

Army Aviation

SEPTEMBER 30, 1968



1968: the Year of C-Power

(See back cover)

LA FRAN

AVCO LYCOMING DIVISION
STRATFORD, CONN.



In record time, Boeing tripled the Chinook's ton-mile productivity.

Boeing's first Chinook, the CH-47A, which met all performance guarantees and was named the Army's standard medium transport helicopter, had a maximum payload of 13,800 pounds, with a speed of 107 mph.

In June, 1966, Boeing was awarded the contract for two new Chinook models—the CH-47B and C.

In May, 1967, Boeing delivered the first B models. They could lift 19,300 pounds and fly 172 mph.

In March, 1968, Boeing started delivery of the C models. These will lift 23,100 pounds and fly 183 mph.

In less than two years, Boeing's Vertol Division made the Chinook lift 69% more, go 72% faster and 72% farther, achieving a tripling of ton-mile productivity.

BOEING HELICOPTERS

ARMY AVIATION

SEPTEMBER 30, 1968

Endorsed by the Army Aviation Ass'n of America**CONTENTS**

Tenth AAAA Annual Meeting	
Program Highlights, Registration Details	27
The Professional Appeal of AAAA and AUSA	
by Brigadier General Edwin L. Powell, Jr.	
Director of Army Aviation,	
OACSFOR, Dept. of the Army	8
Worry! Worry!	
The Interrelationships of Worry, Age,	
Waistlines, and Weight Loss	
by LTC Morris G. Rawlings, Ret.	12
Fifteen U-8 Aircraft	
Complete Trans-Atlantic Ferry Flight	
Army Crews Fly Command-Liaison	
Aircraft to USAREUR Aviation Units	28
AAAA Annual Meeting Program	
Features Military Panelists	
Five-Panel Program Includes Industry	
Presentation on USSR Rotary Wing Aircraft ..	26
PCS	
Changes of Address and Residence	33
Necrology	
May-July, 1968 Obituary Notices	42
Nominees for AAAA National	
Executive Board Office	
Colonels Corey, Ellis, and Fleming	
Proposed for 1968-1971 Terms of Office	44
AAAA Calendar	
National, Regional, and Chapter Activities ..	46
ADVERTISERS	
Avco Lycoming Division	1
McCann/ITSM, New York, New York	
Beech Aircraft Corporation	6-7
Bruce B. Brewer Co., Kansas City, Mo.	
Bell Helicopter Company
Centerspread	
Wyatt & Williams Division, Dallas, Texas	
Boeing Vertol Division	2nd Cover
N. W. Ayer & Son, Inc., Philadelphia, Pa.	
De Havilland Aircraft of Canada, Ltd.	23
Kenyon & Eckhardt, Ltd., Toronto, Canada	

Army Aviation

SEPTEMBER 30, 1968



1968: the Year of C-Power

(See back cover)


AVCO LYCOMING DIVISION
 STRATFORD, CONN.

Dynalectron Corporation	4
Dawson Mac Leod & Stivers, Washington, D.C.	
Grumman Aircraft Engineering Corp.	3rd Cover
Fuller & Smith & Ross, Inc., New York, N.Y.	
Hughes Tool Company-Aircraft Division	14-15
Foote, Cone & Belding, Los Angeles, Calif.	
Lockheed Aircraft Corporation	18-19
McCann-Erickson, Inc., Los Angeles, Calif.	

Advertising information and rates available from the Business Office (203) 227-8266 or from Jobson, Jordan, Harrison & Schulz, 1901 W. 8th St., Los Angeles, Calif. 90057. (213) 483-8530 or 57 Post St., San Francisco, Calif. 94104. (415) 392-6794.

ARMY AVIATION is published monthly by Army Aviation Publications, Inc., with Editorial and Business Offices at 1 Crestwood Road, Westport, Conn. 06880. Phone (203) 227-8266. Subscription rates for non-AAAA members: 1 year \$4.50, 2 years \$8.00 to CONUS and APO addresses only; add \$7.50 per year for all other addresses. The views and opinions expressed in the publication are not necessarily those of the Department of the Army. Publisher, Arthur H. Kesten; Managing Editor, Dorothy Kesten; Associate Editor, Jessie Borck; Subscription Fulfillment: Beryl Beaumont. Exclusive articles pertinent to any Army aviation subject, except industry, AAAA, unit, or major command articles, are reimbursable at the rate of three cents to five cents per word for the first 2,000 words published. Second class postage paid at Westport, Conn.



ENGINEERING SERVICES

PETROCHEMICAL PROCESSES

CRYOGENICS

OCEAN SCIENCES

AIRCRAFT MODIFICATION

CINETHEODOLITES

PROGRAMMING

DATA PROCESSING

INSTALLATION

MANAGEMENT SYSTEMS

OPERATION & MAINTENANCE

UMBILICAL CABLES

PROTOTYPE ENGINEERING

ELECTRONICS SYSTEMS INTEGRATION

MEDICAL ELECTRONICS

POWER GENERATING SYSTEMS SERVICE

ELECTRONIC WARFARE SYSTEMS

AIRCRAFT SERVICES

AIRCRAFT SALES

AIRCRAFT STRUCTURAL REPAIR

BUILD-TO-PRINT

AIRCRAFT MODIFICATION

HI-POWER COAX CABLES

FIXED BASE OPERATIONS

TECHNICAL PUBLICATIONS

FIELD TEAMS

ELECTRICAL EQUIPMENT FABRICATION

AVIONICS REPAIR & OVERHAUL

RANGE INSTRUMENTATION SUPPORT

RETROFIT

PNEUMATIC & HYDRAULIC SYSTEMS SUPPORT

TRAINING

Q C PROGRAMS

AEROMEDICAL RESEARCH SUPPORT

**DYNALECTRON
CORPORATION**

ENVIRONMENTAL CONTROL

PRECISION MACHINING

R & D

PAINTING & FINISHING

AEROSPACE ELECTRONICS

SHIPBOARD ELECTRONICS SYSTEMS SUPPORT

ANALYTICAL AIRCRAFT INSPECTION

SHEET METAL FABRICATION

CORROSION CONTROL

FLIGHT SIMULATOR SERVICES

MOTOR VEHICLE SUPPORT

AEROSPACE GROUND EQUIPMENT SUPPORT

LOGISTICIANS

PHOTO-OPTICAL INSTRUMENTATION

VALUE ENGINEERING

COMPUTER OVERHAUL

TIMING SYSTEMS

CRASH & BATTLE DAMAGE REPAIR

AIRCRAFT CUSTOMIZING

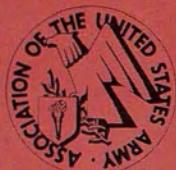
PHOTOGRAPHIC SERVICES

2233 WISCONSIN AVENUE, N.W. • WASHINGTON, D.C. 20007

AEROSPACE OPERATIONS DIVISION • AEROSPACE PRODUCTS DIVISION • AIR CARRIER SERVICE DIVISION • LAND-AIR DIVISION • PARADYN DIVISION
HYDROCARBON RESEARCH, INC.

A REMINDER

Annual Meeting



Week



OCTOBER 30-NOVEMBER 1
SHERATON-PARK HOTEL, WASHINGTON, D.C.

Stand-in for an enemy

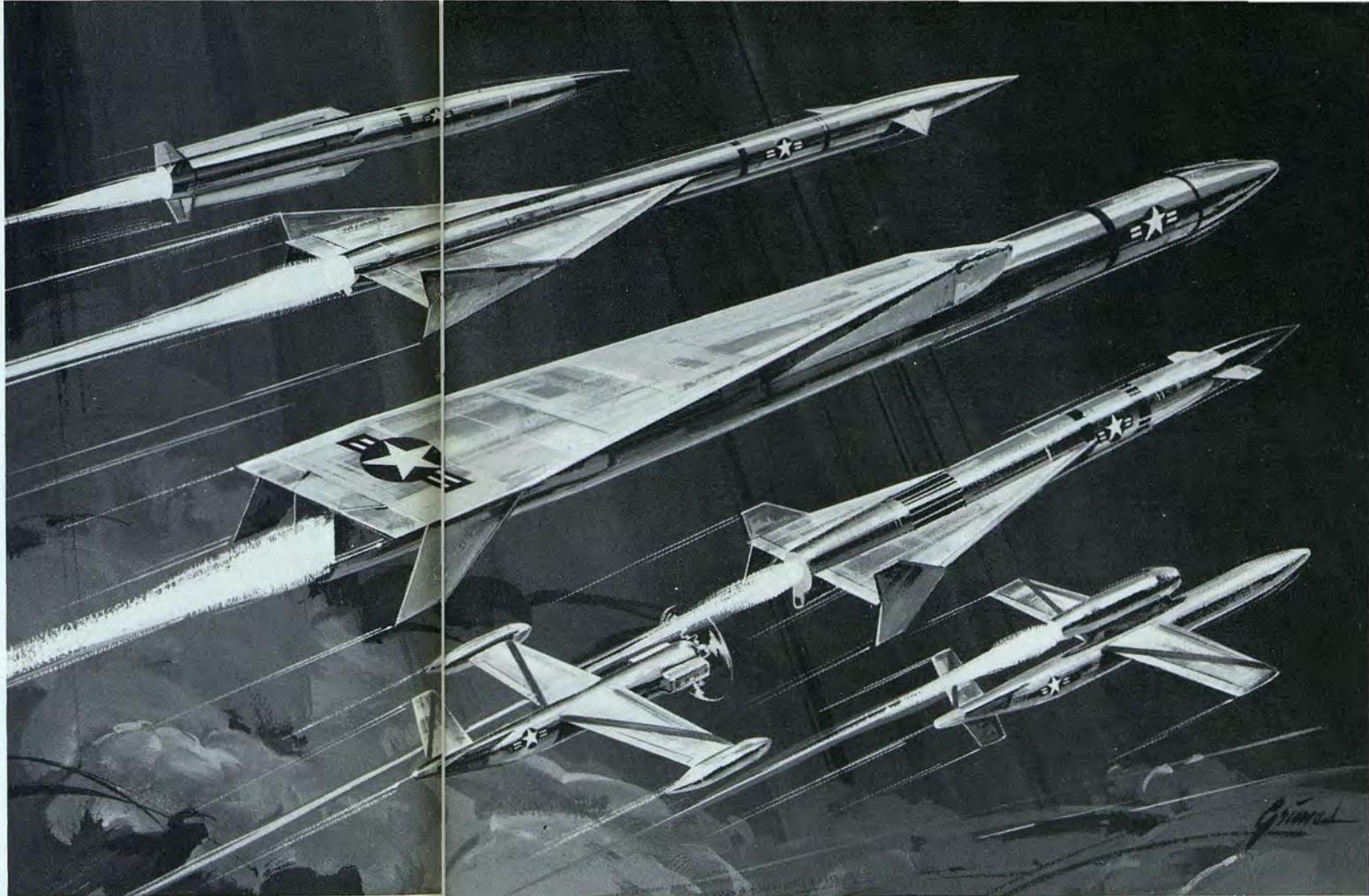
What are the enemy capabilities we must be prepared to face—and foil—in the years ahead? Both manned aircraft and missiles will operate at supersonic speeds. Both will be capable of extreme high altitude or tree-top level attack. The speed of detection and response required of defensive weapons and the men who control them will be critical.

We will be ready, because targets have been developed to match those future enemy capabilities. Target/drones will offer the challenge needed for perfecting our defense technology. They'll do it at a remarkably low cost.

An air augmented missile was designed by Beech to offer precisely that challenge to weapon system development. In addition



This Beech AQM-37A target missile is used as the test-bed for the first U.S. hybrid rocket propulsion system, developed by United Technology Center, Division of United Aircraft Corporation. During first tests the missile was sent to altitudes up to 80,000 feet, to speeds in excess of 2,000 mph and demonstrated its maneuverability at supersonic speeds—exactly as planned.



tion, it offers a potential of multi-purpose use as a tactical weapon. It has capabilities for high or low altitude surveillance, as an effective decoy or as a controlled, maneuverable armed missile—air-to-ground, ground-to-air or ground-to-ground.

The growing Beech family of target/drones, including prop, rocket and jet propulsion systems, has contributed to defense systems development during the

last two decades, efficiently and economically.

For full information about Beech missile system and component design,

For target/drone system versatility...

Look to Beech Capabilities

analysis, development, test and manufacturing capabilities, write Beech Aerospace Division, Beech Aircraft Corporation, Wichita, Kansas 67201, U.S.A.

Beech Aerospace Division

Beech Aircraft Corporation, Wichita, Kansas 67201, U.S.A.

The Professional of AAAA and the

by BRIGADIER GENERAL EDWIN L. POWELL, JR.

THE annual convention of the AAAA is approaching rapidly and I urge everyone who can possibly fit it into his schedule to make early plans to attend. Each year the program has grown in scope and importance. I'm sure you will find this year's program interesting and worthwhile.

No matter what profession a person chooses, he will find some reason to associate with those in a similar field. As a flying soldier you have two organizations that deserve your support and active participation — the AAAA and the AUSA.

The former is dedicated to the special interests of Army Aviation; the latter encompasses the broad goals of the total Army, of which aviation is such an integral part. The two associations have complemented each other from their beginning and the timing of their annual conventions has been no accident.

As the Director of Army Aviation, I cannot head a membership committee for any organization, but I have watched the growth

The Director of Army Aviation details the interrelationships and complementary nature of AAAA and AUSA on the eve of the back-to-back conventions of both organizations later this month in Washington, D.C.

Appeal AUSA!



of the AAAA over the years and have seen the intangible benefits of active membership in the Association, as well as the obvious benefits of flight pay insurance and the pure social aspects of hangar flying.

When the organization was in its formative stage, there were those who were concerned that such a group would be considered divisive with all the connotations of "another air corps", "the flyboys", etc. The history of the Association has proved such concern unfounded, and I am particularly pleased by the number of senior non-rated members of the military who are among Army Aviation's staunchest supporters.

No higher tribute

To quote General Abrams on the occasion of the 1st Army Aviation Brigade's anniversary: *"It has always been interesting for me to note here that the aviators and the men of this Brigade have been taken into the brotherhood of the combat arms — not by regulation and not by policy — but they have been*

voted in by the Infantry who are the charter members of that secluded group, the combat arms. You have made great history for Army Aviation and great history for the Army."

These remarks have been echoed by hundreds of our comrades-in-arms who have watched and participated in aviation operations in combat. There could be no higher tribute to the maturity of Army Aviation than its acceptance as a full-fledged member of the combined arms team. The AAAA and AUSA symbolize this relationship. We are proud to be aviators and equally proud to be Army. No dichotomy exists.

A vehicle for recognition

The *Army Aviation Association* is the primary vehicle for giving recognition to the outstanding individuals and organizations in our aviation program. The AAAA annual awards are expressions of the pride we have in the dedication and professionalism of our people. The stature of these awards grows every year among the other members of the

PROFESSIONAL APPEAL

(Continued from Page 9)

aviation community. This stature has been enhanced by the high officials who have consistently made the presentations. (Ed. See box on this page.)

An unofficial "voice"

Over the years, the AAAA has provided a useful, unofficial voice for the Army Aviator and a valuable means to exchange information. To give you some idea of the growth of Army Aviation, ten years ago the editors of this AAAA-endorsed magazine found it feasible to publish a list of every aviator, his flight qualifications, and approximately twenty other bits of personal information, including the names of his wife and children. Today, such a task would be almost impossible and would be about the size of the Washington phone book.

The obvious fact is that the program has long passed the time when Army Aviation was a cozy little community where everybody knew everybody else. Some old-timers might view this change with a certain nostalgia, but change and growth are measures of progress. We can look back at our past with fondness, but the future is our true concern. The AAAA has grown and matured in direct proportion to the Army Aviation program. This is as it should be.



General Harold K. Johnson, Army Chief of Staff is shown presenting the "Outstanding Aviation Unit Award" at the 1967 AAAA Annual Meeting.

AAAA NATIONAL AWARDS

Secretary of the Army Stanley R. Resor will present the "Aviation Soldier of the Year" Award at the Tenth Annual AAAA Honors Luncheon, November 1, during the AAAA Annual Meeting in Washington, D.C. General William C. Westmoreland, Chief of Staff, will present the "Outstanding Aviation Unit Award" while the "Army Aviator of the Year Award" will be presented by General Bruce Palmer, Jr., Army Vice Chief of Staff.

Don't be passive!

To the many young men who are just entering our program, I urge you to join and participate in your local AAAA chapter. I believe you will find it worthwhile professionally and enjoyable. As you move forward in your career, you will find that the organization is more than social. At the same time, I urge you to become a member of the AUSA which has broader goals and serves the Army as a whole. The loyalty a man may have to his parent division, for example, does *not* diminish his loyalty to the Army.

I started this letter stating I cannot head a membership drive and then spent the next few paragraphs as if I were doing just that. Perhaps there are some among you who feel the AAAA (or AUSA) is not doing enough at the local or national level, or feel that such organizations are not truly facing up to your needs. The best way to influence any change you feel is necessary is to be a part of the organization and actively fight for what you believe is necessary. The passive measure of non-participation is *not* your best means of expression.

New Deputy Director

As a personal note and to show that the magazine still has certain "homely" touches, I'd like to announce the arrival of *Colonel Jack Hemingway* as the new Deputy Director of Army Aviation. (He has just returned from Vietnam where he was the Deputy Commander of the 1st Army Aviation Brigade.) He replaces *Colonel Pearce Fleming* who has done a splendid job in the past year, but who now plans to retire in the near future. This office has had many personnel



AAAA's 1967 NATIONAL AWARDEES

Shown with General Hamilton H. Howze, AAAA president-elect (2d from left) and Secretary of the Army Stanley R. Resor (3d from left) are, left to right, CWO Jerome R. Daly, "Army Aviator of the Year"; Specialist Fifth Class, Dennis L. Falo, "Aviation Soldier of the Year"; McClellan Award winner Captain Gary F. Ramage; Major General G. P. Seneff, Jr., former commander, and Sergeant Major Douglas W. Sims, representing the 1st Aviation Brigade, 1967's "Outstanding Aviation Unit."

changes over the past few months and I wish I had the time and space to detail all of them. Much as I regret the necessary turnover, I am pleased that the new officers assigned here are indicative of the depth of talent in Army Aviation.

Warrant Officer Promotions

As a final comment I would like to pass on some interesting statistics. The recent Warrant Officer Promotion Board selections for WO-3 and WO-4 indicate that the aviator fared as well or better than his non-rated contemporary.

- In the primary zone for selection for WO-3, 236 aviators were considered and 206 selected for an average of 87%. The Army-wide average (excluding aviators) was 85%.
- Of the WO's previously considered, aviators had a selection rate of 37%, compared to 22% for other Warrants.

- In the secondary zone of consideration to WO-3, 16 Army Aviators were among the 28 selected.
- In the primary zone for WO-4, 90 aviators were considered and 74 selected, for an average of 82%. The Army-wide average (excluding aviators) was 70%.
- WO-3 aviators previously considered had a selection rate of 58%, compared to 23% for other Warrants.
- 43% of those in the secondary zone to WO-4 were aviators.

The figures speak for themselves, for the WO-3 and WO-4 competition is among the keenest professional soldiers. I am pleased and in no way surprised that the Warrant aviator continues to measure up so well.

WORRY! WORRY!

THE INTERRELATIONSHIPS OF WORRY, AGE, WAISTLINES, AND WEIGHT LOSS

A TREATISE BY LT. COL. MORRIS G. RAWLINGS, ARMY AVIATOR (RET.)



I have just finished Colonel Lester Robert-
son's sales pitch on the "New Army Aviation Ring" (July 31 issue) and my ears are
ringing with his descriptive phrasing "...
the pioneers of Army Aviation who are
identified today as the gray-haired, bifocal-
wearing and often time-restricted throttle-
pushers..."

Buying the confounded ring was never in
question — I always intended to do that!
His accurate word picture, however, has
added a new factor: that of urgency. I have
the feeling that unless the ring is forwarded
by jet it may adorn the finger of a portly
corpse.

You see, sir, in your effort to define the
old-timer without defiling him, you neglected
to mention the fact that we old-timers have
begun to relax our high-held chests; that we
are beginning to insist upon having more
material in our trousers; that we lean slightly
backward while standing erect, etc.

Bluntly, sir, many of us are getting fat!

* * *

As we begin to thicken about the waistline,
we begin to worry those whom we hold
dear, and those whom we pay dearly. In the
latter category — the insurance agents and
physicians, the push toward poundage is
met by financial resistance. Frankly, those
put-on pounds put pallor in the pink of those
practitioners whom pilots pay to prolong
their post-parental period. Instalment pay-
ments do *not* flow from under a headstone.

Those who would have us eat further
from the table have momentarily forgotten

our bifocals; those who suggest that we push the food-laden table away have overlooked our sparse, graying locks; and those who suggest exercise or other sweat-producing, spots-before-the-eyes movements do not adequately consider our time restrictions.

There is only one appeal which has meaning to the old-timer — one which plays on his sympathies *and* to his sense of fair play. No pilot can stand to see worry lines on the faces of those who view his expansion with alarm.

After a time — an embarrassing time during which he makes promises in public and breaks them in private — he notices a strange phenomenon. Those who are doing the greatest amount of worrying are becoming thinner. The conclusion becomes obvious. In order to relieve others of their worry, it is necessary that he take over the chore from them. He must become a worrier. At one fell swoop, he can force others to find a new subject for fretting and, if he can find a real pot-boiler for himself, he can even lose some weight. This is a typical Army Aviation solution, learned while trying to convince others that one could be both a full-time aviator and a top-notch infantryman at one and the same time.

The first mistake!

Having made up his mind that worrying is both a solution and a form of salvation, the old-timer sets about the task in his customary scientific manner. He determines, based upon the amount of his excess poundage, the type and intensity of his chosen worry. *He has just made his first mistake!* He has assumed that the bigger the worry, the greater the weight loss.

I know one grossly over-padded pilot who restricted himself to things like our reception when landing on other planets; about running out of oxygen in our air envelope; about the sun's exploding into a super-nova; and about the sudden shifting of the earth's poles. He didn't lose an ounce! His worries were so big that when he really got involved, his mind would boggle at the implications and he would rush out to get a drink and a handful of peanuts.



It is the small, niggling worries which pay dividends — the kind to which one can refer over and over again because they defy solution. It is not my intention to give you handmade worries because that would rob you of one very real stew — one can always worry about the fact that one has nothing to worry about — but three examples may be of interest:

- (1) What would happen if your derma and epidermis shifted so that the pores no longer matched?
- (2) What would happen if your wife became a State Representative and you and the kids had to address her as "*The Right Honorable*"?
- (3) What would happen if everyone on earth suddenly told the truth, the whole truth, and nothing but the truth?

One must pick on a small worry and refer to it often because of another factor discovered by a lonely researcher *under* King Arthur's Round Table. One may wonder as to why he was under the table, but there is no room for doubt about the simple fact he discovered: *No one can worry successfully about anything for more than thirty seconds at a time.* For that matter, no one can even think on a single subject for more than a half-minute sequence.



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

WORRY! WORRY!

(Continued from Page 13)

Up to now, things have been easy. All we've really established is that Col. Robertson (bless him!) has given we old-timers a new worry to play with; one which might help us lose some weight and thus relieve others of their worries, or force them to find new ones. We have found that big worries do not pay dividends because they drive one to eat and drink. Further, we are assured that no worry can retain center stage for more than thirty seconds at a time. From now on, the going gets rougher and the drop-out rate becomes more severe.

Yardstick: Weight loss

The measure of effectiveness applied to our chosen worry is *weight loss*. But that measure is not usable until some time in the future. We could struggle along fretting over a single subject for days and weeks only to find it ineffective. Because we old-timers have but limited time, we must learn early that we are worrying about the proper things. We must find an interim measure of effectiveness — something which will tell us immediately that we are on the proper path.

Can we do this solely by the way we feel? By the way our brow furrows and our insides churn? No, because one can obtain the *same* effect from eating Mexican food



or by drinking Scotch and Coca Cola. Can we assign an arbitrary value to each worry and prove or disprove our guess? Of course, but again this becomes an after-the-fact solution.

The "Interruptors"

There is a way. Don't despair! Since we know that our worry will be interrupted at least twice in each minute, we can assume that the interruptor is momentarily more important than the interruptee. If we can isolate the interruptors and somehow establish a value for them, see how simple it is? Here, I'll put it in tabular form:

- (1) An effective worry will be interrupted only by a momentarily more important thought.
- (2) Some interruptions will occur more frequently than others; therefore, some are more important than others.
- (3) If each interruptor is assigned a value according to its importance and if that value is applied to the worry itself, we can weight the worry and de-weight ourselves.
- (4) The worry which is interrupted only by high value interruptors is the most effective.

Nailing it down . . .

Now, rather than cause you to go through all of these steps again taking the very real chance of causing confusion, I'm prepared to give you, *free of charge*, a listing of the ten most common distracting thoughts together with their relative values:

INTERRUPTOR	VALUE
Sex	10
Hunger/Thirst	9
Pain	8
Money (Yours)	7
Leave/Vacation	6
Tomorrow	5
Yesterday	4
Money (Other People's)	3
Flying	2
Everything Else	1

Sex — that is, thoughts having such a theme — rate very highly for the old-timer. Any worry which we might have which

can be interrupted only by those thoughts just simply has to be worth worrying about. After all, it is difficult to dredge up thoughts from the subconscious, and that's where long-forgotten memories and impulses are forced to live.

... and following through!

This means that the "gray-haired, bifocal-wearing, etc." person must more carefully evaluate his interruptors than, say, the twenty-five-year-old fatty. While the younger man knows instinctively where his thoughts are leading, the older man must carry them on to a conclusion. For example, if the worry were to be supplanted by thoughts of a pair of gray flannel trousers, the young man would simply classify the thought as a one-pointer. The older gentleman might go on like this:

"The last pair I owned was so threadbare from cleaning that I had to wear two pairs of shorts and an athletic supporter to cast a shadow. In fact, that's what Florine said, 'Coming events cast their shadows before. Boy, was that Florine something!'"

And, as you now see, the older man should consider his interruptor as having a value of ten. Because his worry could not be sidetracked by anything less, he has a live one which should help him lose weight. It is necessary, however, to recheck these things and it appears that a minimum of three runs is required in order to draw meaningful conclusions. It is too easy to begin worrying during the cocktail hour or in the middle of a midnight snack.

A single iteration, done at such a time, will return some peculiar readings and can even result in a stomach ache. Besides, if you're going to cheat, you should use a computer. It will give you quicker incorrect answers, and will give employment to a linguistic programmer.

Where were we? Oh, we were about to work on an example. First, we need a worry — anything will do for a starter. Here's one: Men who have waged war for 2,000 years of recorded history pay but little attention to that history. What would happen if everyone suddenly said, "I ain't mad at nobody!" and went home?

Your first dry run . . .

Zero the second hand on your stopwatch and start!

"Well, in the first place, there would always be some SOB who didn't get the word. Just as soon as I laid down my gun, he'd clobber me and I'd end up on a slab. Speaking of slabs, wonder if we're having steak tonight? Besides, all of us have a stake in the future because of our children. Which reminds me, Jeff will need more money if he moves out of that fraternity house. It would probably be cheaper if he moved into a sorority house — that new apartment of his better not have a double bed. His mother would have a hissy. And, besides, we can't even get families to work together, let alone states or countries. Bet it's cool in the country along about now with the sun going down and the mosquitoes beginning to swarm. No one will ever admit it, but a major reason for Lee's surrender was because his men started going home to take care of the work — and how about the Revolutionary War when the men didn't want to leave the state boundary. I wonder if they'll raise the state tax again this year?"

Time's up. The worry wasn't much good:

At Time:	Interruptor	Value
8 sec.	Hunger	$8 \times 9 = 72$
25 sec.	Sex	$17 \times 10 = 170$
35 sec.	Other	$10 \times 1 = 10$
60 sec.	Other	$25 \times 1 = 25$

277

The best possible for an old-timer is 600. 277 won't even offset a bag of peanuts! And, if you happen to be drinking martini's at the same time, you will gain rather than lose weight.

As a matter of fact, there are very few worries which are so engrossing and so recurring as to be sure-fire reducers. At this moment, I can think of but one which is worth passing on to those of you who recognize this nonsense as a poorly-disguised hope for your future:

Worry about living long enough to become an old-timer!

Taking the guesswork out of navigation:

Cheyenne.



No trusting to luck. No dead reckoning. Cheyenne's navigation system will put the sting of firepower on a beeline: from base to objectives and return—with precision. Regardless of maneuvers and no matter how hot the action, Cheyenne's pilot will just punch a button for an instant position fix.

No in-flight computations are required with Cheyenne's inertial system. Completely self-contained, it needs no ground-based assistance either. Destination map coordinates—the same as those used by ground troops—are the only inputs needed to navigate to any point.

And this computerized system goes far beyond accurate navigation. Integrated by Lockheed, it has multiple talents that are in direct response to the U. S. Army call for advanced battlefield capabilities in a helicopter.

Enemy location is one. When Cheyenne's pilot spots a foe's position, he can sight on it with his laser range finder. Pushing a button, he gets a readout of the position's exact Universal Transverse Mercator map coordinates... and radios them to headquarters.

Similarly, when both friend and foe are spotted, he can get fixes on each. The navigation system will then determine and read out

the enemy's range and bearing, and any elevation difference from the friendly position.

Cheyenne's navigation system also can pinpoint radio transmission locations. The pilot simply establishes two bearings from a radio signal, and the map coordinates of the radio transmitter location are read out.

For station-keeping, a pushbutton brings the pilot a display of the formation; his distance, bearing, and altitude difference to the leader; and the leader's bearing.

Put together by Lockheed-California Company, Cheyenne's is one of the most advanced helicopter navigation systems yet to fly. In

short, it does the navigating, leaving the fighting men free to fight.

This ability to understand present mission requirements and anticipate future ones, coupled with technological competence, enables Lockheed to respond to the needs of the Army in a changing world.

LOCKHEED
LOCKHEED AIRCRAFT CORPORATION



QUESTION: ARE THE MAINTENANCE MAN AND AVIATOR ON THE SAME TEAM?

THE status of the Aviation mechanic is similar to that of the brand new father whose keel laying role is completely ignored in all of the fuss about mother and child. Of course, everybody knows that a father had to be involved somehow, but who cares about background in the spectacular process of a baby's birth?

When Aviation was still in its infancy or in the maternity ward, it was both logical and proper that the pilot get all of the credit since he played the triple role of father, mother, and midwife! In those days it was a pilot's guts and will power more than aerodynamic principles, which kept the weird collection of nuts, bolts, and string airborne.

Fortunately, those days are gone. Aviation has come of age, and no longer does a lone wolf or a superman roam the skies. Although the pilot still absorbs much of the

public's admiration, it is difficult, if not impossible, to decide which member of the Aviation Team plays the most critical role. The growing complexity of today's machines has given you — the ground personnel — a responsibility that is at least equal to that of flying personnel.

You'll find that the trend to underrate the importance of the man with the tool box is also evident in our accident-prevention campaigns. They are always looking towards a pilot audience, probably because the pilot, statistically, is highest on the list of accident cause factors.

Does this mean that maintenance people make fewer errors, or that our statistics give a false view? As an example, a pilot takes off in an aircraft with its ailerons rigged in reverse. Before he knows what hits him the aircraft is rolling through the grass and shedding its wings. Who gets the blame? Theoretically the pilot does because he was the last member of the team who could have and should have noted this error in maintenance. But no self-respecting mechanic would suggest that this approach presents the true picture.

Another pilot takes off without checking the security of the oil filler cap because the

Some Pertinent "Don'ts"
for Aviation Crewmen
as suggested by
CW2 Jess Gossage, Jr.,
of Fort Lewis, Wash.

line chief told him that it was properly closed and safetied. One hour later the engine seizes as a result of oil starvation because the oil filler cap has not been properly secured. Whose error? The pilot's, of course.

But what happens to our "Team" when we no longer can rely on each other?

A few months ago, I was in the hospital questioning a crew chief who had been injured in a helicopter accident. After he had given me a clear description of what happened, I asked him if he could think of anything unusual about the aircraft that could have been contributed to the accident. The way that he looked at me convinced me — but too late — that what normally is a routine question had insulted his honor. I got the answer I deserved, "Sir, we do not operate a flying club. Before I sign off for an aircraft, I ask myself, 'Would I let my kid brother fly this ship?' If the answer is 'No,' I won't release it."

Blunders know no rank

Don't take it for granted that rank and position keep a man from making mistakes. On the other hand, don't think that the lower the job a person has, the less the chance he'll make serious blunders. I know of cases where people, qualified only to push an oil rag, have caused accidents by bending a control rod or leaving rags in engine intakes.

In Army Aviation, we should treat every error as though it would cause an accident. A mechanic lost a $\frac{1}{2}$ -inch bolt while working on the control system under the cockpit floor. To save time, he got a replacement bolt and completed the job. A few weeks later the pilot of that aircraft had some anxious moments when he found that the ailerons jammed during a stall recovery. Luck and a competent pilot kept the aircraft sufficiently intact to determine that the lost bolt had cost the taxpayers \$200,000.00 by finding its way into the aileron controls.

Don't assume that just because a thing came apart in a certain way that it should

be put together the same way, for it might not have been assembled properly in the first place! Unless you know your tech orders by heart (and who does?) use them all the time. Nobody is going to get mad at a few greasy thumbprints on the pages. If there is one thing I distrust, it is a maintenance shop with manuals that look as if they have never been used.

Airborne? Get with it!

Don't act as if you were just another passenger when in your aircraft. Remember that you're part of the crew and that your cabin passengers, regardless of rank, look upon you as a man of authority. You may have to deal with passengers who have never flown before and are scared stiff. They'll need your help, even in such simple matters as adjustment of the seat belt. They want to know where the emergency exits are and how they are operated — though their pride won't admit this — so you might as well give them the straight dope right from the start. A thorough briefing will do more to ease their fears, than cockiness and ridicule. And when the pilot before take off gets on the intercom prior to takeoff and asks, "Foster, everything OK in the rear?" you should be able to answer, "Yes, sir! I got 'em all tucked in and happy!"

The tool box tells all!

Finally, a word about the mechanic's trademark, the tool box. Undoubtedly, you've heard it said that you can tell a maintenance man by the way he keeps his tool box. This is quite true. An old hand in this business can learn more about you with one quick glance into your tool box than a head shrinker can find out in a week-long session on a couch. On a larger scale the same applies to housekeeping in the hangar, on the flight line, and in each aircraft. A man who keeps his tools neat works neatly and thinks neatly. A cluttered-up workshop symbolizes cluttered-up minds.

One of the oldest Dutch steamship com-

THE SAME TEAM?

(Continued from Page 21)

panies uses a double-action motto: "It's good to be on a well-run ship." This motto appeals to passengers as well as crew members. I hope that you'll make this your motto, because there's no better way to express professional pride. It also will give you a chance to experience one of the greatest satisfactions in your career — a passenger tapping you on the shoulder as he leaves your aircraft and saying, "Specialist Rhodes, you certainly run a good ship."

When this happens, don't forget to tell the men in the cockpit about it. There are still a few things in this world that money can't buy, and this is one of them.

Here was a man who spoke with pride and confidence, although he had just gone through a rough experience. His reference to the almost forgotten concept that we still are our brother's keeper also showed that he was a conscientious team member. It is refreshing to know that in a society that measures success in terms of dollars, pride in craftsmanship still finds a place. Those of you who will go into the field for the first time may have difficulties finding your place on the team.

Long welcomes unusual

Don't expect the commanding officer, the maintenance officer, or the shop foreman to fall around your neck and greet you as the unit's last missing link. Things aren't quite that bad in fast-growing organizations. The men you'll meet are probably too busy for long welcomes. Before you can write your wife, "Wish you were here," you'll probably be assigned to a slot that is normally filled by two persons.

Don't expect clear cut orders for every move you must make. Your qualifications are recognized, but you are expected to know the limits of your experience. This means that someone will not be looking over your

shoulder every time you lock-wire a nut or fill out a form. It also means that you must set all faults aside and not hesitate to consult your maintenance sergeant whenever you have any doubt about the correctness of your work.

Growls? You'll hear 'em!

Don't think that the world, or your career, has come to an end every time a tech inspector growls at you. This gentleman bears the responsibility for the work you have done, and he can't afford to be courteous about errors in a job that deals with human lives. He knows that soft-pedaling a minor mistake is a sure invitation to blunders that scatter people and airplanes all over the countryside. By the same token, if this man tells you that you did a pretty good job on a machine, you can practically consider yourself decorated.

Don't flatter yourself with the thought that what the school taught you is all you need to know to enjoy a successful maintenance career. The diploma you receive is like a marriage license — an official stamp of approval to exercise your skills, but not a guarantee for success and happiness.

Work at your career!

Careers are not built with a handshake and a piece of paper. You've got to work at them! To prove this point to yourself, do a little research as soon as you arrive in your unit. Talk to the gripers and the soreheads and find out why they failed. You'll always find that these people don't have the get-up-and-go to increase their knowledge "*beyond the call of duty*."

If you are sincere about succeeding and being a respected team member, deny yourself some of that high-level TV entertainment once in a while and read your manuals. Nobody can be blamed for not having all the answers at his fingertips, but you can only blame yourself if you don't know where to find them.



The de Havilland Twin Otter is an extraordinarily vital flying machine.

The Twin Otter, with proof-tested STOL capability, can expedite 19 troops or 9 stretcher cases with attendants or two tons of supplies into or out of any 1,000-foot clearing.

The Twin Otter can move in for intricate photo-reconnaissance work. The undercarriage can be adapted to wheelskis and floats.

Is this the future for flying?

It's the present.

Accordingly, the Twin Otter is available. Now.



The Twin Otter.

**The de Havilland Aircraft of Canada, Limited,
Downsview, Ontario. World Leaders in STOL.
A Hawker Siddeley Company.**

de Havilland Canada
40 1928
1968
Fortieth Year

Vietnam Report:

365 days in Combat

29 Aug. 67 — First Huey Cobras, spares, supplies and NET team deployed to Vietnam via military transport from Fort Worth . . . 31 Aug. — Units land at Bien Hoa; first Cobra flies three hours after arrival . . . 4 Sept. — First combat kill; sampan and crew . . . 6 Sept. — Cobra briefing for Gen. Westmoreland . . . 8 Oct. — 334th "Playboy" platoon begins training; covers 130 sorties, destroys 22 sampans and 47 structures . . . 22 Oct. — 9 Nov. — Normal Playboy missions include 354 sorties, knock out 36 sampans and 24 structures . . . 31 Jan. 68 — Tet offensive begins. Cobras play major role in stopping attack on Bien Hoa base and City of Saigon . . . June-Aug. 68 — Cobras defend Saigon against Cong attacks.

During first year Bell has delivered more than 350 AH-1G's to the Army for combat and training operations. Ship is winning highest praise of officers and men throughout Vietnam.



BELL HELICOPTER

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

Bell's HueyCobra





**AAAA
Annual Meeting
Panel
Presentation
Oct. 31, 1968**



**Keynote Presentation by
LTG HARRY W.O. KINNARD
Commanding General, USACDC**



**"Infantry-Air Mobility in Vietnam"
MG JOHN M. WRIGHT, JR.
Commanding General, USAIC**



**"AirCav Operations in Vietnam" by
MG JAMES W. SUTHERLAND, JR.
Commanding General, USAARMC**



**Hunter-Stewart Presentation by
BG FRANK MESZAR
Commanding General, USAFTC**



**Fort Wolters Presentation by
COLONEL LLOYD G. HUGGINS
Commander, USAPHC/S
ARMY AVIATION MAGAZINE**



PLAN NOW TO ATTEND!

**TENTH AAAA ANNUAL MEETING
OCTOBER 30-NOVEMBER 1
SHERATON-PARK HOTEL, WASHINGTON, D.C.**

EARLY BIRD RECEPTION
ANNUAL REPORT — NATIONAL ELECTIONS
FIVE PANEL PRESENTATIONS
CHAPTER DELEGATES' LUNCHEON
1968 CUB CLUB REUNION
PRESIDENT'S RECEPTION
INDUSTRY VIEW OF USSR ROTARY-WING
HONORS LUNCHEON RECEPTION
ANNUAL HONORS LUNCHEON
DIEHARDS' RECEPTION

**ADVANCE REGISTRATION DETAILS
MAY BE FOUND ON PAGE 45**

Fifteen U-8's Complete Trans- Atlantic Ferry Flight

THE last of 15 U-8 *Seminole* aircraft newly-assigned from the U.S. to USAREUR units landed at Coleman Army Airfield near Mannheim, Germany, in late July, completing a mass transoceanic hop of Army airlift without incident.

The last twin-engine U-8 to land was piloted by *Colonel E. Pearce Fleming, Jr.*, then Deputy Director of Army Aviation, OACSFOR. His landing was an appropriate finale for the four-day journey which took *Colonel Fleming* and 29 other Army Aviators from Fort Riley, Kan., to McGuire AFB, N.J., and from there to Argentia, Newfoundland; Lajes, Azores Islands; and Torrejon, Spain.

"Appropriate" is the correct word for more than 15 years ago, *Colonel Fleming*, then COMZEUR Aviation Officer, first proposed the overwater "ferrying" or flying of aircraft to their destination, rather than shipping them by boat, disassembled and crated.

Now 50 years old and a Master Army Aviator, *Colonel Fleming* suggested "ferrying" at the time as a feasible and desirable alternative. After consultation, the Department of the Army approved the plan in 1957.

Since that time, more than 150 Army aircraft have been ferried to their destination, *Colonel Fleming* reporting that "We've never lost a single one or experienced a major problem."

The just-completed movement was the Army's first since 1965, when a number of Caribou aircraft were also flown across the Atlantic to Europe and then on to Vietnam.





Like its predecessors, the mission saved the Army thousands of dollars in shipping fees, reassembling expenditures, and maintenance costs.

Taking the fleet of U-8F's and U-8D's on the trans-Atlantic journey were three crews from DA, Hqs, USAREUR, USCONARC, and Army Materiel Command each provided an additional four crews.

PHOTOS

ABOVE: The first U-8's to arrive in USAREUR on completion of the ferry flight are shown on the ramp at Coleman Army Airfield.

TOP RIGHT: COL E. Pearce Fleming Jr. (left), Deputy Director of Army Aviation, is greeted by COL John F. Sullivan, U.S. Army Aviation Maintenance Center commander, as he disembarks at Coleman AAF from the U-8F he piloted from the States to Germany.

BOTTOM RIGHT: COL R. C. Borman, Chief of USAREUR Aviation (left), congratulates LTC Seaman J. Molkenbuhr, pilot of the second U-8 to arrive from the States, as co-pilot CPT F. J. Gannon and LTC Gerald Burroughs, Airfield Operations, look on. (USA photos)





FT. EUSTIS — SP5 Ted Koon wears body armor during a demonstration of the vest insulation to COL Jack W. Hemingway (right), Deputy Director of Army Aviation, OACSFOR, during the latter's recent visit to the USA Transportation School. MAJ Robert V. McNutt (cen), chief, Multi-Engine Br, FW Division of the AMTD, is the briefing officer.

FT. WOLTERS — Southern Airways instructor pilot Gene Harper (left) and 2LT Abolhassan Vahedi of Iran rehash memories on the flight line. The two first met at Vance AFB, Enid, Okla., in 1966, when Harper was Lieutenant Vahedi's instructor during primary flight training in fixed wing aircraft. The latter is now an RW student at the USAPHS.



HUNTER AAF (Delayed) — COL Hubert B. Campbell, Jr., Asst. Deputy Comdt, U.S. Army Aviation School Element (left), accepts a plaque depicting that unit's completion of 10,000 flight hours in the AH-1G HueyCobra by Aug. '68. Presenting the award is Hans Weichsel, Vice President-Military Sales & Contracts, Bell Helicopter Company.

STATEMENT OF OWNERSHIP, MANAGEMENT AND CIRCULATION

■ STATEMENT REQUIRED BY THE ACT OF OCTOBER 23, 1962; SECTION 4369; TITLE 39 OF THE UNITED STATES CODE SHOWING THE OWNERSHIP, MANAGEMENT AND CIRCULATION, as filed on September 23, 1968, on "ARMY AVIATION MAGAZINE" published monthly at 1 Crestwood Road, Westport, Conn. 06880.

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

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

8. The known bondholders, mortgagees, and other security holders owning or holding 1 percent or more of the total amount of bonds, mortgages, or other securities are: None.

9. Paragraphs 7 and 8 include, in cases where the stockholder or the security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting; also the statements in the two paragraphs show the affiant's full knowledge and belief as to the circumstances and conditions under which the stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner. Names and addresses of individuals who are stockholders of a corporation which itself is a stockholder or holder of bonds, or mortgages, or other securities of the publishing corporation have been included in paragraphs 7 and 8 when the interests of such individuals are equivalent to 1 percent or more of the total amount of the stock or securities of the publishing corporation.

10. The average number of copies for each issue during the preceding 12 months, and the number of copies for the single issue nearest the filing date (latter appears in brackets) were:

a. Total no. of copies printed: 12,349. (11,800).

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

2. Mail Subscriptions: 12,070 (11,381).

c. Total Paid Circulation: 12,070 (11,381).

d. Free Distribution by mail, carrier or other means: 219 (249).

e. Total Distribution (Sum of c and d): 12,289 (11,630).

f. Office use, left-over, unaccounted or spoiled after printing: 60 (178).

g. Total (Sum of e and f)—should equal net press run shown in a): 12,349 (11,800).

I certify that the statements made by me above are correct and complete.

ARTHUR H. KESTEN
Publisher
Army Aviation Magazine



HUNTER AAF — Involving approximately 260 UH-1 Iroquois aircraft at the U.S. Army Flight Training Center, "Project ZYZ" got underway in mid-August and will probably end in March or April, 1969. The code name for a project to standardize and update the UH-1 aviation electronics communications systems, "Project ZYZ" involves 29 contract technicians working a 60-hour week. Shown above, CW3 Wesley R. Cooper (left), ZYZ project officer, discusses some specifications with Donald Payne, contract foreman, as a technician installs an antenna under the Huey.



FORT EUSTIS — A CH-47 Chinook from the U.S. Army Transportation School is shown extricating a private twin-engine aircraft from a sandbar along the nearby Virginia coast. The aircraft had landed a fishing party on the sandbar and then, on being bogged down in soft sand, was unable to taxi to the takeoff point. Although the fishing party were evacuated safely by boat, the aircraft became a total loss when the incoming tide covered it completely, except for the rotating beacon on its tail. The Army was then asked to remove the "Now you see it; now you don't" eyecatcher.



FORT WOLTERS — "We're next," say Chris Baker, 12, in the cockpit of the HueyCobra, and his brother Craig, 11. Their older brother, Warrant Officer Candidate David D. Baker (center), completed primary rotary wing training at USAPHS, and has since moved on to Ft. Rucker for advanced rotary wing training. The boys' father, Raymond E. Baker (left), is a retired Army chief warrant officer who is presently employed by Bell Helicopter Company ferrying Army aircraft such as the Cobra to the west coast. Vietnam-bound, David may wind up piloting an aircraft his Dad ferried.



PERSONNEL TRANSFERS — Colonel Eduardo M. Soler (left) is the new Commanding Officer at the U.S. Army Aviation Materiel Laboratories (AVLABS) with LTC Franklin D. Cantwell as the new DCO. Jack O. Ray (center), who retired as a LTC after a 22-year career in Army Aviation, has joined the Beech Aircraft Corporation in the position of Airline Sales Representative. Colonel James D. Kidder (right), is the new Director of the Department of Advanced Helicopter Training at the U.S. Army Aviation School Element at Hunter Army Airfield, Georgia.



ST. LOUIS — Mayor A. J. Cervantes of St. Louis (left), looks over a model AH-1G HueyCobra gunship which Major General John Norton, Commanding General of the U.S. Army Aviation Materiel Command, presented to him during a recent get-acquainted visit. The Mayor, in turn, presented General Norton with a model of the St. Louis Gateway Arch to keep on his desk at AVCOM.



FORT WOLTERS — Honor students of their classes that completed flight training at USAPHS on August 16 were, from left, WOC Thomas B. Moore (WOC honor graduate and AAAA Military Achievement Award sponsored by the Fort Wolters Chapter of AAAA), WOC Paul A. Nicholson (AAA Academic Achievement Award), WOC Philip K. Gibbons (Outstanding Soldier Award), WOC Fred D. Albright (AAAA Flight Achievement Award), 1LT Jimmy D. Gregory (AAA Academic Achievement Award), and 2LT Dwight P. Hitchcock (ORWAC Honor Graduate and AAAA Flight Achievement Award).
(USA photo)



CORPUS CHRISTI — The newly-assigned commanding officer of the Coast Guard Air Station at the Naval Base in Corpus Christi, Captain Don Davis, lost no time in getting acquainted with the operations of the Army Aeronautical Depot Maintenance Center (ARADMAC), located on the base. Following a briefing by COL Luther G. Jones, Jr., ARADMAC commander, Captain Davis took a tour of the industrial complex with Vince Crum (left), administrative officer in directorate of maintenance. Here Crum is shown explaining one of the stages in the repair of a UH-1 Huey. (USA photo)



FORT EUSTIS — Captain George L. Anderson, the Distinguished Graduate from Aircraft Maintenance Officers' Course Class 12-68 who achieved the highest academic average, is shown receiving an Army Aviation Association of America (AAAA) "Certificate of Achievement." The presentation was made by Colonel Robert L. Hoffman, Commanding Officer of the Combat Developments Command Transportation Agency at Fort Eustis, Virginia. The award, which was made in ceremonies held August 1, is sponsored by the David E. Condon Chapter of AAAA. (USA photo)

CHANGES OF ADDRESS**PCS****PCS - GENERALS**

NEEL, Spurgeon H., BG

TIMOTHY, J.S., BG

TOLSON, John J., III, LTG

COLONELS

ADIE, John R.

BURTON, Jonathan R.

BUSH, Harry L.

CROZIER, Ted A.

DONNELLY, Henry J.

GUST, Daniel G.

KRAKOWER, Albert M.

MARTIN, Stephen G.

OGILVY, Hubert W.

PUTNAM, George W., Jr.

REISACHER, Robert W.

SCHOCKNER, Lester F.

SHEA, Gerald H.

SINCLAIR, Christopher

SOLER, Eduardo M.

SOUTHWORTH, Roy B.

PCS - COLONELS

VOHS, Ralph H.

WAGNER, Paul R.

LT COLONELS

ALLGOOD, Charles N.

ALLMAN, Bernard R.

ANDERSON, Paul F.

BAGLEY, Robert T.

BAILEY, Lawrence R., Jr.

BAKER, Wallace I.

BALLARD, Lowell L., Jr.

BELK, George M., Jr.

BELL, John E.

BERGESON, Delreed

BINDRUP, Lavere W.

BLUNCK, Stanley R.

BOGGS, Joseph C.

BRANDT, A. Frankland

BREARD, Daniel A.

BRETZ, Robert D.

BROWN, John P.

PCS - LTCS

BURDICK, Leonard R.

BURRESS, Eugene W.

BUSH, James K.

BUTLER, Don A.

CADMUS, George W.

CAHILL, Philip T.

CALVERT, Charles L.

CANTWELL, Franklin D.

CHAMBERLAIN, Wm. C.

CHRISTY, Deryck G.

CLARK, Denzel L.

COBB, Joseph F.

COOK, Harold E.

CROOKS, Eugene F.

CROSMUN, Clifford A.

DALPINO, Milton D.

DAVIDSON, Billie A.

DEAN, Wesley A.

DENEND, William L.

DIBRELL, Jack H.

PCS - LTCS

DOBSON, Dale E.

DODRILL, James E.

DRUMM, Donald R.

DUNNE, Robert V.

FELLERHOFF, John H.

FERN, Albert J. Jr.

FITCH, John B.

FRANCIS, Charles S.

FRENCH, William C.

GARDNER, William S.

GIMPLE, Lloyd A.

GRIMM, Adolph H.

HALSTEAD, Chas. E., Jr.

HARDIN, Cletus A.

HARRISON, Ben L.

HAWKINS, Algin S.

HEUER, Martin

HICKERSON, Charles M.

HUNTLEY, David L.



RADAR UNIT

FORT WOLTERS — Viewing a new storm detection radar unit that can detect and track rain and other precipitation within a 200-mile radius of Fort Wolters are Colonel Lloyd G. Huggins (seated at the console), Army Primary Helicopter School commander, and Colonel Byron E. Sheppard, assistant center commander (left). Captain Joe L. Kendall, commander of the 20th Detachment of the 16th Weather Squadron, is shown demonstrating the unit for the two USAF officials. The USAF Weather Detachment put the unit into use in mid-August. (USA photo)

PCS - LTCS

HURD, Robert L.

HURST, Robert H.

INGRAM, Thomas A.

JACKSON, Wilfred A.

JENNINGS, Robert H.

JOHNSON, Edward K.

JONES, Robert N.

JONES, Roy C.

KEATON, Jack L.

KLEIN, Frank S.

KLOPP, Charles A.

KNIGHT, Bobby M.

KNIGHT, Emmett F.

KREITLER, Clark F.

LANGLOIS, Arthur R.

LEACH, Ercie J.

LEONARD, Dan S.

PCS - LTCS

MADRANO, Joseph P.

MARINACCI, Louis G.

MARTIN, William R.

McANDREW, Thomas J., Jr.

McCONNELL, Lewis J.

McCREADY, Thomas E., Jr.

McDERMOTT, Francis P.

McGREGOR, John E.

McILWAIN, George W.

McKENZIE, Colin W., Jr.

McNEESE, Luna V., Jr.

MENDIETA, Hector H.

MILLER, Norman H.

MOLKENBUHR, Seamon J.

MORAN, Ray R.

MOSELEY, Robert L.

MOSHER, David L.

MUKAEDA, Richard K.

PCS - LTCS

MUTER, Joseph J.

NOEDING, John P.

OLDEFENDT, Glendon E.

OTERSEN, Vincent

OWEN, Roy W.

PANAGEAS, Dan P.

PATTERSON, James H.

PERRIN, William S.

PHILLIPS, William G.

PIERCE, Samuel M.

PONDER, William R.

POOR, William T.

POTTS, William L.

PUTNAM, Carl M.

QUEDENS, Bernard B.

RAYMOND, Robert A.

RILEY, Edwin C.

ROUSSE, William C.

PCS - LTCS

SAMPSON, Eldon F.

SCHUMAKER, James K., Jr.

SCHWARZ, Henry E.

SHAUGHNESSY, Thomas J.

SHEDDEN, Eckols L.

SIEGERT, Robert W., Jr.

SLAVICH, Ivan L., Jr.

SMITH, Carroll W.

SMITH, Howard C.

SMITHEY, Paul C.

SPENCER, Lloyd E.

STAPLETON, John P.

STARKER, Joseph B.

STEWART, Harvey E.

STOVERINK, Robert I.

SWILLEY, George R.

TANNER, Eugene P.

TATE, Wallace L.

HONOR GRADUATE

FORT EUSTIS — Colonel Raymond E. Johnson (left), Director, Aviation Materiel Testing at the U.S. Army Test and Evaluation Command, Aberdeen Proving Ground, is shown presenting the AAAA "Certificate of Achievement" to Captain Allen B. Miles, AMOC Class 13-68 graduate. The exercises took place at Fort Eustis, Virginia, on August 15. The "Certificate of Achievement" is given by the David E. Condon Chapter of AAAA to the honor graduate of each AMOC class. (USA photo)



PCS - LTCs

THOMAS, John A., Jr.

THOMAS, John W.

THOMPSON, Jack H.

TIEMANN, Floyd J.

TONER, Francis J.

UNDERWOOD, Joe D.

VINCENT, Samuel M.

WAUGH, Lionel C.

WEBBER, Herbert M.

WEINSTEIN, Leslie H.

WELCH, Gene B.

WILLIAMS, Glenn M.

WILLIAMS, Howard M.

WILLIAMS, William H.

WITHERS, Peter C.

WRIGHT, Theodore K.

YANAMURA, Kenneth K.

YOUNG, Raymond H.

PCS - MAJORS

ALFORD, Andrew N.

ALLAN, Walter F.D.

ANCELIN, Donald R.

ANDERSON, Jack W., Jr.

ANGLIN, Richard C.

ANTROSS, Richard C.

AVEY, James F.

BASS, Louis R.

BAUSLER, Donald R.

BEAMENT, John A.

BEASLEY, Rodney S.

BEAUMONT, Marion E.

BEDSOLE, William K.

BENSON, Frederick S.

BISCH, Frederick R.

BIZER, James E.

BLISS, Donald E.

BOONE, James M.

PCS - MAJORS

BOYLE, Willard F.

BRIER, James R.

BRISTER, Delano R.

BROCK, Jeffrey D.

BROWN, James H., Jr.

BRYAN, Clyde M., Jr.

BUFORD, William C.

BURKARD, Danny J.

BUXTON, Richard L.

CALLENDER, William E.

CAMPBELL, James T.

CAMPBELL, Jos. R., III

CAMPBELL, Richard E.

CARDWELL, Kenneth E.

CARLILE, Cecil O.

CARR, Glenn P.

CARROLL, William F.

CHASE, N. Bruce

PCS - MAJORS

CHASE, Ray L.

CHRISTENSEN, George F.

CLAPP, Randolph B.

CLINTON, James E., III

COATS, John I.

COOKE, Charles B.

CORNELL, Gerald

COTE, Thomas E.

COURTS, Philip E.

CROWLE, James L.

DANHOUSER, David C.

DANIELSON, James D.

DAVIDSON, John M.

DEAN, John W.

DE DAVIESS, Osceola

DONALDSON, Orlow B.

DOWNER, George R.



TOP STUDENTS

FORT WOLTERS — Cited upon completion of their primary training at USAPHS in early August were, left to right, 2LT Douglas C. James (Honor Graduate), WOC Richard L. Day (AAAA Military Achievement Award), 2LT James R. Rogers (AAAA Flight Achievement Award), WOC Walter A. McDaniel, Jr. (Outstanding Soldier Award), 2LT James R. Fuller, USMC (AAAA Academic Achievement Award), WOC Leslie R. Cutler (AAAA Flight Achievement Award), and WOC Richard Spalding (Honor Graduate and AAAA Academic Achievement Award). The AAAA awards are sponsored by the Fort Wolters Chapter. (USA photo)

PCS - MAJORS

DOYLE, John P.

DUNN, Jack A.

ECKERT, William N.

EDWARDS, Charles A.

ELLINGTON, Roy G.

ESTEP, William H.

EVANS, Vernon R.

FAMBROUGH, John A., II

FIELY, Linus H.

FRANK, Laurence A., Jr.

FUNK, David L.

FURNEY, Robert M.

GASPARD, Glaudis P., Jr.

GIESE, William

GILLETTE, William P.

GLOVER, Leo M.

GLOVER, William T.

PCS - MAJORS

GOODALL, Billy R.

GRAHAM, Robert L.

GREYHOSKY, August

GUENTZ, Douglas V., Jr.

HAHN, Jerry D.

HAMMOND, John A.

HANEY, Howard E.

HARBER, Bobby D.

HARRIS, Bruce R.

HAZLEWOOD, Richard L.

HEFFERMAN, Michael P.

HEGDAHL, James O.

HITES, Robert D.

HOLLERAN, Raymond F.

HOLROYD, Donald E.

HOPPER, Vernon A.

HOOTS, Ray Arnold

HOWARD, Carl E.

PCS - MAJORS

HOWE, Robert B., Jr.

JAMES, Jesse H.

JARRETT, Richard S.

JOHNSON, Bradley J.

JOHNSON, John W.

JOYCE, Warren C.

KAHALEKULU, Benjamin

KEILERS, Charles H.

KELLAR, Robert H.

KINCAID, Jack D.

KITTERMAN, James H.

KOEHNKE, Joseph A.

KRAMER, Bryce R.

LAWSON, Robert A.

LAZDOWSKI, Walter P.

LEYDA, Craig H.

MACHEN, Bobby

MAGNESS, Charles F.

PCS - MAJORS

MARKS, Max G.

MATHESON, Robert G.

MATOS, Joseph A., Jr.

MATTISON, Charles H.

MCBRIDE, Dan J.

McCRACKER, James A.

McDOWELL, James L.

80910

McGEE, Bernard A., Jr.

McGLAUN, Harold N.

MCKESSON, Edward L., Jr.

MERCHANT, James L.

MILLER, Simon L., Jr.

MOCK, Newell A., Jr.

MORITZ, Thomas W.

MULVANEY, Merle L.

MURAKAMI, Roy K.

MYERS, James R.

NIELSEN, Kenneth G.



ATTORNEY

FORT WOLTERS — First Lieutenant Donald E. Eaton of Woodstock, Vt., is a lawyer who'd rather fly than switch. The 25-year-old officer signed up for flight training during his undergraduate days at the University of Vermont, and when he completed the requirements for his law degree at Boston College, he entered rotary wing flight training, rather than switch to the Judge Advocate General Corps. The officer was one of two air-minded attorneys who completed primary rotary wing flight training at the USAPHS August 30 and who has gone to Hunter Army Airfield, Ga., for his advanced flight training. (USA photo)

PCS - CAPTAINS

FRANKLIN, Robert B., Jr.
FRASER, James H., Jr.
GAETJE, Frank C.
GASTON, Joseph R.
GOLDBERG, Edward B.
GRAVES, Lawrence D.
HEDRICK, John V.
HEISTERMAN, Robert J.
HIGDON, Thomas E.
HURD, David E.
JOHNSTON, Julian B.
JONES, Lewis M.
KNOFS, Norman
LACOURSE, John D.
LAFERTE, Albert E.
LANGHORNE, Webster L.
LAPOINTE, Raymond J.

PCS - CAPTAINS

LAUDER, Ralph H.
LERDA, Louis J.
LIVENGOOD, Delmer H.
MADER, Francis J.
MAGINNESS, Latimer H.
MARCINKOWSKI, Garrett
MAYFIELD, Ralph L.
MAYKUTH, Paul B.
MERRITT, Donald E.S.
MULLEN, Edward F., Jr.
MURRAY, David B.
PUKNYS, Raymond J.
RHODES, Ferris A., Jr.
RICHARDSON, Thomas W.
ROBERSON, Hugh B.
ROMINE, William W.
RUSHATZ, Alfred S.
ST. PETER, Norman

PCS - CAPTAINS

SAWYER, Robert D.
SCAVO, Sam A.
SCHOFIELD, Dale W.
SCHWINGHAMMER, Alfred
SHEARER, Ian C.
SMITH, Harold B.
STEPHENSON, Alan J.
SWIFT, William D.
TERWILLIGER, Wm. B.
THOMAS, Steven A.
VENDETTI, Augustine
VICKERY, Donald B.
WATSON, David W.
WILLIAMS, Douglas T.
WISDOM, Jerry L.
LIEUTENANTS
BALMOS, Edward J.
BECKHAM, Michael V.

PCS - LIEUTENANTS

BENNETT, Larry G.
CAMP, Thomas D.
CONWAY, Michael A.
COX, William R.
DOOLEY, James E., III
DOWNS, Joseph N.
FRIDAY, William P.
GALENIS, Vincent P.
GOGGIN, Edward F.
GOMOLL, George W.
GOULD, Leroy D.
HAKES, David H.
HAMILTON, Jesse
HAMLIN, Richie L.
HAMMOND, Hobart G.
HILL, Gary E.
ISLER, Ronald A.
JOHNSON, Nick L.

PCS - LIEUTENANTS

JOHNSON, Richard C.

LAZICKI, Ronald W.

LOGAN, Percy W. III

MAGEE, William

MAGYAR, Robert J.

MALONEY, William R.

MILLER, Douglas W.

OLDER, Steven T.

PEDUZZI, Lawrence P.

PORTER, Bruce E.

RAWLINGS, Jerry L.

REED, Donald V.

ROB, John V.

ROUSH, Gary B.

RUZICKA, John R.

SATKOWSKI, Robert M.

SHEAFFER, Martin K.

SHEEDY, Robert.

SKENDER, Daniel P.

SMAAGAARD, Arthur G.

STEVENS, Grady E.

TATUM, Edwin R.

WEISS, Robert R.

WHITRUGHT, William F.

PCS - LIEUTENANTS

WILLIAMS, Larry N.

CW2 - CW4

AVERY, Everett L.

BANKS, John A.

BELL, Nelson E.

BELLOMY, Robert L.

BIRNEY, Dale L.

BLANKENSHIP, Ernest W.

BROCKWAY, Matthew C.

COATES, James Z., Jr.

COMBS, George J.

COLLETT, Benson M.

CONNORS, Harry L., Jr.

DAVIS, Conrad

DEITSCH, Charles E.

DELANEY, James

ELDRETH, Charles

ELEAM, Gerald L.

ELLARD, Kenneth C.

ELLIS, Samuel F.

ERICKSON, James O.

FEATHERSTONE, James

FRYE, Donald L.

GARRISON, Ronald T.

PCS - CWOS

GEORGE, Warren D.

GIPSON, David C.

GRAHAM, Donald E.

HANSON, Bobby G.

HEATH, Leonard P.

HILL, Ronald L.

HODGES, Ferman B.

HOLLAND, Thomas H.

JOHN, Richard L.

JOHNSON, Bernard F., Jr.

JOHNSON, Paul H.

JOHNSON, Robert M.

KOUNK, Clinton M.

LIVINGSTON, Donald J.

LOVEJOY, Ronald K.

MILLER, John R.

MILLER, Larry B.

MUNSON, Elbert W.

OHLSEN, David L.

OLSEN, John S.

PROBST, Joe M.

REDSTONE, Richard D.

REESE, Lawrence D.

RUESTOW, Gregory P.

PCS - CWOS

SAUNDERS, Richard W.

SCHANZENBACH, A.P.

SCHRAMM, Walter J.

SHIELDS, William B.

SMITH, George E.

SPENCER, Warren W.

TERRY, Carl B.

VALREY, Cleveland

WAGGENER, Thomas E.

WALSH, John A.

WAUGH, Frank A.

96318

YORK, John, Jr.

ZIRKLE, Robert S.

WOS

BAUMANN, Barry N.

BOYLE, Glenn T.

CARRELL, Thomas R.

2

CHRISTIE, James, III

CRIPE, Lloyd I.

DEAL, Berman R.

1

DEL SOBRAL, Daniel M.

DENNIS, Jerry T.

ETTER, Robert J.

ARMY AVIATION

PAGE 39

PCS - WOS

FUNK, Frederick G.

GABRIELSON, John E.

GARDNER, Charles L.

HARTMAN, Glenn L.

HODGE, Raymond M., Jr.

HONESS, John C.

HUGHES, T.W.

JOHNSON, Peter E.

KELLY, Michael L.

KINSEY, Charles J., Jr.

LAFOREST, Leonard S.

LOHMANN, Ronald D.

MAYERS, Jack D.

McFALL, John E.

ENLISTED

MICHAUD, Normand R.

MILLER, Jay V.

OLSON, David L.

PANHORST, Frederick H.

PATTERSON, Roger D.

PERRY, Joshua H.

POTVIN, Joseph M.

POTVIN, Robert F.

RADWICK, Michael J.

PCS - WOS

RENSHAW, Dal W.

RICHARDS, Christopher E.

RUHSAM, Harry M.

SCATUORCHIO, Dominic

SNEDEKER, Donald L.

SNYDER, Bill O.

STEELE, James R.

THEWLIS Gary D.

VAN DUSEN, Richard W.

WALLACE, George J.

WEISSINGER, William D.

WIEBERSCH, Dominic J.

WORACHEK, Keith T.

ENLISTED

COX, Kenneth J.

DIXON, Richard W.,SSG

DOBBS, Bobby W.,PSG

GREEN, Carl F.,SFC

HANSON, Calvin L.,SGM

JEWELL, Robert E.,SP6

MILAM, Joseph H.,SFC

OXFORD, James F.,SFC

VERMACE, Chas. E.,1SG

PCS - ENLISTED

WOZNIAK, Leon S.,SFC

ASSOCIATES

BACON, William G.

CONRATH, Joseph G.

CUNNIFF, Thomas F.

DAHLGREN, George J.

DAVIS, Roderick C.

EPPS, Bob C.

FENCL, Raymond T.

GERNAND, George M.

GORDON, Robert S.

HARIMAN, Robert R., Mrs.

HARGER, Don R.,Mrs.

KERBL, Frank R., Mrs.

KONDYRA, Emil

LOWE, Allen

LUTTRULL, Bobby J.

McCARTHY, Robert L.

McCRARY, George E.

McEWAN, John L.

MILLER, Charles G.

MITTON, Robert L.

ROSS, James A., Jr.

SHAFFER, W.H.

PCS - ASSOCIATES

SHOTWELL, Helen J.,Mrs

SUMMERHILL, Chas. L.

SUTTLE, Albert B., Jr.

TAFFE, Harvey C.

GD-1025 Conn. Ave

WRIGHT, Lyle H.,Mrs.

RETIRED

ALEXANDER, R.P.,COL

BOURNE, Eldred G.,CWO

BURCH, Alvin F., LTC

CAMPBELL, R.P.R.,COL

COREY, Robert R.,COL

COTE, George R.,LTC

DEWITT, Paul A.,LTC

DUELL, Ronald H., LTC

HARRIS, Peter J.,COL

HEINS, Milton H.,MAJ

HILL, Ambrose H.,CW3

HILL, Ellis D., LTC

HODGE, James R.,LTC

JONES, Herschel C., MAJ

JOOST, Horst K.,COL

NEELY, Robert B.,BG

NICHOLS, Frank S.,LTC

NOAH, Ross E.,LTC



HUNTER AAF, GA. — The oldest helicopter in the Army inventory — and still in service — is the newest addition to the flight line at the U.S. Army Aviation School Element. The TH-13T "Sioux" is replacing the UH-1 helicopter in the Dept. of Advanced Helicopter Training program for instrument training. Reason for the transition: economy. The "Sioux" costs one-third as much as the Huey and costs one-third as much to operate. By January, a full complement of 141 instrument trainers are scheduled to be assigned to the USAFTC to assist in the training.

(USA photo)



FORT RUCKER — For the first time in Army Aviation history, the door gunners MOS is being awarded at Fort Rucker to graduates of the Helicopter Door Gunner Qualification Course. The three-week course replaces the on-the-job training formerly received by door gunners. In the photo above, PVT Jerry A. Quintana of Phoenix, Ariz., a student in the course, learns the eight basic parts of the M-60 machine gun. Helping him assemble the weapon is SSG Sheridan S. Bever of Keyser, W. Va., an instructor in the Department of Tactics.

(USA photo)



ST. LOUIS — Three major AMC commodity managers view an aircraft model with which their commands are involved. Holding the model Cheyenne is MG John Norton, CG, AVCOM. At left is BG William J. Durrenberger, CG, WECOM, and right, MG William B. Latta, CG, ECOM. The three officers were in St. Louis attending a Commodity Commanders' System Review hosted by AVCOM. Top technical talent from the three commands made presentations during the one-day conference, with project managers being among those attending and participating in the review.

(USA photo)



CORPUS CHRISTI — Vice President Hubert H. Humphrey (center) is shown cutting the ribbon that officially opened the new \$1-million Army Aeronautical Depot Maintenance Center (ARADMAC) ADP-Administration building last month. Observing the ceremony are, left to right, General Frank S. Besson, Jr., CG of Army Materiel Command; COL Luther G. Jones, Jr., ARADMAC commander; and Congressman John Young of Corpus Christi (right), holding the ribbon. The U-shaped building will house administration offices, data systems, and communications equipment.

(USA photo)

OBITUARIES

ADDISON — In Vietnam, Warrant Officer Harvey C. Addison, 214th Aviation Battalion, on June 25, 1968, due to an aircraft accident; husband of Mrs. Kathleen H. Addison, [REDACTED]

BARLOW — In Vietnam, Chief Warrant Officer Ross O. Barlow, 269th Aviation Battalion, on June 20, 1968, due to hostile action; son of Mr. and Mrs. Duble Barlow, [REDACTED]

BOSWORTH — In Vietnam, First Lieutenant Raymond P. Bosworth, Jr., 1st Infantry Division, on July 4, 1968, due to an aircraft accident; husband of Mrs. Virginia S. Bosworth, [REDACTED]

BOYTER — In Vietnam, Warrant Officer Geddes C. Boyter, Jr., 14th Aviation Battalion, on July 1, 1968, due to an aircraft accident; husband of Mrs. Sandra R. Boyter, [REDACTED]

CARLISLE — In Vietnam, Chief Warrant Officer Larry D. Carlisle, 1st Air Cavalry Division, on June 11, 1968, due to hostile action; son of Mr. and Mrs. LaRue Carlisle, [REDACTED]

CARTER — In Vietnam, Warrant Officer James D. Carter, 14th Aviation Battalion, on June 13, 1968, due to an aircraft accident; son of Mr. and Mrs. Harmon C. Carter, [REDACTED]

COLLINS — At Fort Rucker, Chief Warrant Officer Dwight E. E. Collins, Officer Student Company U.S. Army Aviation School, on July 18, 1968, due to an aircraft accident; son of Mr. and Mrs. William L. Collins, P.O. Box 30, Clermont, Georgia.

CORLEW — In Vietnam, Warrant Officer Kenneth Corlew, 1st Air Cavalry Division, on July 12, 1968, due to an aircraft accident; husband of Mrs. Shirley A. Corlew, [REDACTED]

COTTON — In Vietnam, Chief Warrant Officer Charles M. Cotton, 71st Aviation Company, on June 19, 1968, due to hostile action; husband of Mrs. Diane M. Cotton, c/o Mr. and Mrs. J. T. Miles, [REDACTED]

DUER — In Vietnam, Chief Warrant Officer Thomas W. Duer, 269th Aviation Battalion, on July 23, 1968, due to an aircraft accident; husband of Mrs. Margaret C. Duer, c/o Major Jack G. Cude, [REDACTED]

EOFF — In Vietnam, First Lieutenant William B. Eoff, Jr., 14th Aviation Battalion, on July 1, 1968, due to an aircraft accident; son of Mr. and Mrs. William B. Eoff, Sr., [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]

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

HAVNAER — In Vietnam, Warrant Officer Ralph M. Havnaer, 214th Aviation Battalion, on June 25, 1968, due to an aircraft accident; son of Mr. and Mrs. Ralph D. Havnaer, [REDACTED]

HAWKINS — In Vietnam, Captain Gordon A. Hawkins, 223rd Combat Support Aviation Battalion, on June 11, 1968, due to hostile action; husband of Mrs. Mary W. Hawkins, [REDACTED]

HINER — In Vietnam, Captain Franklin J. Hiner, 214th Aviation Battalion, on June 25, 1968, due to an aircraft accident; husband of Mrs. Cleo L. Hiner, [REDACTED]

HOFFMAN — In Vietnam, Warrant Officer David R. Hoffman, 214th Aviation Battalion, on June 25, 1968, due to an aircraft accident; son of Mr. and Mrs. Joe R. Hoffman, [REDACTED]

HOOPER — At Fort Wolters, Texas, Chief Warrant Officer Peter C. Hooper, on July 9, 1968, due to an aircraft accident; husband of Mrs. Kathleen M. Hooper, [REDACTED]

JACOBS — In Vietnam, First Lieutenant Donald W. Jacobs, 223rd Aviation Battalion, on June 11, 1968, due to an aircraft accident; son of Mr. and Mrs. Alvie Jacobs, [REDACTED]

JONES — In Vietnam, Warrant Officer Frank W. Jones, 52nd Artillery Group, on June 30, 1968, due to an aircraft accident; son of Major and Mrs. William L. Jones (Retired), [REDACTED]

JONES — In Vietnam, First Lieutenant Robert L. Jones, 1st Air Cavalry Division, on June 2, 1968, due to hostile action; husband of Mrs. Elizabeth Jones, [REDACTED]

JOHNSON — In Vietnam, Warrant Officer Jerry H. Johnson, 14th Aviation Battalion, on June 13, 1968, due to hostile action; son of Major and Mrs. John R. Johnson, [REDACTED]

KILPATRICK — At Fort Rucker, Alabama, Chief Warrant Officer Terry G. Kilpatrick, on July 5, 1968, due to an aircraft accident; husband of Mrs. Kay F. Kilpatrick, c/o Mr. and Mrs. King, [REDACTED]

KOEPPEN — In Vietnam, Warrant Officer Eric R. Koeppen, 17th Air Cavalry, on July 11, 1968, due to an aircraft accident; son of Mr. and Mrs. Hugo J. Koeppen, 728, [REDACTED]

KUBEREK — At U.S. Army Primary Helicopter School, Fort Wolters, Texas, Second Lieutenant Dale K. Kuberek, on June 29, 1968, due to a vehicle accident; son of Mr. and Mrs. Karl R. Kuberek, [REDACTED]

LANIER — In Vietnam, Chief Warrant Officer Dayton W. Lanier, 1st Air Cavalry Division, on May 9, 1968, due to hostile action; husband of Mrs. Amarvallis L. Lanier, [REDACTED]

McKAIN — In Vietnam, Chief Warrant Officer Bobby L. McKain, 1st Cavalry Division, on May 3, 1968, due to hostile action; son of Mr. and Mrs. Bobby D. McKain, [REDACTED]

MULLINS — At 3d Warrant Officers Candidate Company, U.S. Army Primary Helicopter School, Fort Wolters, Specialist 5 Grade Dwight Mullins, on July 9, 1968, due to an aircraft accident; husband of Mrs. Cheryl A. Mullins, [REDACTED] gan.

O'NEIL — In Vietnam, Warrant Officer Walter J. O'Neil, 101st Air Cavalry Division, on July 4, 1968, due to an aircraft accident; son of Mr. and Mrs. George J. O'Neil.

PETERSON — In Vietnam, Captain Lawrence W. Peterson, Jr., Infantry, 55th Division, on June 28, 1968, due to an aircraft accident; husband of Mrs. Doris L. Peterson, [REDACTED]

REYNOLDS — In Vietnam, Warrant Officer Levi R. Reynolds, 101st Air Cavalry Division, on July 4, 1968, due to an aircraft accident; husband of Mrs. Virginia E. Reynolds. Rural Delivery, [REDACTED]

ROMANO — In Vietnam, Chief Warrant Officer Nicholas A. Romano, 223rd Aviation Battalion, on July 1, 1968, due to an aircraft accident; husband of Mrs. Frances L. Romano, [REDACTED]

SCHUSTER — In Vietnam, Chief Warrant Officer Daniel C. Schuster, 114th Aviation Company, on July 3, 1968, due to hostile action; husband of Mrs. Melody A. Schuster.

SCOTT — In Vietnam, Warrant Officer Herbert W. Scott, III, 17th Aviation Group, on June 12, 1968, due to hostile action; son of Mr. and Mrs. Herbert W. Scott, Jr.

SIMPSON — In Vietnam, First Lieutenant John W. Simpson, Jr., 13th Aviation Battalion, on July 16, 1968, due to an aircraft accident; husband of Mrs. Elfriede M. Simpson, [REDACTED]

SMITH — In Vietnam, Chief Warrant Officer James D. Smith, 3d Squadron, 17th Cavalry, on July 23, 1968, due to hostile action; husband of Mrs. Carol M. Smith.

SMITH — In Vietnam, Chief Warrant Officer Thomas J. Smith, 214th Aviation Battalion, on June 25, 1968, due to an aircraft accident; son of Mr. and Mrs. John Smith.

SOUTHER — In Vietnam, Captain Walter A. Souther, III, 11th Aviation Battalion, on June 24, 1968, due to an aircraft accident; son of Mr. and Mrs. Walter A. Souther, Jr.

TASKER — In Vietnam, Warrant Officer James B. Tasker, 9th Infantry Division, on June 25, 1968, due to hostile action; husband of Mrs. Bonita J. Tasker.

TEJANO — In Vietnam, Warrant Officer Ricardo R. Tejano, 214th Aviation Battalion, on June 5, 1968, due to hostile action; husband of Mrs. Wanda R. Tejano.

TERRY — In Vietnam, Major Frederick G. Terry, Jr., 1st Infantry Division, on July 4, 1968, due to an aircraft accident; husband of Mrs. Carol F. Terry.

WALKER — In Vietnam, Chief Warrant Officer Douglas A. Walker, 7th Squadron, 17th Cavalry, on May 18, 1968, due to hostile action; husband of Mrs. Christel A. Walker, c/o Mr. Douglas Walker.

WATTS — At Fort Rucker, Alabama, Chief Warrant Officer (CW4) Merlin E. Watts, U.S. Army Aviation School Regiment, on July 5, 1968, due to an aircraft accident; husband of Mrs. Francis M. Watts.

WENZEL — In Vietnam, Warrant Officer Mark A. Wenzel, 192nd Assault Helicopter Company, on June 18, 1968, due to an aircraft accident; son of Mr. and Mrs. Joe A. Wenzel, Alpha, Minnesota.

WHITE — In Vietnam, Chief Warrant Officer (CW2) Melvin R. White, 7th Squadron, 1st Air Cavalry, on June 27, 1968, due to an aircraft accident; husband of Mrs. Carol L. White.

WILLARD — In Vietnam, Warrant Officer Ralph J. Willard, 1st Air Cavalry Division, on July 21, 1968, due to hostile action; son of Mr. and Mrs. Ralph B. Willard.

WILLIAMS — At Fort Wolters, Texas, Chief Warrant Officer Ezekiel A. Williams, on June 22, 1968, due to an aircraft accident; son of Mr. and Mrs. Horace G. Williams.

WILLIAMS — In Vietnam, Warrant Officer Floyd L. Williams, 7th Squadron, 17th Cavalry, on May 24, 1968, due to hostile action; son of Mr. and Mrs. Floyd L. Williams, Sr.

HUBBARD — At Indio, California; Frank G. Hubbard, Lockheed-California Company and a Regular Army officer in the Transportation Corps during 1940-1962, on July 5, 1968, of a sudden illness; he is survived by his widow and two daughters, and resided at [REDACTED]

MISSING IN ACTION

LINK — Missing in Vietnam, Warrant Officer Robert C. Link, 10th Aviation Battalion, since April 21, 1968; husband of Mrs. Peggy Link.

LORD — Missing in Vietnam, Captain Arthur J. Lord, 1st Air Cavalry Division, since April 19, 1968; husband of Mrs. Sandra Lord.

McMURRAY — Missing in Vietnam, First Lieutenant Fred H. McMurray, 1st Air Cavalry Division, since April 7, 1968; husband of Mrs. Nancy A. McMurray, c/o Mr. Fred H. McMurray, Sr.

MILLARD — Missing in Vietnam, Chief Warrant Officer Charles W. Millard, 1st Air Cavalry Division, since April 19, 1968; husband of Mrs. Waltrude B. Millard.

OLSEN — Missing in Vietnam, Captain Floyd W. Olsen, 17th Assault Helicopter Company, since April 21, 1968; son of Mrs. Grace Olsen,



COREY

Under the Association's staggered election system, three or four of the 10 AAAA three-year elective offices are vacated each year, the six or seven incumbents providing year-to-year continuity to AAAA national affairs. The three candidates who'll be nominated by AAAA's National Nominating Committee at the 31 October 1968 General Membership Business Meeting in Washington, D.C. are shown below. National Executive Board incumbents include GEN Hamilton H. Howze, USA (Ret.), LTG Richard D. Meyer, USA (Ret.), MG Delk M. Oden, COL Richard L. Long, USA (Ret.), Eric H. Petersen, and Anthony L. Rodes. The Association past presidents; the Executive Vice President, an appointee; the USAREUR Regional president; some 12 to 14 Chapter Members-at-Large representing those CONUS Chapters with 150 or more members; and such National Members-at-Large as may be appointed by the national president for a one-year term constitute the full Executive Board.

the AAAA national executive board nominees for 1968-1971



ELLIS



FLEMING

COL Robert R. Corey, USA (Ret.)

An AAAA enthusiast, Bob Corey activated and then served as initial president of the 82nd Airborne Division Chapter (later the Fort Bragg Chapter), as president of the Fort Monroe Chapter, as regional coordinator of AAAA affairs in USARV during '65-'66, and as a hardworking member of the National Awards Committee during '63-'68. The AMC Project Manager for the UH-1/UH-1G prior to his retirement this past July, he's the program manager for the CH-54 Tarhe at the Sikorsky Aircraft Division in Stratford, Conn.

COL Clarence H. Ellis, Jr.

Currently the Special Assistant to the CG, Army Materiel Command for Project Management, COL

Ellis has held a variety of command and staff assignments within Army Aviation since his rating as an Army Liaison Pilot in 1946. His most recent tours included service as CO of the USARV Aircraft Supply & Maint. Group (Now the 34th Aircraft Maintenance Group), and AMC Project Manager, T53/T55 Turbine Engines. A charter member of AAAA since '57 (Membership No. 49), he's served on many Chapter Executive Boards, more recently completing a term as president of the Ft. Monroe Chapter.

COL E. Pearce Fleming, Jr.

The commander of the U.S. Army Primary Helicopter Center during its '65-'67 period of major expansion, Colonel Fleming then assumed duties as the Deputy Director of Army Aviation in OACSFOR. A survivor of the Bataan Death March and later imprisonment by the Japanese, Fleming will end a 28-year Army career in early October and plans to establish residence in Atlanta, Ga. A current National Member-at-Large on AAAA's National Executive Board and a member of the Association's National Awards Committee, he's supported Ass'n. activities at all levels since joining AAAA as Member No. 70 in 1957.

Candidates

Floor nominations for National Executive Board elective office may be made during the AAAA General Membership Business Meeting to be held on 31 October, at the Annual Meeting in Washington, D.C. A petition bearing the name of the nominee and twenty-five (25) member signatures should be forwarded to the AAAA National Office on or before 15 October for the nominee's name to be placed on the ballot.

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	Unit Prices Civilian	Amount
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



AAAA CALENDAR

July, 1968

- **Korean Chapter.** Balloting for 1968-1970 Chapter office. Ballots closed July 1.
- **Monmouth Chapter.** Balloting for 1968-1970 Chapter office. Ballots closed July 1.
- **Lindbergh Chapter (St. Louis).** Dinner Dance for members and guests. LeChateau Restaurant. July 19.
- **Washington, D.C. Chapter.** Stag Luncheon. LTC William Culton, OPO, guest speaker. Occidental Restaurant. July 24.
- **Nurnberg Chapter.** Annual Chapter Picnic for members and their families. Katterbach AAF. July 27.
- **Richard H. Bitter Chapter (Corpus Christi).** Dinner Dance and quarterly business meeting. Corpus Christi NAS. July 27.

August, 1968

- **Fort Sill Chapter.** Combined Business-Social Meeting for members only. Building 4911. August 23.
- **Monmouth Chapter.** Ladies Day tour of USAECOM Headquarters and Labs and Aviation Detachment at Lakehurst. August 29.
- **Army Flight Training Center Chapter (Hunter AAF).** Stag Get-Together. Hunter AAF Officers' Club. August 29.
- **Washington, D.C. Chapter.** Potomac River Excursion and Dinner Dance for members and guests. Wilson Lines' Cruiser. August 31.



AN AAAA "FIRST"?

The members of the Fort Benning Chapter have elected MAJ Harold E. Bradberry, USAF, as Chapter Secretary, effective September 3. The weather officer at Lawson Aviation Command, Bradberry has a keen interest in the Army, Army Aviation, and the AAAA. He plans to attend the AAAA Annual Meeting later this month as a Chapter Delegate.

September, 1968

- **Fort Riley Chapter.** General Membership Business Meeting. Selection of Chapter Delegates. Cockpit Club. September 6.
- **Lindbergh Chapter (St. Louis).** Professional dinner meeting with BG George H. McBride, DCG of AVCOM, guest speaker. Ruggeri's Restaurant. September 12.
- **Fulda Chapter.** Quarterly Membership Meeting. Dammersfelder Hof. September 12.
- **David E. Condon Chapter (Ft. Eustis).** "After Work Party" for members and crewchief guests. Films/slides. Brief business meeting to select Chapter Delegates. NCO Club. September 13.
- **Sharpe Army Depot Chapter (Lathrop, Calif.).** Combined business & social stag for members only. Cracked Crabs and beer. Sharpe Army Officers' Mess. September 13.
- **Bluegrass Chapter (Ft. Knox).** General membership business meeting for members only. Chapter elections and selection of Chapter Delegates. Godman Officers' Club. September 13.
- **Washington, D.C. Chapter.** Joint "Hail and Farewell Dinner Party" with Army Aviation Directorate staff. Fort Belvoir Officers' Club. September 14.
- **Rhine Valley Chapter.** "Hail and Farewell Dinner Party" for departing members. BFV Officers' Club, Mannheim. September 14.
- **Fort Benning Chapter.** Combined business and social meeting (dinner optional). Selection of Chapter Delegates. Fort Benning Country Club. September 18.
- **Monmouth Chapter.** Regional luncheon and get-together for metropolitan area members and guests. COL James L. Burke, Special Assistant to the CG for Aviation & Aviation-Electronics, guest speaker. Wings Club, Biltmore Hotel, New York. September 20.
- **Army Aviation Center Chapter.** Annual "Shrimp and Beer Bust" for members only. Selection of Chapter Delegates. Officers' Lake Lodge. September 24.
- **Fort Bragg Chapter.** General Membership Business Meeting for members only. Selection of Chapter Delegates. September 26.
- **Stuttgart Chapter.** Combined professional-business meeting with guest speaker. Refreshments and finger buffet. Nellingen Officers' Open Mess. September 26.
- **Hanau Chapter.** Combined professional-business meeting with Thomas Werneke, USAREUR R&D, guest speaker. Election of Chapter officers for '68-'70, Hanau Officers' and Civilians' Open Mess. September 27.
- **Alamo Chapter.** Combined business-social meeting for members only. Selection of Chapter Delegates. Ft. Sam Houston Officers' Open Mess. September 27.
- **Fort Monroe Chapter.** Combined business-social meeting with dinner optional. Selection of Chapter Delegates to Annual Meeting. Langley AFB Officers' Club. September 28.
- **Richard H. Bitter Chapter (Corpus Christi).** Buffet dinner and dance for members and guests. CPO Club. September 30.



Major
Charles R. Bledsoe



Major
John H. Shimerda



This plaque goes to each Army pilot who logs a thousand flying hours in the Army Mohawk surveillance system. This month Grumman salutes Major Charles R. Bledsoe and Major John H. Shimerda, both of whom have earned the plaque.



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

Major Charles R. Bledsoe was rated in the Mohawk in March 1964 and became a Mohawk instructor pilot at Ft. Rucker, Alabama, until October 1966. He was then assigned to the 244th Aviation Company, Ft. Lewis, Washington, and deployed to Vietnam in 1967. Maj. Bledsoe is presently serving as Surveillance Platoon Leader of the Delta Hawks.

Major John H. Shimerda was rated as an Army Aviator in August 1959. He received his Mohawk transition in September 1963 and joined the 23rd Special Warfare Aviation Detachment in Vietnam. After a tour as a Mohawk instructor in the Department of Tactics at Ft. Rucker, Alabama, Major Shimerda returned to Vietnam with the 244th Aviation Company's Delta Hawks.



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

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.



1968: the Year of C-Power

In the beginning, there was the CH-47A Chinook.

And the CH-47A begat the CH-47B
And the B begat the C.

Which is how things stand now.
Or, rather, how things *fly* now.

At 160-mph plus. With an entire platoon aboard, ready to do battle with anyone foolish enough to hang around.

Who put the POW! into C-POWER?

The same expert Avco Lycoming engineers and engine-builders responsible for the turbines in eight out of ten helicopters in Vietnam — the choppers that are adding steadily to our Lycoming turbines' eight million-plus hours of flight time.

In the case of the C, the power is two T55s. Thirty-seven hundred and fifty SHP apiece. The strongest Lycoming gas turbines yet.

For the CH-47C Chinook, this engine means more hustle with more payload. Twenty-five percent more payload, in fact. That's a 2,000 pound edge over its formidable progenitor, the CH-47B. Without adding bulk to the engines' lightweight, compact design.

Proving, once again, that Lycoming makes the most efficient gas turbines.

Just ask the men who depend on C-Power.

To get them in.
And bring them back out.



LYCOMING DIVISION
STRATFORD, CONN.