Army Aviation

NOVEMBER, 1967

SILVER ANNIVERSARY YEAR

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 came off the production line and entered Army service. It has 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 increased 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

This plaque goes to each Army pilot who logs a thousand flying hours in the Army Mohawk surveillance system. This month Grumman salutes Captain Jerrell S. Reed, Jr., Major Bobby H. Freeman and Major Clydie J. Crawford, all of whom have earned the 1000-hour Mohawk plaque.

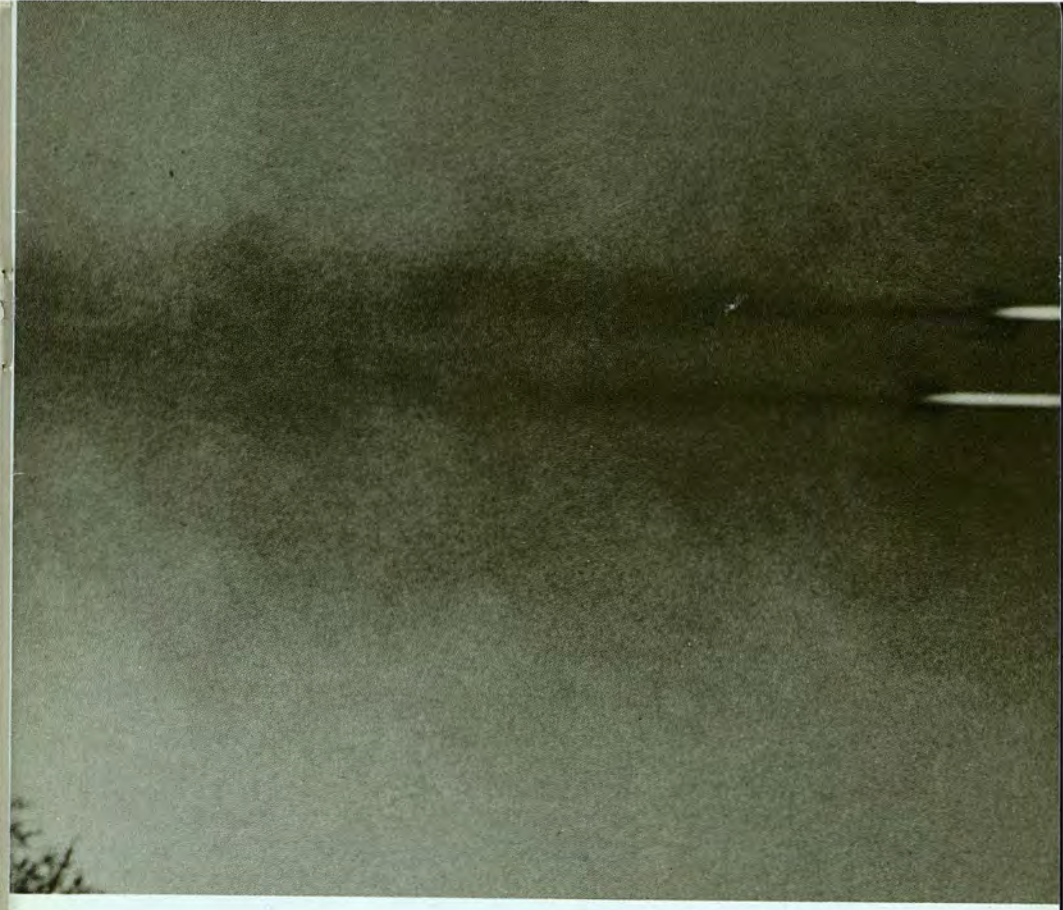
Man is the heart of the system. Grumman never forgets it.

Captain Jerrell S. Reed, Jr. has been flying Mohawks since July, 1963. He has served as OV-1 instructor pilot for one year, followed by a tour with the 23rd SWAD and 73rd Aviation Company in Vietnam. After serving as company commander at Ft. Hood, Texas, for one year, Capt. Reed returned to Vietnam as Visual Platoon leader for the 73rd Aviation Company, where he is presently assigned.

Major Bobby H. Freeman has been flying Mohawks since September, 1962. Major Freeman's duty assignments include 18 months as platoon leader of the 101st ASTA platoon and one year with the 55th Aviation Company in Korea. Major Freeman was Company Commander in the 82nd Airborne Division and is presently Signal Officer with the 73rd Aviation Company in Vietnam.

Major Clydie J. Crawford was rated as an Army aviator in February, 1961, and completed Mohawk transition in July, 1962. Major Crawford was assigned to the 23rd SWAD as section leader in 1962-63 and with the 11th Air Assault Division in 1963-65. Since the spring of 1967 to the present time, Major Crawford has been assigned as Operations Officer of the 73rd Aviation Company in Vietnam.

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



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Eighteen months from go-ahead Bell HueyCobras are ready for combat. U. S. Army commanders in Vietnam will have a new punch . . . more responsive direct fire support from over a ton of mixed ordnance. Four live hardpoints plus a flexible chin turret permit selection of a variety of machine weapons combinations. ☐ The fast, elusive AH-1G will improve U. S. Army capability for . . . escort of airmobile operations . . . delivery of preparation fires in the landing zone . . . aerial reconnaissance and security . . . and direct fire support for ground operations. ☐ The two-man Cobra crew has equal and unlimited visibility with improved protection. ☐ Pilots and mechanics will find the AH-1G as easy to fly and maintain as its famous Huey predecessors. For more information write Dept. 1817.

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VOLUME 16, NUMBER 11

ARMY AVIATION

NOVEMBER, 1967

Endorsed by the Army Aviation Ass'n of America

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ADVERTISERS

ARMY AVIATION is published monthly by Army Aviation Publications, Inc., with Editorial and Business Offices at 1 Crestwood Road, Westport, Conn. 06880. Phone (203) 227-8266. Subscription rates for non-AAAA members: 1 year $3.50, 2 years $6.00 to CONUS and APO addresses only; add $7.00 per year for all other addresses. The views and opinions expressed in the publication are not necessarily those of the Department of the Army. Publisher, Arthur H. Kesten; Managing Editor, Dorothy Kesten; Associate Editor, Jessie Borck; Subscription Fulfillment: Beryl Beaumont. Exclusive articles pertinent to any Army aviation subject, except industry, AAAA, unit, or major command articles, are reimbursible at the rate of three cents to five cents per word for the first 2,000 words published. Second class postage paid at Westport, Conn.

Letter to an Aviator

Dear Jim,

Delighted to learn you have graduated from Flight School and to know the long hours of demanding, flight training at Fort Wolters and Fort Rucker are behind you. I know you've had a stimulating, enjoyable experience although I'm certain there were many instances when you wondered if you would actually make it; the long hours of academic training; the rigorous flight training; the comprehensive flight checks; all the training factors that have made you an *Army Aviator.*

You are now a warrant officer and an aviator in the United States Army. *What does this mean?*

First of all as a warrant officer, you are a soldier of the United States Army, just like the highly motivated young troopers, the dedicated noncommissioned officers, and your professionally competent commissioned officer brothers.

By
LTC KENNETH D. MERTEL
U.S. Army War College

Sometimes a new warrant officer forgets he is a soldier, especially an aviator who tends to think that he is something extra special, and does not have to conduct himself like other members of the military profession. Although it is true that he is something special in possessing a new technique-specialized training that is quite different than others – he is still as much the soldier as anyone else in uniform.

As a soldier, the WO must observe the motivation and discipline of mind and body, personal appearance, conduct, and attitudes in his relations with others, as does any other soldier in our Army. There is nothing more discouraging than the sight of a sloppily dressed young warrant officer reporting to a unit; one who has forgotten the basic principles of soldiering, military courtesies, and performance expected of him by both his juniors and his seniors.

You're still a soldier!

Remember that you were a soldier before you entered flight training! Nothing has changed. You're still a soldier, but now have the additional responsibilities required by your commission as a warrant officer – and

you have the similar responsibilities you had when you were a noncommissioned officer or a trooper before, and as your commissioned brethren do now.

Your major task when you reach your first unit will be to take the base of training you attained at school and apply it in your unit in the field. You may have a period in the United States with some of the few remaining aviation units. If so, this will provide you a chance to sharpen both your leadership abilities as a warrant officer leader and your flying proficiency as an aviator. There are many things you have to learn as an aviator in order to be prepared for combat in Vietnam.

A "Can Do" Attitude!

One of the first things you must acquire as a matter of habit is the "*Can do*" attitude. One of the most important qualities of any soldier is the ability to get the job done, to accomplish the task with the desired results. This is most important *everywhere* in the Army, including Army aviation.

You'll find sometimes that the task seems almost insurmountable, or you'll think it's too great a risk for you and your machine to accomplish the proposed mission. But if you look around and study the situation carefully, you'll find that there is a way to perform that task in the manner and with the standards your leaders expect of you.

You're the technician in performance of your aircraft and what it can physically perform. Don't forget the Infantry leader for whom you'll be working is the boss. He'll tell you what to do. He'll give you the mission. It's up to you to accomplish that mission.

A soldier does not have an option or choice in whether he can execute a job or whether he cannot. It is not his prerogative to determine whether or not a task is too hazardous or that he might get killed or wounded, and therefore does not want to perform that job. The Army does not permit a machine gunner to decide whether he should fire his machine gun in combat against the enemy. The rifleman is not permitted to decide if he and the other members of his squad should attack the enemy. Nor does the aviator arbitrarily decide that he cannot perform his job.

LIEUTENANT COLONEL KENNETH D. MERTEL

There have been those who have tried to evade a mission because they had the ability to "snow" or convince their combat leader the weather was too bad, or the load was too big, or some other equally supposedly valid reason. However, the *effective* aviator – the motivated soldier – tries to find a way to carry out his mission.

There is a way to complete every mission 99 times out of 100 – one which will not exceed the capabilities of the machine or exceed your own capabilities and proficiency as an Army Aviator, and will permit you to accomplish the mission assigned by your Infantry leader to help him carry out his mission.

The Army Team

Never forget that you work for that Infantryman! He and his unit are your reasons for existence as an Army Aviator. Army aviation is but a portion of the great *Army Team*. It fits into the *Army Team* the same way firepower does from the artillery; the same way that engineer, signal, and other combat support or service support advances the *Team*. Success in battle requires each member to accomplish his task, so the *Team* may accomplish the mission of closing with and destroying the enemy.

Airmobility and you . . .

You have heard a lot about airmobility and what it is. Airmobility has truly placed wings on the Infantry soldier. It's a new tactical concept, as you know, developed first in 11th Air Assault days, in 1963, '64 and '65 and brought to maturity by the 1st Cavalry

(Continued on Page 44)

Brand new bird tries its wings

Cheyenne's maiden flight at Lockheed-California Company's Van Nuys, California plant puts Cheyenne another step closer to the day it can serve the foot soldier in battle...and is a further measure of Lockheed's responsiveness to the U.S. Army.

The first rotary wing craft ever specifically designed as an integrated weapon, the AH-56A Cheyenne was built by Lockheed in response to Army demands for a mobile yet stable firing platform. A compound aircraft, Cheyenne will hover, take off and land helicopter style. It will fly with an airplane's speed, range and agility. And it can attack with a devastating array of highly accurate weapons. Whether escorting helicopters, or softening landing sites, Cheyenne's mobility and firepower can add mightily to the field commander's arsenal.

Rough and ready, Cheyenne will spend more time in the air, less time on the pad. Servicing turnaround time is a fast 9 minutes. And Cheyenne is designed to go 300 hours between inspections.

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

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DA ESTABLISHES INTENSIFIED CONFIRMATORY TESTING

By COLONEL EDWIN L. POWELL, JR.
DIRECTOR OF ARMY AVIATION, OACSFOR

RECENTLY, the Department of the Army has formally established a new type equipment test called "Intensified Confirmatory Tests". This test is applied, when considered appropriate, to early production equipment (as opposed to prototypes). Its principal objective is to prevent surprise mechanical failures and identify performance degradation which will occur during the normal service life of the item, i.e., in the hands of troops and under field conditions. In short, it is a "user" test in the truest sense of the term.

The test should be particularly valuable for new aircraft because it can, in the course of giving an early indication of wearout rates of various parts and components, lead to more judicious and timely procurement and stockage of repairs.

In this light, we have nominated the OH-6A and the AH-1G for intensified confirma-

tory testing. At this writing the tests are underway. The test of the AH-1G is being conducted in conjunction with transition and gunnery training at Ft Stewart/Hunter Army Airfield. The way it works is like this:

- Five AH-1G's are selected at the outset and remain the test aircraft throughout the period of the test.
- Each aircraft is flown a minimum of 100 hours per month, for a total of at least 1200 hours per aircraft. Testing will include the maximum use/operation of all systems.
- Maintenance capability is augmented to support the required level of activity. Supply procedures and priorities are adjusted as necessary.
- An expeditious spot reporting system is included in the test procedures as well as in-process reviews and, of course, a final report.
- Principles of safe aircraft operation are not compromised during the test.

The OH-6A intensified confirmatory test is very similar to the above. Significant differences are that it is being done by units at Ft Knox and will accumulate a minimum of 1000 hours on each aircraft rather than 1200.

So far the tests are proceeding satisfactorily, and I have great confidence that we will derive much benefit from them.

PILOT ERROR

I am increasingly concerned with the number of accidents which are occurring, and which are due primarily to pilot error. We have recently totaled a U-21 and a Cobra and have been chopping tailbooms off OH-6's with distressing regularity.

Statistically, it is well established that every new aircraft system entering the inventory starts its first year with an accident rate roughly three times the Army average. It is perfectly understandable that there will be a learning curve for operators of a new item of equipment.

However, that the curve has to be traced by points on an accident experience chart is not acceptable. Since we know there will be a greater risk from lack of familiarity and experience, the logical counterweight is a correspondingly heavier emphasis on individual judgment and forethought.

One point is of particular importance in this respect. It is the natural tendency to get carried away with the improved performance which characterizes our newer aircraft. It is tempting, even for older and supposedly seasoned aviators, to indulge in maneuvers and little excesses which may be well within their individual capabilities *after* they have acquired a full background of experience with the new toy, but which, early in their learning period, border on the reckless.

I have emphasized the individual's responsibility in the foregoing, but the problem is two-sided. I suspect that if one could look more deeply into the causes of the accidents referred to, he would find that one or more supervisors were equally culpable. There is an all-too-common tendency to take an aviator, transition him, standardize him, and then forget him.

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INTENSIFIED TESTING

(Continued from Page 13)

I know that the press of operations, the urgency of the mission, and the atmosphere of confidence which are normal to Army aviation activities militate against the careful evaluation of the demands of each mission and the capabilities of each crew. However, when new aircraft systems are involved, the deliberate matching of missions with aviator capabilities is paramount.

Branch Qualification

Many commissioned aviators are understandably concerned about the curtailment in branch qualifying schools and assignments for aviators.

This problem has been the subject of constant and intensive effort by Department of the Army to minimize both the degree of curtailment and its impact on aviator careers. Although we are not out of the woods and probably won't be for another two years, there are some reassurances which I would like to pass on to you.

First, deferment of career schooling and suspension of ground duty has *not* been a factor in aviator promotion opportunity. This has been amply evident in the breakout of aviators vs non-aviators on promotion lists, as published here in the monthly newsletter by my predecessors. This table recapitulates data previously published on promotions to lieutenant colonel and major. ↓

Secondly, attendance of aviators at C&GSC and equivalent courses has not decreased as a result of the Vietnam conflict but has in fact been increasing, as illustrated below:

FY	*No. of Aviators*
1965	179
1966	210
1967	210
1968	218

For this year (FY 68), the above number of aviators represents 18.8% of the attendance from the seven branches which contain aviators. This is very close to the percentage of major and lieutenant colonel aviators (19%), to the total major/lieutenant colonel population of these branches.

Finally, the career schooling problem, which is the major concern of company grade commissioned aviators, promises to be solved before it can impact on the futures of the officers concerned. As of 30 June 1967, there were 1005 (18.5%) captain and major aviators in the career course zone of consideration who have not attended their career course. This percentage is admittedly higher – but not much – than the 16.3% of non-aviator contemporaries who are in the same category.

Furthermore, there are no aviators in their

Analysis of Army Promotion Schedules

Promotion To	Percent Selected Army Aviator	Army Non-Aviator	Circular Date
LIEUTENANT COLONEL	72.0	60.8	Aug 1963
	72.7	69.6	Aug 1964
	76.4	72.0	Aug 1965
	76.0	74.5	June 1966
	77.2	62.5	Mar 1967
MAJOR	65.9	57.7	Jun 1963
	65.3	53.7	Jul 1964
	63.2	63.5	Jul 1965
	69.1	69.1	May 1966

INTENSIFIED TESTING

(Continued from Page 14)

last year of C&GSC eligibility who have not had the requisite career schooling. Accordingly, OPO does not anticipate a problem in reducing the backlog of aviators requiring branch schooling.

I don't wish to accentuate a negative but there will always be some aviators, along with some non-aviators, who will not be selected for either career school or C&GSC simply because their records reflect substandard performance. I am confident that the number of such officers will be small among aviator ranks and, based on my observations, proportionately smaller than non-aviators.

I am also confident that the personnel managers in OPO and ODCSPER will give every fair and reasonable consideration to the end that any aviator who is "earning his keep" need have no reservation about his future.

WORLD-WIDE AVIATION CONFERENCE

The world-wide aviation conference I mentioned in last month's letter came off on schedule on Tuesday, 10 Oct. 67. The conference was well-received; in fact, so well received that an unprogrammed continuation session was called for the following day.

I believe it has been amply demonstrated that an annual conference is needed to discuss DA policies, problems, and programs and to exchange views. Accordingly, we will plan to have a world-wide aviation conference of this type each year.

Ho, ho, ho!

Dear Santa!

I want a 20mm cannon for my new *Huey-Cobra!*

I decided to write to you early and let you know what I want for Christmas, because my return trip to Vietnam will coincide with your annual visit.

Before you get mad and start muttering about not having room in your sleigh, let me remind you of Christmas Eve, 1965:

As you recall, my armed helicopter platoon was escorting you, and your reindeer, and your sleighful of goodies from Ben Cat up to Loc Ninh.

Everything was going well until we flew over Bau Bang II where some disappointed PAVN unit decided to get even with you for the large bundle of switches you left them the year before.

The .50 caliber and 14.5mm tracers began floating up through our little formation, and you began to yell something quite unrelated to "*Ho, ho, ho!*" Shame on you!

Santa, I really felt badly about having to tell you to close your eyes and to break left. My platoon simply did not have anything with which to hit those big boys, and we just didn't feel brave enough to use our 7.62mm machine guns from as close as we would have to go in.

Let's face it, Santa . . . *No one wants to get greased on Christmas Eve!*

You'll also recall the sad plight of poor ol' Rudolph when he finally landed at Loc Ninh. His tail had been struck by a tracer and it was difficult to tell which end his nose was on . . . I hope the fur graft worked!

Since your flight route will be the same this year I hope that you'll find your way clear to give me the 20mm cannon I'm asking you for. With my 20mm and about 1,000 rounds of ammunition, I'll be able to leave my silly rockets at home, carry more than 1,600 pounds of fuel, and be able to fly faster so that you can get finished before daylight.

I'll also be able to get spare parts and additional ammunition from the Air Force, Navy, and Marines while we make the stops along your route.

Give my best to Mrs. Claus, and all of your little elves.

Sincerely,
Green Cobra 6
(Major William W. Fraker)

From an original painting for Chandler Evans by Keith Ferris

MAIN FUEL CONTROLS by Chandler Evans

The U.S. Army's HueyCobra, built by Textron's Bell Helicopter Co., is a high-speed assault helicopter able to fulfill a wide spectrum of fire-support roles. With greatly increased fire power, speed and maneuverability plus improved protection for the aircraft and crew, the AH1-G is powered by a Lycoming T53 gas turbine equipped with main fuel controls engineered and precision-produced by Chandler Evans.

This Chandler Evans product on the HueyCobra joins a distinguished line of pumps, main fuel controls, afterburner controls and other aerospace components in an array of important military aircraft and missiles as well as many of the latest and finest commercial aircraft.

Chandler Evans is pleased to be "known by the company its products keep" and by the records those products establish.

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GAS TURBINE FUEL CONTROLS/PUMPS • MISSILE CONTROL SYSTEMS/SERVOS • AIRCRAFT/ENGINE ACCESSORIES

Relieving THE PILOT LOAD

By
S. G. NILWAR

THE ultimate purpose of an advanced flight control system is to remove the pilot from the cockpit.

Enroute to that objective, there are three recognizable phases. *First*, there is that "guidance" which tells the pilot to do something. This is the pointing needle or the green band on the face of an instrument, the flashing light, or the warning horn.

Second comes that "assistance" which helps the pilot perform an action. This is stability augmentation; hydraulic assists which multiply the pilot's muscles; those control linkages which add power as pitch is increased; or that design which coordinates the effects of one control with those of another.

Finally, comes the "installed aid" which performs an action for the pilot. This can be considered to be the ultimate: the automatic pilot which responds to electronic signals from the ground – either reducing the airborne human to the role of monitor, or eliminating him from the system. The first phase of the transition may be considered complete. The third phase, despite experimentation and demonstration of equipment such as the QH-50, is still in the future.

The proponents of a rapid entry into the second phase have had a rough row to hoe – not because technology is lacking, but because of deep-seated objections on the part of those individuals whom the installed aids were designed to help. For several reasons. this "helping" has carried with it some undesirable overtones. Obviously, it reduces the importance of the job which the pilot – the acknowledged head of the present flight control system – is called upon to do.

Who gets the Air Medal?

Can you imagine a proud aviator explaining to his awed son that only father's quick action in replacing a fuse on Number Seven bank made it possible for the General to continue observing into Zebra sector?

Would you believe the suspenseful moments of indecision prior to the choice of seat positioning?

Who gets the Air Medal for a successful flight? The ground controller? The airborne monitor? The onboard computer?

What is the penalty for failure to clean the flight program tape before it is inserted in the electronic scan-

It's a cargo carrier!
It's a troop transport!
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It's the Beechcraft U-21A...now in continuous production!

Huge double doors and hefty one-and-three-quarter ton useful load enhance its capability as a high-priority cargo carrier. In-the-field conversion to any of its other utility configurations is quick and easy.

This remarkable versatility combines with proven dependability and exceptional performance to make the U-21A the ideal multi-mission airplane. Now in daily use, the traditionally rugged Beechcraft construction is meeting the diversified demands of urgent front-line operations.

Twin turboprop power provides quiet, efficient, trouble-free operation at both high and low flight levels. Amazing short and rugged field capability. Full all-weather dependability.

Big plane range, payload and positive "feel". Yet the U-21A will save its cost over and over again when operated instead of larger aircraft.

The worldwide Beechcraft service organization provides easily accessible parts and expert service, eliminating the need for an expensive logistic support program.

The U-21A is just one member of the Beechcraft family of utility aircraft. Each is built with growth potential in mind, to be quickly adaptable to meet the demands of the future. Write now for full information, performance data, mission profiles and growth factors. Address Beech Aerospace Division, Beech Aircraft Corporation, Wichita, Kansas 67201, U.S.A.

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ner? A speck of dust becomes terribly important when it is read as 50,000 feet, rather than as the intended 500.

Then too, "helping" the airborne pilot appears to place an extremely large burden on a ground controller who, not being there, is ill-equipped to make those immediate decisions which affect safety of flight. A drop of spilled coffee on his data sheet *could* result in sending a dozen aircraft to the same area at the same time and altitude.

What widow would be comforted by knowing that her man was straight, level, and at the programmed point in space when he rammed into an unexpected communications tower? Errors are not necessarily reduced by forcing all decisions upon one man; the only certain reduction is in sources of error.

A new set of problems

There remains the conviction – primarily among the older group – that sophisticated equipment has not answered problems; it has merely created a different set. There has never been a military requirement to fly without seeing; *the requirement has been to see without flying.*

Terrain avoidance, station-keeping, ground controlled approaches, instrument landing systems and the like have not offered solutions to the requirement; they have simply devised answers for an adopted alternative. This group also remembers that sophistication has cost megabucks, and they have an uncomfortable feeling that we would have been better off with more-and less sophisticated-gear.

However cogent these arguments may be, there are two factors which render them impotent. One factor is the slow but inexorable pace of change – the demand of the new generation to try things not opted by the old.

Given the capability to live on the moon, some guy *will* make his home there. Given the capability to lift sixty tons with a single helicopter, we'll design loads to fit – even if it takes the national supply of feather pillows. Given the capability to view the location and activity of a single infantry squad, few division commanders will resist the opportunity to supervise squad tactics. Neither, for that matter, will his superiors at Corps, Army, or Washington, D.C.

The second factor is equally compelling: manpower is our most valuable commodity and it requires the longest lead time to ensure availability. Anything which reduces the demand for and upon men (especially in combat) has to be welcomed with open arms.

General Arnold, who may have had little respect for Army aviation, did have respect for pilots of any Service, and he said in 1944: "*. . . For twenty years, the Air Force was built around pilots, pilots, and more pilots . . . The next Air Force is going to be built around scientists – around mechanically-minded fellows.*"

There were no aluminum-suited pilots in Korea, nor are they filling any cockpits at An Khe. When Army Aviators are required to return for second and succeeding tours of duty in Vietnam at a rate which exceeds the *entire* annual output of the Aviation Schools; when unit commanders are necessarily advised by higher headquarters that there is a limit to the number of hours which a pilot can be flown; when the Senate Preparedness Investigating Subcommittee declares that "*Pilots constitute a national resource*"; and when accident reports from Vietnam show pilot fatigue as a major contributing factor – when *all* of these conditions exist, it is time to move into phase two of the advanced flight control system at an accelerated pace and furnish some relief to the most important element of the system. Relief can be expected to show up in the form of reduced accident rates.

The motor skills

Of the non-combat aircraft accidents in Vietnam, approximately 80% are said to have been caused by something which the pilot did or failed to do. Some of these actions – or non-actions – involve the use of motor skills painstakingly learned at Service Schools. Some were in the application of judgment, much of which was gained by experience. The results were expensive; they cost *each* man, woman, and child in the United States about $8.00 last year. They resulted in some 200 fatalities which cannot be costed.

Motor skills can be, and are, taught well at the Service Schools. The timely operation of such skills, however, is dependent upon the action of certain reflexes which do not obey man-made laws and are not speeded up by platform or cockpit instruction. Successful operation is also dependent upon the proper functioning of *air judgment* – a facility primarily gained by personal, individual experience.

All the books, the platform instruction, the talks by greybeards, and the demonstrations by other pilots do little to convince the individual in training that *his* capabilities are bound by *their* rules. He, like his predecessors, will gain judgment from personal experience, and he, like his predecessors, will fume at his sons because they will not accept his judgment as final.

An arithmetical computation which divides the number of non-combat accidents by the number of operational aviators (excluding those in School training) discloses that each aviator can expect 1.3 accidents during a ten-year flying career. Given that his air judgment will improve as a result of his gained experience, and that his operational flying will be curtailed by his senior standing, his personal accident rate may be reduced to 1.0 for the fading half of his twenty-year career.

Modified by the 80% pilot-cause factor, this means that each Army Aviator can expect to have *one major accident* during his flying career which is directly attributable to his

own error. The accident will cost about $175,000 in current dollars. The odds are slightly in the pilot's favor that the accident will not write finis to his career. That's a happy statistic.

The act of flying – the business of moving a solid object through space during a given time – can have a forecastable accident rate based upon the saturation of airspace and the failure of materiel. The conditions of flying – the type of weather and wind, the experience and physical condition of the pilot, the urgency with which he approaches assigned tasks – these have little or no analytical application.

An indisputable fact!

Accident data have been turned every way but loose by simplists and sophisticates in an attempt to draw meaningful conclusions. So far, there has been but one indisputable fact about Army aircraft accidents; pilots get blamed for most of them.

That isn't surprising.

What is surprising is that no one will publicly admit that the pilot often serves as a scapegoat because there is no way to lay blame on a circumstance, a condition, or an attitude which, by its very nature, makes an accident inevitable. There is a tacit admission in the fact that accident reports are inadmissable in court-martials, but that's like trying to erase indelible ink – the mark is still there.

Pilots have adopted a tolerant understanding toward those senior officers who stop coughs and accidents by edict, but they do not yet afford the same tolerance to those who, having no knowledge of the facts, continue to consider them as unsafe truck drivers.

I once counted 82 separate and distinct movements made by a helicopter pilot during the two minutes prior to touchdown. These were physical movements initiated by a brain already engaged in the evaluation of options and alternatives:

"*Land here? Over there? Can I hover? Do I need to hover? Look at that dust cloud! Is that a stump? Where does that screwball think he's going? Is that a Charlie? Look out for the tail rotor! Left turn out? What altitude? . . . etc., etc., etc.*"

Error in either the movements or the evaluations could have resulted in an accident – a pilot-caused accident.

An inevitable breakdown

Without belaboring the point, it is this necessity for decision/action in an increasingly compressed time period which can overload the circuits of the human computer. Continued overloading, either through the accumulation of events or the compression of time, will inevitably result in breakdown.

There is nothing to be gained by the addition of more pilots per aircraft. The 82 actions and the accompanying evaluations *cannot* be performed by committee action. There is something to be gained by increasing the pilot training, but only when we learn to instill judgment, increase

FT. WORTH — All smiles during Nov. 8 ceremonies at Bell Helicopter Company are LTG William B. Bunker (right), DCG of Army Materiel Command; Bell president E. J. Ducayet; and LTC Donald F. Luce (Left), CO of AVCOM's Bell Piant Activity. The occasion was the roll-out of the 5,000th production UH-1 aircraft, the UH-1H in the background. General Bunker was on hand to accept the aircraft officially. First deliveries of the famed "Huey" were made in June, 1959.

FT. RUCKER — MG Delk M. Oden (second from right), CG of the Army Aviation Center, presents a certificate accompanying the Gold Broken Wing, a newly-established award for outstanding skill in recovering Army aircraft from in-flight emergencies, to LTC Atsuki A. Miyamoto (2d from left). Other USAAVNS pilots who received the lapel pin for exceptional professional skill are 2LT Jay E. Gillman (far left) and CWO Richard J. Whatley (far right).

the speed of reflexes, and make the pilot an error-free automation. This is patently impossible. Intermediate steps toward that goal are not practicable in the present environment, when the current demand for aviators and increasing numbers of air vehicles produce pressures for early graduation and quick deployment.

There are many offers from industry to help relieve the pilot load. As is to be expected, all are expensive; many entail risk; and some are overly optimistic. They can be lumped together and buried under a deluge of paper for many years.

They can, like V/STOL, be demonstrated in test beds until the test beds wear out. Or, they can be installed in operational aircraft and be tested in an active theater. Those which do reduce the pilot load could reduce accidents – or, more probably, they could be used to increase the bad-weather flying.

It could be that less-tired aviators will complain about their reduction in status. I doubt it. However, if you do find a few whose griping gets on your nerves, there's a quick way to get even:

Spill coffee on their data sheets!

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One Sikorsky S-64 Skycrane® off-loaded over 30 containers — some as heavy as 10 tons — from an American Export Isbrandtsen Lines' containership. During the demonstration on Long Island Sound the seas ran eight feet high and the wind blew in gusts up to 50 mph. Yet if this had been Vietnam, all 462,000 pounds of cargo would have reached Marines five miles inland in five hours.

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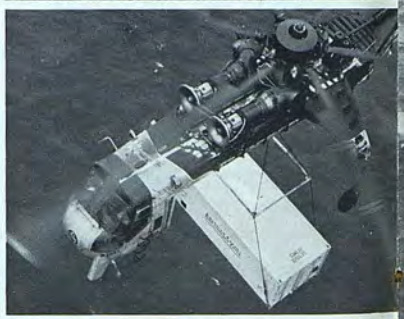

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AVIATOR PERSONNEL PLANNING

A discussion of the several actions affecting Army aviation manning levels by Colonel John W. Marr, the Executive for Army Aviation, OPO, OPD, DA

TO meet the vast growth in demand for aviators in Southeast Asia, the Army took *three major actions* in aviator personnel planning.

The *first* of these actions was to expand the production of new aviators. During the past year and a half, training output has increased from 125 to 410 per month. Phased increases are now under way to bring 610 new aviators into the inventory each month by next August.

In all, there have been four major expansions in the training program, each geared to increased demands to fill deploying units and to replace aviators completing their one-year tour in Vietnam.

The *second major action* was to adjust the aviator manning levels worldwide. First priority was given to Vietnam and the deploying units. The second priority was given to the aviation training base which must be manned at 100% to maintain a critical instructor-student ratio.

The manning level in other commands and agencies of the Army was substantially reduced to gain the availability of more aviators to sustain the priority commitments which were expanding at a rapid rate.

Use of existing personnel

To further bridge the gap between inventory and demand pending full output from the training expansion, it was necessary to take a *third major action* which was to intensify the utilization of the existing aviator population. This required the formulation of special aviator management policies, several of which are causing considerable con-

cern to our aviators today. An examination of these special policies will show why the aviator may have cause for concern:

A worldwide rotational base has been established for Vietnam. This created the condition for consecutive overseas tours. An aviator may rotate from Vietnam or another short tour area *directly* to another overseas area where an accompanied long tour is normal. While he is permitted to take his family to the long tour area he will probably be there only one year before returning to Vietnam. He may bring his family back to CONUS enroute to Vietnam.

Majors and captains are assigned to cockpit positions which are normally manned by lieutenants and warrant officers. Lieutenant colonels are assigned to lower grade aviator staff positions and, thereby, free more majors for cockpit duties. This policy permits the use of overages in majors and lieutenant colonels to bolster up a most pressing requirement.

Career schooling

Ground duty assignments and military and civilian schooling are being deferred for aviators in favor of continuous utilization in flying assignments. This policy is the *root of concern* to the career-oriented aviators since they tend to believe that they are falling behind their non-aviator contemporaries in branch qualification and opportunities to serve in assignments of greater responsibility and career advancing value.

Stabilized tours for majors and captains are being curtailed. While this does not contribute directly to increased utilization of these grades it does spread the burden of short tours on a more equitable basis.

Requests for removal

Most requests for removal from the aviation program are being denied. To conserve our flying strength removal is approved only in those cases involving cowardice, refusal to fly, fear of flying, and flagrant violation of flying regulations.

Grounded aviators are being used in aviator positions for which aviator expertise is required but for which the maintenance of areonautical skills is not essential. Certain platform instructor and staff assignments are examples of positions in which grounded aviators can be employed to free able aviators for cockpit duties.

AH-1G ORIENTATION

VIETNAM — GEN William C. Westmoreland, commander of the U.S. Army, Vietnam, is shown in a tandem-seat, two-place Huey-Cobra shortly after the arrival of the first of the new gunships in USARV. The AH-1G weapons platform carries more than a ton of mixed weaponry.

To further increase the utilization of our aviator population the short tour deployment criteria has been lowered. Aviators can be sent as a replacement to Vietnam with as little as six months obligated service remaining. They can be deployed with a unit with as little as three months obligated service remaining. This has the desirable effect of increasing the interval between short tours for all aviators.

Experience has shown that we can use up to 75% new aviators in deployable units and the replacement flow to Vietnam. This means that all the training output is immediately usable against the short tour requirement. In addition, the interval between tours for experienced aviators will increase by reason of having to fill only 25% of the flow to Vietnam with a gradually increasing return flow of experienced aviators.

Transition Training

Transition training is being increased by about 500 this fiscal year. Transition not only permits manning of the increasing inventory

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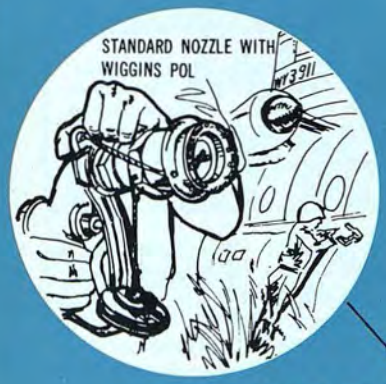
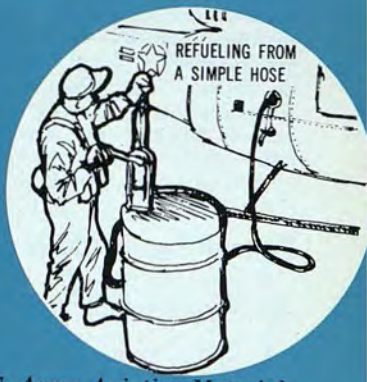
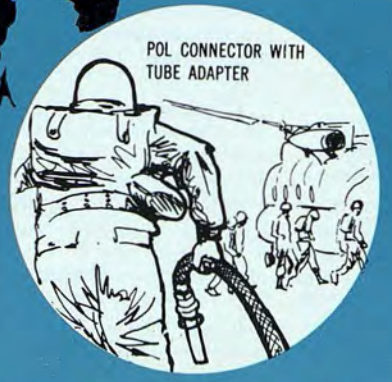




Refuel with the rotors running permitted by "safety."

Concept by U. S. Army Aviation Materiel Laboratories (AVLABS), Fort Eustis, Virginia.



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AVIATION CAREER PLANNING

(Continued from Page 27)

of new aircraft such as *Cobra, Chinook,* and *Crane* with experienced aviators, but it increases the depth of skills and provides greater flexibility and equity in assignment of aviators as well. We are finding it increasingly necessary, however, to transition new aviators to help man the larger and more advanced aircraft.

It appears that these policies must continue in effect for a year and a half to two years more. Reference has been made to the adverse impact of these policies on the aviator population. The two chief concerns are the frequent family separations and dislocations which are occurring from repetitious tours to Vietnam and consecutive overseas tours and the deferment of opportunities for branch qualifying ground tours and schooling in favor of repetitious flying assignments.

Family separations

To minimize the impact of family separation, current policy provides for:

- Aviators to move their dependents to overseas areas where accompanied long tours are normally authorized even though the aviator may be there only a year.
- Stabilizing aviators returning from Vietnam insofar as practicable at a station where they can remain with their families until it is necessary to return the aviator to Vietnam.
- Aviators assigned to a deployable unit and who have not moved their dependents to the station if the unit is delayed in deployment 45 or more days.

Career development

Several actions have been taken to minimize the impact of reduced opportunities for career development assignments.

- No deferments are being imposed on aviators selected for Command and General Staff College and higher level schooling. Only career course schooling is being deferred and close monitoring indicates that only a few who failed selection prior to the aviation expansion may not go to their career course prior to passing their first year of eligibility for C&GSC.
- Every effort is being made to afford the opportunity for entering the degree completion (*"Bookstrap" program*) to those aviators who are nearing the end of their eligibility for the program.
- The requests of a few highly qualified aviators are being approved for advanced degree schooling in aviation related fields such as aeronautical engineering.
- It appears that ground duty assignments can be resumed in late FY 69 when about 1,450 aviators will be needing branch qualifying tours. The possibility of earlier resumption of such tours is now under study.
- Instructions have been sent to commanders in the field to make appropriate remarks in efficiency reports to explain the circumstances of aviators who are assigned to positions calling for a grade below that of the incumbent. Selection boards are instructed to judge on performance and not necessarily on the job held.
- Aviators who are deferred in career course attendance receive a letter signed by the Director of Officer Personnel explaining the circumstance and a copy is placed in the aviator's file for the purpose of bringing to the attention of selection boards that the deferment should not be the basis for unfavorable personnel actions.
- A memorandum for record signed by the Director of Officer Personnel explaining the adverse impact of the aviator assignment policies is placed in the file of each captain and major. It bears a caution to selection boards to carefully weigh these considerations on an individual basis to insure that the current circumstances are not translated into long range impacts.

There has been a mushroom growth in the Army aviation commitments. The Army is striving very hard to keep up with the commitments through judicious application of its growing inventory to worldwide manning levels and by expanding the training output. At the same time it is striving equally hard to minimize the hardships imposed on the individual aviator through the restrictive policies which keep him in the cockpit on repetitive tours in Vietnam.

ANTE — In Vietnam, First Lieutenant James L. Ante, 118th Helicopter Company, on September 3, 1967, due to a helicopter accident; son of Mrs. Mary M. Parson, 1335 Wheeler Street, Covington, Ky., 41011, and Anthony Ante, [redacted]

BOSLEY — In Vietnam, Warrant Officer James G. Bosley, 52nd Aviation Battalion, on September 2, 1967, due to a helicopter accident; ward of Mrs. Agnes J. Valentine, New Creek, W.Va.

BOWEN — In Vietnam, Warrant Officer Ralph E. Bowen, 227th Aviation Bn, 1st Cavalry Division (Airmobile), on October 5, 1967, due to an aircraft accident; son of Mr. and Mrs. Wayne Bowen, 3[redacted]

BRYAN — In Vietnam, Major Blackshear M. Bryan, Jr., 1st Aviation Brigade, on September 22, 1967, due to an aircraft accident; husband of Mrs. Catherine B. Bryan, [redacted]

BURLINGHAM — In Vietnam, First Lieutenant Robert G. Burlingham, 44th Medical Brigade, on October 6, 1967, due to an aircraft accident; son of Robert P. Burlingham, [redacted] and Mrs. Nannie Busby, [redacted]

BRASHER — In Vietnam, Captain Jimmy Mac Brasher, 131st Aviation Company, on October 18, 1967, due to an aircraft accident; husband of Mrs. Sally F. Brasher, [redacted] (Originally reported as missing in action on September 28, 1966).

CLARK — In Colorado, Warrant Officer John A. Clark, 195th Aviation Company, Fort Carson, Col., on August 9, 1967, due to a helicopter accident; son of Mr. and Mrs. Harold A. Clark, [redacted].

COLITO — In Vietnam, Warrant Officer James M. Colito, 1st Cavalry Division (Airmobile), on September 16, 1967, due to a helicopter accident; son of Mr. and Mrs. James M. Colito, Sr., [redacted].

COOK — In Texas, Warrant Officer Conny Clayton Cook, 55th Aviation Battalion, Fort Hood, Tex., on September 2, 1967, due to a helicopter accident; husband of Mrs. Brigitte R. Cook, [redacted]

DANIEL — In Vietnam, Warrant Officer James L. Daniel, 119th Aviation Company, on September 2, 1967, due to a helicopter accident; husband of Mrs. Wanda Daniel, c/o Roy P. Brown, Rural [redacted]

DECHENE — In Vietnam, Warrant Officer Robert N. Dechene, 1st Cavalry Division (Airmobile), on September 17, 1967, due to hostile action; son of Mr. and Mrs. Marcel P. Dechene, [redacted]

OBITUARIES

DEROSIER — In Vietnam, Captain Thomas A. Derosier, 187th Assault Helicopter Company, on July 7, 1967, due to a helicopter accident; husband of Mrs. Jacqueline Derosier, [redacted]

DONAHUE — In Vietnam, Warrant Officer James T. Donahue, Jr., 1st Aviation Brigade, on September 22, 1967, due to hostile action; son of Mr. and Mrs. James T. Donahue, Sr., [redacted].

DORIS — Chief Warrant Officer (W2) Cornelius J. Doris, 3rd Brigade, 28th Infantry Division, Pennsylvania National Guard, on August 25, 1967, due to a helicopter accident; husband of Mrs. Gertrude Doris, [redacted]

EVANS — In Georgia, Captain Charles H. Evans, U.S. Army Aviation School Element, Hunter Army Airfield, Savannah, Ga., on September 5, 1967, due to a helicopter accident; husband of Mrs. Christel Evans, [redacted]

FRANCIS — In Virginia, Chief Warrant Officer (W3) William J. Francis, U.S. Army Transportation School, Fort Eustis, Va., on October 10, 1967, due to an aircraft accident; husband of Mrs. Joan Francis, Newport News, Va.

FULTZ — In Virginia, Specialist Sixth Class Roger C. Fultz, U.S. Army Transportation School, Fort Eustis, Va., on October 10, 1967, due to an aircraft accident; husband of Mrs. Katsuko Fultz, Newport News, Va.

GALLEGO — In Vietnam, First Lieutenant Lawrence Gallego, 43rd Medical Group, on October 4, 1967, due to an aircraft accident; husband of Mrs. Karen F. Gallego, 7[redacted]

HARGER — In Vietnam, Warrant Officer Don R. Harger, 1st Aviation Brigade, on August 17, 1967, due to an aircraft accident; husband of Mrs. Diane Harger, [redacted]

JENKINS — In Germany, Major Robert L. Jenkins, 122nd Aviation Company, Hanau, Germany, on October 12, 1967, due to an aircraft accident; husband of Mrs. Anne C. Jenkins, [redacted]s.

JOHNSON — In Virginia, Chief Warrant Officer (W2) Marvin L. Johnson, U.S. Army Transportation School, Fort Eustis, Va., on October 10, 1967, due to an aircraft accident; husband of Mrs. Mary L. Johnson, Clayton, N.C.

JONES — In Vietnam, Warrant Officer Wayne E. Jones, 1st Aviation Brigade, on August 17, 1967, due to a helicopter accident; husband of Mrs. Dolores J. Jones, [redacted]

KETHLEY — In Germany, Captain Elbert R. Kethley, Hq, 35th Artillery Group, Bamberg, Germany, on September 25, 1967, due to an aircraft accident; husband of Mrs. Alma B. Kethley, [redacted].

KUHNS — In Vietnam, Captain Kurt L. Kuhns, 15th Medical Battalion, 1st Cavalry Division (Airmobile), on September 8, 1967, due to an aircraft accident; husband of Mrs. Patricia A. Kuhns, [redacted]

MATTERN — In Vietnam, Warrant Officer Ricky P. Mattern, 12th Aviation Group, 1st Aviation Brigade, on September 3, 1967, due to a helicopter accident; husband of Mrs. Diane Mattern, [redacted]

MIGNEREY — In Alabama, First Lieutenant Clifford O. Mignerey, 90th Replacement Battalion, USARV, on TDY with USAAVNS, Fort Rucker, Alabama, on October 16, 1967, due to an aircraft accident; husband of Mrs. Cynthia Mignerey, [redacted]

MEMORIAL SCHOLARSHIP

Friends of Captain Frank R. Kerbl, who was killed in Vietnam on October 7, 1967, have established a "Frank R. Kerbl Memorial Scholarship" and have contributed donations to a separate fund administered in his name by the AAAA Scholarship Foundation, Westport, Conn.

Captain Kerbl's widow and five children reside at [redacted].

MORROW — In Vietnam, Major Boyd E. Morrow, 188th Aviation Company, 12th Aviation Group, 1st Aviation Brigade, on October 13, 1967, due to an aircraft accident; husband of Mrs. Jeanne F. Morrow, [redacted]

PERRY — In Virginia, Captain James P. Perry, U.S. Army Transportation School, Fort Eustis, Va., on October 10, 1967, due to an aircraft accident; husband of Mrs. Gloria Perry, Idaho Falls, Idaho.

PHIPPS — Warrant Officer Donald R. Phipps, 227th Aviation Battalion, 1st Cavalry Division, on October 5, 1967, due to an aircraft accident; husband of Mrs. Ruth M. Phipps, [redacted]

PLAMONDON — In Germany, Major Robert P. Plamondon, 122nd Aviation Company, Hanau, Germany, on October 12, 1967, due to an aircraft accident; husband of Mrs. Irene R. Plamondon, 4[redacted]

POREA — In Vietnam, Warrant Officer Robert G. Porea, 44th Medical Brigade, on October 6, 1967, due to an aircraft accident; son of Mr. and Mrs. Raymond Porea, [redacted]

PRESSON — In Vietnam, Captain Billie T. Presson, 1st Aviation Brigade, on September 20, 1967, due to hostile action; husband of Mrs. Cynthia M. Presson, [redacted]

ROBINSON — In Vietnam, Captain Winston T. Robinson, 1st Cavalry Division (Airmobile), on September 6, 1967, due to hostile action; husband of Mrs. Sandra S. Robinson, [redacted].

ROSE — In Vietnam, Warrant Officer Roger C. Rose, 1st Cavalry Division (Airmobile), on September 3, 1967, due to an aircraft accident; husband of Mrs. Arlene Rose, [redacted]

SAWYERS — In Vietnam, Captain Roger T. Sawyers, 1st Aviation Brigade, on October 2, 1967, due to hostile action; husband of Mrs. Jane C. Sawyers, [redacted]

SCOTT — In Vietnam, Warrant Officer Robert L. Scott, 176th Aviation Company, on August 25, 1967, due to hostile action; son of Robert C. Scott, [redacted].

STRENNEN — In Georgia, Major Theodore D. Strennen, 10th Aviation Group, Fort Benning, Ga., on September 5, 1967, due to a helicopter accident; husband of Mrs. Mary Lou Strennen, [redacted]

STYBEL — In Vietnam, First Lieutenant Conrad A. Stybel, 1st Cavalry Division (Airmobile), on September 17, 1967, due to an aircraft accident; son of Mr. and Mrs. Joseph Stybel, [redacted]

THOMPSON — In Vietnam, Captain Robert A. Thompson, 1st Cavalry Division (Airmobile), on August 9, 1967, due to hostile action; husband of Mrs. Hilda H. Thompson, [redacted]

WAINWRIGHT — In Vietnam, First Lieutenant David B. Wainwright, 44th Medical Brigade, on October 4, 1967, due to an aircraft accident; husband of Mrs. Sharon Wainwright, [redacted].

WARREN — In Texas, Warrant Officer James G. Warren, 198th Infantry Brigade, Fort Hood, Texas, on September 2, 1967, due to an aircraft accident; husband of Mrs. Beckie S. Warren, [redacted]

WENTZEL — In Vietnam, Warrant Officer William Wentzel, 1st Cavalry Division (Airmobile), on September 21, 1967, due to a helicopter accident; son of Mr. and Mrs. Eugene G. Wentzel, [redacted]

WILDER — In Vietnam, Chief Warrant Officer Bennett G. Wilder, 1st Aviation Brigade, on September 29, 1967, due to an aircraft accident; husband of Mrs. Elizabeth Wilder, Shadow Lawn Trailer Park, [redacted].

WROBLESKI — In Virginia, Captain Dennis A. Wrobleski, U.S. Army Transportation School, Fort Eustis, Va., on October 10, 1967, due to an aircraft accident; husband of Mrs. Faye Wrobleski, Independence, Ohio.

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1960

1962

1964

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McBRIDE, Maurice B.

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MERRITT, Donald E.S.

MILLS, James J.

MORRIS, James F.

MUSCHEK, Robert W.

MYERS, James R.

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OWENS, Bobby L.

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MONG, James J.

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WRIGHT, Frank E., III

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EAKINS, James R.

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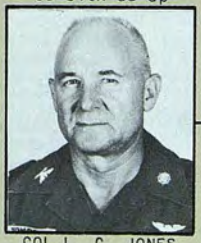

COL L. C. JONES

OPERATIONAL CONTROL

CO 1st MAT Gp

COL M. C. LIGHT

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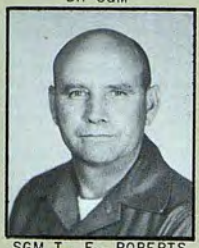
DCO 1st MAT Gp

LTC J. BERGNER

Bn SGM

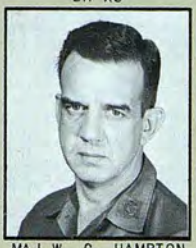


SGM T. E. ROBERTS

CO 1st TC Bn

LTC J. E. COBB

Bn XO



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1LT A. E. WEGLEY

Bn S-2

MAJ J. M. ADLER

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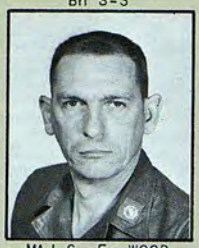

MAJ G. F. WOOD

Bn S-4

MAJ J. W. PATTON

CO HHC

MAJ J. R. HUGHES

Bn Aero/Eng

MAJ G. W. MUNROE SR

CO Co A

CPT L. L. SHARE

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U.S. ARMY, VIETNAM

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HEIKKINEN, Laurence K.	LYTLE, Thomas A.	PENNYPACKER, John E.	SMITH, Donald L.
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HOLER, Thomas R.	MARTINEZ, Arnulfo, Jr.	PLATZ, Adelbert L.	STANDLEY, John M.
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INMAN, David R.	MITCHELL, Monroe J.	PURCELL, Thomas D.	STRAZZINI, Edward M.
JACKSON, David T.	MOLINE, William P.	RAFTER, Ronald R.	STRONG, Harry D.
JACKSON, Warren G.	MONTGOMERY, James O.	RAIMI, Morton D.	SVELA, John R.
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KIME, David F.	MURKLAND, Peter H.	RICHARDS, Gary F.	WALLICK, Glenn A.
LACASSE, William J.	NELSON, Harold R.	ROGERS, Dennis R.	WALSH, John A., Jr.
LAREAU, Kenneth L.	NESTER, Marvin E.	RUESTOW, Gregory P.	WALTHALL, Kenneth L.
LAW, Harold E.	NEWBOLD, John Robin	RYAN, Peter M.	WATKINS, Michael C.
LAWRENCE, Miles E.	OGLE, William C.	SAND, David A.	WATSON, Wayne M.
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WHITELEY, William R.	EVANS, Robert H., SGT	HRONICK, Mr. Anthony L.	CHAMBERLAIN, A., LTC
WHITTINGTON, Robert L.	JACKSON, Richard L., SFC	KISHI, Mr. James S.	CLARK, Max A., LTC
WILSHER, Joseph M.	KILBANE, Patrick D., SSG	MOSHER, Mrs. Robert L.	EASTERBROOK, E.F., MG
WILSON, Donald L.	NYE, Kenneth H., SP5	SAMANIEGO, Mrs. Roberto	ERICKSON, Floyd C., LTC
WINSTANLEY, William R.	SEIFERT, John D., SP6	SCHWARZ, Mr. Harvey F.	LABER, Orville J., MAJ
WITKOWSKI, David E.	TILLIS, Marshall C., SSG	SHAW, Mr. G. Norris	LENIC, Sigmond C., LTC
WOOLSEY, George L.	TURNER, Leroy M., 1SG	WILWERDING, Mr. J.W.	MILLER, Oral D., LTC
WORKMAN, James F.	**ASSOCIATES**	**RETIRED**	SPAULDING, G.E., MAJ
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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

ADDRESS .....

(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 06882.

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☐ U.S. Army National Guard
☐ U.S. Army Reserve component
☐ Other. Describe below.

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LETTER TO AN AVIATOR

(Continued from Page 9)

Division (Airmobile) in the 1965 battles at Plei Mei and Pleiku, and later at Ia Drang.

What is airmobility? You know well that you play a major part in airmobility because you fly the machines, the helicopters, which have been integrated into every aspect of combat power of the Army team. These facets of combat power are primarily movement, fire power, command and control, reconnaissance and intelligence, and logistics. You studied all of them in school – you know how your machine fits into each.

In Vietnam, you may be assigned to the 1st Air Cavalry Division with its two assault helicopter battalions (UH-1D) and assault support helicopter battalion (*Chinook*), plus helicopters in the brigades, aerial artillery, the artillery headquarters, the air cavalry – almost all portions of the division.

You may be assigned to one of the non-divisional battalions or companies that make up the 1st Aviation Brigade, the major aviation element in Vietnam, consisting of two aviation groups and a number of battalions. In addition there are many separate divisional combat aviation units and other smaller detachments employing both rotary and fixed-wing aircraft.

Listen to the pros!

When you reach Vietnam and report to your unit, listen to the *old pros* – learn what you can from them! You'll be paired initially with an oldtimer probably flying the left seat of the bird. Most units have a system where you train or fly with an experienced pilot for 25 to 50 hours before you are permitted to be first pilot in command of a helicopter. This will enable you to learn the combat field techniques – how to fly in the extremely high temperatures; how to fly in and out of close confined areas deep within the jungle; how to understand and live with the monsoons and the other weather aspects of Vietnam.

The monsoons are vastly overrated. The 1st Air Cavalry found during its first year in Vietnam in the Central Highlands where effects of both the northeast monsoon and the southwest monsoons are felt, that helicopters could fly ninety-five percent of the time. Invariably, a way was found to fly through the weather, down on the deck, below the clouds, in and out of the fog, or guiding on roads and other terrain features.

You'll learn the terrain itself and become so familiar with it that when the weather is bad, it'll be like driving in a Los Angeles fog, down a road, or a valley which you know like the back of your hand.

War stories

Pay attention to those around you as far as their good qualities are concerned. Try not to get upset by the many war stories you'll hear. Keep in mind that we all tell war stories, just as you told them, recounting your experiences in Flight School.

Don't worry about the vulnerability of the helicopter or the fact you may get wounded or killed. Without going into a lot of detail, you do take certain risks. Birds are shot at. Birds are hit. Some aviators and other crew men are killed and wounded. But the numbers are small.

There are fewer pilots, co-pilots, crew chiefs, and gunners killed proportionately here than are Infantrymen whom you are transporting into the battle. Remember the men you take into battle have to stay there and participate in it *all* of the time. You're fortunate! You only go in for a few minutes from time to time and do not have to remain, although you may be going back in on repeated passes and under varying tactical and weather conditions.

You are privileged to be an Army Aviator as I am. It is a most important job. Take pride in having been selected to attend Flight School, completing the rigorous training and earning your wings. Now you must add some polish to those wings, from combat and field experience you'll gain in the states before going over and finally in your ultimate test in Vietnam.

I wish you the best of luck in Vietnam and look forward to hearing from you from time to time. Hopefully one of these days I'll see you again over there.

Good luck,
KDM

Army Aviation

OCT.-NOV. PHOTOS

LANDING ZONE ENGLISH, USARV — MG John J. Tolson, commander of the 1st Cavalry (Airmobile), attaches a Meritorious Unit Commendation streamer to the standard of the 11th Aviation Group, as SGM Keith Personnette, the Group Sergeant Major, stands at the left. The unit was presented the award for its outstanding support of the First Team during 1965-1966.

FT. EUSTIS — LTC Erwin Mitchell (left), of the Maintenance Training Dept. at USATSCH, is shown presenting 1LT Hasko Karl-Willi Eckel an Army Aviation Ass'n Certificate of Achievement for being the Honor Graduate of Aircraft Maintenance Officers Course 1-68. The award is presented to each AMOC Honor Graduate by the David E. Condon Chapter of the AAAA.

AN KHE — COL Joseph L. Gude (standing at left), 11th Aviation Group Commander, congratulates LTC Robert C. Kerner, CO of the 228th Aviation Battalion, on the Winged Warriors' 15,000 flying hours without accident in USARV. CPT Robert G. Deppey (left), Bn Avn Safety Officer, and SGM Robert H. Thorne (right), hold the sign commemorating the occasion.

FT. RUCKER — Personnel of Warrant Officer Rotary Wing Aviator Course (WORWAC) 67-19 pose for a class picture following their attainment of 100 per cent membership in the Army Aviation Association (AAAA). The 254-member class is scheduled to graduate from USAAVNS on November 21. Assigned to the 1st WOC Company in the USAAVNS Regiment, the class received a $762 AAAA Refund check for "going 100 per cent." The September 16 presentation was made by LTC Raymond E. Dickens, WOC Bn commander, to WOC John E. McFall, the 67-19 Class Leader. (USA Photo)

AAAA FOUNDATION OFFERS $3,500 IN SCHOLARSHIP AID

The AAAA Scholarship Foundation announces the availability of $3,500 in 1968 scholarship assistance funds for the sons and daughters of members and deceased members of AAAA.

Application forms for the 1968 scholarships may be obtained by writing to the AAAA Scholarship Foundation, Inc., 1 Crestwood Road, Westport, Conn. 06880. The applications, together with other supporting application data, must be returned to the Foundation on or before March 1, 1968 to receive Awards Committee consideration.

ELIGIBILITY

Eligibility requirements for the awards have been minimized. The applicant must be:

1.

The son or daughter of a member or deceased member of AAAA.

2.

A high school graduate or senior who has made application to an accredited college or university for Fall, 1968 entrance as a freshman, or who has been accepted for freshman enrollment in the Fall of 1968.

3.

Unmarried and a citizen of the United States.

AREA INTERVIEWS

Following the receipt of the completed application form, the financial statement, and the required academic transcripts, the Foundation will notify the applicant to report to a group of interviewing officers selected from among the AAAA membership residing in the applicant's area. The "Report of Interview" serves as an important, (but not mandatory) part of the documentation required for awards consideration.

FINAL SELECTION

The final selection will be made by the AAAA National Awards Committee, a permanent standing committee of the National Executive Board of the AAAA that has been designated as the Foundation's judging agency. The selection will be made during the month of March, 1968 period with the winners to be notified by March 31, 1968.

BACKGROUND

Incorporated in December, 1963, the AAAA Scholarship Foundation, Inc. is a separate non-profit education activity created to administer scholarship assistance to the children of members.

The previous scholarship recipients have included Joel R. Graft (1963); Danny P. Barrett, Cheryl Ann Cretin, Roger A. Moseley, and Robert P. Spears (all in 1964); and Harmon B. Dow, Kathryn M. Eggers, Penny L. Francis, Jessica Ann Fried, Joseph W. Hely, Jr., Michael E. McMaken, and Leslie T. Schockner (all in 1965).

The seven 1966 scholarship winners included Laurie Jo Davis, Eugene F. Geppert, Joseph J. Lahnstein, Roxanne Roehl, Robert P. Thomson, Chauncey L. Veatch, Jr., and Betty R. Williams.

The 1967 $500 Scholarship winners included Kathryn G. Black, Thomas E. Brazil, Donna M. Budjick, Philip K. Chamberlain, Marion L. Dellapa, Geri I. Paul, and Martin S. Tyson. $100 Honorariums were awarded to Florence L. Barker, Deborah H. Francis, Sharon J. Raulston, and Lincoln P. Webb.

With the issuance of the 1967 scholarship assistance, the AAAA Scholarship Foundation has provided $13,850.00 in direct aid to thirty students since the inception of the program in 1963.

Should you take your light twin through it, around it or turn back?

The Bendix AN/APS-113 Weather Avoidance Radar is fundamentally superior because it's fundamentally different. Start with the fact that the AN/APS-113 is not a rehash of airline radar—it is specifically designed to make the most of the limitations posed by smaller aircraft.

That's why only the Bendix® AN/APS-113 gives you 40% greater range than competitive units with the same size antenna. Not only that, but the AN/APS-113 produces a stronger image of less-dense weather targets. While these smaller storms might not interest airliners, it's exactly what the pilot of a light aircraft must look for—information on marginal situations that show him how to skirt around a storm.

This ability to see "inside of storms" as far away as 80 miles is what sets the AN/APS-113 apart. That, plus its ability to see the storm behind the storm—and the storm behind that—even when close-in weather makes strong radar echoes.

And the complete system weighs just 16½ pounds, requires only 70VA of AC power and 2 amps DC. All this adds up to greater flying safety for you and greater usefulness of your aircraft.

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Whatever the aircraft, you fly more often, to more places, and in greater safety with the AN/APS-113 aboard.

More information? Contact **The Bendix Corporation, Avionics Division, Baltimore, Maryland 21204.**

Only a Bendix AN/APS-113 tells you at 80 miles.

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ARMY AVIATION

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