

# Army Aviation

JULY 31, 1968

**Snake-in-the-sky.**

(See back cover)



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# ARMY AVIATION

JULY 31, 1968

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**CORPUS CHRISTI** — The production film crew of a new Army film, "Air Piggyback at ARADMAC" prepares to shoot several UH-1 helicopters arrived at the U.S. Army Aeronautical Depot Maintenance Center (ARADMAC), Corpus Christi, Texas, from Vietnam. The helicopters illustrate the "piggyback" configuration, a new method of shipping helicopters, suggested by two Army personnel attached to ARADMAC. "Piggyback" has thus far saved the government \$1,690,894.00.



**FT. STEWART/HUNTER AAF** — COL Robert L. Cody (left), Chief, Aircraft System Division of the Army Aviation Directorate, OACSFOR, accepts a certificate and scarf denoting that he is now a "Red Baron." LTC H. James McConnell, Dept. of Tacticsm USAVNS Element, makes the presentation. The Stewart/Hunter award is made to those persons completing the firing of the Hueycobra's weapon's system. COL Cody is the third man to be so honored since the inception of the award.



**HUNTER ARMY AIRFIELD** — Lieutenant Colonel Glenn M. Ebaugh (left), Division Chief, Standards Division, Department of Advanced Helicopter Training, U.S. Army Flight Training Center, Fort Stewart/Hunter Army Airfield, Georgia, is congratulated by Colonel Derosey C. Cabell, Assistant Deputy Commandant, U.S. Army Aviation School Element, upon receiving the Master Army Aviator Badge. The award took place on June 19.



**FORT WOLTERS** — The first USMC officers to complete primary rotary wing training at the USAPHS are, left to right, 2LTS Joseph E. Sturtevant, Jr., Robert L. Barnes, George W. Haufler, Jr., Edward L. Watson, Jeffry D. Monaghan, and Stanley W. Taylor. Under the current inter-service agreement, 15 Marines a month enter flight training at Fort Wolters. The program was initiated in February of this year. (USA photo)



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# The New Army Aviation Ring



By Colonel  
LESTER C. ROBERTSON,  
Army Aviation Directorate  
OACSFOR, DA

ARMY Aviation's 26 years of progress and astonishing success is a matter of record. However, the historical aspects of Army Aviation may not be too well known, or at least remembered, by some; pride in accomplishments is possibly not being shared by all, and spirit can always be improved by reviewing the major events of progress.

The recognition and adoption of major milestones as impressive imprints in the halls of our progressive Army Aviation history is not being too well imbedded in the minds of our young aviators.

## The Old and the New

The *Old-Timers* talk of "The Beginning," World War II, and Army Liaison Pilots, all of which the younger crowd of aerial experts accept with interest and amusement. But are they impressed with the history of unparalleled challenges met head-on by the pioneers of Army Aviation who are identified today as the gray-haired, bi-focal wearing and often time restricted throttle-pushers who remember *WHEN*?

Can this impressive increment of Army Aviation history be kept alive in the young, exploring minds of today's modern aircraft drivers who are rapidly replacing the Liaison Pilots of yesteryear? Apparently the lust for adventure in new combat roles, with relatively high speed turbine powered, well instrumented aircraft, overshadows the days gone by when Piper Cubs with minimum instrumentation were slowly putt-putting their way along, making aviation history and attempting daily to gain proper recognition and complete acceptance by the Ground Commanders.

## A Catch-All Ring

To assist in keeping various aspects of Army Aviation predominant in the minds of Aviators in years to come, an Army Aviators' ring has been designed which depicts the initial Army Aviator's badge of qualification (L-Wings); the "Mayflower" of Army Aviation, the L-4; and the year Army Aviation was born (1942) on one side as the *historical background*; while the other side of the ring represents the present. Here, the

current Army Aviator's qualification and identification wings are presented along with the UH-1 *Huey* helicopter and the Army Aviation motto, "Above the Best".

For those who wish to pass on the heritage of Army Aviation to potential Aviators or ring admirers, or to reminisce with fellow Aviation associates, the following information may be of assistance.

### The design explained . . .

The "L-Wings" were adopted from the Army Air Corps and worn by the graduates of Class 1 for Army Liaison Pilots at Fort Sill, Okla., in September 1942. However, no official Army L-Pilot Wings were recognized at that time.

To distinguish Army L-Pilots from Army Air Corps L-Pilots, the "L" on the earliest Army wings was painted black. A few of these insignia are still retained and cherished by the old-timers. In 1943, concurrently with the approval of flight pay for aircrews, the Army accepted the standard silver Liaison Pilot Wings (Air Corps) as its official badge of qualification.

The Piper Cub L-4 aircraft entered the Army inventory in September, 1941, and a total of 5,424 were procured prior to the end of World War II. The L-4's or *Grasshoppers*, so nicknamed by General Swift in 1941, were joined in 1951 by the procurement of 219 Cubs of later vintage. These L-21's were required to expand the training base at Fort Sill, Okla., in support of the training requirements for the Korean Conflict, and remained in the inventory through 1953.

### Why the Cub?

Although the Army inventory in 1942-43 consisted of 352 Vigilant L-1's, 942 Taylorcraft L-2's, and 1,466 Aeronca L-3's, the largest number of aircraft in the Army fleet by type was the Piper Cub L-4, and it remained in the inventory 11 years longer than any of the other earlier designs. It was the first Army aircraft in combat during World War II, the first to operate from an aircraft carrier deck, and the first to utilize the Brodie Landing System. The many other firsts earned the L-4 *Grasshopper* the distinction it deserves, and warranted its selection on the



Aviator's Ring as a truly pioneering symbol of Army Aviation.

Army Aviation was born on 6 June 1942 (MCMXLII), when the War Department approved organic aviation for the Field Artillery. Class 1, consisting of 19 Officer and Enlisted Student Pilots, commenced their training on 3 August 1942 at Fort Sill, Okla., following the celebrated "Class before Class 1" group of pioneers, and the Aviation program was on its way.

Artillery units were authorized aircraft, crews, and maintenance personnel as a permanent part of their Force structure, but flight pay was still not approved for any of these initial aviators.

### Army Aviation today

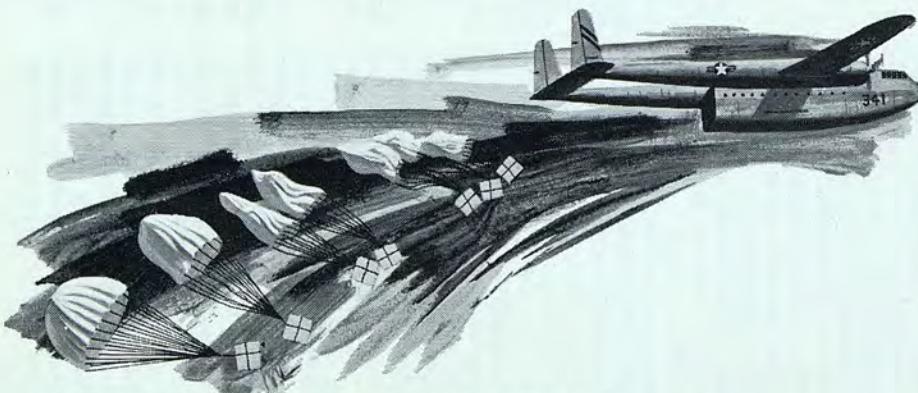
The current Army Aviators' Badge of qualification was designed within Army Aviation and became an official item of insignia in July, 1950. The first set of the Army Aviators' wings presented to an Army Aviator are displayed in the Office, Director of Army Aviation, OACSFOR, Washington, D.C.

The first to be designed for the Army, the silver wings, have been proudly worn by

(Continued on Page 40)

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# The Aviation Warrant Officer Program: Problems and Progress

By  
Colonel  
**EDWIN L.  
POWELL,**  
Director of  
Army Aviation,  
OACSFOR,  
DA

**I** have devoted much of this space in recent months to the problems and progress of our *Aviation Warrant Officer Program*. I am delighted that the editor has decided to devote almost an entire issue to this subject, and that the Office of Personnel Operations has summarized the most important aspects of the future of the Warrant Officer Aviator.

No matter how often stated, it cannot be over-emphasized how critical a role the WO aviator plays in the total structure of our aviation program. Many years ago, a special aviation study board made a rather drastic recommendation that the Army Aviation Program should strive for a 50/50 balance between commissioned and warrant pilots.

It was a bold proposal and many knowledgeable people, in and out of the Army, had grave reservations about its success. Other Services pointed to the problems they had had in the past concerning enlisted aviators and "other-than-commissioned" pilots, and warned of many complications we could expect. All these comments were carefully weighed and analyzed, but the long-range airmobility goals of the Army tipped the scales in favor of the Warrant Officer aviator. In retrospect, I believe this decision was the wisest we have ever made.

## A special report . . .

A little more than a year ago, Major General Williams, the previous Director of Army Aviation, gave a special progress report on this program. I would like to bring that report up to date on the major areas, since the details are covered elsewhere in this issue.



Two points will serve to highlight the growth and maturity of this program:

... Last year at this time we had 5,000 Warrants; now we have approximately 8,000 and the number is increasing rapidly.

... The Aviation Warrant Officer Branch has firmly established itself as a separate career branch in the Officer Personnel Directorate, functioning at the same level as the commissioned officer career branches.

From the viewpoint of the WO aviator, the most important feature of the program is the recognition throughout the Department of the Army that WO career planning and management are an absolute must to provide the necessary career opportunities and incentives. Recent progress in the *Aviation Warrant Officer Career Program* is reviewed in this issue. The tentative program of instruction for the intermediate advanced courses appear for the first time, as well as the Regular Army Warrant Program which is now finalized in AR 601-101, dated 8 March 1968. These are only two parts of the

new *Aviation Warrant Officer Program* that was designed to provide the Aviation Warrant a satisfying and rewarding career.

### **A back seat to no one!**

I have just returned from an inspection of our aviation units in Southeast Asia, and I can truthfully say my impression of them all is one of dedication and professionalism. This goes right down from the senior commanders to the crew chiefs and door gunners. The Warrant Officer aviator takes a back seat to no one in his contribution to this effort.

One only has to read the citations on thousands of decorations for heroism and service to realize how the vision of the Rogers Board is being proven in combat by hard facts. The expertise of the Warrant aviator is well recognized, respected, and admired.

I'd like to make a few personal observations to the new, young Warrant:

You are in a very special category and at first, you may have the impression of being neither fish nor fowl. This is natural for you

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## THE WO PROGRAM

(Continued from Page 13)

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are special! You are destined to be a skilled technician and to fill positions that involve million dollar aircraft. Many lives will rest in your hands.

You will have become a member of the aviation community, a field populated by many related enlisted and commissioned personnel, and you will discover that it includes both the novice and the "ace." You will be an "officer" in every sense of the word, and be expected to accept the responsibilities as well as the privileges.

But as a new graduate from flight school, you will be entering another phase of your training, just as any new graduate from any school. Your success will depend on your ability to add experience to the fundamentals you were taught in school, to *expand* your knowledge by practice. However, across the board you will find understanding, tolerance, and leadership available, and a host of people who are looking towards your future.

### A challenging career

To the young man who loves flying per se, the *Warrant Officer Aviator Career Program* provides one of the few careers offering the greatest challenge to a pilot — and still retaining the fun and freedom of the skies. Army Aviation still relies heavily on nap-of-the-earth tactics and individual decisions to accomplish its mission. New and sophisticated equipment has not changed this.

This type of flying demands judgment above all else — judgment that comes only from experience. The Army expects to maintain its reservoir of flying expertise in its senior warrant officer — the "pros."

In the last few years, the career pattern of most Army Aviators has been very turbulent. This is especially hard on the married officer. It takes an understanding and gifted wife to bend with these changes, put up with hardships they entail, and be the strong anchor of continuity for the family. I'm very proud of the distaff side of our aviation family, and the thousands of women who have

willingly borne the brunt of this turbulence. I wish we had some special award to recognize their dedication to our country's need.

Rest assured, the Department of the Army is trying every day to minimize and smooth this fluctuation and to "take care of our own." It is our hope that we will reach a point in time when all of our personnel — commissioned, warrant, and enlisted — can forecast, with some degree of assurance, their assignments, their schooling, and their lengths of tours.

### Keep your buddy in!

We are making progress, but I would be the first to admit we are a long way from our ultimate goals. Our immediate objective in improving family stability is to have enough aviators to permit two year tours in dependent areas. Retaining aviators aids in achieving this objective as much as does acquiring new ones. Keeping your buddy in will postpone *your* next short tour.

Of course, we must be realistic. Our entire military establishment is geared first to respond to our national contingencies, and we must be ever ready to sacrifice our personal stability when the need arises. This has always been inherent in the career of a soldier, be he general or private.

But living at the same address for twenty years is not the only measure of stability. The intangibles of "belonging to the Army" — not a great impersonal machine, but a sort of family where you are recognized as a person among hundreds of true friends — is very real and meaningful. The challenge of innovation and the unlikelihood of "getting in a rut" are part of the pattern. The satisfaction of leading and guiding other men who look to you in a crisis; the knowledge of a job well done; yes, and in this day of cynicism, that the words "duty — honor — country" are not hollow — all are part of the whole.

As I view it, the future for the career Warrant Officer Aviator is bright — and challenging. For the individual, the pros heavily outweigh the cons. So it can be a long career as well, if you choose to make it so.

Major  
Eugene S. Capps



Major  
Jonah B. Davis, Jr.



Major  
Elliot J. Welch

This plaque goes to each Army pilot who logs a thousand flying hours in the Army Mohawk surveillance system. This month Grumman salutes Major Jonah B. Davis, Jr., Major Eugene S. Capps, and Major Elliot J. Welch, all of whom have earned the 1000-hour Mohawk plaque.



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

**Major Jonah B. Davis, Jr.**, completed 1000 flying hours in the OV-1 in January 1968 while serving as Commanding officer of the 73rd Aviation Company in Vietnam. He served as a flight instructor in the OV-1 Transition Flight at Ft. Rucker from Dec. 1961—July 1962, and assumed command of the OV-1 Flight from July 1962 to December 1962. Maj. Davis had the distinction of being the first replacement sent to the 23rd SWAD after its deployment to Vietnam in 1963.

**Major Eugene S. Capps** completed 1000 flying hours in the OV-1 in November 1967 while serving with the 73rd Aviation Company in Vietnam. He has logged over 1300 combat flying hours during two tours of duty in Vietnam. Major Capps was qualified in the OV-1 Mohawk in August 1962 and serves as an instructor pilot and instrument flight examiner for the 73rd Aviation Company in Vietnam.

**Major Elliot J. Welch** has been a rated aviator since 1959, and completed Mohawk transition in 1961. Major Welch was assigned to the 225th Aviation Company, Ft. Lewis, Washington, in September 1966 and deployed with the unit to Vietnam in April 1967. He served as operations officer with the 225th and logged in excess of 250 combat hours. Major Welch has received the Air Medal with "V" device, Bronze Star, Army Commendation Medal with oak leaf cluster, and several other medals while in Vietnam. He has recently been assigned to Ft. Richardson, Alaska.



**GRUMMAN**  
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# A NEW HELMET

**A** new protective helmet is in the offing for Army Aviators.

The helmet — tentatively called the *SPH-3B (Modified)* — will offer a number of distinct advantages over the helmets presently in use, according to Lieutenant Colonel Robert W. Bailey, CO of the U.S. Army Medical Research Unit at Ft. Rucker.

Distinctive advantages the new helmet offers are greater noise attenuation, lighter weight, improved boom microphone, and improved helmet-to-head attachment.

LTC Bailey said the new helmet evolved from the Navy *SPH-3* helmet which was originally designed for use by Navy helicopter pilots. The Navy designed the original helmet with two prime goals in mind: crash protection and acoustic attenuation to prevent hearing loss in a high noise environment.

USARRU improvements over the Navy version include beefing-up the primary shell of the helmet from 0.065 inches to 0.10 inches, a move which will significantly increase both the crash and acoustic protection offered by the helmet.

The new helmet weighs significantly less than both the *APH-5* used by Army Avia-

tors in the U.S., and, a great deal less than the *AFH-1* ballistic helmet issued to Army Aviators in Vietnam. The lighter weight is expected to significantly reduce helmet fatigue on aviators.

Although the new helmet weighs less than any presently in use, LTC Bailey reported that its ballistic characteristics were nearly as good as the specially designed and heavy *AFH-1*. This is attributed to the use of Epoxy One resin in the primary shell.

The old common harness common to the *APH-5* was scrapped in favor of a direct mike positioned in front of the wearer's lips. The new mike offers a lower noise-to-human speech ratio as compared with the old mike whose hollow boom indiscriminately picked up and amplified noise.

The helmet-to-head attachment suspension of the *SPH-3B (Mod)* consists of a fire-resistant, synthetic fabric web which is easily adjustable. Aside from affording the wearer ventilation, which was unheard of in the *APH-5*, the web suspension is designed to keep the helmet on the aviator's head at high impact forces to give maximum crash protection.

## An improved visor

USARRU plans also call for the use of the shatterproof, nonbreakable polycarbonate visors with the new helmet to give aviators greater face and eye protection.

LTC Bailey also paid tribute to the U.S. Army Combat Development Command Aviation Agency at Ft. Rucker for its swift development of the necessary Qualitative Materiel Requirement (QMR) to pave the way for speedy helmet procurement.

The first shipment of 40 new helmets were received recently by USARRU for testing. Twenty are earmarked for user-testing by the Department of Rotary Wing and the Department of Tactics at the U.S. Army Aviation School. The balance will be laboratory-tested by a civilian contract agency.

Pending modifications which may arise as a result of testing, the new helmets are expected to be introduced into the Army supply system around the turn of the year. Issue is expected to be on a one-for-one exchange basis.



# LET'S LOOK AT OPAV!

**O**PAV is the office symbol for the *Aviation Warrant Officer Branch*. Here at OPAV, we again welcome the opportunity to present information of specific interest to the Aviation Warrant Officer through this publication.

We're told that the combined total of Aviation Warrant Officer AAAA members and "Army Aviation Magazine" subscribers who'll read this article numbers approximately 3,900, roughly one-half of the Aviation Warrants on active duty today, and approximately one-third of the total members of AAAA. Fine!

## Separate Branch in '62

Originally, the *Aviation Warrant Officer Branch* was a section within the Transportation Corps Career Branch. In 1962, it was decided to create a separate Branch to manage the careers of Aviation Warrant Officers exclusively.

Now the Branch enjoys the same status as the other fifteen career branches of the Officer Personnel Directorate (OPD).

OPD manages all officer careers, less those

of general officers and officers assigned to the Medical Services, Chaplain Corps, and the Judge Advocate General Branches. OPD is directly under the Office of Personnel Operations (OPO) which is responsible for all personnel operations, both enlisted and officer. OPO is an operating agency under the staff supervision of the Deputy Chief of Staff for Personnel (DCSPER) (See figure 1).

The *Aviation Warrant Officer Branch*, commonly called OPAV, carries out Department of the Army policies, plans, and programs pertaining to the procurement, training, assignment, and administration of Aviation Warrant Officers. The Branch has four functional sections:

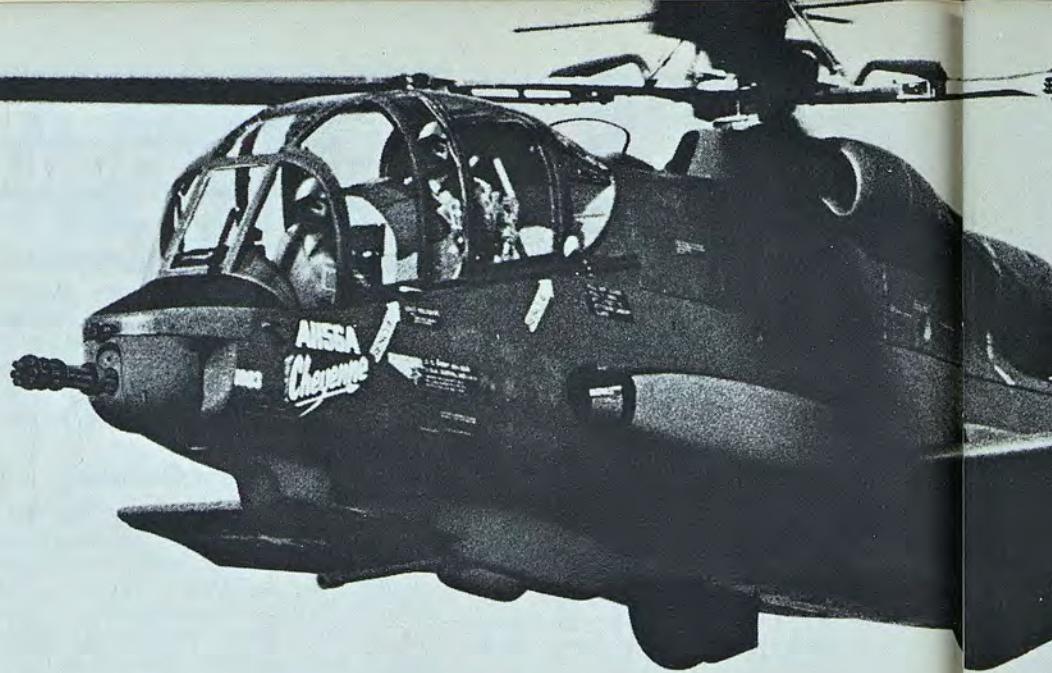
## Assignment Section

The Career Planning and Assignment Section plans, evaluates, and makes recommendations for changes and modifications of the *Aviation Warrant Officer Program*, and makes the worldwide assignments of Aviation Warrant Officers, including the assignment of newly-appointed graduates of USA- AVNS and direct appointees.

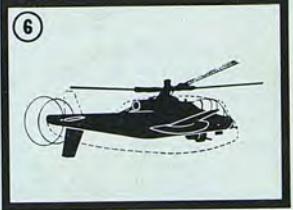
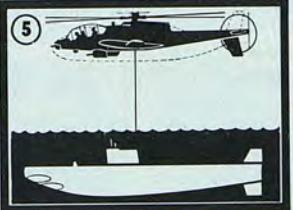
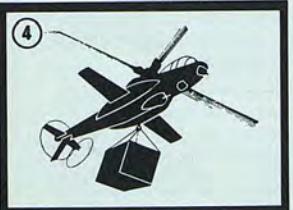
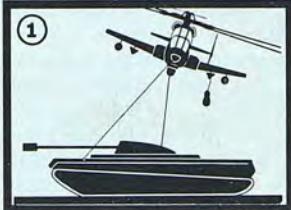
Regardless of the majority opinion of Aviation Warrant Officers, we at the Branch do read your preference statements. For example, a recent requirement calling for aviators for Central and South America duty was placed on the Branch. The initial requisitions were filled from those who had indicated on their DA Form 483 a desire for such a tour. Two of the Warrants, in fact, are going to language school enroute, which should make for a really outstanding tour.

This is not to say that everyone who asks for one will get a South American tour, but we do try to send those who express a desire to go there.

Officers should submit a new preference statement *any time their schools or assignment desires change*. Preference statements may be submitted through channels or directly to the Aviation Warrant Officer Branch. It is unnecessary to attach a letter to the statement; instead use the remarks section for your special desires or justification of special consideration. Within the limitations of the needs of the service and the equal distribution of opportunities, every



# The new 6-in-1 flying machine



Call it a flying machine...or basic air vehicle...or winged helicopter. But think of it as a *versatile foundation*—this AH-56A. That's what it is: a base for configuration changes that make it the "best buy" for six major types of military missions.

① In one form, AH-56A will be the world's most advanced gunship helicopter. Packing deadly armament, it will escort troop-carrying helicopters and soften landing sites. Weapons: machine guns, grenade launchers, rockets or antitank missiles. Speed: above 250 mph.

② With equipment changes, AH-56A will excel at reconnaissance and surveillance. For these jobs, the craft's speed and agility are enhanced by its unique navigation system, 26,000-foot service ceiling, and long range relative to load. (This new-generation vehicle has a self-deploying ferry range of 2,510 miles.)

③ Certain airframe changes can turn the basic AH-56A into an excellent craft for search and rescue work. Extremely stable and maneuverable because of the Lockheed Rigid Rotor design, it can decelerate from 200

knots to a hover in 17 seconds, then accelerate rapidly after making a pickup.

④ Another mission capability is supply-and-retrieval. Here its VTOL (shown) and V/STOL performance become vital, for the AH-56A can take aloft 14,000 pounds of payload after a short, rolling takeoff (about 900 feet).

⑤ With other alterations to airframe and power plant, the AH-56A can be turned into an ASW hunter-killer configuration capable of high speed and extended endurance.

⑥ Finally, the vehicle's dynamics system will support an adapted airframe that can carry 30 passengers, thereby adding new speed and versatility to transport operations.

What is the AH-56A? A very employable flying machine, built by Lockheed California Company's Van Nuys plant to be adaptable for many missions. It's a new breed of winged helicopter that will never run out of jobs.

**LOCKHEED**  
LOCKHEED AIRCRAFT CORPORATION

## LET'S LOOK AT OPAV!

(Continued from Page 17)

possible effort will be made to honor officers' preferences.

Many preference statements received at the Branch do not include several choices of assignments; therefore, if the officer's choice is not available, he is assigned based strictly on the needs of the service. It is recommended that each officer list several choices in priority, thereby allowing assignment officers some flexibility. Consult AR 614-100 for additional information on the use of DA Form 483.

### Personnel Actions Section

The Projects and Personnel Actions Section processes requests for all personnel actions related to appointments, retirement, resignation, elimination, and suspensions.

One of the most important functions of this section is its review of all efficiency reports to determine administrative correctness and the preparation of counseling letters to individuals.

The Branch Chief sends a personal "buck-up" letter to the individual Warrant Officer when he receives an extremely poor efficiency report. On the other hand, when the individual receives a particularly outstanding efficiency report, he gets a congratulatory letter from the Chief.

### Schools Section

The Chief of the Schools Section screens individual records, maintains eligibility rosters, and processes all actions relative to application and selection for military schooling. He also monitors the procurement of personnel selected for training as Aviation War-

#### DID YOU KNOW THAT . . .

. . . European tours are available. Most assignments to Europe are being made through inter-theater transfers from Vietnam or other short tour areas. The normal European tour is one year on station; however, with travel time and transition courses enroute, this usually extends the time between short tours to 18 months.

rant Officer Candidates through the enlistment option program.

### Administrative and Records Section

This section maintains the "Branch File" of every Warrant Officer. The Branch File normally contains the DA Form 66 (Officer's Qualification Record), appointment, and suspensions, and a copy of each efficiency report the individual has received. This file is the main tool used by the Branch in most of its personnel actions. If more detailed information is needed, the complete TAG File is requested from the Adjutant General's Office.

### Your DA Form 66!

At this point, we would like to solicit your help in keeping the DA Form 66 up to date. The most common entries that are not normally up to date are:

— Current Aircraft Qualifications; Education — Military and Civilian; and Awards and Decorations.

These entries, plus efficiency reports and previous military experience, are most important to us in making assignments and taking personnel actions.

#### 1968 ANNUAL MEETINGS

The Association of the U.S. Army and the Army Aviation Association have selected the week of Oct. 29-Nov. 1, 1968 for their concurrent annual meetings at the Sheraton-Park Hotel in Washington, D.C. AUSA will gather during Oct. 29-31 to be followed by the AAAA members on Oct. 31-Nov. 1.

### Come see us!

Your Branch has recently been relocated in more spacious quarters in building Tempo A, Wing 2, Room 2222. Tempo A is located adjacent to Fort McNair, at 2nd and "P" Streets in Washington, D.C. Buses run to and from the Pentagon every thirty minutes during duty hours. All correspondence to OPAV should be addressed:

Chief of Personnel Operations  
Headquarters, Dept. of the Army  
ATTN: OPAV  
Washington, D.C. 20315

# OPO

## Aviation Warrant Officer Branch



Branch Chief  
COL LEO D. TURNER  
(All Numbers)



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



Chief, Projects and  
Personnel Actions Section  
LTC EDWARD J. PORTER  
(202) 695-6642



Chief, Assignment and  
Career Planning Section  
LTC GEORGE M. TURNER  
(All Numbers)



Chief, Schools Section  
CW4 WILLIAM B. INGRAM  
(202) 695-4761



Overseas Assignment  
Officer  
CW4  
CHARLES J. WILLIAMS  
(202) 697-6835



CONUS Assignment Officer  
CW3  
WILLIAM M. DEMPSEY  
(202) 697-6835



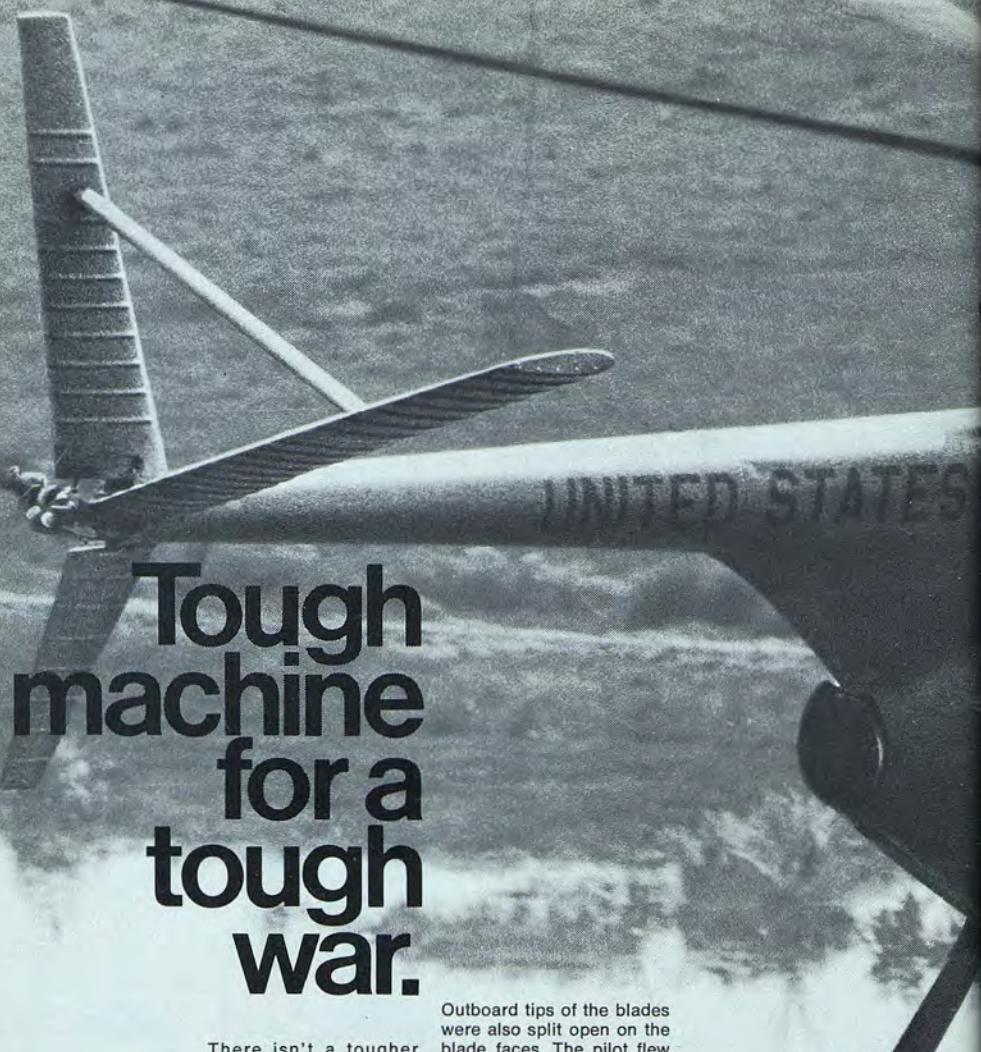
CONUS Assignment Officer  
CW3  
ROBERT L. HAMILTON  
(202) 697-6129



Personnel Actions Officer  
CW4 CHARLES E. KANODE  
(202) 695-6642



Personnel Actions Officer  
CW4 MARVIN A. FARMER  
(202) 695-9738



# Tough machine for a tough war.

There isn't a tougher proving ground than Vietnam. Or a tougher assignment than getting right down among the trees on aerial scouting missions.

So how is the Army's new OH-6A Cayuse standing up? Here's what the pilots and mechanics say, and they're the ones who know:

"Tail rotor blades were damaged in close-in action when they hit some trees. Trailing edges on the outboard ends were split open.

Outboard tips of the blades were also split open on the blade faces. The pilot flew this Cayuse 1½ hours afterwards. He said he felt nothing wrong with the tail rotor assembly—and no vibrations at all."

"We've had these birds take 10, 15 hits in vital parts and still fly back. This is the safest helicopter in the world, and all the pilots know it."

"In one Cayuse, bullets penetrated fuel cells, seat bracket, engine-to-main-transmission shaft, cargo-

compartment upper window, lower fuselage, engine-compartment doors, tail section, tail rotor control rod, engine armor. Flew one hour after damage and returned. No problems."

We at Hughes believe it's the kind of machine the men who fly it deserve. The Cayuse, built by Hughes Tool Company, Culver City, California.



**Hughes Helicopters**

# Prerequisites for RA Warrant Commissions

It's official! *AR 601-101*, dated 8 March 1968, announced the general policies, eligibility requirements, and methods of submission of applications for appointment of Warrant Officers in the Regular Army.

Colonel Edwin L. Powell, Jr., the Director of Army Aviation, discussed the *RA Warrant Officer Program* in his May Newsletter in "*Army Aviation*," so we won't go into additional detail here, except to state the prerequisites for applicants and to encourage all interested Warrant Officers to read the AR.

## Military Service Requirements

First, individuals must have completed a minimum of three years' active service in the Army as *Warrant Officers* at the time of their appointments. However, those Warrant Officers who are serving under an obligated active duty commitment, may apply upon completion of the twenty-fourth month of Active Warrant Officer Service.

Secondly, as of the date of his application, an applicant must have a service potential of at least one year prior to his retirement eligibility, except that Warrant Officers selected for retention on Active Duty beyond twenty years may apply.

## Eligibility Requirements

Here, we refer you to Section II of *AR 601-101*.

## Prior Military Service

Applicants must be able to complete thirty years of Active Federal Service by age 62, and must be a citizen by birth or by naturalization.

Moreover, an applicant must not have been:

. . . Separated from the service by reason of resignation in lieu of elimination,

. . . Dropped from the rolls of any of the Armed Forces,

. . . Removed from office under the criminal laws of the U.S.,

. . . Eliminated from the Active list of the Army by reason of having twice failed to be selected for permanent promotion,

. . . Resigned from the Regular Army after being notified of his second nonselection for permanent promotion,

. . . Separated from any of the Armed Forces of the U.S. with other than an honorable discharge, or

. . . Convicted by a Military or Civil Court, to include juvenile offenses.

## Education

Applicants must be high school graduates or have a high school GED equivalency. Two years of college or equivalent is the desired goal for Regular Army Warrant Officers.

**T**HE May, 1967 issue of "Army Aviation Magazine" carried an exclusive article that announced a new career program for Aviation Warrant Officers. This program is a "first" — there never has been a definite career program for the Aviation Warrant Officer prior to now.

It has long been recognized that a career plan similar to that of the commissioned officers was vitally needed to assure career progression and continued professional education, and to provide a challenging and rewarding career for the Aviation Warrant Officer.

Late in 1967, the findings and recommendations of a Warrant Officer Study were finalized. Those findings included a three-stage career development pattern, including assignment and utilization patterns to support development, advanced professional schooling, and others. These were discussed in the previous article and since that time we have seen several of the recommendations come to life, while the others are still incubating.

### **Career development phases**

Although no specific developmental phases are identified for Warrant Officer career patterns, as with commissioned officers, a general three-stage pattern of utilization and development, roughly coinciding with the award of the three aviator badges, can be applied to a twenty to thirty year career. These detailed patterns are shown in Tables 1 and 2.

During the first years of his career, the Aviation Warrant Officer normally will be assigned to tactical units and fly the least complicated aircraft, depending on his initial entry qualifications. This is both an apprentice and experience phase.

The next several years are characterized by his assignments to combat and combat support units. During this period, he should complete transition into more complex aircraft and perform instructor pilot duties. After the twelfth year, he can be expected to receive the "prestige" assignments and acquire the highest aviation skills.

After his selection for promotion to CW4, the Aviation Warrant Officer will be considered for the highest aviation schooling, the Advanced Course. Here, his qualifications will be expanded to include the instrument examiner rating, safety specialist, and standardization pilot.

With these additional skills, his field of utilization will be broadened to include positions of increased responsibility with correspondingly less supervision. This is the period of maximum utilization of the Aviation Warrant Officer.

### **Professional schooling**

Good news! Implementation of the approved Aviation Warrant Officer Career Courses is on schedule! The latest information indicates that the FY70 school catalog will include the Aviation Warrant Officer Intermediate and Advanced Courses. The

# **THE CAREER PLAN FOR WARRANT OFFICERS**

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

## CAREER PLAN FOR WO'S

(Continued from Page 25)

*tentative* schedules and programmed input for these courses are shown below:

### Intermediate Course

<i>Input of 100</i>	<i>Start</i>	<i>Close</i>
70-1	7 Jul 69	17 Dec 69
70-2	19 Jan 70	30 Jan 70

### Advanced Course

<i>Input of 60</i>	<i>Start</i>	<i>Close</i>
70-1	20 Aug 69	20 Mar 70
70-2	29 Oct 69	28 May 70

## Intermediate Schooling

The Intermediate Course is designed to provide Aviation Warrant Officers with a working knowledge of the role of Army Aviation as it relates to the missions and functions of the Army; information relative to aviation unit staff functions/procedures; and a general knowledge of combined arms operations for advancement to more responsible assignments. The prerequisites for attendance call for the applicant to be:

- ... an Aviation Warrant Officer with at least three years as a rated aviator,
- ... a member of the Active Army or of a Reserve Component, and
- ... the holder of a *SECRET* security clearance.

Hours allocated for academic subjects are *tentatively* programmed as follows:

### Aviation

Flight Subjects	50	Organization of Army Aviation	5
Organization of Aviation Units	8	Aviation Medicine	12
Future Trends in Army Aviation	2	Civil Defense	6
Army Aircraft	8	Armament	
Unit Training	6	Systems	13
Airfields & Helipads	4	Survival	60
Safety	35	Examinations	10

*Maintenance* ..... 80 *Communications* ..... 17

### General Military

CBR Training ..... 11 Map Reading ..... 4

Unit Admin.	18	Publications	3
Leadership	6	Military Justice	11
Effective Writing	7	Examinations	6
MOI	18		

### Combined Arms

Combined Arms Organizations	19	Airborne Operations	5
Tactical Doctrine	6	Amphibious Operations	4
Offensive Operations	35	CI/CG Operations	28
Defensive Operations	34	Airmobile Operations	27
Retrograde Operations	18	Artillery Operations	19
Armed/Air Cavalry Operations	51	Combat Service Support	4
		Examinations	16

## Advanced Schooling

The Advanced Course is designed to provide Aviation Warrant Officers with a working knowledge of the role of Army Aviation as it relates to the functions of the Army; aviation unit staff functions/procedures, aviation safety and techniques of aircraft accident prevention/investigation; airfield operations; air traffic control; and, a general knowl-

### PROUD OF YOUR UNIT?

OAPAV has received unit plaques from the 2d Battalion (Aerial Artillery), 20th Artillery, and the 229th Assault Helicopter Battalion. These plaques are now displayed in the Branch reception room. If you would like to have your unit represented (detachment, company, battalion or group), please send the plaques, pictures, or mementos to us, using the address shown at the conclusion of this article.

edge of combined arms operations; and to provide a basis for satisfactory performance in a wide variety of unit aviation related functions and as a basis for future development for progression to technical staff positions.

The prerequisites for attendance call for the applicant to:

- ... be an Aviation Warrant Officer in the grade of CW4, or selected for promotion to CW4, and

- ... have a *SECRET* security clearance.

Hours allocated for academic subjects are *tentatively* programmed as follows:

#### *Aviation*

Flight Subjects	12	Aviation Medicine	12
Organization of Aviation Units	2	Emergency & Civil Defense	
Future Trends in Army Aviation	2	Operations	6
Army Aircraft	8	Armament	
Unit/Indiv. Training	17	Systems	13
Organization of Army Aviation	5	Survival	60
Maintenance		Examinations	5
	86		

#### *General Military*

CBR Training	11	Military Justice	11
Leadership	6	Publications	3
Effective Writing	9	Examinations	3
MOI	18		

#### **DID YOU KNOW THAT . . .**

Things are looking better with regard to quotas for Aviation Warrant Officers for fixed wing training. During FY68, we trained 116 initial entry Warrants in fixed wing aircraft and an additional 50 Warrants went through Fixed Wing Qualification Courses to become dual rated. FY69 promises better than 200 initial entry candidates for fixed wing training with another 100 or more spaces for Fixed Wing Qualification Courses. This doubles last year's openings! Also, the door has been re-opened for Aviation Warrant Officers to take transition in the OV-1 Mohawk. Only a few quotas are available now but we have high hopes for an increase soon.

#### *Combined Arms*

Combined Arms Organization	14	Special Operations	4
Tactical Doctrine	6	Counterinsurgency/Counterguerrilla	
Offensive Operations	18	Ops	22
Defensive Operations	15	Airmobile Operations	27
Retrograde Operations	10	Artillery Operations	9
Armored & Air Cavalry Operations	20	Combat Svc	
		Support	4
		Examinations	11

Command & Staff	32	Aviation Safety	156
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#### *Air Traffic Control*

Acf Characteristics & Fundamentals of Navigation	6	Tower Operators Lab	7
Communications	3	Ground Control Approach	15
Airport Traffic Control	20	AN/Tpn-18 Radar Set	29
Air Traffic Rules	6	GCA Facility	
Air Navigation Radio Aids	4	Flight Check	5
Flight Assistance Service	11	Enroute Traffic Control	20
Air Route Traffic Control	6	Criteria for Site Selection	4
Air Traffic Control	11	Navigational Facilities & Inst. Approach Procedures	8
Tower Operator Fundamentals	23		

Air Field Operations	27	Communications	6
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#### **Added attractions**

The three most attractive features of these courses are:

. . . A permanent change of station to Fort Rucker, Ala., for the duration of the courses. . . . Transition flight training is planned prior to and immediately after both the Intermediate and Advanced Courses to dual rate the individual or increase his overall qualifications. Some of the courses planned include fixed and rotary wing qualification, instrument qualification, fixed and rotary wing instrument examiners courses, and various aircraft transition courses.

. . . A graduate of the Advanced Course will be considered a qualified Aircraft Safety Officer.

**Tomorrow's Bells will**



## still make the difference

"Huey Makes the Difference." That statement, previously published, still stands strong.

However, not only do today's Hueys and the teams of experienced fighting men make a difference in a conflict where the highest degree of troop mobility and flexibility needs be achieved, but tomorrow's Bells will also stand the test of the fighting man's missions . . . meeting his needs whatever they may be.

Tough problems . . . the kind that test the ingenuity of American fighting men . . . are today's on-the-board projects here, assuring in-the-air mission effectiveness for tomorrow. That's the Bell tradition that makes the difference!



**BELL HELICOPTER**

FORT WORTH, TEXAS 76101 • A **Textron** COMPANY



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

TABLE 1

YEARS OF AVIATION WARRANT OFFICER SERVICE

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
---	---	---	---	---	---	---	---	---	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----

AIRCRAFT REPAIR TECHNICIAN

TECHNICAL SUPPLY OFFICER

ASSIGNMENT PATTERN

QUALITY CONTROL OFFICER

MAINTENANCE INSTRUCTOR

AVIATION COMPANY

TC DETACHMENT

MAINTENANCE DUTIES

TC COMPANY (DIRECT SUPPORT)

TC COMPANY (GENERAL SUPPORT)

DEPOT MAINTENANCE

SERVICE SCHOOL INSTRUCTOR

BASIC

ADVANCED

MILITARY AND  
CIVILIAN SCHOOLS

AIRCRAFT MAINTENANCE OFFICERS COURSE

LANGUAGE

CIVIL SCHOOLING

SPECIAL TECHNICAL SCHOOLS

TABLE 2

# CAREER PLAN FOR WARRANT OFFICERS

# 10 QUESTIONS

We have selected the 10 questions most frequently asked by Aviation Warrant Officers concerning their careers, and have provided the answers thereto:

**Q. What is the policy concerning additional duties?**

**A.** The Aviation Warrant Officer is, by definition, a highly skilled

technician who performs in a specialized field. Additional duties should be considered as useful tools in broadening the individual's professional experience, but never be his **primary** assigned duty. The assignment of an Aviation Warrant Officer to a primary duty outside his primary aviation MOS can only be accomplished with the expressed approval of Department of the Army.

**Q. What is the possibility of the Warrant Officer grade structure being expanded to include the ranks of CW5 and CW6?**

**A.** One of the recommendations of the Warrant Officer study was to add the ranks of CW5 and CW6. Action on this recommendation has been deferred and further study is now in progress.

**Q. Why are older Warrant Officers with three or four years' service remaining, being sent to transition into larger aircraft while more junior personnel are not getting this transition training?**

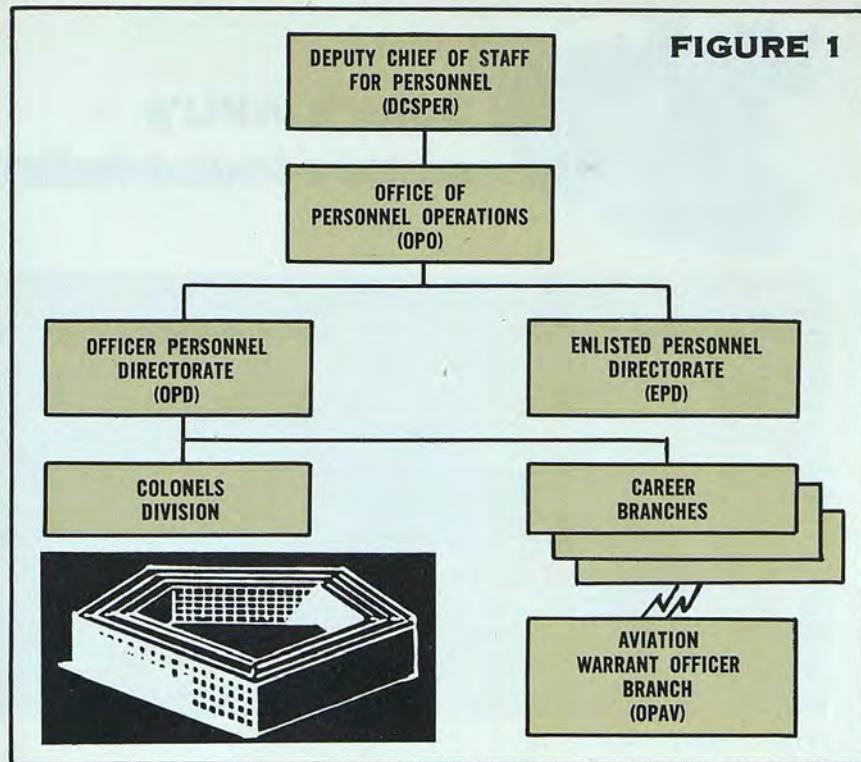
**A.** Warrant Officers with varying experience levels are now being cross-trained. It is true that initially we sought the more experienced aviators for more sophisticated aircraft, primarily, because they were needed to form the nucleus of instructors at the training bases and within tactical units. We now attempt to get a good cross section of our Aviation Warrant Officers in all facets of aviation qualification.

**Q. Will flight pay be equalized between Commissioned and Warrant Officers?**

**A.** The entire flight pay system for all ranks and grades is presently under study by direction of Under Sec-

**Q. Where can a junior Warrant Officer expect to be reassigned after his first tour in Vietnam?**

**A.** Approximately 80 per cent of the Aviation Warrants returning

**FIGURE 1**

**A.** Approximately 80 per cent of the Aviation Warrants returning from RVN are assigned within CONUS. Of these the vast majority are assigned to one or another of the aviation training bases: Fort Rucker, Fort Wolters, Fort Stewart, Hunter AAF, or Fort Eustis. A definite effort is made to give the individual his preferred assignment, unless that individual does not have the required qualifications for the assignment, or if it is not in the best interest of the Army.

**Q. How long can I expect to wait before being selected for fixed-wing transition?**

**A.** There is no established waiting period. Although fixed wing quotas

are on the increase, some Warrants in the program may never become fixed-wing rated, simply because of the ratio between rotary- and fixed-wing aircraft in the Army inventory. Currently, the majority of fixed-wing quotas are tied directly to Vietnam requirements.

**Q. After two tours in Southeast Asia can I expect to complete a long tour in Europe with dependents, if I am selected for assignment there?**

**A.** Aviation Warrant Officers who have completed two such tours will be given priority consideration for assignments to accompanied long tour areas and can expect to be stabilized there longer than others. However, in view of the fact that aviator require-



## Solar's APU's make combat helicopters independent of ground support



*Sikorsky CH-54*



*Boeing-Vertol CH-46*



*Boeing-Vertol CH-47*



*Sikorsky CH-3*



*Sikorsky CH-53*

Solar *Titan*® gas turbines are used as auxiliary power units in all five major U.S. military transport helicopters . . . Boeing-Vertol CH-46 and CH-47, Sikorsky CH-3, CH-53 and CH-54.

*Titan* turbines make possible the airmobile concept which depends on the ability of these combat helicopters to land and take off in remote areas without ground support equipment of any kind. The units provide power to start main engines and operate all hydraulic and electrical systems; and they operate on a wide variety of fuels.

Over 2,500 *Titan* turbine APU's have been sold, including many for use in commercial aircraft and business jets such as the F-27, FH-227, Falcon and JetStar where they are also used to cool or heat the main cabin on the ground.

For further information on the Solar gas turbines and their many applications in the aircraft field, write: Solar, Dept. Q-260, San Diego, Calif. 92112.

**SOLAR**  
DIVISION OF INTERNATIONAL HARVESTER COMPANY

## TEN QUESTIONS

(Continued from Page 33)

ments fluctuate from time to time, it is not possible to guarantee a specific period of time in any long tour area.

### Q. On what type of Courts and Boards can a Warrant Officer serve?

A. In addition to primary duties, Warrant Officers may be assigned additional duties in the same manner as commissioned officers. Warrant Officers may **not** perform the following type duties:

Act as summary court-martial.

Act as a member of any court-martial at the trial of a commissioned officer.

Act as trial counsel or appointed defense counsel, or assistant trial counsel or assistant appointed defense counsel of a special court-martial.

Act as trial or defense counsel of a general court-martial.

Act as individual defense counsel before a general court-martial unless legally qualified in the sense of Article 27b, UCMJ.

Act as law officer for general court-martial.

Act as investigating officer appointed under the provisions of Article 32, UCMJ, and paragraph 33e MC, US 1951.

Act as a member or recorder of a military board whose investigation includes the conduct, status, liability, or rights of a commissioned officer.

### Q. When did the Warrant Officer Rank originate?

A. The rank and grade of Warrant Officer originated with the Act of July, 1918 which established the Army mine planter service in the Coast Artillery Corps. Warrant Officers received appointments and served as masters, mates, chief engineers, and assistant engineers of each vessel. Many studies with resulting legislative proposals were completed during the period 1918 to 1953. One study, completed 16 October, 1953, and approved in February, 1954, produced the Warrant Officer Program as it is known today.

### Q. What is the Bootstrap Program?

A. The degree completion program (**Bootstrap**) is designed to enable individuals to satisfy degree requirements at an accredited civilian educational institution. Participants are enrolled in a college or university on a full-time basis and must be able to obtain a baccalaureate degree in 12 months. (See para 11c, AR 621-5, for particulars.)

## LETTERS

Dear Editor:

The development, procurement and use of Life Support Equipment (LSE) within the Army Aviation program is a subject of ever increasing importance. As a matter of fact, the LSE program has expanded in scope and magnitude to such a significant degree that recently the Department of the Army authorized a Department of Army Systems Staff Officer (DASSO) whose sole responsibility is establishing and validating requirements for LSE.

As the safety of Army Aviators is a matter

of our direct and mutual concern we solicit your assistance in publicizing the fact that we, as of now, have an assigned and operating LSE DASSO.

A proposed announcement on this subject is attached. However, any appropriate method of reflecting this information in "Army Aviation Magazine" would be most sincerely appreciated by this headquarters.

Sincerely,  
E. P. FLEMING, JR.  
Colonel, GS  
Acting Director of  
Army Aviation,  
OACSFOR

(Ed. Happy to help. See page 55)

## AA IN PHOTOS



**FORT EUSTIS** — COL Robert R. Corey (left), Iroquois Project Manager at Hqs, USAMC, Washington, D.C., is shown presenting the Army Aviation Ass'n Certificate of Achievement to CW2 Jesse M. Hill, a Distinguished Graduate of Aircraft Maintenance Officers' Class 69-11, USATSC. The award is sponsored by the David E. Condon Chapter of AAAA. Ceremonies were held at Fort Eustis on July 11. (USAP/C.E. Williams)



**FT. EUSTIS** — The Master Army Aviator Badge has been awarded to LTC R. C. Barnes, Jr., (left) chief of the aircraft component repair division of the Transportation School at Ft. Eustis, Va. The badge was presented to Barnes by COL Robert A. Smoak (right), assistant commandant of the School who noted that LTC Barnes is the only member of the Transportation School who holds the master's badge. Mrs. Barnes was present during the ceremony. (USAP/SP5 Earl Wilson)



**FORT EUSTIS** — CW3 Stanley Wujek (right), an Army Aviator assigned to the Antarctic Aviation Detachment, explains the features of a UH-1D to members of the Aviation Officers' Wives Club during a tour of Felker AAF. The wives (from left to right) are Sue Hill, Barbara Moye, Maria Irby, Terry De Cactro, Nan Rebholz, Jeanne Wujek, Cheryl Cathey, Joy Luck, and Ann Hayter.



**FORT RUCKER (Delayed)** — Major General Delk M. Oden, commanding general of the U.S. Army Aviation Center and commandant of the Army Aviation School, is shown cutting the cake commemorating the 26 years of Army Aviation at a special meeting of the Army Aviation Center Chapter of the AAAA. Some 200 members attended the meeting held at the post's Lake Lodge.



# Something New Has Been Added!

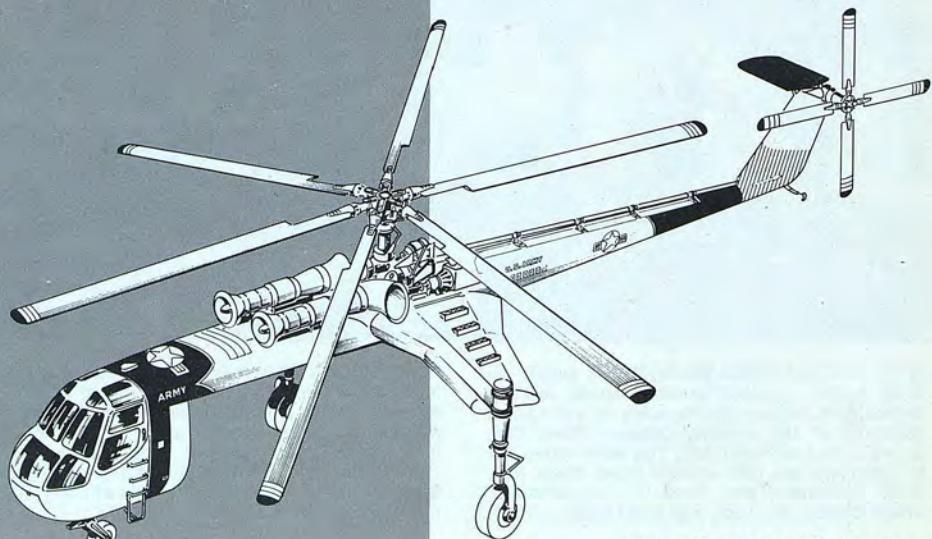
By Lieutenant Colonel  
**VERNON F. CURD**  
Deputy to the Project Manager  
for Washington Operations  
USAAVCOM, St. Louis, Mo.

**T**HE passage of a major milestone in the evolution of the CH-54A *Flying Crane* took place on June 28, 1968, at Stratford, Conn. On that date the AMC Project Manager, Lieutenant Colonel Robert A. Filby, accepted the first FAA-certified *Military Universal Pod* from the Sikorsky Aircraft Division of the United Aircraft Corporation.

The *Pod*, when used in conjunction with the *Crane*, corrects a major deficiency in the utilization of the *Crane* in its support role for the Field Army.

The commander will now have a choice of numerous mission configurations for employment of the vehicle. This capability to transport a wide range of personnel, materiel, cargo, and weapon load combinations extends the utility of the *Crane* significantly.

Additionally, the concept of the *Pod* initiates a new era in potential developmental



effort. The versatility of the *Crane-Pod* combination suggests a family of self-contained mobile units configured for messes, hospitals, dispensaries, chapels, command posts, and maintenance and supply vans, to mention just a few.

The certificate production item — which is 28'2" long, 9'6" wide, 7'10" high on wheels for ground handling — has an empty weight of 3,000 pounds. It has seating space for 45 combat troops, or 24 litter patients and three attendants, as well as an infinite number of combinations of personnel, materiel, equipment, cargo, weapons, and ammunition loads.

Acceleration of the development, fabrication, test, and certification processes in order to meet a tight delivery schedule attests to the effectiveness of the military-industry-FAA team effort in providing hardware to meet urgent military requirements.

1

LTC Robert A. Filby (in uniform), heavy lift helicopter project manager, and several Sikorsky Aircraft officials brief visiting members of the press regarding the 45-seat capability of the universal military pod used with the CH-54A flying crane.

2

Present for the recent delivery of the first CH-54A flying crane pod approved for combat troop transportation were (left to right) Charles Prizzia, Army Materiel Command, Washington, D.C.; Carl Stephenson, Army Materiel Command, St. Louis, Mo.; Lee S. Johnson, Sikorsky president; Lt. Col. Robert A. Filby, heavy-lift helicopter project manager, Army Materiel Command, St. Louis, and Kenneth E. Horsey, Sikorsky program manager.

3

A U.S. Army CH-54A flying crane sits in front of Sikorsky Aircraft's main plant in Stratford, Conn., with pod attached to underside of fuselage.

#### Did you know that . . .

Some sky-soldiers in Vietnam will become foot-soldiers again, in a sense. Recent Army approval of a CDC recommendation to install floor switches for microphones used by crewchiefs and gunners in UH-1 helicopters will enable the men to keep firing as they switch mike controls by foot to talk with other members of the crew.

The 10,000th hour of flight in an AH-1G Hueycobra was recently achieved at Hunter AAF by students of Class 68-502, and that 378 pilots and 50 IPs have already qualified in the Hueycobra while at Hunter AAF.



1



2



3

## THE NEW AA RING

(Continued from Page 9)

both fixed- and rotary-wing qualified Army Aviators for the past 18 years, and consequently are a symbol of modern Army Aviation.

The Belle Iroquois UH-1 helicopter entered the Army inventory in late 1958. Although the helicopter was first introduced into the Army on January, 1947, with the procurement of 27 Bell Sioux YR-13's, the UH-1 *Huey* constitutes the bulk of rotary-wing aircraft in the Army inventory today. UH-1 acquisition quantities far exceed procurements of any other type aircraft for the Army with a total of over 6,500 UH-1's having been procured as of 30 June 1968.

The UH-1 is our most versatile aircraft and has been the workhorse of our fleet in Vietnam since August, 1962. The UH-1A, B, and C models have fulfilled the role of Utility, Armed Escort, Direct Fire Support and Trainer Aircraft, while the UH-1D and

H models have satisfied the Tactical Transport Helicopter mission requirements.

The most popular and probably the most sought after helicopter in the world today, the UH-1 has a record of flying hours accumulated in Vietnam which alone has earned this aircraft its rightful standing as King of the Fleet.

The Army Aviation motto, "*Above the Best*," was selected by the U.S. Army Aviation Center at Fort Rucker, Ala., in 1955, and is proudly displayed over the entrance gate to the Army Aviation School. Although many mottos have been developed and adopted by Army Aviators and Aviation Units such as "*Can Do*," "*We Try Harder*," and numerous others, the one that is most appropriate with respect to our support role for the Ground Forces, and the one that identifies the Aviator's place of battle is "*Above the Best*".

"In translation — fulfilling the Aviation mission requires flying *above* the Ground Units whom all Aviators consider *the best*.

A MILITARY RING OF DISTINCTION \*

### in the tradition of the Army Aviators

HANSOMELY STYLED  
SUPERBLY DETAILED  
GUARANTEED QUALITY

Sold In Many Military Exchanges

or write to

**JOSTENS MILITARY SALES DIVISION**

Owatonna, Minnesota 55060

\* See Ring Story elsewhere in this Issue



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CAMPBELL, Hubert S. Jr.

DOBSON, Robert R.

ELLIS, Clarence H. Jr.

GREGORIE, James B. Jr.

GUDE, Joseph L.

MAHONE, Worthington M.

MATHEWS, William R.

NIX, James H.

PARKS, Marion W. Jr.

PROCTOR, William D.

SMITH, Magnus L.

SWENSON, J. Elmore

TAYLOR, Dale W.

**LT COLONELS**

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BAILEY, Paul O.

BAUERBAND, Edward H.

BAYNARD, Richard A.

BOGARD, Bobby E.

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BROMAN, Ralph W.

BROWN, Archie J.

BRYAN, Leo C.

BUCHANAN, Crawford

BURRIS, Carshal A., Jr.

BUSH, Donald C.

CAMPBELL, Harold T.

CHAMBERLAIN, Wm. C.

CHRISTIE, Thomas C.

CLARK, Carl G.

CORNWELL, William E.

CRANDALL, Bruce P.

CROWELL, William B.

CULBERTSON, Robert G.

DELOACH, William W.

DIETSCH, Richard K.

DUNCAN, William L.

ERBE, Robert L.

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FOX, Charles C.

GARTEN, Lynn W.

GIBBS, Robert M.

GOSS, Ephraim M.

HARPER, Denver C.

HOGAN, Wayne C.

HUTCHINS, Charles F.

JERSEY, Donald H.

JOSH, Joseph A.

KALAGIAN, Samuel P.

KEATING, Richard P.

LANDRY, Edward L.

LE VAN, Charles R.

LITTLE, Robert F., Jr.

LORENZ, Dwight L.

MACKMULL, Jack V.

MATTHEWS, Ralph A.

McDOWELL, William R.

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MC LELLAN, Stuart G., Jr.

MILLER, Nesbert L.

MITCHELL, Theodore L.

MURRY, George S.

NICHOLSON, Allison L.

QUEDENS, Bernard B.

RICHARDSON, John H.

SCOGGINS, John

SOUCEK, Leo E.

STORER, Ivan M.

STOUTAMIRE, David F.

SUNDBY, Selmer A.

TOEPEL, Adalbert E., Jr.

TOMME, Henry H.

TOWNSEND, Harry W.

UTZMAN, Charles D.

VASS, Marshall B.

VEDITZ, Raymond P.



WINDSOR LOCKS, CONN. — Vice President Hubert H. Humphrey is shown shaking hands with LTC Allen M. Carlisle, Assistant Aviation Officer of Fort Eustis, upon the completion of his flight in a Fort Eustis CH-47. The Vice President was met at LaGuardia Airport in New York by the Army flight crew and flown to the U.S. Coast Guard Academy in New London, Conn., and from that point to Bradley Field in Windsor Locks. From right to left are LTC Carlisle; MAJ Mark C. Kendall; CW4 Donald R. Joyce and Robert J. Sable (hidden); and SP6 Terry C. Moore, SP6 Wayne A. Dorman, and SP4 Jimmy W. Young.

(USA Photo)

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WILSON, Jack A.

WILSON, Robert E.

WRIGHT, Billy R.

WRIGHT, Theodore K.

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AVERY, Wesley B.

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BAUER, Daniel R.

BEHRENS, Helmer H.

BERGMANN, Walter M.

BISCH, Frederick R.

BISHOP, James

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BURROW, George D.

BURTON, Dawson L.

BUSDIECKER, Carl C.

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CHRISTENSEN, Neal R.

CHUNN, Don C., Jr.

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EADY, Doug

EARLEY, Neal E.

EDWARDS, Alfred Y.

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HALEY, Robert H.

HARRIS, Lyman B., Jr.

HILLIARD, Maurice G.

JOHNSON, David S.

KETTLES, Charles S.

KIDWELL, Walter E.

KILPATRICK, Thomas M.

KLOSE, John A.G.

KNOTTS, Edward W.

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MacMANUS, Frederick O.

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MALKOFF, Eugene P.

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MOORE, Jimmy N.

NAKAJO, Mas M.

NEWPORT, Dennis E.

OAKES, William E.

ORR, Gerald W.

OSTERMEIER, William F.

PATE, Robert L.

PATNODE, Clarence A.

PEDRICK, Eugene S.

PUCKETT, Charles R.

RAMSEY, Bobby A.

**USARV** — Colonel Edwin L. Powell, Jr. (center), Director of Army Aviation, OACSFOR, and Brigadier General Designate, is shown during his visit to the headquarters of the 1st Cavalry Division (Airmobile). He was greeted upon his arrival by Major General John J. Tolson (right), Commanding General of the division, and Colonel J. Elmore Swenson, Commanding Officer of the 11th Combat Aviation Group. The Director has since returned to the U.S., and a brief report of his visit appears in the Director's Newsletter appearing on pages 12-14 of this issue.



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SMITH, Derald H.

SMITH, Eldon L., Jr.

SMITH, Glenn A., II

SMITH, John R.

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KELLER, Paul D.

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TIGGES, Kenneth D.

TUCKER, Jimmy G.

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BRAMBLE, Robert L.

BROWN, James T.

CAMERON, Bruce J.

CLINE, Charles J.

**FLIGHT PAY PROTECTION PLAN****PREMIUM TABLE**

IF MONTHLY FLIGHT PAY IS:	YOUR ANNUAL FLIGHT PAY IS:	YOUR ANNUAL PREMIUM RATE IS:	YOUR SEMI- ANNUAL PREMIUM IS:	YOUR QUAR- TERLY PREMIUM IS:
\$245	\$2,940	\$51.45	\$26.75	\$13.85
240	2,880	50.40	26.20	13.60
230	2,760	48.30	25.15	13.10
225	2,700	47.25	24.65	12.80
220	2,640	46.20	24.10	12.55
215	2,580	45.15	23.60	12.30
210	2,520	44.10	23.05	12.05
205	2,460	43.05	22.55	11.75
200	2,400	42.00	22.00	11.50
195	2,340	40.95	21.50	11.25
190	2,280	39.90	20.95	11.00
185	2,220	38.85	20.45	10.70
180	2,160	37.80	19.90	10.45
175	2,100	36.75	19.40	10.20
170	2,040	35.70	18.85	9.95
165	1,980	34.65	18.35	9.65
160	1,920	33.60	17.80	9.40
155	1,860	32.55	17.30	9.15
150	1,800	31.50	16.75	8.90
145	1,740	30.45	16.25	8.60
140	1,680	29.40	15.70	8.35
135	1,620	28.35	15.20	8.10
130	1,560	27.30	14.65	7.85
125	1,500	26.25	14.15	7.55
120	1,440	25.20	13.60	7.30
115	1,380	24.15	13.10	7.05
110	1,320	23.10	12.55	6.80
105	1,260	22.05	12.05	6.50
100	1,200	21.00	11.50	6.25
95	1,140	19.95	11.00	6.00
90	1,080	18.90	10.45	5.75
85	1,020	17.85	9.95	5.45
80	960	16.80	9.40	5.20
75	900	15.75	8.90	4.95
70	840	14.70	8.35	4.70
65	780	13.65	7.85	4.40
60	720	12.60	7.30	4.15
55	660	11.55	6.80	3.90
50	600	10.50	6.25	3.65

# 30-Day Enrollment Period For New Flight Pay Insurance Coverage To Open September 1

**NEXT FPPP ENROLLMENT PERIOD TO OPEN MARCH 1-31, 1969**

**Held by over 4,300 Army Aviators!**

**Covers your loss of flight pay during periods of grounding caused by illness or accidental bodily injury!**

**Returns tax-free indemnity payments! More than \$812,000 in claim payments have been paid in 507 Army Aviators!**

**Costs less than 2% of annual flight pay!**

**No geographical restrictions!**



**Endorsed by the AAAA**

# SEPT. 1-30 APPLICATION FOR FLIGHT PAY INSURANCE NEW COVERAGE ONLY

I have enclosed a check or a money order made payable to the **LADD AGENCY, INC.** for my (annual) (semi-annual) (quarterly) premium of

\$

PREMIUM

I understand that in making application for the coverage during the month of **SEPTEMBER** the effective date of my coverage will be **OCTOBER 1**, and that my policy shall be my receipt.

Complete the application in its entirety during the month of **SEPTEMBER**. Select your premium payment mode (annual, semi-annual, quarterly). Make your premium check payable to **LADD AGENCY, INC.**, and mail it with your application during **SEPTEMBER** to the **LADD AGENCY, INC.**, 1 Crestwood Road, Westport, Conn. 06880. Allow 2-3 weeks for the delivery of your policy.

Rank or Grade \_\_\_\_\_ Name \_\_\_\_\_ ASN \_\_\_\_\_ Monthly Flight Pay \_\_\_\_\_

ADDRESS \_\_\_\_\_ (Post Office Box Number, Residence or Quarters Address is Desired)

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ Years of Service for Pay Purposes \_\_\_\_\_

I certify that I am currently on flying status with a U.S. Army unit; that I am in good health at the time of making this application; that I am entitled to receive incentive pay; that no condition is known to me at this time that could result in my loss of flying status for physical reasons; and that no action is pending to re-

move me from flying status for failure to meet required physical standards. I authorize the Company, or Company-designated representatives, to examine all official medical records that may be pertinent to any claim that I may submit.

**SIGNATURE** \_\_\_\_\_ **DATE** \_\_\_\_\_  
(Sign, date, and mail during Sept. only).

This coverage is limited to AAAA Members.

I am an AAAA Member.

**ANNUAL DUES . . . . . \$7.00**  
**INITIATION FEE . . . . . \$2.50**

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 \$9.50 made payable to "AAAA" should be returned to: **AAAA**, 1 Crestwood Road, Westport, Connecticut 06880. The individual membership shall become effective on the first day of the month after the month of application.

**IMPORTANT:** Your premium check should be made payable to **LADD AGENCY, INC.**

## CATEGORY OF AAAA MEMBERSHIP

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



ST. LOUIS — A group of Army commanders representing an annual budget of more than \$2 billion met when MG John Norton (center), CG of the Army Aviation Materiel Command (AVCOM) held his first commanders' conference recently. Attending the two-day meeting were I-r: LTCs Franklyn C. Goode and Richard S. Demory, Army Hughes Plant Activity; COL John W. Elliott, Army Aviation Test Activity, Edwards AFB; COL Luther G. Jones, Jr., ARADMAC; MG Norton; COL Harry L. Bush, AVLabs; LTC Woodbury Johnson, Lockheed Plant Activity; and LTCs John Bergner and Donald F. Luce, Bell Plant Activity.

(USA Photo)

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DOOLEY, James E., III

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GENTER, Billy V.

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HARRISON, Robert C.

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JAMESON, Thomas L.

JOHNSON, Charles E.

JOHNSON, Nick L.

KOCHENDERFER, A.W.

LATSHAW, Royal K.

LONG, Jerry T.

LYONS, Johnathan E.

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McMILLEN, Philip E.

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AMMONS, David R.

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CADARR, Robert M.

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COMBS, George J.

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DAVIS, Harry L., Jr.

DUNCAN, Kenneth E.

ELDRETH, Charles

FULLER, John III

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GUINN, Render C.

(air)

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HARRIS, Dennis P.

HAUN, Roy J.

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HEIBEL, Roy A.

HILL, Ronald L.

HOLLAND, Thomas H.

JONES, Clarence T.

KORDISH, William A.

MacPETRIE, Douglas E.

**FORT WOLTERS** — COL Van T. Barfoot, deputy aviation officer at Fort McPherson, Ga., who has just returned from Vietnam duty where he served as DepAO, U.S. Army Vietnam, is shown visiting his son, WOC Van T. Barfoot, Jr., a student at the U.S. Army Primary Helicopter School. Candidate Barfoot entered the Army in 1967, completed his basic training at Fort Polk, La., and was scheduled to complete his USAPHS training on July 5. His father is a veteran of 28 years in the service, and is qualified in both fixed and rotary wing aircraft. (USA Photo)



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MAZE, Robert H.

MILLER, John R.

MOORE, William E.

MURRAY, Joseph H., Jr.

NILSSON, Kjell H.

PAGANO, Paul L.

ROBBINS, Timothy P.

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WEISENBURGER, Edward

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ANDREWS, Zalph H., Jr.

BAKER, Dannie D.

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DICKIE, Thomas R., II

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FROST, Bobby G.

FUNK, Frederick G.

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GARRISON, Noel K.

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HARRELL, Robert E., Sr.

HARVEY, William B., Jr.

HELMS, Micheal E.

HENTHORN, Timothy G.

HERNANDEZ, Robert J.

HEWITT, James C.

HINDS, Randy C.

JANNY, Clemens E.

KEEGAN, John J.

KELLY, Robert V.

KNUCKLES, Mark A.

LACY, Curtis A.

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MUNSCH, James

NEUBERT, Charles L.

NEWMAN, James W.

OROSCO, Onofre, Jr.

PERRIEN, Darrell G.

POLLARD, William E.

POPE, Robert A.

PRUITT, Doss H.

RAMAGE, James N.

ROE, Randy G.

ROGERS, Jeremy K.

ROONEY, Patrick C.

ROSE, Paul F.

ROSS, John C.

66442



HUNTER ARMY AIRFIELD, GA. — A milestone in Hunter Aviation History was reached June 20 when the Department of Advanced Helicopter Training recorded its 100,000th hour of flight time. BG Frank Meszar, CG of the USAFTC (2d from right), congratulates CPT John Bradley assistant flight commander, Division A, after he touched down with WOC Francis McDowell, Jr., co-pilot for the flight. Colonel DeRosey C. Cabell, assistant deputy commandant, U.S. Army Aviation School Element, is shown at the far right, while members of Division A are shown at the left. The unit is the only division which has maintained a perfect safety record over the entire 100,000 hour period. (USA Photo)

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STEINKE, Paul D.

STREETMAN, Arnold G.

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VANCE, Nelson H.

WANN, Donald L.

WHITNEY, Fredrick C.

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WOODCOX, James H.

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OGLETREE, Clarence, 1Sg

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CONTOLE, Wm. S., Mrs.

COYLE, Edward J.

FRANKLIN, Donald E.

HEMLICK, John

JONES, Charles W.

KRAUS, Herbert H.

LECHNER, Roy J.

LOWERY, Marvin W.

MIDDLETON, John L., Jr.

MOORE, Leo M.

NAVE, Billy J., Mrs.

#### PCS - ASSOCIATES

OVERSTREET, David A.

PERKINS, Wm.D., Jr., Mrs.

PREMO, Oliver P., Mrs.

RORICK, Lorraine, Mrs.

THOMPSON, B.D., Mrs.

WALLACE, Henry B.

WILL, Kenneth A.

WINDHAM, Roy H.

#### RETIRED

BARRETT, Robin M., LTC

CORNEIL, Robert F., LTC

CURRIE, Walter J., Col.

DEMPSEY, Marvin E., MAJ

DEMPSTER, R.N., LTC

GRABSKI, Edward J., CWO

O'CONNOR, Henry J., MAJ

RAY, Jack O., LTC

WATERBURY, J.W., LTC



PHOENIX, ARIZ. — SSG Albert M. Kosbau and MAJ William R. McKenney examine a handful of emulsified JP-4 fuel with which they flew the UH-1 helicopter. MAJ McKenney is Liaison Officer to Dynamic Science, AvSER Facility, in Phoenix. SSG Kosbau, now in Vietnam, was assigned to US Army Test and Evaluation Command at Yuma Proving Ground. The two Army personnel were part of the crew completing the first successful flight.

# THE ARMY AVIATION ASSOCIATION OF AMERICA



## TENTH ANNUAL MEETING

OCTOBER 30-NOVEMBER 1, 1968

SHERATON-PARK HOTEL

WASHINGTON, D.C.

(DETAILS APPEAR ON PAGES 52-53)

FOR THE MEETING

to Dine

in Entertainment

ARMY MISS

Quoted for Army

by

Hughes Tool Co.

Aircraft Div.



**MORTON, PA.** — A heavy lift helicopter (HLH), capable of transporting 20 to 30 ton payloads, is one of several advanced helicopter configurations being developed by the Boeing Company's Vertol Division. The three-engine, tandem-rotor HLH would be able to cruise at 130 knots with an external payload and meet all current operational requirements of the U.S. military services. Maximum gross weights of the Boeing HLH designs range from 72,500 to 117,000 pounds, compared to today's CH-47C Chinook with a design gross weight of 45,700 pounds.



**CORPUS CHRISTI** — John Spence (right), aerospace engineer at the Army Aeronautical Depot Maintenance Center (ARADMAC), explains the workings of a Kittell-Lacy engine test cell rig to Brigadier General George H. McBride (left), deputy commander of the Army Aviation Materiel Command (AVCOM) in St. Louis. Colonel Luther G. Jones, Jr., ARADMAC commander, (center) looks on. General McBride assumed his deputy commander, AVCOM duties recently after a tour in Vietnam where he commanded the Army Support Command for over a year.



**FORT WOLTERS** — Displaying their certificates of honorary membership in the WOC Wives' Club are (from left), Mesdames Harold Van Dyken, wife of the former CO of 2d Bn; Gene Kelly and Billy Williams, whose husbands are former WOC company commanders; Robert Prater, wife of the CO of the Troop Brigade; and Roy Steves, whose husband is the former Exec of 2d Bn. The four were honored at a recent tea in recognition of their service to the WOC wives. (USA photo)



**CORPUS CHRISTI** — The Richard H. Bitter Chapter of AAAA sponsored the purchase of bumper stickers for military and civilian personnel of the Army Aeronautical Maintenance Center (ARADMAC). Prominent in the sticker is the ARADMAC slogan, "Our Products Reflect Our Pride." LTC John J. Kean, director for services and chairman of the AAAA membership committee, is shown attaching his idea to his bumper. (USA photo)

**ALLEN** — In Vietnam, Warrant Officer Gary L. Allen, 1st Cavalry Division (Airmobile), on May 12, 1968, due to hostile action; husband of Mrs. Dorothy D. Allen, [REDACTED]

**ANDERSON** — In Vietnam, Warrant Officer Franklin V. Anderson, 1st Infantry Division, on May 17, 1968, due to hostile action; son of Mr. Grant T. Anderson, [REDACTED]

**BALLINGER** — In Vietnam, Major William J. Ballinger, 45th Medical Company, on May 27, 1968, due to hostile action; husband of Mrs. Helga M. Ballinger, [REDACTED]

**BERG** — In Vietnam, Chief Warrant Officer Stephen H. Berg, U.S. Army, Europe, on May 6, 1968, due to an aircraft accident; son of Mr. and Mrs. Hilmer E. Berg, [REDACTED]

**CROCKETT** — In Vietnam, Chief Warrant Officer James B. Crockett, 1st Cavalry Division (Airmobile), on April 23, 1968, due to an aircraft accident; husband of Mrs. Helen Crockett, [REDACTED]

**DAYTON** — In Vietnam, Warrant Officer James L. Dayton, 281st Assault Helicopter Company, on May 8, 1968, due to hostile action; husband of Mrs. Eileen L. Dayton, [REDACTED]

**EPHLAND** — In Vietnam, First Lieutenant Guy B. Ephland, Jr., 45th Medical Company, on May 27, 1968, due to hostile action; husband of Mrs. Frances F. Ephland, [REDACTED]

**FITZGERALD** — In Vietnam, Chief Warrant Officer John F. Fitzgerald, 269th Aviation Battalion, on April 12, 1968, due to hostile action; son of Mr. and Mrs. Maurice J. Fitzgerald, [REDACTED]

**GARDNER** — In Vietnam, First Lieutenant Samuel R. Gardner, 14th Aviation Battalion, on May 5, 1968, due to hostile action; son of Mr. and Mrs. Samuel M. Gardner, [REDACTED]

**HAYNIE** — In Vietnam, Chief Warrant Officer Robert Ray Haynie, on May 30, 1968; husband of Mrs. Carol J. Haynie, [REDACTED]

**LEWIS** — In Vietnam, Warrant Officer Richard G. Lewis, 268th Combat Assault Battalion, on May 5, 1968, due to an aircraft accident; son of Mr. Gomer J. Lewis, Westfield, New Jersey.

**MOORE** — In Vietnam, First Lieutenant Roger D. Moore, 269th Aviation Battalion, on May 25, 1968, due to hostile action; husband of Mrs. Janice D. Moore, 1 [REDACTED]

## OBITUARIES

**PAULK** — In Vietnam, Chief Warrant Officer Robert M. Paulk, 7th Squadron, 17th Cavalry, on May 24, 1968, due to hostile action; husband of Mrs. Marylin E. Paulk, [REDACTED]

**PURSEL** — In Vietnam, Warrant Officer Thomas R. Pursel, 1st Cavalry Division (Airmobile), on May 19, 1968, due to hostile action; son of Mr. and Mrs. Eugene A. Pursel, [REDACTED]

**RHODES** — In Vietnam, Chief Warrant Officer Hu B. Rhodes, 16th Aviation Group, on May 24, 1968, due to hostile action; husband of Mrs. Anne T. Rhodes, [REDACTED]

**ROSAR** — In Vietnam, Warrant Officer Robert J. Rosar, 175th Aviation Company, on May 17, 1968, due to hostile action; husband of Mrs. Sydney J. Rosar, [REDACTED]

**SAYRE** — In Vietnam, First Lieutenant Leslie B. Sayre, 164th Aviation Group, on March 24, 1968, due to an aircraft accident; husband of Mrs. Paula K. Sayre, c/o Mrs. Glenna Krause, [REDACTED]

**SCHMITT** — In Vietnam, Warrant Officer Francis B. Schmitt, 175th Assault Helicopter Company, on May 17, 1968, due to hostile action; husband of Mrs. Joann M. Schmitt, [REDACTED]

### MISSING IN ACTION

**WATSON** — Missing in Vietnam, Chief Warrant Officer Jimmy L. Watson, 1st Cavalry Division (Airmobile), since March 13, 1968; husband of Mrs. Sandra Watson, c/o Mr. and Mrs. H. A. Snotherly, 76 [REDACTED]

**Curtis Wayne Van Sant**, 12-year-old son of Lieutenant Colonel Jesse F. Van Sant, Headquarters, Third U.S. Army, Fort McPherson, Ga., and Mrs. Jean F. Van Sant of Atlanta, Ga., died on June 12, 1968, at the U.S. Army Hospital at Fort McPherson as a result of a swimming accident. Survivors include a brother, Charles, and three sisters, Jean, Dana, and Corrine. Funeral services were held at the Fort McPherson Protestant Chapel on June 15, with interment at the Marietta National Cemetery, Marietta, Ga. A memorial fund for construction of a Scout Hut for Boy Scout Troop 237 at Fort McPherson has been established, and friends are requested to send their contributions to the Scoutmaster, Fort McPherson, Ga.

# TENTH AAAAA ANNUAL MEETING

SHERATON-PARK HOTEL  
WASHINGTON, D.C.



**WEDNESDAY, OCTOBER 30**

Early Bird Reception

**THURSDAY, OCTOBER 31**

General Membership Meeting  
President's Annual Report  
Elections of National Officers

A.M. Panel Presentation

Chapter Delegates' Luncheon  
(Open to General Membership)

P.M. Panel Presentation

President's Reception

Cub Club "Happy Hour"

Unit Reunions and Dinners

**FRIDAY, NOVEMBER 1**

A.M. Panel Presentation

Honors Luncheon Reception

1968 AAAA Honors Luncheon

P.M. Panel Presentation

Diehards' Reception

## FREE REUNION SUITES!

The AAAA will provide a gratis Reunion "Hospitality Suite" on Thursday afternoon and evening, October 31, to each AAAA Chapter, or military unit (active duty or reserve forces) that registers **twenty-five** persons at the 1968 AAAA Annual Meeting. Advance registrants should indicate their "Reunion" Chapter or unit on the form appearing on the reverse side. "Hospitality Suite" registrations are to be completed by noon, October 31. Present and former commanders desiring to hold a "unit" reunion during the course of the AAAA's Tenth Annual Meeting are encouraged to list their "reunion" in the September, 1968 issue.

OCTOBER 30 - NOVEMBER 1

# 1968 AAAA ANNUAL MEETING

SHERATON-PARK HOTEL

WASHINGTON, D.C.

## ADVANCE REGISTRATION

Advance registrations will be accepted July 1-Oct. 21 (see coupon below). All reservations will be confirmed by mail. Registration badges and social function tickets will be available at the AAAA Registration Desk, Sheraton-Park Hotel, beginning 1:00 P.M. Monday, Oct. 28.

## SOCIAL FUNCTIONS . . . GUESTS

Tickets may be purchased for guests by registrants for all social functions. Only registrants may attend AAAA and professional presentations.

**Full remittance for registration and all tickets must accompany Registration Coupon.**

## REFUNDS FOR CANCELLATIONS

Phone cancellations of tickets will be accepted until noon, Wednesday, October 23. Letter cancellations should be postmarked no later than October 21.

## ROOM RESERVATIONS

Write Sheraton-Park Hotel, Washington, D.C. 20008, or hotel of choice. Military rates at Sheraton-Park if in uniform or with ID active-duty card. AAAA cannot accept requests for reservations. State that you will attend AAAA meeting.

### Civilian Rates at Sheraton-Park:

Single Room .....	\$13.50-\$19.00
Twin Room .....	\$17.50-\$23.00
1-Bedroom Suite .....	\$35.00-\$40.00
2-Bedroom Suite .....	\$70.00-\$90.00

### Active Duty Rates at Sheraton-Park:

Single Room .....	\$13.50-\$17.50
Twin Room .....	\$17.50

### On-Post Quarters For Military Personnel:

Write HQ, Military District Washington, Attn: G1, Washington, D.C. 20315 on or before 25 Sep.

## ADVANCE REGISTRATION COUPON

Detach  and mail to:  ARMY AVIATION ASSOCIATION OF AMERICA  
1 Crestwood Road, Westport, Conn. 06880  Make check payable to

Enclosed please find \$..... in payment of my registration for the 1968 AAAA Annual Meeting and tickets indicated below:

- | Function   | Quantity Desired | Unit Prices         |
|--|------------------|---------------------|
|  |                  | **Military Civilian |
| 1. Registration .....                            | .....            | \$ 5.00 \$15.00     |
| 2. President's Reception* (Oct. 31) .....        | .....            | \$ 5.00 \$15.00     |
| 3. Honors Luncheon and Reception* (Nov. 1) ..... | .....            | \$ 7.00 \$15.00     |
| 4. Combined Attendance (Includes 1, 2 and 3)     |                  |                     |
| Member Alone .....                               | .....            | \$12.00 \$40.00     |
| Member and Wife .....                            | .....            | \$20.00 \$50.00     |

Function	Quantity Desired	Unit Prices	Amount
		**Military Civilian	
1. Registration .....	.....	\$ 5.00 \$15.00	\$.....
2. President's Reception* (Oct. 31) .....	.....	\$ 5.00 \$15.00	\$.....
3. Honors Luncheon and Reception* (Nov. 1) .....	.....	\$ 7.00 \$15.00	\$.....
4. Combined Attendance (Includes 1, 2 and 3)			
Member Alone .....	.....	\$12.00 \$40.00	\$.....
Member and Wife .....	.....	\$20.00 \$50.00	\$.....

\*Separate tickets are required for each social function.

\*\*Includes civilian employees of the Armed Services.

NAME.....  
(Print or type) (Rank or title of position)

ADDRESS.....  
(Print or type)

THIS APPLICATION WILL BE ACCEPTED ONLY IF ACCOMPANIED BY PAYMENT  
IN FULL

# ARMY AVIATION ASSOCIATION

## GENERAL PURPOSES

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

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

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

## SPECIFIC OBJECTIVES

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

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

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

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

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

Maintaining historical records of Army aviation.

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

Recognizing outstanding contributions within Army aviation.

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

Stimulating good fellowship nationally, regionally, and locally.

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

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

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

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

## PARTIAL PROGRAM LIST

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

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



## ARMY AVIATION ASSOCIATION APPLICATION FOR MEMBERSHIP

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

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

(Please Print) Rank/Grade ..... Name .....

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

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

SIGNATURE ..... Failure to sign above invalidates this application.

### ANNUAL AAAA DUES . . \$7.00 INITIATION FEE . . \$2.50

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 \$9.50 made payable to "AAAA" should be returned to: AAAA, 1 Crestwood Road, Westport, Connecticut 06880

### CATEGORY OF MEMBERSHIP

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

# L.S.E. NOTAM!

●●● What is LSE? In simple terms it is Life Support Equipment and it includes body armor, survival kits, and all other individual Army Aviation Equipment designed to save your life!

●●● As staying alive is a matter of direct interest to all Army Aviators we need and ask for your recommendations and suggestions concerning:

- \* How we can improve current Life Support Equipment.
- \* What new Life Support Equipment is needed.

●●● Please send your LSE recommendations to the new Department of the Army Systems Staff Officer for LSE at the following address:

**Headquarters, DA  
Army Aviation, OACSFOR  
ATTN: LTC F. D. Whiting  
Room 3D469, Pentagon  
Washington, D.C. 20310  
Area Code (202) OX 73158 or OX 73165**

# ARMY AVIATION

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

675

**POSTMASTER:** If this magazine is addressed to a member of the United States Military Service, whose address has been changed by official orders, it should be forwarded — except to overseas APO's — without additional postage. See section 157-4 of the postal manual.



## Snake-in-the-sky.

The snake is a Cobra.  
A HueyCobra.  
Lean. Mean. Lethal.  
And we did our part to make it just that.

Our contribution: the gas turbine engine that puts the *hssss!* in its strike.

It's the 1,400 SHP version of our redoubtable Avco Lycoming T53. That's the engine that racked up the lion's share of the 8,000,000-plus hours logged in Lycoming-powered aircraft.

In fixed-wing planes. V/STOLs. Helicopters—eight out of ten of those bearing the stars and bars in the skies over Vietnam.

How come so many planes use T53 and T55 engines from Lycoming? Because, like the men who depend on them, they're tough.

Sand in quantities sufficient to choke an ordinary engine can't stop them. Neither can extremes in climate. Even bullets, scoring direct hits on our T53s, have often failed to put them out of commission.

There's one more thing about Bell's snake-in-the-sky HueyCobra: it bites.

With twice the firepower of any other armed helicopter.

Just the kind of snake to have. On your side.

**AVCO** **LYCOMING DIVISION**  
STRATFORD, CONN.