

Army Aviation

AAAA CONVENTION ISSUE

OCTOBER 11, 1967

SILVER ANNIVERSARY YEAR

The big blade in Vietnam:
We swing it.
(see back cover)



LYCOMING DIVISION
STRATFORD, CONN.



We just shot our helicopter full of holes.

But that's how Boeing's Vertol Division gets its helicopters to perform better. And still better.

Our holes are data bits. They are part of our computer technology capability. Magnetic tape and punched cards carry detail performance information that is fed into the largest and most advanced Electronic Data Processing Center devoted exclusively to V/STOL aircraft. These facilities analyze field reports and test data to make sure everything is being done to keep

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Use of advanced computer technology and new R&D facilities, such as the V/STOL wind tunnel, are among the many reasons Boeing's Vertol Division will continue to design and produce superior aircraft.

The Boeing Company, Vertol Division, Morton, Pennsylvania 19070.

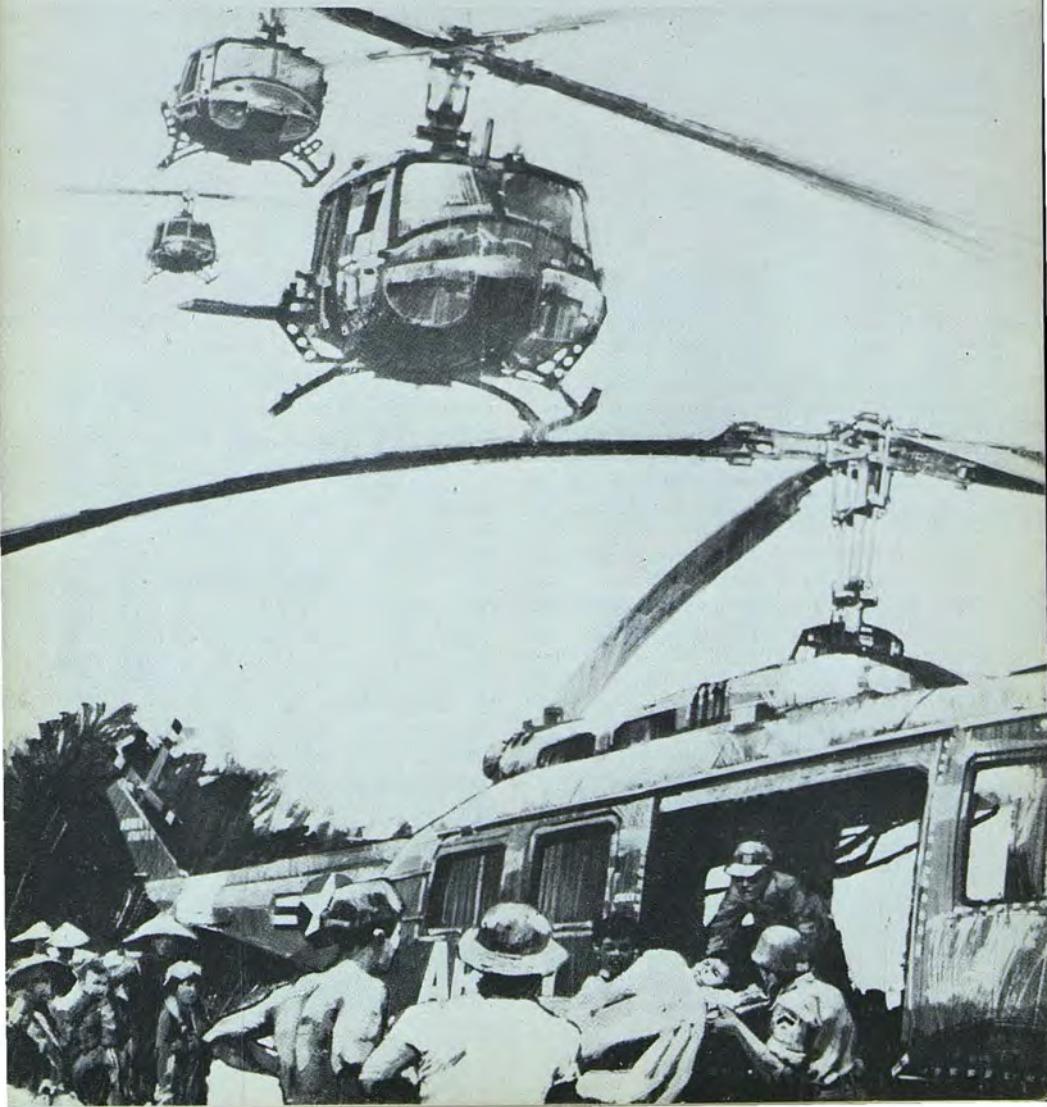
BOEING
Helicopters

Decca is with the Hueys 100%

Huey 1 D helicopters in Vietnam work round the clock evacuating casualties from the battle zones swiftly and efficiently. Decca is proud of the role their equipment plays in this humane work. These U.S. Army helicopters are 100 per cent equipped with the Decca Navigator. The wounded can't wait, and navigation must be utterly reliable and absolutely accurate—something in which Decca leads the world.

DECCA - for pin-point navigation

DECCA SYSTEMS INCORPORATED, 1707 L STREET NW, WASHINGTON D.C. 20036



THE FIELDING OF NEW EQUIPMENT

In our ever changing Army, the chances are that you'll be a recipient of a new piece of equipment, if you haven't received one already.

Your ability to receive, maintain, and employ the new item can have far-reaching effects on the successful accomplishment of your mission. In order to insure that you have this ability, Department of the Army has developed a new equipment training plan. The provisions of AR 350-12 outline how various programs are carried out depending on the nature of the item being introduced. A not so typical introduction is that of the AH-1G *HueyCobra* attack helicopter. Being a very comprehensive program, it can serve as a means of reporting on most of the facets of NET.

Fortunately, the organizations responsible

By
LIEUTENANT COLONEL
PAUL R. ANDERSON
Chief, AH-1G New Equipment
Training Team AVCOM

for bringing the AH-1G into the Army's inventory considered the requirement for an introductory program early in the decision-making phase of this procurement. The Training Divisions of the various commodity commands of AMC, in conjunction with Department of the Army staff agencies and AMC project managers, have been concerned with AH-1G introduction since the day the first contract was signed.

One major effort of the NET program is to provide the USCONARC school system with the ability to absorb the added training requirements imposed by the AH-1G. Actually, four schools will conduct training on the AH-1G. The U.S. Army Aviation School Element, Hunter Army Airfield, Ga.; the U.S. Army Ordnance School, Aberdeen Proving Grounds, Md.; the U.S. Army Southeastern Signal School, Ft Gordon, Ga.; and the U.S. Army Transportation School, Ft Eustis, Va.

To satisfy this need, four primary areas are covered: first, there is a requirement for complex training devices. Ten devices have been procured and are being delivered to pro-

vide training vehicles that do not tie up actual aircraft. The second area covers the provision of hardware items and test equipment with which to conduct the various courses.

The third area, and possibly the most important, is the provision for the initial transfer of manufacturer's knowledge to school instructors and other agencies needing early information. To satisfy this requirement a series of manufacturer's courses were conducted at Bell Helicopter at which pilot training and maintenance instruction were provided. Approximately 300 personnel received training prior to the delivery of the first production aircraft.

The fourth area covered in establishing the training base deals with training literature. Special texts and handout material were developed as well as engineering drawings in the form of vu-graph slides, motion picture films, and 35MM slides to insure that the school instructors had sufficient visual aids to back up their spoken words.

A rush program . . .

Since the AH-1G program has been a rush program from day one, and deployment plans of such a high priority, the second facet of this article dealing with the fielding of a *New Equipment Training Team* becomes a major concern. The ideal situation in fielding new equipment would allow the CONARC schools to train all personnel and assign them to receiving units prior to the receipt of the equipment. However, course lengths, travel, leave times and equipment deployment schedules make this impossible. Therefore, a NET team is being used to conduct the required training during the interim period while the pipeline is filled.

Ready to deploy

By publication time this NET team will have completed its training and will be ready to conduct on-site training as directed. The total team is divided into two elements: a purely military complement of officers, warrant officers, and enlisted personnel, and a second group of Department of the Army Civilian (DACP) and contractor instructors. The team is a prime responsibility of the U.S.

(Continued on Page 68)



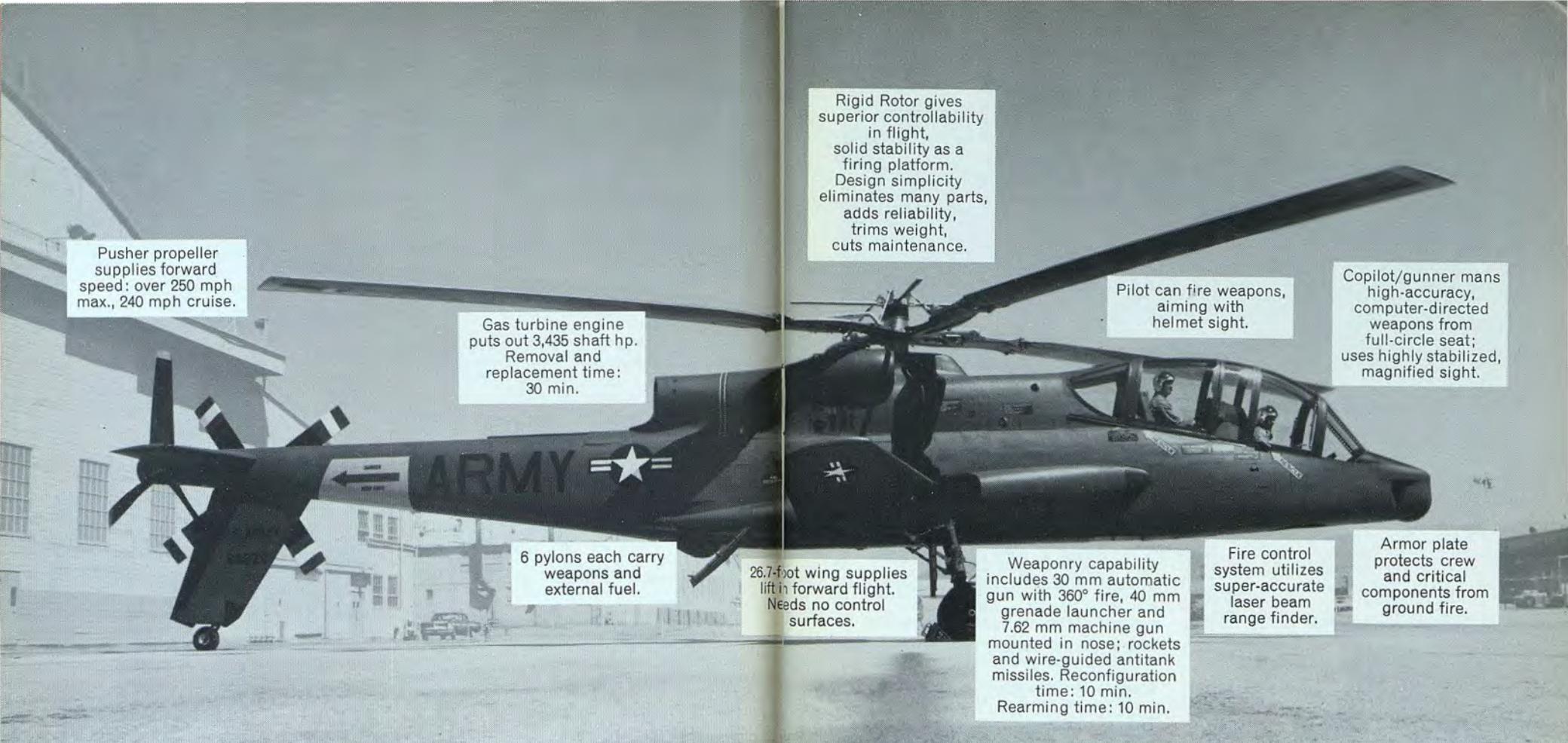
AH-1G weapons operational trainer



Weapons maintenance trainer and power supply cart



Composite aircraft trainer and power supply cart



New breed of bird breaks the time barrier

The compound Cheyenne—part airplane, part helicopter and all weapon—recently rolled out at Lockheed-California Company's Van Nuys plant ahead of schedule. This speeded the day when it can be supporting U. S. Army men in the battlefield.

The AH-56A Cheyenne is Lockheed's answer to the Army's call for an advanced

aerial fire support system. Cheyenne can see action convoys of trooper-carrying helicopters; providing accurate, discriminative firepower against a variety of targets; and escorting advancing troops. As a compound aircraft, it will take off, land and hover like a helicopter; fly with the speed, range and maneuverability of an airplane.

And can give field commanders greater firepower mobility than ever before possible. Built for action, Cheyenne can be fully serviced and armed, ready to return to battle in 10 minutes. At the organizational level, it needs only 1.9 maintenance man-hours per flight hour; including overhauls, it needs only 3.9 active main-

tenance man-hours per flight hour—measured in "touch time." The proven ability to understand present mission requirements and anticipate future ones, coupled with technological competence, enables Lockheed to respond to the needs of the nation in a divided world.



ARMY AVIATION

OCTOBER 11, 1967

Endorsed by the Army Aviation Ass'n of America

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AAAA CONVENTION OFFICE

Mutual Room (Opposite Gilded Cage)	Ext. 101
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AAAA REGISTRATION AREA

Concourse of States	Main Lobby Level
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at the EASTCON '67
Exposition in Washington,
D.C., October 16, 17, 18.*



The Cayuse joins the Air Cavalry



The OH-6A—the new Light Observation Helicopter—is in the Army now. It's made-to-order for its mission: compact, lightweight, rugged. It has the endurance for long patrols...the maneuverability to squirm out of tight corners...the speed to evade enemy fire from ground and sky. Yet it's easy to fly, easy to maintain with simple field tools. The U.S. Army's OH-6A Cayuse—from Hughes Tool Company, Culver City, California.

Hughes Helicopters



Major
Cecil O. Carlile



Major
Ellis D. Parker



Major
Joseph L. Kulmayer



1000
MOHAWK
FLYING HOURS

This plaque goes to each Army pilot who logs a thousand flying hours in the Army Mohawk surveillance system. This month Grumman salutes Major Cecil O. Carlile, Major Joseph L. Kulmayer, and Major Ellis D. Parker, all of whom have earned the plaque.



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

Major Cecil O. Carlile is presently attending Command & General Staff College at Ft. Leavenworth, Kansas, after serving as 1st Infantry ASTA Platoon Commander in Vietnam from July 1966 to July 1967. Major "GOCO" Carlile has logged over 1250 hours in the Mohawk since qualifying in 1961 at Ft. Rucker, Alabama, where he remained as Mohawk instructor at the OV-1 Flight School until 1964. Major Carlile has been awarded the DFC, Bronze Star, Air Medal with eight oak leaf clusters, Army Commendation Medal with two oak leaf clusters, and the Vietnamese Cross of Gallantry.

Major Joseph L. Kulmayer has logged over 1500 hours in the Mohawk since February 1962. He was assigned to the 55th AVN Co. in Korea, where he received the first six Mohawks assigned to that theatre. Major Kulmayer's next assignment was a two-year tour flying OV-1A's in the 11th Air Assault Division at Fort Benning. Major Kulmayer recently completed a tour with the 131st Aviation Company, Vietnam. During this tour, he was awarded the DFC, fourteen air medals, Army Commendation Medal, two Purple Hearts.

Major Ellis D. Parker was rated as an Army aviator in October 1958 and has accumulated over 3400 flying hours—in excess of 1200 Mohawk flying hours since April 1962. For the past year, Major Parker has been Maintenance Officer, 73rd Aviation Company, Vietnam, where he has logged over 300 combat hours in the OV-1. Previous assignments were as Aerial Surveillance Platoon Leader and Maintenance Officer at Ft. Hood, Texas, and Executive and Maintenance Officer, Southern European Task Force, Verona, Italy.



GRUMMAN
Aircraft Engineering Corporation
Bethpage, L.I., New York

By COLONEL
EDWIN L. POWELL, JR.
Director of Army Aviation
OACSFOR, DA



Fleming

Colonel E.P. Fleming Named As Deputy Director

It is a real privilege and pleasure to be writing the director's newsletter this month. As *General Williams* wrote you last month, he has been reassigned as Commanding General, 1st Aviation Brigade and as you read this, I expect he will be fairly well settled into his command. Needless to say, we will certainly miss him. He has done a truly remarkable job here in the last year and a half.

At this writing, I have just been informed that *Colonel E. Pearce Fleming*, currently the Commandant at the U.S. Army Primary Helicopter Training School, is being assigned as my deputy and will be reporting in October. We are indeed fortunate to have been able to secure the reassignment of *Colonel Fleming*, since his current assignment is by all odds one of the most important in the Army and his performance in it has been truly outstanding.

Annual Convention

I would like to take this opportunity to welcome each of you to the *Annual AAAA Convention* here in Washington. This year's convention should be particularly interesting in that we have for the first time invited the Army aviation directors of the free world countries. The panel discussions in which we plan to have them participate should provide a unique forum for exploring new ideas and for comparing methods and means employed by aviation in a variety of Armies.

Army Aviation Conference

Concurrently with the AAAA convention, we are also holding for the first time an *Army Aviation Conference* of the aviation

NEW DEPUTY DIRECTOR

(Continued from Page 13)

officers of major commands. The conference will take place on 10 October 1967 here in the Pentagon. As stated in the official Department of the Army announcement, the purpose of the meeting is to orient key senior aviation personnel worldwide on current programs, policies, and problems as seen at DA level.

The tentative agenda is quite ambitious for a one-day conference. We propose to cover the status of the RVN buildup, ARCSA II, aviation programs, the five year research and development program, aviator personnel policies, status of aircraft production and distribution, logistics problems, and aviator training. Depending on the success of this conference, I am in hopes that we can make this an annual event.

Reorganization of USAAFINO

The expansion of Army aviation has increased the demands for flight information, air traffic control equipment, personnel, and procedures. To help this need, *U.S. Army Aviation Flight Information and NavAids*

DECORATED



BIEN HOA — Major General George P. Seneff, Jr., Commanding General, 1st Aviation Brigade, is assisted by Lieutenant Colonel John A. Todd, commanding officer of the 145th Combat Aviation Battalion, as he decorates the unit guidon arm of the 118th Assault Helicopter Company with the meritorious unit streamer. The unit is the oldest assault helicopter company operating continuously in the Vietnam theater of operations.

Office (USAAFINO), a Class II Activity of OACSFOR, has been reorganized to accept new missions. *USAAFINO*'s title has been changed to *U.S. Army Aeronautical Services Office (USAASO)* to better describe its expanded functions.

USAASO will continue to collect, evaluate, and disseminate flight information. *USAASO* and its flight information detachments, which are located at Schofield Barracks, Hawaii; Albrook AFB, Canal Zone; and Heidelberg, Germany will furnish aeronautical data to the *Aeronautical Chart and Information Center (ACIC)* for publication in the DOD Flight Information Publications.

At present, *USAASO* only gives "technical guidance" to the Flight Information Detachments. When the change to AR 95-23 is published, *USAASO* will have operational control over the overseas detachments. This will enable Department of the Army to present a unified position to ACIC and its subordinate units.

One major organization change is in the command and operational control of the *Department of the Army Regional Representatives (DARR)* to the FAA, which previously was assigned to the Organization, Unit Training and Readiness Directorate of OACSFOR. As of 1 September 1967, *USAASO* will exercise command and operational control of the *DARRs* for ACSFOR. This will centralize coordination with FAA into one unit, since *USAASO* already works with FAA on air traffic control, procedures, technical assistance, and flight checking.

Worldwide uniformity

As a result of the reorganization, *USAASO*, through its Flight Facilities Branch, will serve as the program manager for technical and systems engineering assistance in support of ground navigation aids and air traffic control. To accomplish the branch's mission, men are assigned around the globe — from Heidelberg to Saigon. The efforts of these men are concentrated on developing standards that will provide uniformity in Army air traffic control.

In addition, they are developing a program to evaluate, certify, and rate Army air traffic



A new dimension in Field Operations!

The Litton LN-15 Inertial Navigation System for the ARMY



*DOD-validated
Demonstrably
cost-effective
Mission responsive
Self-contained
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*Since time immemorial commanders have been plagued with
the question of WHERE?*

Where am I? • Where are the opposing forces?

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The LN-15 System offers the field commander heretofore unachievable capabilities in • Aerial navigation • Target location • Artillery survey • Cross-country mobility • Ground reconnaissance • Airborne operations.

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Day or night, regardless of environment, and without revealing its presence, the LN-15 answers your questions of WHERE?

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Its built-in test equipment (BITE), modular construction, and user-level maintainability make the LN-15 a natural for field survivability and logistical simplicity.

For Further Information... Wire 910-494-2091... Phone 213-887-2856, 213-887-3466 or Write Manager, Army Requirements.



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5500 CANOGA AVENUE, WOODLAND HILLS, CALIFORNIA 91364

CITATION



President Johnson awarded the Presidential Unit Citation to the 1st Cavalry Division (Airmobile) for its gallantry in action in Vietnam during October-November, 1965. Representing the division were SGM Chester Westervelt (left) and LTG Harry W. O. Kinnard (2d from left). Secretary of the Army Stanley R. Resor is shown at the right. CPT Paul Dresser, White House aide, is partially hidden behind the President. (USA photo)

controllers. A series of Army airfield flight facility planning manuals are being developed as guides for airfield commanders and operations officers. Realistic equipment requirements will be placed upon logistic support agencies through the use of these manuals.

Additional personnel

To enable USAASO to accomplish its new missions, seven additional personnel are authorized. An engineer officer in the grade of Major will be added in the Flight Information Branch. His experience in mapping, charting, and geodesy will aid in providing aeronautical data for publication. He will also represent the Department of the Army at various national and international aeronautical committees. A new Federal Aviation Administration Coordinating Section has also been established in the ATC Branch. In addition, enlisted specialists will be assigned to each branch to provide operational knowledge in each of their specialities and furnish

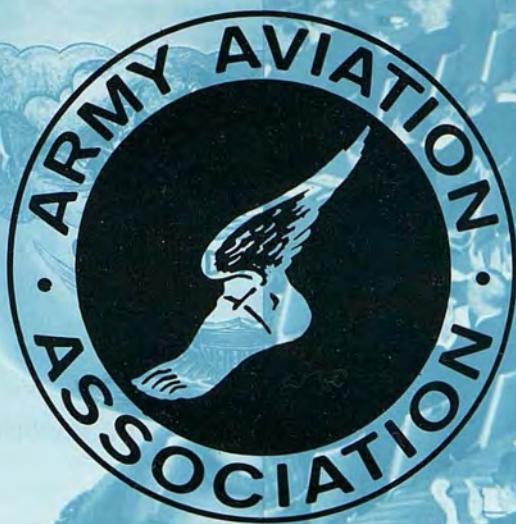
better contact with enlisted personnel in the field.

Direct Communication

As with the operating procedures for USAAFINO, commanders of major commands, Chief, National Guard Bureau, and commanders of Class II installations are authorized to request flight information, flight facilities, and air traffic control assistance by direct communication with the Commanding Officer, USAASO.

It is my belief that this upgraded capability will serve Army aviation well, filling the gaps in the Army's ability to participate fully in and carry its proper share of the Defense Department's role in civil aeronautics and in the overall field of flight information and air traffic control.

THE ARMY AVIATION ASSOCIATION OF AMERICA



NINTH ANNUAL MEETING

11-13 OCTOBER 1967

SHERATON-PARK HOTEL

WASHINGTON, D.C.

FOR THE AVIATION
Squadron Organization
and Officers
in Service
in Particular
ARMY MILITIA
ARMY NATIONAL GUARD
Created for Army
by
Budget Tolls Co
Army Dept

**THE ARMY AVIATION
ASSOCIATION OF AMERICA
PROGRAM**

WEDNESDAY, OCT. 11

0930 - 1230

**NATIONAL EXECUTIVE BOARD
QUARTERLY MEETING**

Mutual Room

1200 - 1800

REGISTRATION

Mutual Room

1200 - 1700

**HANGAR FLYING AND
AVIATION FILMS**

Alexandria Room

1900 - 2200

EARLY BIRDS' RECEPTION

Arlington and Alexandria Rooms
Cash Bar

THURSDAY, OCT. 12

0900 - 2000

REGISTRATION

Concourse of States

0900 - 1700

OPO CAREER GUIDANCE

Potomac Room

0900 - 0945

**AAAA GENERAL MEMBERSHIP
BUSINESS MEETING**

The President's Annual Report;
Election of National Officers
for 1967-1970 Terms of Office;
Presentation of Agenda Items
by Delegates and Members.
Sheraton Hall. Registrants only

1000 - 1030

Last call for Chapter Delegates'
Luncheon Tickets. (Open to all
members).

1000 - 1145

PANEL PRESENTATION

"Free World Army Aviation"
Sheraton Hall. Registrants only

Moderator:

Colonel Edwin L. Powell, Jr.
Director of Army Aviation
OACSFOR, DA

Brigadier D. W. Coyle, MBE, DFC
Commandant, Army Aviation
British Army

Colonel Fabio Moizo
Director of Army Aviation-Designate
Italian Army

Colonel Gerhard Granz
Aviation Advisor to the Chief of Staff
German Army

Colonel Maxwell B. Simkin
Director of Army Aviation
Royal Australian Army

Group Captain George B. Murray
Director, Land Forces Operational
Requirements, Air
Canadian Forces

1030 - 1200

AAAA LADIES' BRUNCH

Room B-620. Admission by ticket

1145 - 1400

THE BIG BREAK

Midday refreshments. Sheraton Hall.

1200 - 1400

CHAPTER DELEGATES' LUNCHEON

Maryland Suite

**1415 - 1700
PANEL PRESENTATION
"U.S. Army Aviation"**

Sheraton Hall. Registrants only

Moderator:

Lieutenant General Harry W. O. Kinnard
Commanding General
USA Combat Development Command
Fort Belvoir, Virginia

Presentations by:

Colonel Edwin L. Powell, Jr.
Director of Army Aviation
OACSFOR, DA, Washington, D.C.

Major General John Norton
Commanding General
USA Aviation Materiel Command
St. Louis, Missouri

Major General Delk M. Oden
Commanding General
USA Aviation Center
Fort Rucker, Alabama

Major General John M. Wright
Commanding General
USA Infantry Center
Fort Benning, Georgia

Major General George P. Seneff, Jr.
Commanding General
3rd Infantry Division
APO New York 09036

1700 - 2030

Visit aircraft exhibits (front lawn)
and military exhibits (Concourse)

1900 - 2030

25TH ANNIVERSARY RECEPTION
Cotillion Room. Admission by ticket

FRIDAY, OCT. 13

0900 - 1200

REGISTRATION

Concourse of States

**THE ARMY AVIATION
ASSOCIATION OF AMERICA
PROGRAM**

0900 - 1100

OPO CAREER GUIDANCE
Potomac Room

0900 - 1045

AVIATION INDUSTRY FILMS
Virginia & Maryland Suites

1100 - 1200

HONORS LUNCHEON RECEPTION
Park Ballroom

1200 - 1415

**NINTH ANNUAL AAAA
HONORS LUNCHEON**
Sheraton Hall

1445 - 1700

**AVIATION INDUSTRY FILMS
AND HAPPY HOUR**
Virginia & Maryland Suites
Cash Bar

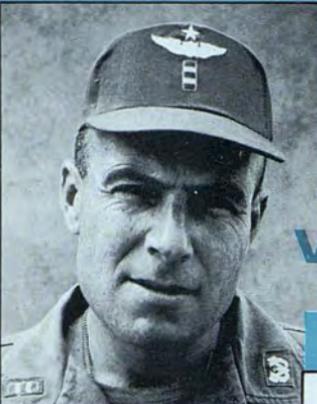
1730 - 1830

1967 CUB CLUB REUNION
Continental Room

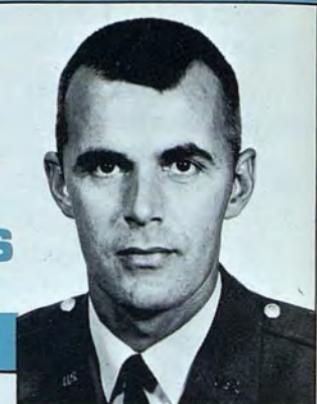
1830 - 2030

DIEHARDS' RECEPTION
Entertainment, "Bell" Bar
Park Ballroom





1966- 1967 AAAAA AWARD WINNERS



CWO JEROME R. DALY
"Army Aviator of the Year"



SP5 DENNIS L. FALO
"Aviation Soldier of the Year"



MAJOR GENERAL G. P. SENEFF, JR.
Representing 1st Aviation Brigade



SERGEANT MAJOR DOUGLAS M. SIMS
Representing 1st Aviation Brigade

THE ARMY AVIATION ASSOCIATION OF AMERICA

NINTH ANNUAL AAAA HONORS LUNCHEON

NATIONAL AWARDS 1966-1967

THE JAMES H. McCLELLAN AVIATION SAFETY AWARD
Established to honor the memory of James H. McClellan, an Army
Aviator who was killed in an aircraft accident 22 July 1958

Presented to
CAPTAIN GARY F. RAMAGE

THE ARMY AVIATOR OF THE YEAR AWARD
Established by the
Army Aviation Association of America

Presented to
CHIEF WARRANT OFFICER JEROME R. DALY

THE OUTSTANDING AVIATION UNIT AWARD
Established by the
Army Aviation Association of America
and sponsored by the
Hughes Tool Company—Aircraft Division

Presented to the
1ST AVIATION BRIGADE
U.S. Army, Vietnam
and accepted for the unit by
MAJOR GENERAL GEORGE P. SENEFF, JR.
and SERGEANT MAJOR DOUGLAS W. SIMS

THE AVIATION SOLDIER OF THE YEAR AWARD
Established by the
Army Aviation Association of America
and sponsored by
Stanley Hiller, Jr.

Presented to
SPECIALIST FIFTH CLASS DENNIS L. FALO

PREVIOUS WINNERS OF AAAA NATIONAL AWARDS

THE ARMY AVIATOR OF THE YEAR AWARD

In 1959, Captain James T. Kerr, assigned to the U.S. Army Transportation Test and Support Activity, Fort Rucker, Ala., received the first "Army Aviator of the Year Award."

Chief Warrant Officer Clifford V. Turvey, assigned to the U.S. Army Aviation Board, Fort Rucker, Ala., received the Award for 1960.

In 1961, Chief Warrant Officer Michael J. Madden, assigned to the U.S. Army Transportation Board, Fort Eustis, Va., was named "Army Aviator of the Year."

Captain Leyburn W. Brockwell, Jr., of Headquarters, XVIII Airborne Corps, Fort Bragg, N.C., received the Award for 1962.

Captain Emmett F. Knight, 57th Aviation Company (Vietnam), was named the 1963 "Army Aviator of the Year", receiving his award from the Honorable Stephen Ailes, then Under Secretary of the Army.

In 1964, Major Marquis D. Hilbert, Aviation Officer at the John F. Kennedy Center for Special Warfare, Fort Bragg, N.C., received the "Army Aviator of the Year Award."

Major Paul A. Bloomquist, Commanding Officer of the 57th Medical Detachment (Helicopter Ambulance), Vietnam, received the 1965 "Army Aviator of the Year Award" from Under Secretary of the Army David E. McGiffert.

The "Army Aviator of the Year Award" for 1966-1967 was presented to Captain James A. Scott, III, of the 219th Aviation Company (US-ARV). The Honorable Robert A. Brooks, Assistant Secretary of the Army (I&L), presented the award.

THE OUTSTANDING AVIATION UNIT AWARD

In 1960, the First Reconnaissance Squadron (Sky Cavalry), 2nd U.S. Army Missile Command (Medium), Fort Carson, Colorado, received the first "Outstanding Unit Award." Lt. Colonel Robert F. Tugman, CO of the unit, accepted the trophy from Lt. General John C. Oakes, Deputy Chief of Staff for Military Operations, Department of the Army, on behalf of the personnel of his unit.

In 1961, the 937th Engineer Company (Aviation) (Inter-American Geodetic Survey), Fort Kobbe, Canal Zone, received the "Outstanding Aviation Unit Award." Lt. Colonel Jack W. Ruby, the unit's commanding officer, accepted the trophy from General George H. Decker, Chief of Staff, U.S. Army, on behalf of the personnel in his unit.

The winner of the "Outstanding Unit Award" in 1962 was the 45th Transportation Battalion (Helicopter), APO 143, San Francisco, Calif., commanded by Lt. Colonel Howard B. Richardson. Subordinate units sharing the award included the 8th, 57th, and 93rd Transportation Companies (Lt Hel), and the 18th Aviation Company. General Earle G. Wheeler, Chief of Staff, U.S. Army, presented the trophy to Majors Milton P. Cherne and William J. Tedesco, representing the winning unit.

The U.S. Army Utility Tactical Transport Helicopter Company (Vietnam) was awarded the "Outstanding Aviation Unit" trophy in 1963. Gen. Barksdale Hamlett, Vice Chief of Staff, U.S. Army, presented the Award to Major Ivan L. Slavich, commanding officer, who accepted the trophy on behalf of the men in his unit.

In 1964, the 11th Air Assault Division and the attached 10th Air Transport Brigade, Fort Ben-

PREVIOUS WINNERS

ning, Ga., jointly received the "Outstanding Aviation Unit Award." The trophy was presented by General Harold K. Johnson, Army Chief of Staff, to Major General Harry W. O. Kinnard and Colonel Delbert L. Bristol, who accepted the award on behalf of the men in their units.

The 13th Aviation Battalion and its attached units received the "Outstanding Aviation Unit Award" for 1965. Two former commanding Officers of the Vietnam-based unit, Lt. Cols. Jack V. Mackmull and J. Y. Hammack, accepted the trophy from Army Chief of Staff, General Harold K. Johnson, on behalf of their men.

The 1966-1967 "Outstanding Aviation Unit" was the 1st Cavalry Division (Airmobile), U.S. Army, Vietnam. General Harold K. Johnson, Army Chief of Staff, presented the trophy to Major General Harry W. O. Kinnard and Sergeant Major Kenneth W. Cooper, division representatives.

THE JAMES H. McCLELLAN AVIATION SAFETY AWARD

In 1959, Major Arne H. Eliasson, assigned as the Chief of the Aviation Safety Division of Headquarters, Seventh U.S. Army, APO 46, New York, N.Y., received the "James H. McClellan Aviation Safety Award."

Colonel John L. Inskeep, Commandant of the U.S. Army Primary Helicopter School at Fort Wolters, Tex., and Raymond L. Thomas, General Manager of the Southern Airways Company contract operations at that facility, received the 1960 Award jointly.

The "James H. McClellan Aviation Safety Award" was not presented in 1961.

Colonel Spurgeon H. Neel, Jr., the Commandant of the U.S. Army Hospital at Fort Rucker, Ala., was the 1962 winner.

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"Outstanding Aviation Unit Award" By Hughes Tool Co.—Aircraft Division.
"James H. McClellan Aviation Safety Award" By James H. McClellan Memorial Foundation.

In 1963, Colonel James F. Wells, Military Advisory Assistance Group, Republic of China (Taiwan), was named the winner.

Colonel Conrad L. Stansberry received the "James H. McClellan Aviation Safety Award" in 1964 for his contributions to flight safety as the Aviation Officer, Hqs. USAREUR.

In 1965, Mr. Ralph B. Greenway, Air Safety Specialist, Department of the Army, was named the winner for his outstanding contributions to the Army Aviation Safety Program.

Gerard M. Bruggink, a safety specialist with the U.S. Army Aviation Board for Aviation Accident Research, Fort Rucker, Ala., received the 1966-1967 Award at the 1966 Annual Meeting.

THE AVIATION SOLDIER OF THE YEAR AWARD

In 1961, Master Sergeant Robert R. Young, Flight Operations Chief, Airfield Operations Command, Fort Rucker, Ala., was named the "Aviation Soldier of the Year," receiving the Award from the Honorable Elvis J. Stahr.

The Honorable Stephen Ailes, then Under Secretary of the Army, presented the 1962 Award to Specialist First Class James C. Dykes of the 255th Signal Detachment (Vietnam).

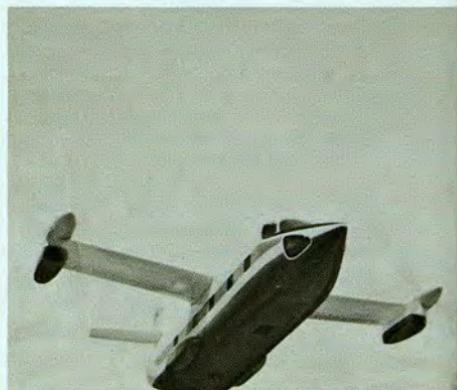
The 1963 Award was made to Sergeant First Class James K. Brock, Maintenance Chief of the 1st Aviation Company (Caribou) (Vietnam), by the Honorable Cyrus R. Vance, then Secretary of the Army.

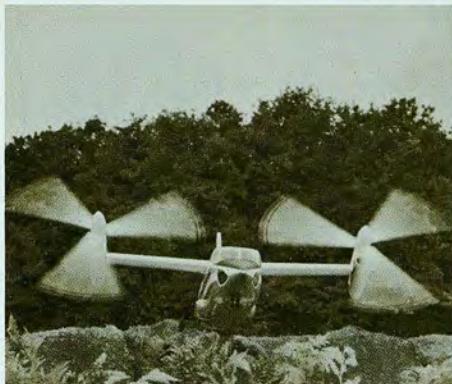
Sergeant First Class Robert M. George of the UTT Company (Vietnam) was named the 1964 "Aviation Soldier of the Year." The Honorable Stephen Ailes, Secretary of the Army, made the presentation.

In 1965, Master Sergeant Cyril G. Manning, Operations Sergeant of the 13th Aviation Battalion, Vietnam, received the award from Secretary of the Army Stanley R. Resor.

Sergeant First Class Donald A. MacNevin, 114th Aviation Company, Vietnam, was selected as the 1966-1967 "Aviation Soldier of the Year." General Frank S. Besson, Jr., Commanding General, Army Materiel Command, made the 1966 presentation.

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AAAA ORIGIN

The Army Aviation Association of America (AAAA) was formed in early 1957 by a small group of senior aviation officers in the active Army, the Reserve Forces of the U.S. Army, and industry. Following the incorporation of the AAAA as a membership corporation without capital stock under the laws of the State of Connecticut, this group took over control of the affairs of the AAAA from the incorporators on April 18, 1957.

Modeled after several of the professional-technical societies in existence, the AAAA has grown rapidly, receiving membership support of the majority of those military and civilian persons having an interest in this segment of the Armed Forces.

GENERAL PURPOSES

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

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

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

SPECIFIC OBJECTIVES

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

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

Stimulating good fellowship nationally, regionally, and locally.

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

No time for engine failure

Continental's new T67-T-1 twin turboshaft powerplant assures greater safety, better economy and offers the simplest operation of any twin engine helicopter powerplant available today.

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The Bell UH-1D helicopter powered by the T67-T-1 takes off and operates on one engine (at reduced payload) permitting self-evacuation from combat areas to a repair base. Complete interchangeability of both engines further simplifies maintenance and logistics.

The new T67-T-1 has completed a 50 hour Pre-Flight Rating Test and has logged over 90 hours in a Bell UH-1D helicopter. Official flight evaluations were conducted by the Army, Navy and Air Force.

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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.

SPECIFIC PROGRAMS

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

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

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

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 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 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.

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THURSDAY, OCTOBER 12, 1967 — 1000-1210 HOURS
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1005 - 1025

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1025 - 1045

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1415 - 1425

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1425 - 1440

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DIRECTOR OF ARMY AVIATION, OACSFOR, DA

1440 - 1455

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OF COMBAT OPERATIONS
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1455 - 1510

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1510 - 1525 — BREAK

1525 - 1540

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1540 - 1555

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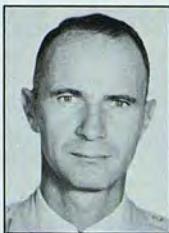
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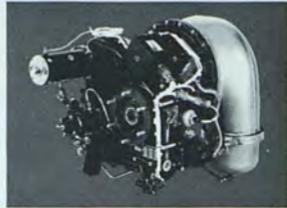
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PHOTO BELOW

View of part of the head table at the Eighth Annual AAAA Honors Luncheon. President Goodhand and General Johnson are shown at the far left.



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NINTH ANNUAL AAAA HONORS LUNCHEON
Sheraton Hall

Presiding—

BRIGADIER GENERAL O. GLENN GOODHAND, USA (RET.)
President, Army Aviation Association of America

Invocation—

CHAPLAIN (MAJOR GENERAL) CHARLES E. BROWN, JR.
United States Army, Retired

Presentations—

The James H. McClellan Aviation Safety Award
Presented by

THE HONORABLE HOWARD E. HAUGERUD
President, James H. McClellan Foundation

The Army Aviator of the Year Award
Presented by

THE HONORABLE DAVID E. MCGIFFERT
Under Secretary of the Army

The Outstanding Aviation Unit Award
Presented by

GENERAL HAROLD K. JOHNSON
Chief of Staff, U.S. Army

The Aviation Soldier of the Year Award
Presented by

THE HONORABLE STANLEY R. RESOR
Secretary of the Army

Finale—

THE UNITED STATES ARMY CHORUS

Benediction—

CHAPLAIN (MAJOR GENERAL) CHARLES E. BROWN, JR.
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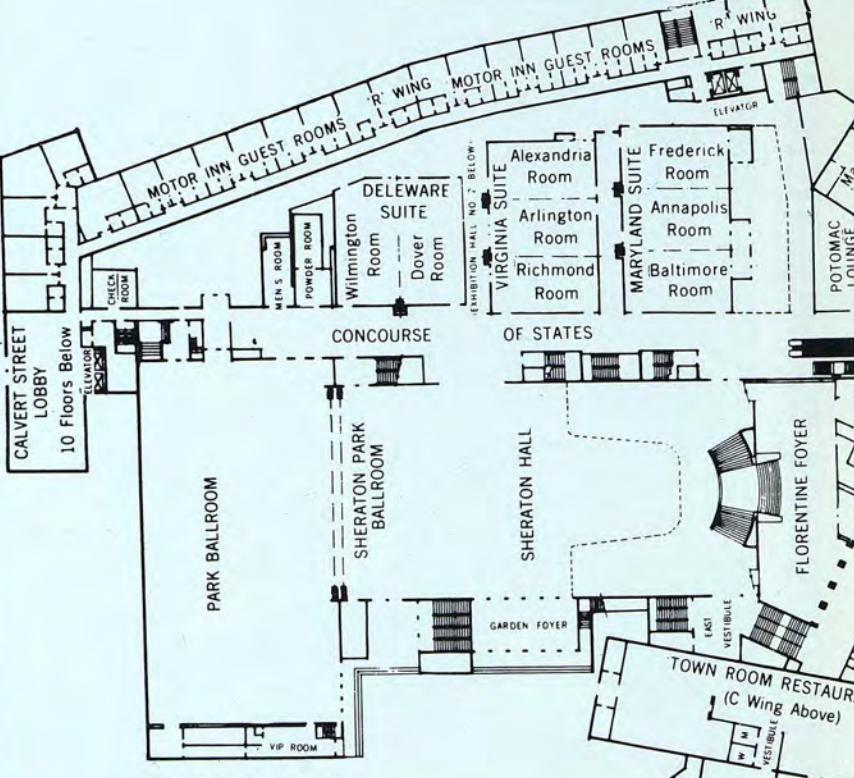
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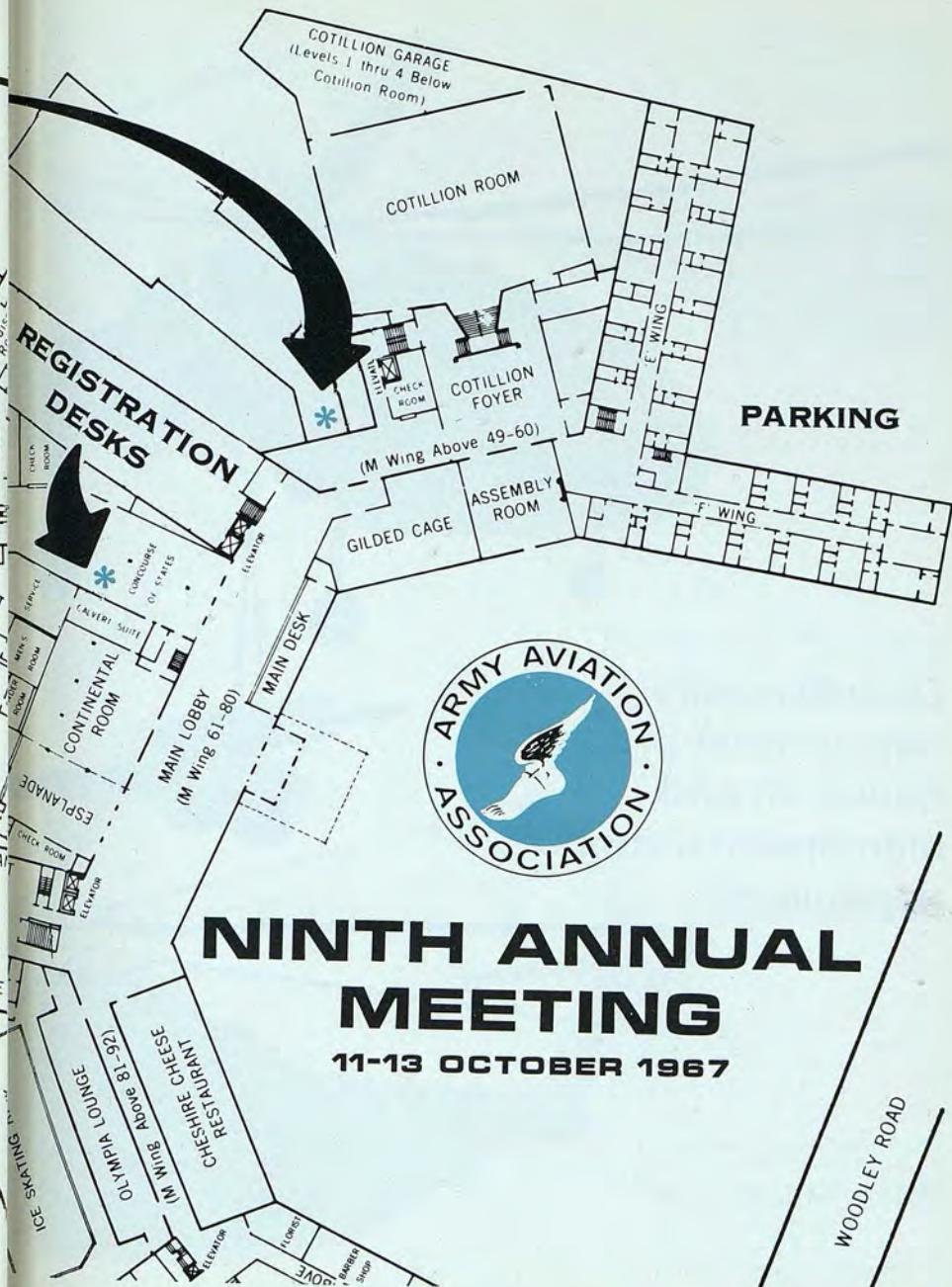
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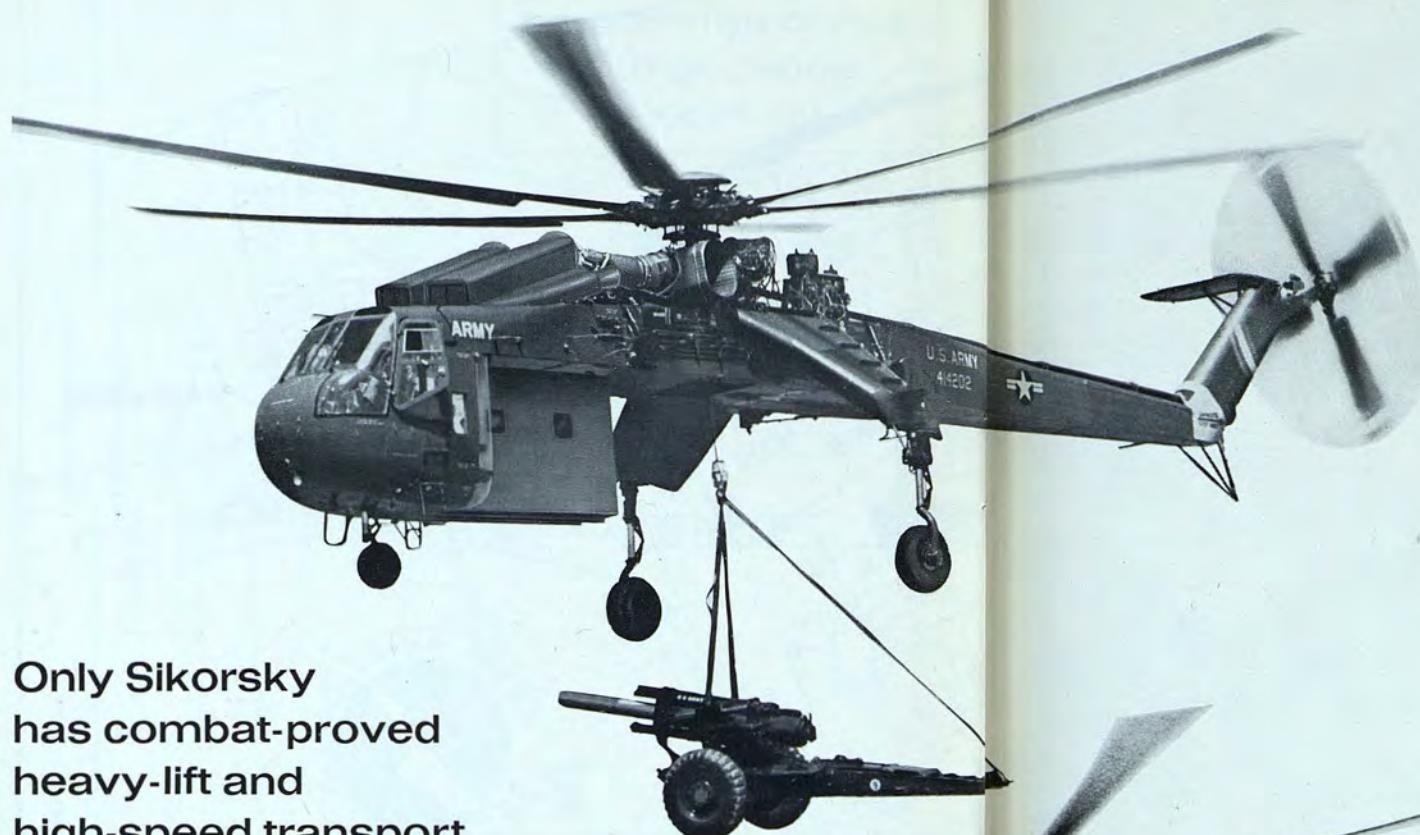
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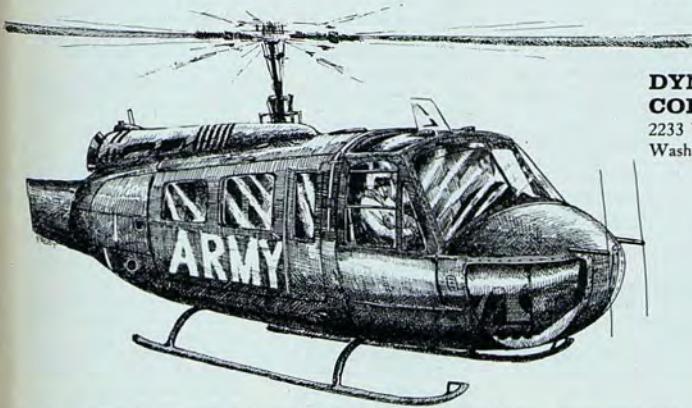
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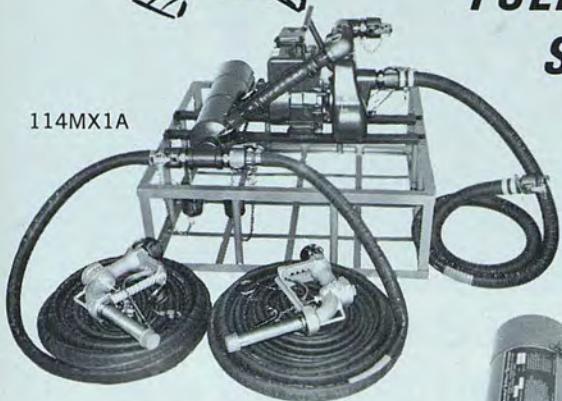
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OBITUARIES

JULY-AUGUST, 1967

Chief Warrant Officer Henry C. Cauthen, Sr., on assignment to the 1st Aviation Brigade, Vietnam, died on July 31, 1967 in a helicopter accident. He is survived by his widow, Mrs. Gail O. Cauthen, of [REDACTED]

First Lieutenant Paul S. Colvin, assigned to the 114th Helicopter Company, Vietnam, sustained fatal injuries on August 1, 1967 in a helicopter accident. He is survived by his widow, Mrs. Sharon Y. Colvin, of [REDACTED].

Colonel William S. Contole, of the Joint Analysis and Test Group, U.S. Strike Command Headquarters, MacDill Air Force Base, Florida, died on August 8, 1967. He is survived by his widow, Mrs. Mary Anna Chockley Contole, and three children, Julie, William L., and Ann, of [REDACTED] and his mother, Mrs. Teresa Contole, and sisters, Christine, Rose, and Rita, all of Havertown, Pennsylvania.

Warrant Officer Martin J. Coronis, on assignment with the 1st Cavalry Division, Vietnam, died due to hostile action on July 11, 1967. He is survived by his widow, Mrs. Lucille B. Coronis, of 45 Sacred Heart Drive, Nashua, New Hampshire.

Warrant Officer Rodney O. Davie, assigned to the 1st Aviation Brigade, Vietnam, sustained fatal injuries in a helicopter accident on July 31, 1967. He is survived by his parents, Mr. and Mrs. Samuel A. Davie, of [REDACTED].

Warrant Officer John P. Marlow, on assignment with the 1st Aviation Brigade, Vietnam, died due to hostile action on August 7, 1967. He is survived by his parents, Mr. and Mrs. William A. Marlow, of [REDACTED].

Warrant Officer Robert T. McDaniel, assigned to the 1st Aviation Brigade, Vietnam, died July 5, 1967 as the result of a helicopter accident. He is survived by his parents, Mr. and Mrs. Jasper W. L. McDaniel, of [REDACTED].

Warrant Officer Daryl L. Miller, assigned to the 1st Aviation Brigade, Vietnam, died in a helicopter accident on August 6, 1967. He is survived by his parents, Mr. and Mrs. Owen Miller, of [REDACTED].

Warrant Officer Arnold O. Nakkerud, of the 52nd Aviation Battalion, Vietnam, died on July 31, 1967, as the result of an aircraft accident. He is survived by his widow, Mrs. Rita G. Nakkerud, of [REDACTED].

First Lieutenant James R. Poggemeyer, assigned to the 1st Aviation Brigade, Vietnam, died in a helicopter accident on July 31, 1967. He is survived by his parents, Mr. and Mrs. Robert R. Poggemeyer, of [REDACTED].

Warrant Officer Albert Rochkes, assigned to the 1st Cavalry Division, Vietnam, died on August 9, 1967, as a result of hostile action. He is survived by his widow, Mrs. Joanna F. Rochkes, of [REDACTED].

Major Charles E. Sauer, a member of the 187th Assault Helicopter Company in Vietnam, was killed in the crash of an Army helicopter on July 7, 1967. He is survived by his widow and two daughters, Alda, five, and Marianne, four, of Mineral Wells, Texas, and by his parents, Mr. and Mrs. Charles R. Sauer, of [REDACTED].

First Lieutenant Howard J. Schnabolk, assigned to the 498th Medical Company, Vietnam, died as the result of a helicopter accident on August 3, 1967. He is survived by his parents, Mr. and Mrs. Harold L. Schnabolk, of Badminton Court, Sea Bright, New Jersey.

Warrant Officer Emery Shropshire, assigned to the 52nd Aviation Battalion, Vietnam, died in a helicopter accident on July 31, 1967. He is survived by his widow, Mrs. Cheryl B. Shropshire, of [REDACTED].

First Lieutenant Robert M. Wallace, of the 1st Aviation Brigade, Vietnam, died as the result of a helicopter accident, on July 31, 1967. He is survived by his widow, Mrs. Nancy Wallace, of [REDACTED].

If your new transponder doesn't have microcircuitry it will be electronically obsolete before you install it.

There are usually several approaches to product line improvement in any business. One alternative might be to modify something you have while trying for a lower price. Or you can start from scratch employing all new technologies and still come to the market with a competitive price.

We started from scratch on our all new 506A transponder. We had years of transponder experience but we wanted to capitalize on this know-how by using exciting new electronic techniques. We started with the application of microcircuits, and the latest "state of the art" monolithic integrated circuits. We helped develop new avionics applications for "Stripline" circuitry, and the most advanced microwave techniques. This technology gives the 506A the rugged reliability and performance demanded in aerospace electronics.

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Optional Control Unit
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THE FIELDING OF NEW EQUIPMENT

(Continued from Page 5)

Army Aviation Materiel Command, in conjunction with the Weapons, Electronic, and Munitions Command.

All military members of the team were handpicked in April, 1967 for their special talents, a majority being Vietnam returnees. On initial assembly, military team members resided in the vicinity of Bell's plant in Fort Worth. During the next five months of formation and training, members attended factory instruction at Bell, Lycoming, Chandler Evans, Rock Island Arsenal, and Hunter Army Airfield, completing approximately 1,300 "student days" of formal training. By the end of the program team pilots will have amassed approximately 500 aircraft flight hours.

Seven courses offered

Together with the DAC and contractor instructors the team will present seven different courses of instruction:

A Pilot Transition Course to qualify aviators in the aircraft and its weapons systems.

An Airframe Familiarization Course designed to orient staff, supervisory, and component maintenance personnel on the AH-1G, its systems, and their functioning.

An MOS Qualification Course on AH-1G Airframe Maintenance. Successful completion of this course will qualify attendees through support level maintenance and the awarding of MOS 67N30.

Two special courses for 35 series MOS personnel will be conducted on the AH-1G Stabilization Augmentation System and Avionics/Antennas in general.

A two-week Support-Level Maintenance Course will be conducted on the AH-1G Weapons Systems.

A special T-53-L-13 Gas Turbine Engine Course will also be conducted which is directed towards the AH-1G.

Self-sufficient entity

The team has been made as self-sufficient as possible and is equipped with special support packages, tools, and instructional hard-

COMPLEX TRAINING DEVICES

- 2 Composite Airframe Trainers (10)
- 1 Weapons System Operational Trainer (10)
- 5 Weapons System Maintenance Trainers (10)
- 1 Flight Control Trainer (10)
- 1 Hydraulic/Electrical System Maintenance Trainer (10)

FACTORY TRAINING PROGRAM (Bell Helicopter Company)

- Pilot Training Course (9), 2 wks ea.
- Airframe Maintenance Familiarization Course (7), 1 wk ea.
- Airframe Maintenance Instructors Course (2), 4 wks ea.
- Airframe Maintenance Course (7), 3 wks ea.
- Avionics Configuration Course (5), 1 wk ea.
- Stabilization Augmentation System Course (6), 1 wk ea.
- Component Overhaul Course (3), 1 wk ea.

TRAINING LITERATURE

- Instructor Guides, Lesson Plans, Student texts, hand-out material at Bell courses.
- Series of 27 35mm slide transparencies.
- Series of 301 Vu-graph transparencies.
- Series of nine training films:
 - 1. "Introduction to the AH-1G HueyCobra"
 - 2. "AH-1G — Pilot Familiarization"
 - 3. "AH-1G — Airframe Maintenance"
 - 4. "Introduction to Huey Universal Transmission"
 - 5. "AH-1G — Stabilization Augmentation System"
 - 6. "AH-1G — Main Rotor System, 540-011-001"
 - 7. "AH-1G — Armament Systems & Fire Control"
 - 8. "T-53-L-13 Engine Introductory Film"
 - 9. "T-53-L-13 Engine Fuel Control System"

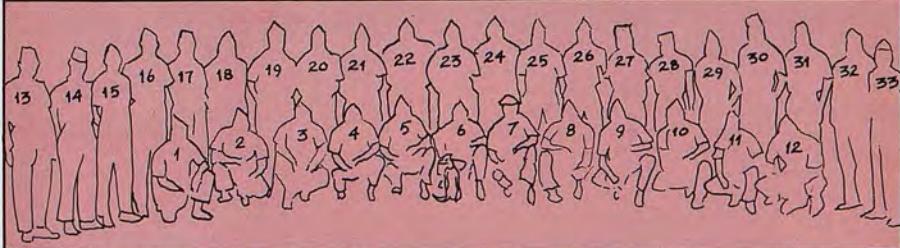
ware. Every attempt has been made to include the best military and industrial talent available to insure complete coverage of all areas.

Possibly more work has gone into the fielding of the AH-1G than any other Army system to date. Those of us in the program will endeavor to carry out our mission in traditional Army fashion . . . our mission being to assist you in the receipt, maintenance, and employment of this latest weapons system in the Army inventory.

For more information . . .

More detailed information concerning the AH-1G program, or any other aircraft system, may be obtained through USCONARC; the Director of Training, AMC; or the Chief, Training Division (AMSAV-R), USAACOM, 12th & Spruce Streets, St. Louis, Mo. 63166.

AH-1G NET TEAM — MILITARY CONTINGENT



AH-1G NET Team personnel include, I-r, CPT JT Pratt (1); CW2 JD Thomson (2); CPT RR Matlick (3); MAJ NP Stein (4); CPT JW Childers (5); CW2 MJ Davis (6); LTC PF Anderson, Team Chief (7); CW2s CG Hunt (8), JM Lee (9), H Simpson (10), & JF Atkinson (11); CPT LC McCarty (12); MSG EW Spear (13); SSGs PW Poteet (14), HG Romuld (15), LE Vivrette (16), TF Thomasson (17), & OS Capps (18); SP5 TE White (19); SP4 DA Cunningham (20); SSG AG Thessen (21); SFC WH Nicholson (22); SSG AW Morgan, Jr. (23); SP6 AE Ables (24); SP4 RC Ivory, Jr. (25); SSG WR Beamer (26); SP5s BR Timberlake (27), M Bullock, Jr. (28), GM Hanks 29, & EM Shaffer (30); SSGs JW Burnett (31) & RE Sandburg (32); SFC MD Jones (33). MAJ RS Jarrett; SFC CR Magar, Jr.; SSGs H Howard & J Thomas; and SGT M Munagay were absent or not joined at the time of the photo.



XM-159 with nose fairing (left) and
XM-18 Podded Mini-Gun (right)



AH-1G flight control trainer



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6. The names and addresses of the Publisher, Editor, and Managing Editor are: Arthur H. Kesten, Publisher and Editor, and Dorothy Kesten, Managing Editor, both of 1 Crestwood Road, Westport, Conn. 06880.

7. The owner is: Army Aviation Publications, Inc., 1 Crestwood Road, Westport, Conn. The stockholders owning or holding 1 percent or more of the total amount of stock are: Arthur H. Kesten and Dorothy Kesten, both of 1 Crestwood Road, Westport, Conn. 06880.

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b. Paid Circulation:
1. Sales through dealers and carriers, street vendors and counter sales: None (None).

2. Mail Subscriptions: 10,287
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c. Total Paid Circulation: 10,287
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d. Free Distribution by mail, carrier or other means: 317 (445).

e. Total Distribution (Sum of c and d): 10,604 (11,422).

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