

Army Aviation



When they call in the Hueys
we get all fired up. (See back cover)

AVCO LYCOMING DIVISION
STRATFORD, CONN.

MAY 31, 1967
SILVER ANNIVERSARY YEAR

**SPECIAL
WARRANT
OFFICER
ISSUE**



The ABC's of the Chinook.

The Chinook began as a superior helicopter. And it has been further improved by constant introduction of new developments.

The Chinook story begins with the CH-47A—the Army's dependable medium transport helicopter. Since its first flight in September, 1961 it has logged well over 125,000 hours—close to half of them under the toughest, roughest, combat conditions imaginable. It has all-weather, day-night capabilities, excellent hovering characteristics and it lifts 10,500 lbs. on a 100-nautical mile mission. Also, maintenance is easy.

But we wanted to make the Chinook better. So in May, 1967 the first CH-47B will come off the production line and enter Army service. It will have two new gas turbine engines, each one rated at 2,850 shaft horsepower, 200 shaft horsepower more powerful than the CH-47A's engines—plus a new rotor configuration which will boost payload to 14,500 lbs. and increase cruise speed by 25 knots.

Then it is planned that in Spring, 1968 the CH-47C Chinook (a still further improvement of the CH-47B) will be delivered to the Army with power per engine in-

creased from 2,850 to 3,750 HP. These uprated engines and a strengthened drive system will increase carrying capacity to 19,100 lbs. and raise the Chinook's overall speed capabilities.

When the Army finds new requirements for the Chinook, we'll make whatever changes are needed. It's all part of our continued program to keep the Chinook a superior helicopter.

The Boeing Company, Vertol Division, Morton, Pennsylvania 19070

BOEING
Helicopters



ST. LOUIS, MO. — A surprised BG Howard F. Schiltz (center) received the Distinguished Service Medal during a formal departure dinner held in his honor May 8. LTG William B. Bunker (r.), AMC deputy commander, is shown making the presentation as Mrs. Schiltz looks on. Cited for his outstanding managerial ability as AVCOM commander, Gen. Schiltz headed the unit during its greatest period of growth in 1964-1967.



FORT WORTH — Mrs. Frank H. Mayer holds the Distinguished Service Cross, the nation's second highest decoration, her husband received from Congressman Olin Teague (left), at ceremonies held April 29. Now stationed at the U.S. Army Primary Helicopter School as an instructor pilot, Captain Mayer won the medal for heroic actions on April 10, 1966 near Muc Hoa, Vietnam.

ARLINGTON, VA. — Winner of the Army Aviation Association's "Certificate of Achievement" for his outstanding science exhibit at the Northern Virginia Science Fair, Robert Graham (left) shows his supporting written material to AAAA member-judges, LTC John Geary of ODDR&E, and Anthony L. Rodes of General Electric's Washington office. The teenager's project, "Lift and Drag of Airfoils," was one of 130 outstanding "aviation-oriented exhibits" recognized by AAAA member-judges at regional, state, and area fairs located throughout the U.S.

Army Aviation

APRIL-MAY PHOTOS



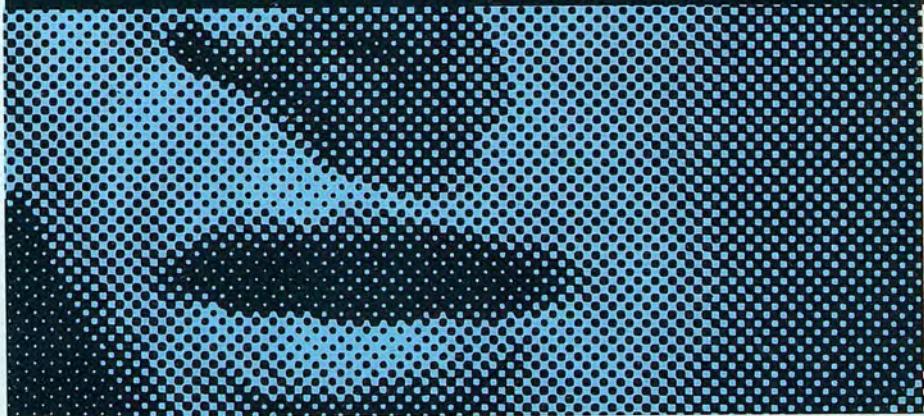
WASHINGTON, D.C. — Occupying a place of honor at the end of the Secretary of the Army's corridor in the Pentagon, the Army Aviation Association's 1965-1966 "Outstanding Aviation Unit Award" cites the impressive accomplishments of the 1st Cavalry Division (Airmobile) in furthering the concept of Army air mobility.



LONDON — Career Army Aviator Richard J. Kennedy (left) has been promoted to Colonel. He's Air Mobility Representative at the US Army Standardization Group in UK.



SPEAKING OUT



THE "EITHER-OR" HELICOPTER!

WE'VE gone through a long — and often discouraging — process of developing a light observation helicopter to replace various fixed- and rotary-wing aircraft for reconnaissance and security missions.

After several years of writing specifications, letting design and development contracts, and evaluating three different entrants, we accepted the OH-6A as the new light observation helicopter.

The OH-6A *Cayuse* is an outstanding aircraft that meets or exceeds all the design specifications. However, there are some glaring design errors incurred because the design-

ers failed to remember the aircraft's primary mission — *reconnaissance*.

The most noteworthy of these mistakes is in the armament subsystem incorporated on the aircraft. The XM-27 subsystem, which consists of the GAU-2B/A 7.62mm automatic gun, is a fixed gun which, when installed, precludes carrying passengers in the rear seats. While it is true that the aircraft is capable of performing unarmed reconnaissance missions, we should be able to develop a machine that will carry necessary observers and *still* retain a defensive capability with an integral weapons system. In this respect, the OH-6A/XM-27 leaves something to be desired.

Another mistake in the armament subsystem is that it is a forward-facing, fixed system. During a reconnaissance mission the pilot should avoid decisive engagement unless it's absolutely necessary to the accomplish-

By

MAJOR WILLIAM W. FRAKER
and CAPTAIN B. E. BYERLEY
Dept. of Tactics, USAAVNS

ment of his mission. For the OH-6A pilot to fire defensive or suppressive fire to disengage from the enemy, he must fly straight at the target. Under any other circumstances, this must be considered as an attack. Even during a reconnaissance by fire, where there is an offensive effort to locate the enemy's flanks and disposition, it is not desirable to attack directly to the front.

During both reconnaissance and security missions, it is imperative that the scout aircraft maintain contact with the enemy. Quite often it is necessary to fix, or pin down, the enemy and force him to deploy. It is necessary, therefore, that the aircraft also be able to deliver a volume of firepower to cause this deployment.

Unnecessary firepower

Anyone who has observed the GAU-2B/A firing will concede that this is an awesome weapon. However, its extreme volume of firepower is unnecessary on most of the reconnaissance and security missions for which the system was developed. Of primary concern is the limited number of rounds which the aircraft can carry. Fired at the weapon's slowest rate of fire (2,000 rounds per minute), the aircraft will carry less than a minute's worth of ammunition. At this rate, the enemy would not have time to deploy into defensive positions, even if he were inclined to oblige.

In order to gain and maintain contact, we need a helicopter with inherent mobility, communications, firepower, speed, and flexibility, as well as the capabilities of observation and limited attack. The OH-6A/XM-27 is *not* the best answer in its present configuration.

Desired changes

What can we do to improve it? Must the entire design be scrapped? In spite of the fact that the airspeed is severely reduced with the doors removed, the aircraft seems to be adequate for present needs. However, it does not provide for the inevitable growth in engines, and it is doubtful that it will meet the requirements five years from now.

The most desirable change for the present would be the addition of a turret similar to

(Continued on Page 41)



Three members of the Army's New Equipment Training Team who'll introduce the HueyCobra to USARV are shown undergoing training at Bell's Fort Worth facility. Inspecting the ammo bay are CPT James T. Pratt (l.) and CPT Jerry W. Chilvers with CWO John D. Thomson in the cockpit.



The largest airplane yet to be marketed by Beech, the 17-place turbine-powered Beechcraft 99 will enter production in Spring, 1968, for scheduled airline and air taxi markets. Powered by twin PT6A-20 turbines, the 99 cruises at 250 mph and has a maximum takeoff weight of 10,200 pounds.



GEN Cao Van Vien (left), Minister of National Defense, RVN, was made an Honorary Army Aviator by GEN William C. Westmoreland (right), CG of U.S. Forces, in late April ceremonies at Tan Son Nhut. CW3 Martin P. Merz, 1st Aviation Bde, who instructed GEN Vien, is shown in background.



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8. Built for rugged duty and tested far in excess of required load factors.

9. Most thoroughly proven airplane of its class in the world.

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Army Aviation

MAY 31, 1967

Endorsed by the Army Aviation Ass'n of America

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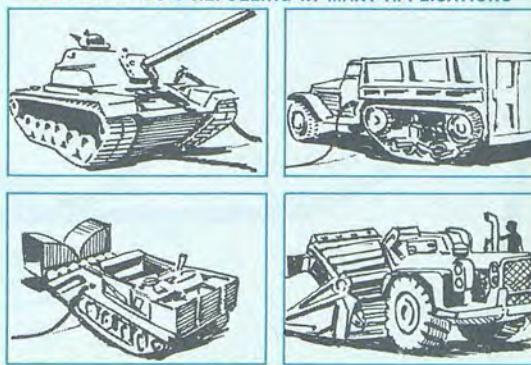
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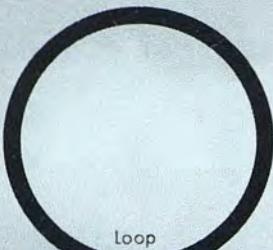
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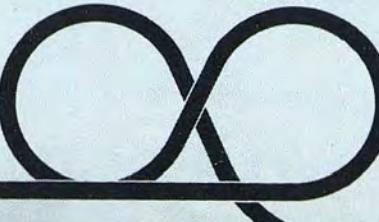


Slow roll

**Helicopter
safety takes a
new turn***



Loop



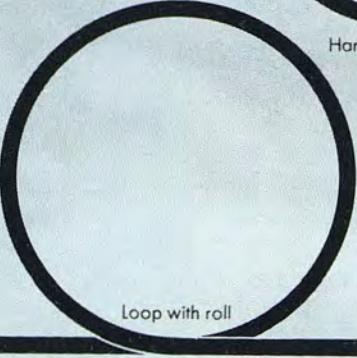
Cuban 8



Hammerhead stall



Immelmann turn



Loop with roll

The expanding role of helicopters is creating new demands for stability and controllability. Flying in gusty winds, hugging rough terrain, setting down on hillsides and flying in IFR weather are very sticky problems. Training green pilots is also a tough proposition.

Responding to the need for significant improvement in helicopter safety, Lockheed developed the Rigid Rotor.

As its name implies, the Rigid Rotor's blades are fixed rigidly to the mast—instead of teetering or flapping. This way the entire mass spins as a unit. The result is a gyroscopic action that makes the Rigid Rotor helicopter vastly more stable—without black boxes.

This stability also means controllability. Together, they provide a

margin of safety far superior to that of ordinary helicopters. Superior even to fixed-wing craft.

A demonstration of safe, stable, controllable flight was given by the Rigid Rotor Model 286, performing a series of complex maneuvers. Included was a slow roll—never before accomplished by any other helicopter, as far as is known. The 286, which has flown these maneuvers a number of times, is produced by the Lockheed-California Company, Burbank.

The ability to understand present mission requirements and anticipate future ones, coupled with technological competence, enables Lockheed to respond to the needs of the military services in a divided world.



LOCKHEED
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*These complex maneuvers—demonstrating safety and controllability—have been performed repeatedly by test pilots.



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

This plaque goes to each Army pilot who logs a thousand flying hours in the Army Mohawk surveillance system. That's a lot of flying, but then the Mohawk's a lot of airplane.

Major Henry C. Browning, Senior Army Aviator with over 1400 flying hours on the Mohawk, is presently assigned as Chief, Training Division, Airborne Centers at Ft. Huachuca, Arizona. Major Browning was stationed in Vietnam from October 1962 to October 1963 as Flight Team Leader with the 23rd Special Warfare Aviation Detachment, and while there was awarded the DFC, Purple Heart, and Air Medal with 8 clusters.



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The Aviation Warrant Officer Program: Problems and Progress

By
Major General
**ROBERT R.
WILLIAMS,**
Director of
Army Aviation,
OACSFOR,
DA



THE increasing number of questions received at Department of the Army relating to management, pay, promotion, and training of warrant officer aviators indicate that a review of certain aspects of the aviation warrant officer program is in order.

Because of the scope of the subject, I am devoting my entire letter this month to filling you in on where we stand in the development of this program, together with some of my views on current problems.

Tremendous strides

During the past 18 months, tremendous strides have been made by the Department of the Army in establishing far-reaching, definitive, career planning objectives for aviation warrant officers. A major effort in this regard is the recently completed *Warrant Officer Study* which is the first in-depth analysis since 1953 of the concept and the role of the warrant officer. The study defined and affirmed the role of the warrant officer as a "skilled technician who is provided to fill those positions above the enlisted level which are too specialized in scope to permit the effective development and continued utilization of a broadly trained, branch-qualified commissioned officer."

The aviation warrant officer clearly fits within the parameters of this role.

Some confusion

In the last two years, as a result of the rapid Vietnam build-up, the extremely close daily working relationship between commissioned and warrant officer aviators has created a tendency to confuse the job functions of the two categories of personnel. I have heard, for example, complaints from warrant of-

CHEYENNE ROLLOUT



ficers that their special skills and flying expertise are not recognized or appreciated—that they are "ranked out" of the number one place in the cockpit. I would question that many of these complaints are justified.

Managers vs technicians

There are two facets to this problem. One might be called fundamental or doctrinal, and the other practical or operational. The basic purpose for having both commissioned officer aviators and warrant officer pilots in the Army is to recognize the *separate* requirements for managers and technicians. Manning documents for every echelon of the Army structure outline positions for command, staff, and supervisory personnel. These positions, starting at the smallest unit level, provide the Army with an echeloning of responsible positions designed to provide leadership and management up through the highest positions of the Army command structure. *Commissioned officers fill these spaces.*

Full flying career

Warrant officer positions, on the other hand, are those which involve long-term ap-

Following its May 3 rollout at Lockheed's Van Nuys plant, the Army AH-56A Cheyenne started its initial ground tests prior to making its first flight in September. The heavily-armed 'copter will escort troop-carrying helicopters in airmobile operations and provide suppressive fire in battle area landing zones. The Army has 10 prototype Cheyenne under order.

plication of primarily technical skills as opposed to the broadly based command, leadership, and staff competence of the commissioned officer. This concept applies to the aviation field in the same manner as in numerous other technical fields in which warrant officers and commissioned officers jointly function. In Army aviation, the warrant officer is the "Master Craftsman" who will spend a full military career flying aircraft. On the other hand, the commissioned aviator is assigned to positions that require the exercise of command or require knowledge and decisions regarding tactical or technical operations for which only the commissioned officer is trained.

From the practical standpoint, I recognize there are problems which arise on a day-to-day basis in operating units. The fact that in many instances commissioned officers have to be assigned against warrant officer spaces

provides a built-in friction factor. This condition is temporary and will gradually be eliminated as the percentage of warrant officer aviators increases. However, the question of who will command in the cockpit will always remain. Answering it is the responsibility of the commander. It may be done by SOP, by designating crew positions for specific flights, or by forming crews for extended periods.

Rank, per se, has no place in the cockpit. On the other hand total flying time, time in type of aircraft, or IP qualification may not determine who is in charge, either. Special knowledge for a mission may determine the man in command. Command responsibility, over more than one aircraft, may determine who the boss will be.

No fixed rule

During the past 25 years I have flown with officers much senior to me but less experienced in the aircraft. There has never been any question as to who was in charge. During the past ten years I have flown with many warrant officers. Some of these have been instructor pilots giving me transition training. Others have been crew members of aircraft when I was flying as a member of the crew.

For example, I well remember several flights in CV-2's, with a warrant officer who had been assigned as pilot by the commander. I was qualified and current in the CV-2. But when I was in either the left seat or the right seat there was no question in my mind or in the mind of the warrant officer as to who was in charge. He was!

My point is that there is no rule that says that the senior rated officer on board is the pilot or that the man with the most flying hours must be the pilot. If the CO assigns you in a crew with a competent but less experienced pilot than you, don't let that bother you. The man who flies as your co-pilot tomorrow may think he is twice as good as you are — and he may just be.

Incentive pay

The subject of flight pay appears to be another area of major concern lately. The question is asked: *Why the difference in*

PROBLEMS AND PROGRESS

(Continued from Page 14)

flight pay rates for commissioned and warrant aviators, who fly in the same aircraft and experience identical hazards? In order to answer this question, it is useful to look at the history of military flying and the purpose of flight pay. Flight pay rates from 1913 until 1949 were based on a fixed percentage of base pay. Since 1949, the rates have been a fixed amount which varies from \$50-\$245 per month based on grade and length of service. If the current rates are converted to a percentage of base pay, it can be seen that the flight rate is approximately the same for all ranks (25-30%).

Through the years, flight pay has been found necessary by all the services to attract and retain the quality of individuals required to man aircraft. It has always been a somewhat controversial area and accordingly has been subject to constant review and scrutiny. For instance, an Army study has recently defined flight pay as incentive pay for performance of duties requiring maintenance of special skills and/or involving special hazards.

The attitudes of warrant officer aviators have been assessed in last year's *HumRRO Survey*. The results of the warrant officer survey are being analyzed preparatory to forwarding for consideration by the *DOD Compensation Study* currently in progress. Thus, problems concerning flight pay are continuously being surfaced, with those of the warrant officer aviator currently and rightfully occupying the forefront.

Opportunity for advancement

Another matter of prime concern to the warrant officer pilot today concerns the opportunity for continued advancement. Advancement within the ranks of either the commissioned officer or the enlisted man is basically contingent on vacancies within each category, and is keyed to an echelonnement of positions by level of command. Vacancies within these positions are created either by personnel losses or by expansion of the total number of positions required.

Advancement within the ranks of the warrant officer, however, is not as clearly de-

PROBLEMS AND PROGRESS

(Continued from Page 15)

fined. Since there is no consistent pattern upon which to base an echelonment of warrant officer positions by level of command, a different pattern for advancement must be established. Further complicating the problem is the fact that warrant officers compete with all other warrant officers of the Army, regardless of career branch.

Proposals on promotions

Suggestions have been made that warrant officer promotions should be established at a rate coincident with the lower officer grades. Such suggestions usually stem from the assumption that W1 and W2 aviation warrant officers are doing the same job in a combat environment as O1 and O2 aviators. This circumstance occurs where an imbalance of commissioned and warrant officer aviators in a unit necessitates use of the former in duty pilot (warrant officer) positions. In such a case, however, it is the commissioned officer who is performing the warrant officer job, rather than the reverse.

Promotions within the warrant officer corps cannot be keyed to time-in-grade tenure of commissioned officers since the two categories are as separate and distinct as are officer and enlisted categories. However, within the past year, significant changes have been made in the warrant officer promotion system. Time-in-grade requirements have been lowered to the point that a newly appointed W0-W1 can look forward to being promoted to CWO-W4 in approximately 9½ years of warrant officer service, as opposed to approximately 13 to 14 years under the previous criteria. Additionally, for the first time in several years, the selection board now considering warrant officers for promotion to W3 and W4, has been authorized to select deserving warrant officers for "below-the-zone" promotions.

W5/W6 Pay Grades

Additional studies within Department of the Army, directed toward warrant officer advancement opportunities, are continuing. Foremost among these is the proposal for

additional pay grades of W5 and W6. Since the warrant officer pilot generally enters warrant officer status at an earlier age than his non-flying warrant officer contemporary, he stands to benefit from the proposed W5/W6 grades at an earlier age. However, the potential for further advancement after reaching the present grade W4, will apply equally to all warrant officers regardless of MOS field.

DOD to study proposal

The Army has not yet submitted the W5/W6 proposal to DOD for approval, *recent reports of a DOD turndown notwithstanding*. Final approval will require concurrence of the other armed services and Congressional action. As regards advancement from warrant officer status to commissioned status, opportunities for direct commissions are far greater than in the past. Restrictions on age, education, or previous experience are applicable only as they relate to future potential as a commissioned officer within one of the officer career branches.

"Expertise . . . recognized"

The future is bright for the aviation warrant officer. We are experiencing "growing pains" which have been magnified by the expansion of Army aviation in recent months. However, continuing progress is being made in recognizing the problem areas inherent in the rapid growth of the aviation warrant officer corps.

I know from personnel contacts with commanders at all levels, that the Army is proud of its warrant officer aviators. The idea of this category of pilot is not new but its implementation by the Army is still in an early stage of development. Accordingly, the aviation warrant officer corps is young and subject to the pressures of adjustment common to all youth. In this vein, I would like to close with the following observation:

The expertise of the warrant officer as a pilot is very well recognized, respected, and admired — where it has been proven. Professionalism for the warrant officer is not an automatic issue with his wings. He, like every other pilot, must attain it through experience, practice, and good judgment.

A special Study Group has recently completed the most comprehensive examination of the *Army Warrant Officer Career Program* in several years and has presented its conclusions and recommendations to the Chief of Staff.

The purpose of this study was to develop a formal *Warrant Officer Career Program* which is responsive to future Army requirements, offers sufficient career incentives to attract and retain high quality personnel, and outlines Department of the Army plans for warrant officer training, utilization, and career management.

A Corps of 5,000

At the present time approximately thirty-five percent of the Warrant Officer Corps are Aviation Warrant Officers whose numbers are now approaching 5,000. The requirement for a definitive career program for this large portion of the Warrant Officer Corps, which comprises the only all-warrant officer career branch in the Officer Personnel Directorate, is readily apparent. This requirement has been met with an *Aviation Warrant Officer Career Program* which provides for successive periods of training, utilization, schooling, and professional advancement throughout a full military career.

The *Aviation Warrant Officer Career Program* adheres to the accepted roles of the warrant officer and the commissioned officer in the *Army Aviation Program*. The commissioned officer in the *Army Aviation Program*

is a branch qualified officer whose primary duties include that of a commander, staff officer, and supervisor, rather than the piloting of an aircraft as a primary duty. The Aviation Warrant Officer, on the other hand, is a highly skilled professional pilot or aircraft repair technician. The career program is designed to provide advancement and the acquisition of additional skills in these two areas.

In order to effectively implement the *Aviation Warrant Officer Career Program* it is essential to provide definitive information to all personnel involved in the management of Aviation Warrant Officers. This information will be contained in a Department of the Army pamphlet of the 600 series similar to that now available for commissioned officers.

Three managers!

Management of the Aviation Warrant Officer's career should be provided by three managers. First, the *Aviation Warrant Officer Branch* assists by providing varied assignments and monitoring significant aviation qualifications in order to assure equitable progress as outlined in the career program. The commander is the second manager. He participates by providing an evaluation of the manner of performance and promotion potential through the efficiency report. In addition, the commander recommends additional training and qualifications as outlined in the career program. Thirdly, the individual is a manager of his own career and has the option of requesting assignments, training,

THE CAREER PLAN FOR WARRANT OFFICERS

**NEW INFORMATION PROVIDED BY THE AVIATION WARRANT OFFICER
BRANCH, OFFICER PERSONNEL DIRECTORATE, APO**

WO CAREER PROGRAM

(Continued from Page 17)

and duties as indicated in the career program.

The *Aviation Warrant Officer Career Program* is based on years of service as an Aviation Warrant Officer and career planning begins immediately upon appointment.

During the first few years of his career, the Aviation Warrant Officer will normally perform pilot duties, flying the aircraft in which he received training in flight school, and will be assigned to combat units where these aircraft are organic. (See Table 1 on Page 20.)

The Basic Course

At approximately the fourth through eighth year of Aviation Warrant Officer service, and contingent upon attaining indefinite status and upon selection for promotion to W3, he can expect to attend the *Basic Course*. This course, designed to augment but not duplicate the knowledge and experience previously acquired, will be divided into both academic and flight phases. The academic phase will provide additional professional knowledge for the advancement of the Aviation Warrant Officer into more responsible assignments. Subjects such as tactics and combined arms, communications, ground mobility, engineer operations, and other allied general military subjects have been recommended for inclusion in this course.

The flight phase of the *Basic Course* will provide an instructor pilot rating in the aircraft which he has flown for his initial utilization period as well as transition training into larger, more complicated aircraft. In addition, a limited number of students will be trained as dual-rated pilots during the flight phase, the number being dictated by anticipated requirements for dual-rated Aviation Warrant Officers. It is at this point that entry into the aircraft maintenance field may be requested.

Maintenance career

Entry into the non-aviator aircraft maintenance field is provided for at any time during the Aviation Warrant Officer's career.

(See Table 2). This feature provides a complete career pattern within the Aviation Warrant Officer Branch for pilots who may have been grounded, because of medical reasons.

Upon successful completion of the *Basic Course*, the Aviation Warrant Officer's assignment and utilization possibilities begin to expand. He can expect to be assigned as an instructor pilot in combat units in which he previously served as a pilot. In addition, he will be assigned as a pilot to divisional and non-divisional units equipped with cargo-type aircraft. Assignments also expand to the

DID YOU KNOW THAT . . .

. . . more than 50% of the Aviation Warrant Officer candidates enter the program from civilian life through the Enlisted Option Program?

. . . that the average age of the Enlisted option candidates is 21-25 years, that about 60% are bachelors and that of those who are married, the majority have no children?

. . . that approximately 60% of the Enlisted Option candidates have attended college?

. . . that the average age of the Aviation Warrant Officer candidates who enter the program from the Army is 26-30 years, that almost 75% of this category are married and they have an average of two children?

. . . that approximately 36% of the AWOs entering the program from the active Army have attended college?

. . . approximately 98% of the Army's Aviation Warrant Officers are either in Vietnam or have served a Vietnam tour?

combat support forces which include engineer and signal groups, overseas flight detachments, and logistical commands. Aviation duties performed will be as pilot or instructor pilot depending on aircraft distribution.

The Advanced Course

The Aviation Warrant Officer will become eligible for attendance at a second course, tentatively termed the *Advanced Course*, between his twelfth and sixteenth year of warrant officer service. Selection for attendance is again contingent upon continued selection for promotion; in this instance, his selection to W4.

The academic phase of the *Advanced Course* will review and update professional knowledge acquired at the *Basic Course* as well as that acquired through additional experience, and will be devoted to the acquisition

tion of the highest skills directly related to aviation. Included in the proposed curriculum of the *Advanced Course* are subjects dealing with air traffic control procedures, aircraft safety and accident investigation, aircraft standardization, airfield operations, and a comprehensive review and up-dating of tactical and combined arms subjects covered in the *Basic Course*.

Additional aviation skills

The flight phase of the *Advanced Course* will provide instructor pilot training in the aircraft in which the individual was rated during the *Basic Course* as well as transition training into other aircraft that may have been added to the inventory. Students will also be qualified as an instrument flight examiner, safety specialist, and standardization pilot. With these additional flying skills, coupled with the general military education he'll receive, his field of utilization will broaden to include positions of increased responsibility and correspondingly less personal supervision. The Aviation Warrant Officer will progress into a period of maximum utilization with expanded assignment opportunities, additional aviation duties, and a maximum use of his aviation skills.

After completion of the *Advanced Course*, the warrant officer will have acquired the most advanced aviation skills through formalized courses of instruction. Aviation skills acquired during this phase are currently required in all aviation units, however, most of these skills and qualifications are now obtained by non-standard, on-the-job training unit programs or by special aviation schools established in individual commands. The *Advanced Course* graduate will be capable of being assigned to any Aviation Warrant Officer position in the Army by virtue of having acquired qualifications as a Safety Specialist, Instructor Pilot, Standardization Pilot, and an Instrument Examiner.

Civil schooling

Civil schooling opportunities will continue in the form of tuition assistance and participation in the *Degree Completion Program*. Attendance at special technical schools will be scheduled as required, in order to stay

abreast with the technological developments as new equipment is added to the Army inventory. Language training will continue to be programmed on a required basis.

Revised MOS system

In order to identify not only the qualifications held by the individual but also to identify requirements on TOE/TDA, a revised MOS system has been proposed which will provide identification of both requirements and resources. The system provides a suffix-designator for such skills as Safety Specialists, Instructor Pilot, Standardization Pilot, Instrument Examiner, Gunnery qualification, and Aeromedical training qualification. In addition, new MOS for identification of fixed wing only, rotary wing only, dual rated, and maintenance officers are provided to more adequately identify both requirements and assets.

The acquisition of progressively higher aviation skills as outlined in the career program will produce highly qualified professional pilots to meet present and future Army requirements. The revised MOS system will provide commanders the capability of requesting *specific* aviation skills required by his units. The career program, in conjunction with the new MOS system, will provide the Aviation Warrant Officer Branch the necessary management tools to identify individual aviation skills and to make assignments that will assure continued career development and proper utilization.

We're working on it!

The outline of the *Aviation Warrant Officer Career Program* as presented here is necessarily broad in scope. The myriad of details required to fully implement the program are being resolved. Career course location, length, POI, resources required, and funding are being determined. Regulations and MOS changes are being staffed.

Because of the world situation, implementation of the career program must be delayed until sufficient personnel and school resources can be made available. Planning will continue, however, so that participation can begin at the earliest opportunity.

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30		YEARS OF AVIATION WARRANT OFFICER SERVICE
ARMY AVIATOR	SENIOR ARMY AVIATOR	MASTER ARMY AVIATOR
	PILOT	
	INSTRUCTOR PILOT	
	AVIATION DUTIES	INSTRUMENT EXAMINER
		STANDARDIZATION PILOT
		SAFETY SPECIALIST
	COMBAT UNITS DIVISION — ACR — BRIGADE — BATTALION — COMPANY	
	NON-DIVISIONAL AVIATION COMPANY	SEPARATE CORPS — ARMY
	COMBAT SUPPORT FORCES	GROUPS — FLIGHT DETACHMENTS — LOGISTICAL COMMANDS
	ASSIGNMENT PATTERN	SPT FORCES R&D DEPOTS — TEST BOARDS — FLT DETS
		TRAINING FORCES USAAVNS — USAPHS — FLT DETS
MILITARY AND CIVILIAN SCHOOLS		
	TRANSITION — GUNNERY — LANGUAGE — CIVIL SCHOOLING	
	BASIC	ADVANCED
		AVIATION SKILLS
PILOT - OH/UH	IP OH/UH, PILOT CH/AAFSS	IP — OH/UH/CH, INST EXMR, SFTY SPEC, STANDZN PILOT
PILOT SGL ENG	IP SGL ENG, PILOT MLT ENG	IP — SGL/MLT ENG, INST EXMR, SFTY SPEC, STANDZN PILOT
DUAL RATED FROM FW	IP — OH/UH, P- CH/SHL ENG	IP — OH/UH/CH/SGL ENG, P — MLT ENG, EXMR, SFTY, STANDZN
	IP S ENG, P- MLT ENG/OH/UH	IP — SGL/MLT ENG/OH/UH, P — CH, EXMR, SFTY, STANDZN

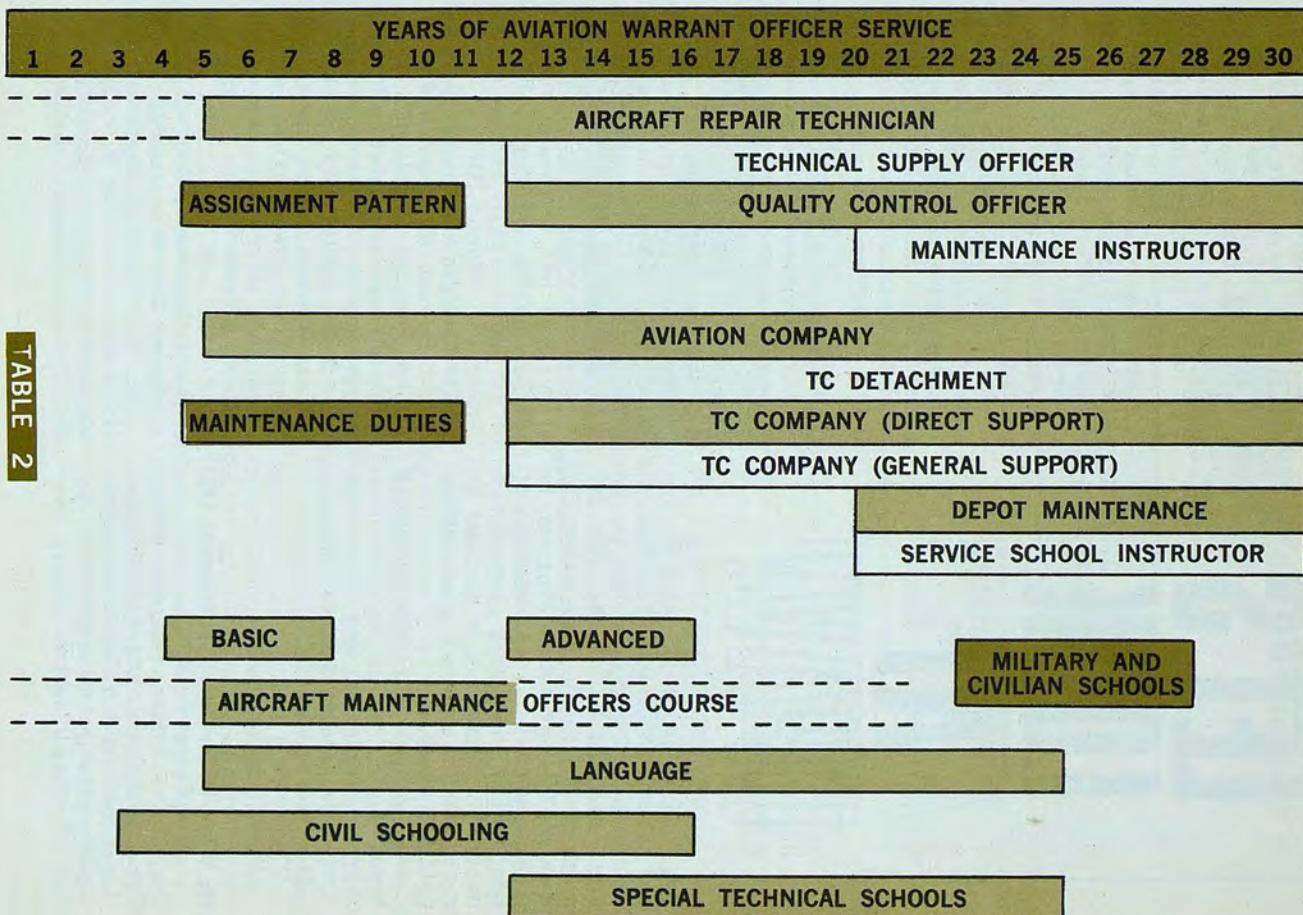


TABLE 2

LET'S LOOK AT OPAV!

OPAV is the office symbol for the Aviation Warrant Officer Branch. This branch is deeply involved in the management of one of the most dynamic programs in the Army today; the **Aviation Warrant Officer Program**. In order to gain a better understanding of the role that the branch plays in this important program, it is essential to examine the branch in the light of the following questions:

What is the Aviation Warrant Officer Branch?

Where does it fit into the overall Army Personnel Management System?

How is it organized?

What does it do?

Where is it located?

Q. What is the Aviation Warrant Officer Career Branch?

A. The Aviation Warrant Officer Career Branch is unique in that it is the only career branch that deals solely with the personnel management of warrant officers. All warrant officers man-

aged by the branch are Aviation Warrant Officers, but all are **not** aviators. The branch also manages non-aviator aircraft repair technicians, 671B. Proposals currently under consideration seem to indicate that other non-aviator warrant officers in aviation-related fields will also become aviation warrant officers and will be managed by the Aviation Warrant Officer Branch.

The Aviation Warrant Officer Branch implements Department of the Army policies, planning, and programs pertaining to the procurement, training, assignment, career development, and administration of aviation warrant officers. The relationship of the branch to other Army personnel agencies is shown in **Figure 1**.

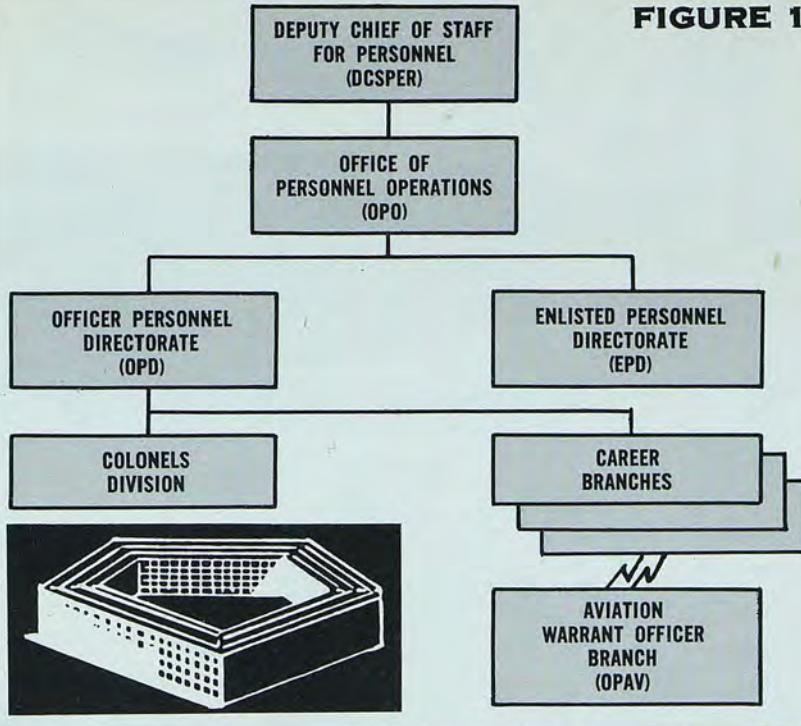
Q. Where does it fit into the overall Army Personnel Management System?

A. The Deputy Chief of Staff for Personnel (**DCS PER**) is the Army general staff agency charged with the responsibility for the overall personnel management system of the Army. The Office of Personnel Operations (**OPO**) is an operating agency under the general staff supervision of **DCS PER**. **OPO** is organized into two major subordinate directorates, the Enlisted Personnel Directorate (**EPD**) and the Officer Personnel Directorate (**OPD**).

OPD manages all officers, less general officers and officers assigned to the Medical Services, Chaplain, and the Judge Advocate General. It is in **OPD** that we find the 15 career branches, e.g., Infantry, Artillery, Armor, etc. The Aviation Warrant Officer Branch is a separate career branch on co-equal status with the other career branches of **OPD**. (See **Figure 1**.)

Q. How is the Aviation Warrant Officer Career Branch organized?

A. The branch is organized and staffed as shown in **Fig. 2, P. 27**. The telephone numbers of each section head are shown immediately below each

FIGURE 1

name; the Washington, D.C. Area Code is **202**.

Q. What does the Aviation Warrant Officer Career Branch do?

A. The Assignment Section (Fig. 2, P. 27) is responsible for the worldwide assignment of **Aviation Warrant Officers**. The **overseas desk** administers to all branch personnel serving in overseas commands and issues the necessary assignment instructions for their return to CONUS. The **CONUS desk** administers to all Aviation Warrant Officers serving in CONUS and issues, through TAG, appropriate orders to assign branch officers from CONUS to overseas commands.

Validated personnel requisitions received by the branch determine both

CONUS and overseas requirements. In order to determine those most eligible for overseas assignments, the rule of those "longest back return first" is applied to the maximum extent possible. Because of stabilized assignments exceptions to this rule will always occur, but these exceptions constitute a small percentage of branch personnel.

Individual assignments are made based on three criteria. These are the needs of the service, the qualifications of the individual, and the desires of the individual as indicated on the **Preference Statement**. The **Preference Statement** is carefully read and seriously considered in the preparation of every assignment. It is extremely beneficial both to the branch and to the individual

(Continued on Page 26)



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Bell's Composite is an advanced high-speed helicopter ... designed to expand the mobility of tomorrow's soldier.

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OPAV

(Continued from Page 23)

to keep the **Preference Statement** current and realistic.

The remarks section should be used to further explain individual desires or unusual circumstances that should be brought to the attention of the branch assignment officer. Prior to the completion of each assignment, the assignment officers coordinate with the **Personnel Actions Section** and the **Schools Section** so that a complete file review can be conducted in conjunction with the assignment action.

ASSIGNMENT CYCLE

Prior to the Vietnam situation it was generally possible to follow a **CONUS, long tour, CONUS, short tour** assignment cycle. Because of the large number of Aviation Warrant Officers in short tour areas, modification of this normal assignment cycle has been necessary. Every attempt is made to allow as much time as possible between unaccompanied tours. The branch goal is to provide a minimum of three months assignment notice. Unpredicted requirements sometimes preclude this notification. At the present time both the **overseas desk** and the **CONUS desk** are exceeding the desired three months advance notice.

Career development is also a specific responsibility of the **Assignment Section**. The branch recommends and participates in studies designed to more clearly define and improve career patterns for Aviation Warrant Officers. These studies are concerned with all facets of the **Aviation Warrant Officer Career Program**. Correspondence received from Aviation Warrant Officers serving in the field outlining problem areas and offering suggestions is an important source of information. Such correspondence generates branch action so that constant improvement can be made.

The **Personnel Actions Section** is con-

cerned with a wide variety of activities. These activities include direct appointments, category renewals, recall to active duty, retirements, the long-range active duty program, MOS changes, Regular Army program, review and processing of efficiency reports, and review and supervision of the **Officer Qualification Record (DA Form 66)**.

The **DA Form 66** is the basic document used by the branch to maintain a record of qualifications, assignments, and other essential information. It is part of the branch file and, because of its importance, it is the document most frequently used in personnel actions concerning assignments, schooling, and promotions. Only two copies of the **66** are maintained, and the branch copy is merely a duplicate of the copy maintained by unit personnel. With the exception of minor changes, the branch copy of the **66** is not changed until a report of change, **DA Form 2876**, is forwarded to the branch from the unit personnel officer. It is an individual responsibility to monitor the field **66** to be certain that changes are posted and reported to the branch as quickly and as accurately as possible.

EFFICIENCY REPORTS

The most important document used to determine manner of performance and promotion potential is the **efficiency report**. In the review of these reports it is essential to carefully analyze the written description of the manner of performance. It is mandatory that raters and indorsers present a clear and complete description of the manner of performance, rather than a description of duties performed. Although numerical scores are a part of each report, no overall numerical efficiency index is maintained by the branch.

The **Personnel Actions Section** reviews all reports on Aviation Warrant Officers. Outstanding reports are brought to the attention of all sections and all reports containing derogatory information of a serious nature is

brought to the attention of the branch chief. Appropriate counseling letters are written to individuals for both categories of reports. Aircraft qualifications are also an important part of the **66**. All changes should be forwarded by the unit operations officer to the unit personnel officer so that both the field and the branch **66** can be updated.

SCHOOL SELECTION

The rapid expansion of the branch, coupled with a commensurate expansion of schooling requirements, necessitated the establishment of the **Schools Section**. This section is responsible for management of the branch school program. A major responsibility is the administration for the procurement of students entering the **Warrant Officer Flight Training Program (WOFTP)**. This program requires extensive coordination with the many agencies involved in the procurement of warrant officer candidates to assure that each student class begins training at 100% strength. In addition to the **WOFTP**, this section, in coordination with the other branch sections, also provides the necessary branch management in the selection of students to attend 27 other military and civilian schools.

Although there is a temporary suspension of Aviation Warrant Officer participation in the **Degree Completion Program (Bootstrap)**, continued effort to qualify for this program is encouraged. The program will be reinstated at the earliest opportunity. As a matter of general interest, twenty-six members of the branch now have Baccalaureate Degrees and one member has a Master of Business Administration Degree.

TRANSITION TRAINING

The branch has received more quotas for military schooling during fiscal year 68 than ever before. Most of these quotas, however, will be used to provide aviation skills critically needed in Vietnam and attendance is generally scheduled enroute. In addition to the needs of the service, individual qualifications,

and the desires of the individual, school selection criteria must also include availability for assignment to Vietnam. First priority for the limited quotas is given to branch personnel returning to Vietnam for second tours. Courses available include the Aircraft Maintenance Officer Course (AMOC), **CH-47** transition, **AH-1G** transition, **CH-54** transition, **U-8** transition, **U-1A** transition, and fixed wing qualification.

The **Administration and Records Section** maintains and processes all actions concerning the individual Aviation Warrant Officer's branch file. These include updating the form **66** from changes received from the field, and the filing of all pertinent documents to include orders, efficiency reports, correspondence to and from the branch, and other official documents of importance to the individual and to the branch. In addition, this section also codes all material that the branch enters on the **Officer Master Tape (QMTR)**.

Q. Where is the Aviation Warrant Officer Career Branch Located?

A. The branch is located in **Tempo A** adjacent to Fort McNair. Bus transportation to **Tempo A** is available from the Pentagon.

The branch is the Aviation Warrant Officers' point of contact at the Department of the Army. All branch personnel are encouraged to visit the branch when in Washington area to review their file and to discuss items of mutual career interest with members of the branch. Specific individual requirements which may not be known to branch action officers through the branch file can be discussed by personal letters. Letters outlining individual problems, desires, or suggestions which may improve the overall **Aviation Warrant Officer Program** are welcomed, and should be mailed to:

**Chief of Personnel Operations
Hqs, Department of the Army
ATTN: OPAV
Washington, D.C. 20315**



Branch Chief
LTC JACK V. MACMULL
(AII Numbers)

OPO

Aviation Warrant Officer Branch



Chief, Administration and
Records Section
MRS. ELSIE F. SHIROCKY
(202) 697-1068



Chief, Projects and
Personnel Actions Section
MAJ GEORGE E. DERRICK
(202) 695-4761



Chief, Schools Section
CW3 KENNETH G. DONLEY
(202) 695-6642



Chief, Assignment and
Career Planning Section
LTC THOMAS E. ANDERSON
(202) 697-0259



CONUS Assignment Officer
CW2 ELMER M. COOK
(202) 697-6835



Overseas Assignment Officer
CW3 CHARLES J. WILLIAMS
(202) 697-6129



Personnel Actions Officer
CW3 MARVIN A. FARMER
(202) 695-9738



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CPT John J. Hayes
WOJG Louis W. Heinrichs
1955

1LT Teddy R. Boyd
SGT Horace G. Conner
SGT William O. Jones
1LT John O. Morris
WO1 Robert E. Northcutt
WO1 Wayne L. Penick
SGT Herman W. Punkie
MAJ Thomas S. Rankin
1LT Howard B. Smith

1956

CPT Robert F. Carter
CPT Earl J. Scott
1LT Joe B. Warner

1957

1LT Olaf C. Anderson
CPT Eual A. Cathey
CW2 William Hunter
Robert J. Rozanski
LT Robert E. Wright

1958

1LT Elmer Alexander
CPT Joseph E. Allinder
CPT John C. Asbury
MG Bogardus S. Cairns
WO1 Billy L. Corley
1LT James E. Dicks
1LT David Duchesneau
WO1 John L. Griggs, Jr.
WO1 Luther B. Harrell
1LT Richard M. Havelsky
CW2 Argyle E. Hays
WO1 Robert L. Jiles
1LT Neely F. Keyser
1LT Lawr. M. Knapp, Jr.
CW2 Charles R. Long
CW2 Karl F. McFeron
CW3 John E. Murphy
1LT William R. O'Neil
1LT Edward M. Pringle
WO1 James T. Singkefield
WO1 Stanley C. Small
WO1 Cesar A. Sotomayor
1LT M. E. Stephenson, Jr.
1LT Victor M. Tilley

1959

CPT Warren E. Bolich
WO1 Harold A. Brown
2LT Jimmy N. Chamness

1LT George D. Cobb
2LT John N. Combs
2LT Gerald D. Cyrus
CW2 Gerald H. Dirks
1LT Darold C. Dockum
CW2 James C. Grubaugh
CW2 David P. Hester
LT Jimmie L. Hilton
CW2 Junior W. Hunt
CPT Charles Nelson
1LT Richard R. Scott
CW2 Leo F. Tuttle

1LT Donald M. Waldrop
CPT Charles F. Ward, Jr.
CW2 Robert L. Wright
1960

CWO Clayton L. Alderson
1LT Donald G. Bales
CWO Richard K. Brown
CPT Hugh L. Broyles
CPT Orrin H. Deuel
2LT Edward J. Giles
CPT F. E. Golembieski, Jr.
1LT Robert J. Holloway
1LT Glen R. Judd
CWO Kenneth R. Kiester
MAJ Willis L. Lukowicz
CWO Edward E. Schell, Jr.
CWO Robert D. Smith
CPT Atillio T. Tambornini
MAJ Marion F. Ward
1LT Richard H. Weinhardt
MAJ Leland H. Willard
2LT Donald E. Yoders

1961

CPT Clifford F. Betts
CPT Clarence M. Bratt
CPT Robert D. Brown
LTC David E. Condon
COL Wayne N. Downing
1LT Joseph F. Garrity, Jr.
CPT Manuel G. Guerrero
CPT Oscar R. Harper
2LT William W. Hensch
1LT Kenneth L. Holt
1LT Hubert H. Homolka
WO B. K. Humphreys
1LT Eric F. Ingram
1LT James R. Jensen
1LT William G. Martin
Charles H. Mateer
SFC Charles R. Metcalf
CPT James B. Morris
CPT Owen B. Neff

CWO Nicholas W. Nickas
CPT Lawr. F. O'Flahavan
CWO Robert F. Pohl
1LT Rupert F. Precht
1LT Karl W. Seidl
SP5 Gilbert F. Staubs
CWO Joseph A. Steffanci
1LT James H. Stone
CWO Frederick J. Tate
CPT William M. Templeton
CPT Patrick E. Thomas
CPT Orville H. Unnerstall
1LT John H. Veidt, Jr.
2LT Charles L. Watson
CPT Jesse C. Yates

1962

CPT Roland W. Anderson
2LT John M. Anthony
CWO George C. Benard
1LT James P. Brannan
MAJ Donald A. Carder
CPT Anthony L. Cristan
SP5 Richard G. Elkins
1LT William O. Epting
CWO Joseph A. Goldberg
1LT George C. Haas
CPT John F. Hamel, Jr.
1LT Edward E. Hammett
COL Edwin L. Harloff
CPT Ruben M. Hernandez
CPT Billy L. Hill
CPT James H. Jenkins
1LT Kenneth H. Joyce
1LT Donald M. Knapp
CPT Donald L. Knotts
1LT Robert A. Kutzner
1LT Don R. McGowan
1LT Joseph Ondi
1LT Gerald J. Peeden
CPT Robert L. Sauberan
2LT William D. Shaw
CPT Benjamin R. Spiess
CWO Edward L. Stephens
CPT Terry E. Wedemier
CPT Thomas K. Wesp
CWO Wiley K. Westbrook
Robert J. Whatley, Jr.
CWO William D. Wheatley
LTC Robert Winkler

1963

MAJ James H. Allred
CPT Kenneth J. Alves
MAJ John R. Beler
CPT Aubrey R. Boswell
CPT John E. Conner
CPT Russell E. Cooper
1LT James N. Daniel
CPT Samuel D. Delozier
MAJ Miles H. Downs
MAJ Albert E. Fitzgerald
1LT Benny E. Foster
1LT James L. Futrell
1LT Joseph G. Galambos
CPT Hency F. C. Gebelt
CPT Jas. W. Hendrickson
MAJ Philip D. Jones
1LT Robert G. Knorr
John J. Kochis
CPT Travis L. Moore
1LT Clarence L. Moorer
CPT Eugene H. Patton
1LT Louis J. Stauber
CPT Curtis J. Steckbauer
1LT Eugene J. Taylor
CPT Ronald D. Taylor
CPT Gene A. Truitt
LTC Donato N. Vincent
1LT Daniel B. Wood

1964

LTC Robert L. Allen
WO1 Roy G. Azbill
CPT Harley Barrick
CPT Richard H. Bitter
1LT Donald G. Bischof
CWO Floyd E. Branchfield
WO1 Donald K. Burch
WO1 Jas. S. Cameron, Jr.
CPT Richard M. Cannon
1LT Jimmy Cartwright
2LT Wm. B. Cawthorne
MAJ Richard F. Conner
MAJ Fred Dameron
1LT Robert G. Dassler
1LT Gerald W. Davidson
WO1 Ralph A. Dunn
CPT Ronald F. Estes
CWO Joe J. Ebrom
CPT Clayton A. Fannin
CWO Lowell I. Farris
MAJ William T. Fitts, III
1LT Roger A. Gauvin
1LT Robert J. Gilbert
1LT Alfred M. Herms
CPT Charles E. Hogan
1LT Jerry L. Hughes
1LT Richard E. Jaek
MAJ Charles L. Kelly
CPT James W. Kelly
2LT John R. Leeds
WO1 J. L. Lewis
CPT William G. London
CPT Marlin E. McCahan
COL Frank K. MacMahon
WO1 Charles D. Martin
CWO Robert L. Maynard
WO1 David E. Miller
WO1 Stephen G. Morgan
MAJ Robert J. Ogden
CPT William C. Osborn
CPT Wilson C. Parker, Jr.

1954-1967

2LT Robert G. Ragsdale
 CPT John B. Rose
 CPT Max L. Seyfried
 1LT Kenneth A. Shannon
 CPT Jere C. Spence
 CPT Albert D. Summers
 WO1 Ronald Thomas
 WO1 Robert R. Thurston
 COL Mansell A. Walker
 2LT Walton P. Waller
 CPT Barry A. Winkelmann
 1LT James P. Wright
 CPT Charles W. Worley
 1965

MAJ Robert L. Anderson
 CPT Leo A. Bauer
 WO1 Benedicto P. Bayron
 CWO Robert E. Beebe
 WO1 Daniel E. Bishop
 WO1 Dana E. Brann
 2LT Patrick P. Calhoun
 1LT Philip D. Childers
 CPT Donald R. Clark
 CPT Charles R. Cornelius
 CWO Lindsey H. Crow
 1LT Leonard J. Dadante
 MAJ Charles F. Amaral
 David Duncan
 MAJ George L. Earl
 CPT Lyal H. Erwin
 LTC Jerome E. Feldt
 WO1 Ronald M. Fero
 1LT Donald J. Fillers
 CPT Royal C. Fisher, Jr.
 2LT Douglas L. Foley
 2LT Michael A. Galaiza
 CWO Raym. C. Galbraith
 LTC Rudolph F. L. Giglio
 CWO Paddy W. Griffin
 WO1 James A. Gruezke
 2LT George Gutierrez, Jr.
 MAJ Sayward N. Hall
 LTC A. F. Hammarstrom
 CWO Billy G. Hammer
 CPT Stanley F. Hand
 CWO Richard K. Harper
 CWO Allen L. Holt
 WO1 Josef S. Huwyler
 CPT Marcellus H. Jagoe
 CPT Julius J. Jahns
 LTC Robert J. Jeffrey
 MAJ Richard D. Johnson
 CPT Richard K. Jordan
 CPT Charles F. Kane
 CPT Kirby S. Kapp
 LTC William G. Kilmer
 WO1 Don G. Knowlton
 WO1 Zoltan A. Kovacs
 CWO Dewey C. Little
 A. F. "Sandy" MacDonald
 MAJ Martin V. McInerney

WO1 Douglas D. Mack
 WO1 Ronald W. Macklin
 1LT Carl J. Mangold
 WO1 Ronald E. Medlin
 CWO Joseph R. Mendes
 WO1 James L. Mersman
 CPT Frank L. Miller, III
 WO1 Clarence E. Moore
 LTC Allen S. Mou
 WO1 Charles E. Nichols
 WO1 Myron M. Pfoatz
 CWO Edward R. Piper
 1LT H. A. Preisendreiter
 LTC Oliver P. Premo
 CWO James L. Purser
 MAJ Donald G. Radcliff
 CWO Robert W. Reagan
 1LT James F. Reed
 CWO Elmer L. Rhoads
 MAJ Barton F. Richards
 WO1 George W. Rice
 1LT Raymond E. Rupcic
 CPT Roberto Samaniego
 CPT Jack W. Sanford
 CWO William C. Sellers
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 CWO Vann D. Sherrill
 WO1 James W. Sizemore
 1LT Donald E. Spencer
 WO1 Clifford E. Spiva
 MAJ Richard E. Steel
 1LT Gary L. Steele
 WO1 John T. Sticher
 CWO George W. Stocks
 WO1 Billy J. Talley
 1LT Josef L. Thorne
 WO1 Dale L. Tooloose
 CWO James Treadaway
 1LT Charles G. Tucker
 WO1 John M. Urban
 LTC Austin J. Veatch
 CPT Robert D. Walker
 2LT Alvah A. Wallace
 CWO Joe T. Welborn
 CPT Gerald L. West
 WO1 Michael L. Wilds
 CPT Philip G. Wolf
 1966
 COL Carlyle W. Arey
 CPT Bobby N. Arnold
 1LT James Q. Aydlett
 WO1 Robert L. Banks
 WO1 John J. Becker, Jr.
 1LT Gerald V. Belcher
 MAJ Lewis D. Bell
 CWO D. G. Blankenship
 CPT Burton A. Blanton
 2LT John F. Joyce
 CWO Joe W. Boyd
 CPT Sylvan K. Bradley
 CPT Aaron L. Bram

WO1 James W. Bruhn
 CPT Donald R. Bryant
 CPT Charles S. Burns, III
 CPT Robert M. Caliboso
 MAJ William F. Callinan
 WO1 Larry F. Castle
 WO1 Eugene W. Caswell
 WOC Thomas B. Cawthray
 MAJ Don W. Chabot
 WO1 Robt. F. Chamberlain
 CPT Linus G. K. Chock
 CWO George A. Clark
 LTC Harlow G. Clark, Jr.
 CPT John W. Clayton
 CWO Michael N. Coryell
 WO1 Allan L. Cox
 LTC Roger H. Coyle
 CWO Carl J. Crow
 WO1 William R. Davis
 WO1 Jesus De LaRosa, Jr.
 MAJ H. B. Dierdorff, Jr.
 CWO Robert M. Dowling
 WOE Michael C. Dundas
 MAJ Normal L. Dupre
 2LT Dennis B. Easley
 CPT Louis D. Easterday
 CPT William E. Ebel
 CWO John A. Eddy
 WO1 Wayne E. Ellison
 WO1 Darwin H. Engman
 CWO Donald C. Estes
 LT Leon D. Flanders
 CPT Marshall R. Frizzell
 CWO Alton J. Gajan
 CWO Hugh C. Galbraith
 MAJ Kent A. Gandy
 CPT Robert A. Garth, Jr.
 CPT Charles L. Getman
 MAJ Frank J. Gundaker
 WO1 David A. Haakensen
 MAJ Edward G. Hale, Jr.
 CPT William R. Hardin
 CWO James W. Hargrove
 WO1 Donald Harrison
 WO1 Tyrone W. Hisey
 MAJ Phillip H. Holmes, Jr.
 LTC Chas. M. Honour, Jr.
 CPT Gary D. Hughes
 BG Carl I. Hutton
 CWO Clifford C. Johnson
 CPT Paul W. Johnson
 MAJ Raymond E. Johnson
 MAJ Taylor D. Johnson
 CPT James M. Johnstone
 1LT Douglas L. Jones
 WO1 Jackie D. Jones
 Lesco G. Kaufman
 CPT Wallace A. Kell
 1LT Robert C. Keller
 CPT John A. Kemp
 1LT Lorenzo Z. Kidder
 CWO Ronald J. Kinkeade
 CWO Russell W. Kistler
 WO1 David B. Kuhns
 CWO Daniel A. Lambdin
 CWO Robert C. Lane
 WO1 Charles R. Lawhon
 CWO James W. Leach
 CAPT John J. Livingston
 WO1 Johnny F. Long
 1LT Robert B. Lowe
 CPT Larry F. Lucas
 2LT John T. Lyons
 1LT Albert J. McAluliffe
 WO1 Joel W. McDonald
 LTC Glenn D. McElroy
 CPT Ferris G. McMicken
 CPT Jerry W. McNabb
 CPT Dennis A. May
 1LT Richard W. Meehan
 MAJ Carl S. Miller, Jr.
 MAJ Douglas M. Moody
 CPT Henry L. Mosburg
 MAJ Billy J. Nave
 CPT Hugh R. Nelson, Jr.
 1LT Colin K. Nichols
 WO1 Eric R. Nordman
 WO1 Clyde L. Norville, Jr.
 CWO James D. Olsen
 WO1 Ross J. Paterson
 CWO Wm. D. Perkins, Jr.
 CPT Richard T. Perrin
 WO1 David E. Peters
 CWO Jesse D. Phelps
 CPT Howard E. Phillips
 WO1 Robert L. Pruhs
 CPT Martin D. Reilly
 CPT Niel G. Reuter
 1LT Jerry A. Roberts
 MAJ Pierce I. Robertson
 WO1 Terrence M. Rooney
 CWO Frank Roop
 CPT Richard A. Rosbeck
 MAJ Jay D. Rossman
 CPT John S. Sabine, IV
 MAJ Robert E. St. Peter
 WO1 Joseph C. Sampson
 CPT Johnnie P. Sawyer
 WOC John W. Scott
 CPT John S. Seeley

MEMORIAL DAY

MAY 30, 1967

MAJ Gerald S. Simons
1LT David L. Siverly
CPT Albert M. Smith, Jr.
1LT Lloyd S. Smith
CPT Milton F. Smith
WO1 Ralph R. Smith
CPT Walter R. Speare, III
CWO Kenneth L. Stancil
1LT Wm. J. Stephenson
1LT Dee W. Stone, Jr.
MAJ Ben W. Stutts
WO1 Daniel A. Sulander
CWO Robert T. Swanson
1LT Jerry R. Taylor
CWO Delmar S. Townsend
1LT Howard D. Ulmer, Jr.
1LT Richard A. Veon
CW2 Daniel B. Vorce
CWO Billy J. Waymire
James J. Welsh

WO1 Rutherford J. Welsh
WOC Billy L. West
CPT Harry T. Whetzel
Charles White
MAJ Joseph D. White
CPT James L. Whited
CPT Charles R. Williams
CWO W. J. Willingham
WO1 William B. Watson
MAJ William F. Winters
CPT Donald C. Woodruff
CPT Lawrence D. Woods
CPT Edwin G. Young, III

1967

WO1 James P. Barton
CW2 A. J. Bottom
CPT Robert N. Bradley
WO1 Roy E. Bradley
1LT Edwin S. Brague, Jr.
CPT Richard B. Brockman

WO1 Edward L. Bush
CW2 Harold E. Carty
WO1 James L. Darcy
COL Jack T. Dempsey
LTC John F. Denhart
WO1 Gerald A. Dorr
CW1 Rudolph F. Dungee
WO1 Robert C. Ferris
WO1 Julian A. Finscher, Jr.
MG Benjamin D. Foulois
CPT Joe R. Fulghum, Jr.
WO1 Myron T. Goddard
WO1 James W. Godfrey
WO1 Ernest V. Hensel, Jr.
CPT Wm. E. Hingston, Jr.
CPT William R. Hill
WO1 Harvey C. Howe, Jr.
1LT Charles S. Hymers
1LT Ronald S. Johnston
MAJ Paul R. Karas
WO1 Harold K. Ketner, Jr.
CPT Rance A. Kirby
1LT Arthur R. LeGrow, Jr.
1LT Jack R. Lichte, Jr.
LTC James V. Lowe
1LT Terry L. Manz

CPT F. B. McBride
LTC Stanley H. McCullough
WOC Donald M. McDowell
WOC Kenneth Miller
CPT John R. Minutoli
CPT Michael J. Moran
WO1 Reginald G. Morse
CPT Richard E. Newton
CWO Orman D. Phillips
LTC William R. Phillips
WO1 Larry R. Steves
WO1 William J. Robbins
WO1 Wm. S. Robertson
CPT Guill J. Rogers
Melvin H. Rorick
1LT Lloyd T. Ruge
CPT Edgar J. Saffle
CPT Robert C. Stewart
CWO Robert G. Strange
WO1 Michael S. Uhlig
CW3 James E. Watson
WO1 Gary L. Wesselman
CPT Thaddeus Williams
MAJ Johnnie J. Wright, Jr.
CW2 Richard J. Wright
1LT Alan H Zimmerman

OBITUARIES

ROY E. BRADLEY

Warrant Officer (W-1) Roy Eugene Bradley, an Army Aviator assigned to the 334th Assault Helicopter Company, sustained fatal injuries in the crash of a UH-1 helicopter. The fatal accident took place in South Vietnam on February 16, 1967. He is survived by his widow, Mrs. Sally J. Bradley, of [REDACTED]

HAROLD E. CARTY

Chief Warrant Officer (W-2) Harold Edward Carty, an Army Aviator on assignment to the U.S. Army Aviation Center, Fort Rucker, Ala., died as a result of injuries received in the crash of UH-1 Iroquois helicopter on February 3, 1967. He is survived by his widow, Mrs. Elnore Carty, of [REDACTED]

RUDOLPH F. DUNGEE

Warrant Officer (W-1) Rudolph Francis Dungee assigned to the 1st Cavalry Division (Airmobile), died due to hostile action in Vietnam on February 13, 1967. He is survived by his widow, Mrs. Constance J. Dungee, of [REDACTED]

MICHAEL J. MORAN

Captain Michael J. Moran, an Army Aviator from Niagara Falls, New York, sustained fatal injuries in the crash of an O-1E aircraft near Cannetton, Indiana, on March 27, 1967. The fatal accident occurred on a routine training mission when Captain Moran's aircraft hit high wires strung across the Ohio River and fell into the river. The 24-year-old Army Captain was on assignment at Fort Knox, Kentucky, at the time of his death.

ROBERT C. STEWART

Captain Robert Cole Stewart, an Army Aviator on assignment to the 13th Combat Aviation Battalion, USARV, died as a result of hostile action in Vietnam on February 15, 1967. He is survived by his widow, Mrs. Geraldine L. Stewart, of [REDACTED]

MICHAEL S. UHLIG

Warrant Officer (W-1) Michael Steven Uhlig, assigned to the 334th Assault Helicopter Company, sustained fatal injuries when his UH-1 Iroquois helicopter crashed in Vietnam during the conduct of a mission on February 16, 1967. He is survived by his parents, Mr. and Mrs. Max R. Uhlig, of [REDACTED]

Army Aviation

CAPSULES



Distinctive Army Aviation Guidons Spearhead 1st Aviation Brigade Operations

Can you picture a helicopter going into battle in Vietnam with a guidon flying from its nose? . . . A little facetious?

True . . . but the concept of carrying a guidon into battle is almost as old as the military itself. Throughout history, guidons have played an important role in the morale and esprit-de-corps of troops. The individual soldier was reassured by the sight of his unit flag still flying in the heat of battle. If the guidon bearer fell, another soldier would pick the flag up.

In the modern military, up-to-date technology and communications tell the soldier what the guidon told his predecessor — that all goes well with the unit . . . but the guidon is still an important part of unit pride, and now, for the first time since the Army Air Corps, Army aviation has its own distinct guidon.

The idea for an official Army aviation

guidon was conceived by members of the 1st Aviation Brigade at Tân Son Nhut, Vietnam. Fourteen proposals for a design were submitted, with the final selection being made by BG G. P. Seneff, Jr., CG of the brigade.

The design selected — golden Army Aviator's wings on a blue background — was submitted to DA in November, 1966. DA forwarded the design to the Institute of Heraldry, and following its approval, the Brigade put the guidon into use at Brigade headquarters.

The use of a guidon quickly spread to the units of the brigade with companies throughout Vietnam now having their own guidons with the official Army aviation colors of blue and gold.

Unit pride and everything it stands for are there in the guidon . . . and that's what counts!

enemy fire and in total darkness with only a flashlight on the ground to guide him into a small landing zone surrounded on three sides by tall trees.

Major Crandall's heroic action took place on Jan. 31, 1966 during the battle of Bong Son while he was commanding officer of Company A, 229th Aviation Battalion (Assault Helicopter), 1st Cavalry Division (Airmobile). At the time, the Major was flying a UH-1D Huey in support of the 1st Battalion, 7th Cavalry.

Major Crandall was selected from 56 nominees throughout the world. A three-man committee of AWA members screened all nominations and made the final selection. The award is presented annually to a civilian or military pilot, crew member, or other individual for outstanding heroism involving the use of a helicopter in the previous year.



Army Aviator Awarded First Avco-AWA Helicopter Heroism Award

Major Bruce P. Crandall, an Army Aviator in the student detachment of the Armed Forces Staff College in Norfolk, Va., and a veteran of Vietnam, became the first recipient of the Avco-AWA Helicopter Heroism Award.

Sponsored jointly by the Avco Corporation and the Aviation/Space Writers Association, the award was presented to Crandall May 15 at the 1967 AWA Annual Meeting held in Las Vegas, Nevada.

The 34-year-old Army helicopter pilot was cited for his rescue of 12 wounded soldiers, making two flights under intense



ASSOCIATION OF THE UNITED STATES ARMY

IN PURSUIT OF ITS OBJECTIVE OF A STRONG, MODERN, MOBILE ARMY, AUSA IS IN CONSTANT SUPPORT OF THE ARMY AVIATION PROGRAM. SINCE 1955, AUSA HAS BEEN A LEADER IN SUPPORTING THE DEVELOPMENT OF ARMY AIR MOBILITY AND IT HAS HAD A FEATURED PART IN NO FEWER THAN 5 ANNUAL MEETINGS OF THE ASSOCIATION. AUSA HAS CONDUCTED 6 SYMPOSIA ON AIR MOBILITY SINCE 1957, AND SINCE 1961, ARMY MAGAZINE HAS DEVOTED 9 COVERS AND 64 ARTICLES TO ARMY AVIATION.

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CHANGES OF ADDRESS**PCS****NORTON****BARFOOT****RICE****PCS - GENERALS**

MESZAR, Frank, BG

NORTON, John, MG

COLONELS

BARFOOT, Van T.

DIBBLE, John, Jr.

DYSINGER, William C.

ELLIOTT, John W.

LEIDY, Carl S.

SHEPARD, Claude L., Jr.

SMITH, Bill G.

SMITH, James C.

VOHS, Ralph H.

LT COLONELS

BOWMAN, James E.

CHOATE, Harlan E.

CLARKE, Arthur M.

COBB, Bernard R.

GERARD, Robert J.

LANG, William F., Jr.

LAWRENCE, Vernon R.

PCS - LT CS

LIGGETT, Dale M.

O'GRADY, Patrick J.

PERKINS, Thomas F.

RICE, Foy

RICHARDSON, John H.

STANFIELD, John T.

THOMAS, John W.

WILLEY, Donald E.

MAJORS

AINSLIE, Robert E.

ANDERSON, John H.

ANDERSON, Robert D.

ANDREE, Robert G.

AUSTIN, Maynard A.

BAGOZZI, Donald F.

BOOTH, Benny L.

BREM, Homer L., Jr.

BRODEUR, Alfred F.

BURNETT, Clark A.

BYRD, Roger D.

PCS - MAJORS

CAMPBELL, Harold T.

CAMPBELL, Richard E.

CARLSON, Earl C.

CUNHA, Fred R.

DILDAY, Colbert L.

EADY, Doug

EBERWINE, James A.

ERHARDT, Chris

FAMBROUGH, John A., II

FEORE, Patrick L., Jr.

FORD, Duane B.

FORD, William W.

GRAY, Robert R.

GRIMM, Adolph H.

HARDY, John L.

HARRISON, Casby, Jr.

HAY, James R.

HEALEY, Richard W.

HEFFORD, Robert A.

HOPPE, Bruce J.

PCS - MAJORS

HOWARD, Carl E.

IVEY, George N.

JOHNSON, Bradley J.

JOHNSTON, John A.

JONES, Charles C.

KEMP, Freddie L.

KLOSE, John A.G.

KUHN, Robert J.

LAUTZENHEISER, R.D.

LEACH, Ercie J.

LEONARD, Dan S.

LITTLE, Ronald W.

LORENZ, Dwight L.

LOUIS, John J.

MARR, Giffen A.

MAY, Joseph M.F.

MEEK, Russell L.

MIKULA, Joseph G.

MILLER, John J.



Seeing Double!

FORT WOLTERS — Instructors and students at the U.S. Army Primary Helicopter School see double on the flight line whenever the O'Connor twins are around! Michael and Charles O'Connor (above) are so much alike that their instructor can't tell them apart! Michael — who has a private FW license — soloed first at Wolters, and while Charles was in the air, their instructor checked Michael's ID Card to make sure that he wasn't soloing for his brother. For the record, that's Charles in the foreground and Michael on the far side of the cockpit.

(USA photo)

PCS - MAJORS

MOORE, Jimmy N.

MORRIS, Arnold C.

MOSES, George W.

MUNROE, Gary W., Sr.

OWINGS, William M.

PEACHEY, William N.

PETERSEN, Darwin A.

PHILLIPS, James W., Jr.

POULNOT, James O.

RAMSEY, Bobby A.

REASER, Glenn R.

RYNOTT, Keith J.

SCANLAN, William H.

SMITH, Richard A.

STARKEY, James E.

STUART, Robert M.

TAMER, Robert S.

PCS - MAJORS

TOBIASSON, Allan R.

VINES, Ronald C.

VISSERS, Martin R.

WEAVER, John M.

WEBSTER, John J.

WEDDINGTON, David H.

WELCH, Elliot J.

WILLIAMS, Billie G.

WINTERS, Donald L.

WRAY, Donald F.

YATES, William E.

CAPTAINS

BACON, William G.

BAILEY, Ellis M.

BELL, Richard A., II

BERGERON, Gary P.

BERGMANN, Walter M.

BITHER, Rodney D.

PCS - CAPTAINS

BRADLEY, Glynn R.

BRANDT, Robert J.

BRIGHT, J.C.

BROWN, Patty E.

BURNETT, Bobby R.

CARROLL, John E.

CLEMENTE, Anthony

COGAN, Larry C.

CORSO, Richard J.

DAVIDSON, John M.

DEAN, Edwin B.

DERVAES, Arthur S., III

DUKE, Walter B., Jr.

FAIRWEATHER, Robert S.

FERRIS, Charles J.

FICKLE, Thomas H.

FLANAGIN, Harris

FRANK, Laurence A., Jr.

PCS - CAPTAINS

FRIX, Robert S.

GASTON, Joseph R.

GEHLER, Kenneth A.

GIBSON, William M.

GLENN, Thomas J.

GOODLOE, James H.

HANSON, John R., II

HELGREN, Robert A.

HIPP, Gerald T.

HITES, Robert D.

HOLDEN, James D.

HOLMAN, Homer P.

HORN, George A.

HULA, Roger P., II

KIEFFER, George W.

LASCH, John A., III

MARTIN, William O.

McInerney, Bernard M.

AAAA Bonus

FORT RUCKER — CPT James L. Japp (right), the class leader of ORWAC Class 67-4 at USAAVNS, is shown accepting a \$210.00 "Graduation Party" refund check from the AAAA on behalf of the 70 men in his class. COL Conrad L. Stansberry (left), chief of staff at USAAVNC and president of the Aviation Center Chapter of AAAA, presents the check signifying the 100 per cent membership participation of ORWAC 67-4 in the association. Under the membership incentive plan for aviation primary students, AAAA returns an amount equivalent to the Initiation Fee to classes providing full support.



PCS - CAPTAINS

McKESSON, Edward L., Jr.

MEELER, William H., Jr.

MOBERG, Robert J.

MURPHY, Alfred W.

NELSON, Raymond W.

ORLIN, Peter A.

PARKS, Robert R.

PATTERSON, James M.

PETERS, Joseph F.

PHELPS, Lloyd C.

RAIBLE, James W.

ROSS, Bill R.

RUSSELL, Jerry W.

SABRE, Randolph E.

SHELTON, Robert D.

SMITH, Paul M.

THORNTON, Robert C.

THURSTON, Joe B., Jr.

PCS - CAPTAINS

TRENT, Franklin O.

TURNER, Harve E.

WETZEL, David C.

WILLIAMS, Jody L.

LIEUTENANTS

BAKER, Douglas L.

BRANSTUDER, Phillip V.

BROOKS, Jerry R.

BRUTNELL, Donald G.

BUZZELLI, Orey R.

CREEK, James A.

IRVING, Stephen L.

JONES, Donald E.

JONES, Harry E., Jr.

KOHLBRAND, Kennedy C.

LEVINE, Marvin

McCoskey, Jack R.

McWhorter, Robert D.

PCS - LIEUTENANTS

PETERSON, Jon M.

POOLE, Walter A., Jr.

SHANK, Wendell R.

SKINNER, Robert G.

THOMPSON, Grover F.

CW2 - CW4

THORNE, James R.

URQUHART, Paul D.

VECELLIO, Michael C.

WAINWRIGHT, David B.

CW2 - CW4

BARTLEY, James A.

CLIFTON, Floyd M.

COYNE, Edward J., Jr.

DAVIDSON, Jon R.

DYE, Charles J.

FERBER, Charles S.

GEORGE, Warren D.

GIDNEY, Robert N.

PCS - CWOS

HAMILTON, James R.

IRWIN, Jerry F.

JACKSON, George E., Jr.

LORENCE, Carl E.

MARTIN, Willard J.

MOYLE, James W.

NEESMITH, Russell

NICHOLSON, Thomas W.

NOBRIGA, David S.

O'DONNELL, William J.

PEARSON, Ronald G.

POWELL, Louis

SCHIERENBECK, E.E.

SCHUG, Verdell K.

SMITH, Michael C.

STEELMAN, Jimmie L.

WALSH, John A.



Chapter Citation

CORPUS CHRISTI — Citing LTC Don F. Luce (r.), outgoing president of the Richard H. Bitter Chapter for his "outstanding enthusiasm, cooperation, and service during the period 1965 to 1967," AAAA members honored the officer at a membership meeting held April 14. COL Floyd Buch (left), newly-elected president, awards the AAAA Bronze Medalion to Luce as Ray Sale, Chapter treasurer, looks on. A "Can do" member, Luce innovated many Association "firsts" ranging from a distinctive Chapter blazer patch to the Chapter underwriting of a local hospital room for crippled children.

PCS - WOS

ALLEN, Wendell E.

ANDERSON, Franklin V.

AVDEEF, John

BARNHILL, Jon M.

BASTEDO, David C.

BERRY, Paul L.

BOHANNAN, Tommy L.

BORGES, Jeffrey P.

BOYNTON, Donald F.

BRANAUGH, Larry J.

BURCH, Thomas E.

BURGTORF, Neal S.

BURSEY, Frederick J.

BUTRYN, William Z.

CAMERON, Roger S.

CAMERON, Tommy R.

CAMPBELL, Jack H.

PCS - WOS

CANNON, William L.

CANON, Melvin L., Jr.

CARTER, Chandler D.

CASSADAY, Robert A.

CHAPMAN, Raymond C., Jr.

CHARITY, George O., III

CHISHOLM, John A.

COLLINS, James M., Jr.

COTTON, Charles M.

COX, Joseph S.

DAVEY, Robert J.

DECHENE, Robert N.

DECURTIS, Joseph A.

DEVORE, Larry G.

DORN, Thomas M.

EDWARDS, Armond V.

EGGLESTON, John W., V

360
FERRO, Robert C.

PCS - WOS

FODEN, John J.

FOUTS, Charles T.

FREEMAN, Lynn F.

GALLAWAY, Jerry L.

GAYLOR, William A., Jr.

GEHRET, Kelly R.

GLAZE, Heard H.

GODFREY, James W.

GOLDER, Lawrence B.

GORE, Edward H., Jr.

GOWENS, Freddie W.

GRABOWSKI, Gaug E.

GRAHAM, Dana A.

GREENLEAF, Gary G.

HAAS, John R.

HAMBY, Terry R.

HARRIS, Fred A.

HASE, Robert P.

PCS - WOS

HAWKINS, Irvin W.

HAYNER, Robert E.

HEFFERNAN, Frank M.

HILLARD, Rodney G.

IRONS, John A.

JACKSON, Alan F.

JACKSON, William M.

JOHNS, Jerry D.

JOHNSON, Harland P., Jr.

JOHNSON, Ray E., Jr.

JOHNSON, Thomas M.

JONES, James R.

KACEDAN, Wayne T.

KAYE, James J., Jr.

KELLEY, Thomas E.

KENNEDY, George H., III

KERR, Thomas J.

KIMBLE, Richard H.

Change of Command

USARV — Assuming command of the 1st Transportation Corps Battalion (Aircraft Maintenance Depot) (Seaborne), LTC John E. Cobb (center) is presented with the epaulets of command by COL Luther B. Jones (right), Commanding Officer of the 34th General Support Group (AM&S), and MAJ Hampton, acting Battalion Commander. The April 8 change of command ceremony took place aboard the Army's first floating aircraft maintenance facility, the USNS Corpus Christi Bay. MAJ Hampton wears the distinctive patch from his right shirt pocket signifying the "Seaborne" unit.

(USA photo)



PCS - WOS

KINCAID, Granvil R., Jr.

PCS - WOS

LEE, Lennis Ray

KING, Thomas R.

LEONARD, Marvin M.

KIRSCHBAUM, Harry S.

LEVY, Alan R.

KNIGHT, Felix R., Jr.

LEWIS, Donald S., Jr.

KODADEK, William F.

LICHTY, Galen K.

KOHLER, Joel R.

LILLIBRIDGE, Norman J.

KRUTUL, Robert P.

LINA, Michael J.

LACKEY, Carl L.

LINDSEY, Ian

LAGO, Gregory R.

LITTLE, James R.

LAKE, Thomas G.

LITTLE, James Robert

LAMBERT, Robert A.

LIVELY, Garland R.

LAMSON, Leigh S.

LONG, Cyril C.

LANGMAN, William J.

LONGWORTH, James H.

LANNING, Robert B.

LOTSPEICH, Steven W.

LARSON, Kermit R.

LOVEJOY, Ronald K.

LASHBROOK, Jeffery K.

LOWE, Ronald L.

LATHERS, Malcolm L.

LUDOVISSE, David J.

LAWYER, Robert A.

MACHIN, Wilson F., Jr.

PCS - WOS

MAEHRLEIN, Thomas R.

MANZANARES, Wm., Jr.

MARTIN, Dale V.

MAURAS, Alton L.

MAZZUCCA, Valerio S.

MC CALL, Gary E.

Mc COOK, Michael R.

Mc DANIEL, James I.

Mc INTOSH, Larry D.

Mc NAMARA, Michael A.

MC NEIL, Russ

MC PHERSON, Edw. J., Jr.

MEADE, Randolph

MEALY, Thomas K.

MEREDITH, James H.

MIGLIORE, Michael J.

MILLER, Daniel P.

MILLER, Ronald E.

PCS - WOS

MILLIKIN, Bert A.

MILLS, Gerald W.

MILLS, Morgan H., Jr.

MITCHELL, James S.

MOCKLER, Thomas J.

MUHLER, Edward G.

MURRAY, Joseph N., II

NELSON, Lee

NICHOLAS, Wallace V.

NORMAND, Charles R.

NOSWORTHY, Duncan K.

NUNN, Ronald S.

ODOM, Marvin D.

OXFORD, Gordon L.

PARR, Bernard A.

PAXTON, Billy E.

PEMOLLER, Kenneth E.

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PCS - WOS

PEREZ, Henry L.

POPOVITZ, Arnold

PRESTON, William E.

PRUITT, Ronald D.

RAUBER, Paul F.

REDEKER, Ronald L.

REED, Dennis N.

REIMINK, Dennis K.

REUBEL, Earl G.

REY, Thomas A.

RICHARDS, Paul S.

RIDGEWAY, Clem E.

ROGERS, Robert R.

ROGERS, Stephen V.

ROLAND, Larus W.

ROLLINS, John E.

RONYAK, George M.

ROSS, Gregory G.

ROSS, Larry A.

RUSSELL, John G., Jr.

SABAKA, Alan D.

SCHMALING, Ronald E.

SCHNEIDER, Roger L.

PCS - WOS

SCHUH, Dennis J.

SCHUSTER, Peter E.

SCHWARTZ, Gregory P.

SEAGREN, Paul R.

SHADRICK, Lester L.

SHAKALLIS, Michael G.

SHAKOCIUS, Michael E.

SHELBURN, James R.

SHORT, Richard A.

SHOUP, Richard W.

SHRINER, David R.

SIDES, Robert L.

SIGMON, Lynn T.

SIMON, Robert W.

SINES, Robert G., Jr.

SLAYDEN, Dan J.

SMITH, Craig L.

SMITH, Dean S.

SMITH, James M.

SMITH, Timothy F.

SNYDER, Bill O.

SNYDER, Michael J.

SOLIS, Francis W.

SPARKS, John W.

PCS - WOS

SPENCER, Warren W.

SPOFFORD, Carl E.

STEELE, Daniel S.

STEVENS, Joseph H.

STUFFLEBEAN, Robert G.

SYKES, Kenneth K., Jr.

TANDE, Allen M.

TAYLOR, Gary A.

TAYLOR, George A.

TAYLOR, John S.

TAYLOR, Leslie C.

TAYLOR, Samuel

TERAUDES, Marcis

TEWS, Henry J.W.

THAMER, Keith C.

THEWLIS, Gary D.

THOMPSON, James M.

THOMPSON, Laurence P.

THOMPSON, Patrick J.

TIDYMAN, Roy L.

TIPPETT, Robert G.

TOLLE, Francis M., Jr.

TORRINI, Donald G.

TRENT, Ben, Jr.

PCS - WOS

TUCKER, Lowell U.

TURGISS, Robert R.

TURNER, Leroy M.

TYNER, Danny S.

VEATCH, Robert W.

WALLACE, Ronald L.

WALSTON, Stephen T.

WARREN, Lloyd M.

WEBSTER, Rick W.

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POHLMAN, Mr. Wm. F.

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ROBERTSON, Mr. W.R.

SCHNEIDER, Mr. Robert S.

PCS - ASSOCIATES

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WINDER, Mr. Theodore T.

RETIRED

BROOKS, Frank B., MAJ

CASNER, Lewis E., MAJ

GAVER, Harry L., CPT

LOGAN, John R., CWO

MAKUCH, Walter S., LTC

STACY, John F., LTC

SPEAKING OUT*(Continued from Page 5)*

the TAT-101 tested in the *Sioux Scout*. This turret should have the following characteristics:

- *Dual M60C machine guns.* Two guns are necessary for the required volume of fire and the reliability. The Stoner machine gun would also fit the need.

- *Self-contained.* Our present systems have considerable problems with the flexible chuting and drive motors necessary to transport the ammunition from the trays to the guns. A self-contained system would eliminate the requirement for chuting and drive motors and increase the reliability. This also reduces the cost and maintenance of the armament subsystem.

- *1,000 rounds per gun minimum.* The rate of fire of the M60C would allow two minutes of continuous fire on the target area. Also, as with our present systems, the ability to select either or both guns will allow for further conservation of ammunition if desired and give an even longer time-on-target. This is highly desirable for both reconnaissance-by-fire and limited offensive actions.

- *Helmet-mounted sight.* To eliminate the requirement for a gunner-copilot, the system should include a sight mounted to, or

incorporated in the pilot's helmet to derive maximum benefit from the turret's features. This feature will also reduce cost, complexity, weight, and maintenance.

- *Deflection-elevation limits.* To be truly responsive in any mission, the turret should traverse 130 degrees either side of center, depress 90 degrees, and elevate approximately 15 degrees. This would allow the pilot to fire throughout his full range of observation.

The advantages of this system are obvious, and certainly within our ability to manufacture. Actually, a weapons system similar to this was used on the *Sioux Scout* which would indicate that it is capable of being mounted on the OH-6A without exceeding weight limitations. The system is also used in limited quantity by the Marines in Vietnam with commendable success.

If the Army seriously intends to use the OH-6A for missions other than as taxicabs, we should quit fooling ourselves and mount an effective weapons system on it. By eliminating the fixed weapon and removing the ammunition containers from the rear seat area, we can have a helicopter that can carry passengers and fire defensively at the same time. Right now we're stuck with an either-or situation and must give up one capability in order to have the other.

1967 Briefings To Cover The '70's



ST. LOUIS, MO., April 15 — The Army Aviation Materiel Command and the Army Aviation Association of America are co-hosting the **1967 Advanced Planning Briefings for Industry** at the Chase Park Plaza Hotel, St. Louis, Mo., June 19-21, 1967. The purpose of the briefings is to provide appropriate and interested elements of industry with information around which they can center their corporate planning to meet future Army aviation needs.

This year's briefings will have "**Army Aviation in the 70's**" as their theme. Presentations will be oriented towards the Army structure and its corollary aviation equipment needs during the decade of the 70's.

The agenda is enhanced by the presence of many of the Army's top experts in the areas of aviation requirements, airframe and engine design objectives, communications and avionics, and aircraft weaponization. These include **GEN Frank S. Besson, Jr.**, CG of the U.S. Army Materiel Command; **MG Robert R. Williams**, Director of Army Aviation; **MG William B. Latta**, CG of the Electronics Command; and **BG Wil-**

liam J. Durrenberger

, CG of the Weapons Command.

The briefings are expected to provide the forum for interesting and provocative presentations on a wide variety of subjects. Aviation system requirements are to be covered fully — from aircraft design for human factors and personnel safety to aircraft and crew protection requirements.

June 19 Registration

The main registration period for the **Advanced Planning Briefings** for Industry is scheduled for the period between 4 p.m. and 10 p.m. on June 19, with latecomers being registered on the mornings of the 20th and 21st. The sessions carry a **Secret** security classification, and attendees are requested to furnish their security clearances to AVCOM not later than May 31. The briefings will be conducted over a two-day period in order to provide complete coverage of the subject matter.

A luncheon and an evening reception are planned for the 20th. The individual registration fee is \$40 and covers full attendance. Advance registration is encouraged; checks should be made payable to "**Treasurer, Lindbergh Chapter, AAAA.**" A **Ladies Day program** similar to last year's activities is planned — a \$15 Ladies Day fee covering a tour of St. Louis point of interest, luncheon, and cocktails.

The **Khorassan Room** of the Chase-Park Plaza Hotel was chosen as the '67 conference site in order to provide comfortable seating for the more than 700 industry-military persons who are expected to attend.

Those interested in attending the 1967 Briefings are to contact the Command and Project Management Office, Attn: Mrs. Rosa Lopez, USAAVCOM, 12th and Spruce Streets, St. Louis, Mo. 63103. Telephone: (314) MAin 2-2045 or MAin 2-2048.

APBFI AGENDA JUNE 19-21

MONDAY, JUNE 19

1600-2100. Advance Registration and Security Certification. Chase Park Plaza Hotel, St. Louis, Mo.

TUESDAY, JUNE 20

0830. Call to Order. BG O. Glenn Goodhand, USA (Ret.), President, Army Aviation Ass'n of America.

0835. Administrative Announcements. G.E. Loveland, General Chairman, APBFI. St. Louis Representative, Avco Lycoming Division.

0840. Welcoming Address. MG John Norton, CG, U.S. Army Aviation Materiel Command.

0850. Purpose of APBFI. BG John L. Klingenhagen, Special Assistant for Logistic Support of Army Aircraft, ODCSLOG.

0905. The Army's Aviation Perspective. MG Robert R. Williams, Director of Army Aviation, OACSFOR.

0950. The Army of the 70's and 80's. LTG Ben Harrell, CG, Combat Developments Command.

1100. Requirements for Army Aviation. MG John M. Wright, Jr., OACSFOR, D.A.

1200. Luncheon.

1345. AMC and Army Aviation. GEN Frank S. Besson, Jr., CG, U.S. Army Materiel Command.

1415. Army Interpretation of the State-of-the-Art. BG Howard F. Schiltz, USAMC.

1445. Ground, Airborne, Aviation Electronics. MG William B. Latta, CG, U.S. Army Electronics Command.

1515. Break.

1530. Fire Support Systems. BG William J. Durrenberger, CG, U.S. Army Weapons Command.

1600. Aircraft Systems. MG John Norton, CG, AVCOM.

1630. Panel Session. MG John Norton, Moderator.

WEDNESDAY, JUNE 21

0830. Aircraft Training Mission. COL JAMES O. Townsend, Director of Instruction, USAAVNS.

0900. Airframe and Power Plant Technology and Integral Design for A Protective System. Lawrence Hewin, Director, AVLABS.

1000. Break.

1015. Aviation Electronics Outlook. COL James L. Burke, Special Assistant for Avionics to CG, ECOM.

1035. Avionics Systems Program. COL Leslie G. Callahan, Jr., Director, Avionics Laboratories, ECOM.

1120. Aviation Electronic Missions Systems. COL L. W. Pflantz, Jr., Chief, Electronic Warfare/Meteorology Commodity Management Office, ECOM.

1200. Luncheon.

1330. Lessons Learned in RVN. COL George A. Lutz, U.S. Army Concept Team in Vietnam (ACTIV).

1430. Logistic Support Requirements. COL Gustave A. Peyer, CO, Transportation, CDC.

1500. Aerial Delivery Systems and Aircraft Crew Protection Systems. BG William M. Mantz, CG, Natick Laboratories.

1530. Aircraft Vulnerability. (Speaker to be announced).

1600. Human Engineering and Safety. COL Warren R. Williams, Director, U.S. Army Board for Aviation Accident Research.

1630. Medical Evacuation. COL Spurgeon H. Neel, Office of the Surgeon General.

1700. Adjournment.

REMEMBER?

Radio check, and clear to go.

Watch RPM, and hover slow.

Down the lane to panel four,

Pedal turn and off once more.

I'm off and climbing, but what next?

I've got to remember, now it's my neck.

Sweat's in my eyes, I can't see!

Vibration's terrific; maybe it's just me.

Crosswind turn, not so steep!

Check your instruments. Hey! look at those sheep.

Watch what you're doing; turn downwind!
Or you'll bloody the country you're going to defend.

Turn on base; don't forget the light.

Descend and decelerate. Hey! That's right.

I looked around but he wasn't there,

I'm sure I heard my IP swear.

Coming in on final, now line up right.

Here comes the picture; don't grip so tight.

Enter approach, collective down

Right pedal, STUPID, or you'll spin around.

You made it once, now do it again.

Only two more laps before the end.

Do it right this time; try for control.

Think it out and do what you were told.

Finally made it to the last turn.

It's really amazing. I didn't crash and burn.

Kind of sloppy and maybe not all right,

But by God I did it, my first solo flight.

— WOC Joseph W. Winder, Sr.
WORWAC 67-17B4

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

ARMY AVIATION ASSOCIATION

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.

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.

Stimulating good fellowship nationally, regionally, and locally.

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 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.

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.



ARMY AVIATION ASSOCIATION APPLICATION FOR MEMBERSHIP

I wish to become a member of the Army Aviation Association of America (AAAA). I have enclosed my Membership Dues and the first-year Initiation Fee. Please start my ARMY AVIATION MAGAZINE subscription and send my membership credentials.

- My past or current duties affiliate me with the field of U.S. Army aviation or its allied pursuits.
- My past and current duties have not affiliated me with the field of U.S. Army aviation but I wish to further the aims and purposes of the AAAA.

(Please Print) Rank/Grade

Name

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

CITY

STATE

SIGNATURE

Failure to sign above invalidates this application.

ANNUAL AAAA DUES . . . \$6.00 INITIATION FEE . . . \$3.00

The initiation fee applies to the applicant's first year membership only, and covers the one-time provision of a membership decal and a personal lapel insignia. The application form and a check for \$9.00 made payable to "AAAA" should be returned to: AAAA, 1 Crestwood Road, Westport, Connecticut 06880

CATEGORY OF MEMBERSHIP

- Active U.S. Army establishment
- U.S. Army National Guard
- U.S. Army Reserve component
- Other. Describe below.



AAAA CALENDAR

Sharpe Army Depot Chapter (Lathrop, Calif.). Professional-social dinner meeting. Farewell to **COL Carl S. Leidy**, Depot CO. CH-54 Flying Crane films and presentation by **Ralph Alex**, Sikorsky Aircraft Division. Sharpe Officers' Open Mess. April 22.

Lindbergh Chapter (St. Louis). Professional dinner meeting following tour of Parks College of Aeronautical Technology at Cahokia, Mo. Guest speaker: **Leon Z. Seltzer**, Dean at PCAT. Subject: "Jennies, Jumbo Jets and the SST." Kitty Hawk Lounge at PCAT, April 25.

Mt. Rainier Chapter (Ft. Lewis). General membership business meeting and election for members only. Bingo for the ladies downstairs. Crown Room, Ft. Lewis Officers' Open Mess. April 27.

NOMINATIONS WELCOME

Nominations for AAAA National Awards are open for the awards period covering April 1, 1966 through March 31, 1967. The "Army Aviator of the Year," "Aviation Soldier of the Year," "Outstanding Aviation Unit of the Year," and the "James H. McClellan Safety Award" winner will be honored at the AAAA Honors Luncheon to be held at the Sheraton-Park Hotel, Washington, D.C., October 13, 1967. Nomination forms outlining awards' criteria serve as "cover sheets" and may be obtained by writing to AAAA, 1 Crestwood Road, Westport, Conn. 06880. Nominations close August 1, 1967.

Washington, D.C. Chapter. AAAA Annual Spring Picnic (Rainout date). Davison Army Airfield Picnic Area. Aerial demonstration, Lockheed Model 286. 1800-2000 hours, May 11.

Bonn Area Chapter. Activation Meeting. American Embassy Club. May 19.

Fort Bragg Chapter. General Membership business meeting and informal social. Free beer and snacks. 82d Abn Div Main NCO Club. May 24.

Northern Italy Chapter. General Membership business meeting, cocktails, dinner, movies. Ristorante Miravalle, Arbizzano. May 29.

Fort Monroe Chapter. Dinner meeting. Cocktails and dinner, Langley AFB Officers Club. June 2.

Fort Sill Chapter. Plaque Dedication, Henry Post Airfield, followed by Membership Dinner-Dance commemorating the 25th Anniversary of Army Aviation. Cocktails, 1830; dinner, 2000; brief business meeting, 2100; dancing, 2110. FSOOM. June 2.

Korean Chapter. Reactivation meeting. Time and place available through local announcement. June 3.

Army Aviation Center Chapter. Membership Dinner-Dance commemorating the 25th Anniversary of Army Aviation. Cocktails, 1830 (PAYG); sitdown dinner, 1930; short Vietnam film, 2000; dancing, 2100 hours. Tickets on sale at departments and activities at \$2 per person. WOC members and wives welcome! Dress, business suits. Lake Lodge. June 9.

Sharpe Army Depot Chapter. Professional dinner meeting commemorating 25th Anniversary. Guest speaker, film. SHAD Officers Club. Informal. Refreshments, 1830 hours. June 9.

Monmouth Chapter. General membership Dinner-Dance and Installation of 1967-1969 Chapter Officers. Cocktails, 6:30 p.m., Dinner, 7:30; Dancing, 9:00 p.m.; Informal. Fort Monmouth Officers Club (Gibbs Hall). June 9.

Lindbergh Chapter. Co-Sponsorship and support of Second Annual Advanced Planning Briefings for Industry (APBI). Professional presentations. Chase Park Plaza Hotel, St. Louis, Mo. June 19-21.

National Executive Board. Quarterly Business Meeting. Georgian Room, Chase Park Plaza Hotel, St. Louis, Mo. 3-5 p.m., June 19.

Fort Benning Chapter. "AAAA Summer Brunch." Informal general membership social. Cocktails, brunch, brief business meeting. FBOOM Supper Club. 1200 hours. June 25.

R/W FLIGHT INSTRUCTORS

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Fort Wolters Training Expands. Openings now available for **Helicopter Instructor Trainees**. Contract Training for U.S. Army Primary Students in Observation Helicopters. Pilots with minimum of 500 hours R/W Experience Desired. Military Helicopter School Grads Preferred. For further info, contact Mr. E. D. Rains, Personnel Director, Southern Airways of Texas, Inc., Fort Wolters, Texas.

CONUS CHAPTERS

Alamo Chapter — Elections on March 30

Pres: LTC Henry H. Tomme, ExVP: LTC Sidney J. Hurley, III, Trea: MAJ Jim B. Aikman, VP, Army Aff: SFC Claude W. Fowler, VP, Indus Aff: Elton Rust, VP, Pub Aff: MAJ Peter L. Rice.

Alaska Chapter — Elections on April 14

Actg Pres: MAJ Drexel E. Sanders, Actg Trea: CPT Franklin N. Harris. (Awaiting Chapter Acceptance Form).

AA Center Chapter — Elections on March 2

Pres: COL Conrad L. Stansberry, Trea: LTC Howard A. Huntsman, Jr., VP, Army Aff: LTC Raymond E. Dickens, VP, Pub Aff: William A. Howell.

Bluegrass Chapter — Elections on March 23

ExVP: LTC Christopher Sinclair, Sec: CPT Richard E. Rice, VP, Army Aff: LTC Clarence H. Johnson, Jr., VP, ARNG Aff: MAJ Nichols G. Hlywa, VP, Res Aff: MAJ Herman N. Bishop, VP, Indus Aff: Seymour Reitman, VP, Pub Aff: CWO Fred G. Lieb, Ret.

Fort Benning Chapter — Elections on March 15

Pres: COL William M. Zimmerman, ExVP: COL J. Y. Hammack, Sec: MAJ Willis B. Anderson, Trea: CPT Ronald L. Meyer, VP, Army Aff: MAJ Donald E. Bliss, VP, ARNG Aff: LTC Milton Horowitz, VP, Res Aff: CWO Kenneth E. Dickey, VP, Indus Aff: LTC Richard E. Gile, VP, Pub Aff: MAJ Jack D. Joiner.

Fort Bragg Chapter — Appointments on Feb. 13

VP, ARNG Aff: MAJ Ralph E. Henderson, VP, Indus Aff: LTC Charles E. Leeds, VP, Pub Aff: MAJ William L. Shackleford.

Fort Monroe Chapter — Elections on March 15

Pres: COL Clarence H. Ellis, Jr., ExVP: COL Robert F. Tugman, Sec: LTC Wallace I. Baker, Trea: LTC Charles S. Black, VP, Army Aff: LTC Loren C. Strange,

VP, Res Aff: LTC David A. Carroll, VP, Indus Aff: MAJ Robert L. Moseley, VP, Pub Aff: MAJ Benjamin C. Johnson.

Fort Wolters Chapter — Elections on March 31

ExVP: LTC Ewell L. Brown, Sec: MAJ Donald J. Austin.

Lindbergh Chapter — Elections on March 17

ExVP: COL Eduardo M. Soler, Trea: Miss Shirley Kallmeyer, VP, Army Aff: MAJ Rudolph Descoteau, VP, Pub Aff: Mr. Victor Schulte.

Monmouth Chapter — Elections on March 29

Pres: COL James L. Burke, Sec: John F. X. Mannix, Trea: George J. Woods, VP, Indus Aff: Otis Brooks.

Mt. Rainier Chapter — Elections to be held April 27

Acting Pres: COL Herbert D. Prather, Acting Sec: CWO Clifford A. Adkins.

Richard H. Bitter Chapter — Elections on March 15

Pres: COL Floyd H. Buch, ExVP: Jimmie L. Rhodes, VP, Army Aff: SGM Elton L. Drumwright, VP, Indus Aff: Frank Soliz, VP, Pub Aff: Robert D. Perry.

Sharpe Army Depot Chapter — Elections on Feb. 24

Pres: LTC George E. Martin, ExVP: LTC Perry West, Jr., Ret., Sec: CWO Billy I. Wester, Ret., VP, Army Aff: CWO Gordon L. Coles.

Washington, D.C. Chapter — Elections on March 31

ExVP: LTC Richard T. McCrady, Ret., Sec: LTC Charles R. Lehner, Jr., Trea: CPT Lawrence R. Dewey, Jr.

OVERSEAS CHAPTERS

USAREUR Region — Elections on March 9

Pres: MG David B. Parker, ExVP: COL Russell P. Bonasso, Sec: LTC Francis D. Moore, Trea: LTC Roy J. Lechner, VP, Army Aff: COL Michael J. Krisman, VP, Indus Aff: COL James W. Sandridge, Jr., VP, Pub Aff: COL Alexander J. Rankin, Ret.; Members-at-Large CW3 Floyd M. Byers, MSG John R. Pharo, SFC Julius E. Stagner, Mr. Francis H. Holden, Jr.

Illesheim Chapter — Elections on January 5

Pres: MAJ Dan J. McBride, ExVP: CPT Robert D. Sawyer, VP, Indus Aff: SP5 Clarence L. Dollison.

Rhine Valley Chapter — Elections on February 24

ExVP: LTC Densmore Henschel, Sec: MAJ James P. Mellin, VP, Indus Aff: LTC Edw. L. Landry, Jr.

Stuttgart Chapter — Elections on March 3

Pres: COL John R. Adie, ExVP: MAJ John S. McLeod, Sec: CPT James H. Roscoe, Trea: MAJ John Temporilli, VP, Indus Aff: Howard P. Cohen, VP, Pub Aff: SFC John W. Babb.

Regional and Chapter Elections

ARMY AVIATION

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"RETURN REQUESTED" applies in those instances wherein forwarding is not permissible. The publisher requests the return of the entire issue under the "RETURN REQUESTED" provisions of the postal manual.



When they call in the Hueys we get all fired up.

Vietnam is no place to have an engine falter.

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