAAA assists the member committed to retirement, separation, or discharge in securing employment within the general aviation industry.

A LOCATOR SERVICE PROGRAM in which the member is assisted in his efforts to keep abreast of the location of his contemporaries.

A SCHOLARSHIP AWARDS PROGRAM in which the sons and daughters of members receive scholarship assistance annually is pursued in conjunction with the AAAA Scholarship Foundation, Inc., a separate, non-profit educational foundation that works closely with the Army Aviation Association.

A SCIENCE AWARDS PROGRAM conceived by the Washington, D.C. Chapter in which the Association endeavors to interest young people in the aviation sciences by sponsoring cash scholarship awards at the Annual Science Fair-International and numerous individual Certificates of Achievement at some 220 local and regional Science Fairs. AAAA individual members serve as judges at local, regional, and national fairs.

BUNKER

ROBERTSHAW

PHOTOS ABOVE

Major General William B. Bunker (top left), Deputy Commanding General, Army Materiel Command, Washington, D.C., the guest speaker at the February 18 dinner meeting of the Richard H. Bitter (Corpus Christi, Tex.) Chapter.

Shown in the center photo, left to right, are Brig. Gen. Howard F. Schiltz, CG of AVCOM; Eric H. Petersen, Lindbergh Chapter president; Flight Commander William D. Benton, RCAF, the guest speaker at the Lindbergh Chapter's January 13 dinner meeting; Lt. Col. Homer L. Walker, CP, Army Affairs; and Robert Pettingill, Chapter VP, Public Affairs.

Major General Louis B. Robertshaw (top right), USMC, the Deputy Chief of Staff (Air), Headquarters, USMC, who addressed the Lindbergh (St. Louis) Chapter members at their February 16 dinner meeting on "Marine Corps Aviation in Vietnam."

ARMY AVIATION

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

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