Army Aviation

OCTOBER 31, 1968

This is one H of a Huey.

(See back cover)

New Chinook lifts 12 tons.

**Boeing's latest helicopter—
the new CH-47C—
carries two tons more than
the "B" model Chinook.**

**Payloads can be carried
internally, externally or both.**

**Size, power, maneuverability
and reliability make the new
Chinook the most versatile
helicopter available for
heavy-lift missions.**

**Boeing's Vertol Division
backs its products with the
V/STOL industry's largest and
most advanced R&D facilities.**

At Boeing, something new is always up.

BOEING HELICOPTERS

Capt.
Gerald Lord

Major
Russell F. Pool

This plaque goes to each Army pilot who logs a thousand flying hours in the Army Mohawk surveillance system. This month Grumman salutes Captain Gerald Lord and Major Russell F. Pool, both of whom have earned the plaque.

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

Captain Gerald Lord was rated as an Army Aviator in November 1963 and was Mohawk-rated in February 1964. After OV-1 transition, Capt. Lord was assigned to the Mohawk Platoon, 3rd Aviation Battalion, Germany. In October 1966, he was reassigned to the 244th Aviation Company at Ft. Lewis, Washington, and deployed to Vietnam with the Delta Hawks in July 1967.

Major Russell F. Pool was rated as an Army Aviator in March 1961. He completed the OV-1 transition course in February 1964 and became an Instructor Pilot in the Multi-Engine Division at Ft. Rucker, Alabama. From October 1965 to 1966 he flew Mohawks for the 24th Aviation Battalion in Germany. He then joined the 244th Aviation Company, Ft. Lewis, Washington, and deployed to Vietnam in July 1967. Wounds from enemy mortar fire forced Major Pool's early departure from the Delta Hawks Company.

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

VOLUME 17, NUMBER 10

ARMY AVIATION

OCTOBER 31, 1968

Endorsed by the Army Aviation Ass'n of America

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When it often has to slug its way out of a tight corner?

When it's loaded with wounded GIs, extra guns, extra ammo, assorted field gear . . . pushed to maximum performance day after day?

When the LOH in question is the Army's Hughes-built OH-6A Cayuse, it inspires raves like these from the men who fly it:

"A very survivable aircraft . . . Will take one hell of a lot of punishment and still fly home. It will stay flyable after it has been pretty well mauled." — Aviation Unit Commander.

"Pilot and ground-soldier response to the Cayuse has been described by a two-star general who says soldiers are 'absolutely delighted' by its performance." — Trade journal article.

"This bird continues to fly under the most extraordinary conditions. It is the only ship to be in if you have a crash." — OH-6A Squadron Commander.

It's the kind of machine the men who fly it deserve. The Cayuse — world's most proven light turbine helicopter — made by Hughes Tool Company, Culver City, California.

Hughes Helicopters

LETTERS

Dear Editor:

I've noted in recent months that ads have taken over 35% of an issue. At the same time the news photos have shrunk to 12 on a page and a magnifying glass is required to read their captions. What gives?

Douglas J. Wood
Major, Armor

(Ed. Our apologies for the microscopic type; this layout error won't happen again! The 12-up formats weren't dictated by ad copy, however, but a desire to go beyond our 8-10 news photos per issue. ARMY AVIATION needs 30-33% minimum ad support to continue, and has operated at close to this level over the years. Why hop on us for a basic 33% when LIFE (48%), PLAYBOY (51%), READER'S DIGEST (49%), etc. give you a one in two editorial shake?)

FORT WORTH, TEX. (Delayed). — Bell Helicopter Company has been awarded the first annual U.S. Army Aviation Materiel Command (AVCOM) contractor cost reduction award in ceremonies held in Fort Worth. The special citation was presented to Bell President E. J. Ducayet by BG John P. Traylor, AVCOM Deputy Commander (left). General Traylor said Bell was selected on the basis of its successful cost awareness program which has been in effect since 1964.

8 October 1968

Dear Editor:

Traditionally, the United States Army has honored its distinguished and heroic military members through a continuing memorialization program. The Aviation Center at Fort Rucker, in the pursuance of this tradition, has through its Naming Committee, memorialized deserving individuals of Army Aviation.

As it is with many major installations, Fort Rucker has undergone physical changes by the constant addition of new facilities. Many new buildings have been erected; a few are under construction; and some are planned for the immediate future. Accordingly, these new structures will be named after deserving individuals associated with Army Aviation.

Members may submit names of persons for consideration using the following criteria:

Only deceased persons will be memorialized.

Persons must have distinguished themselves by acts of supreme or extraordinary heroism or who have held positions of high and extensive responsibility.

Persons must have been associated with Army Aviation and must have been a member of the United States Army.

It is desirable that persons for consideration should have distinguished themselves during the Vietnam conflict.

Names should be submitted to the Naming Committee, ATTN: G-1, U.S. Army Aviation Center, Fort Rucker, Alabama 36360.

NELSON L. LINDSTRAND, JR.
Colonel, GS
Chairman, USAAVNC
Naming Committee

* * *

A G.I. in Vietnam has received a letter from his wife, with a sketch of their car's instrument panel. "This is the exact way the dashboard looks," she wrote. "Do we need a change of oil?"

THE ARMY AVIATION ASSOCIATION OF AMERICA

TENTH ANNUAL MEETING

OCTOBER 30-NOVEMBER 1, 1968

SHERATON-PARK HOTEL **WASHINGTON, D.C.**

THE ARMY AVIATION ASSOCIATION OF AMERICA

PROGRAM

WEDNESDAY, OCT. 30

1200 - 1900
REGISTRATION
OPO CAREER GUIDANCE
Mutual Room

1500 - 1830
HAPPY HOUR
AND HANGAR FLYING
Gilded Cage

1900 - 2200
EARLY BIRDS' RECEPTION
Gilded Cage
Cash Bar

THURSDAY, OCT. 31

0800 - 2000
REGISTRATION
Concourse of States

0900 - 1700
OPO CAREER GUIDANCE
Concourse of States

0900 - 0945
AAAA GENERAL MEMBERSHIP
BUSINESS MEETING
The President's Annual Report; Election of National Officers for 1968-1971 Terms of Office; Presentation of Agenda Items by Delegates and Members.
Park Ballroom. Registrants only

1000 - 1030
Last call for Chapter Delegates' Luncheon Tickets. (Open to all members).

1000 - 1010
Welcome and Keynote Remarks
Lt. Gen. Harry W. O. Kinnard
Commanding General
USA Combat Developments Command
Fort Belvoir, Virginia

1010 - 1055
Presentation by
Colonel Lloyd G. Huggins
Commander, U.S. Army
Primary Helicopter Center
Fort Wolters, Texas

1055 - 1105
Break

1105 - 1150
Presentation by
Brigadier General Frank Meszar
Commanding General
USA Flight Training Center
Fort Stewart, Georgia

1030 - 1200
AAAA LADIES' BRUNCH
Room G600. $1 Ticket at door

1200 - 1400
CHAPTER DELEGATES' RECEPTION
AND LUNCHEON
Cotillion Room

1400 - 1415
NATIONAL EXECUTIVE BOARD
BUSINESS MEETING
Cotillion Room

1415 - 1505
Park Ballroom
Presentation by
Maj. Gen. James W. Sutherland, Jr.
Commanding General
U.S. Army Armor Center
Fort Knox, Kentucky

1505 - 1535
Question and Answer Period

1535 - 1550
Break

1550 - 1640
Presentation by
Major General John M. Wright, Jr.
Commanding General
U.S. Army Infantry Center
Fort Benning, Georgia

1640 - 1710
Question and Answer Period

1715 - 1830
1968 CUB CLUB REUNION
Delaware Suite

1930 - 2100
PRESIDENT'S RECEPTION
Cotillion Room. Admission by ticket

FRIDAY, NOV. 1

0900 - 1200
REGISTRATION
Concourse of States

0915 - 1045
PANEL PRESENTATION
"Rotary Wing in the USSR"
Virginia Suite

0915 - 0920
Introduction by
Leon L. Douglas
Assistant General Manager
Boeing Vertol Division
Moderator

0920 - 0930
Presentation by
Ralph P. Alex
Chief, R&D Sales Applications
Sikorsky Aircraft Division

THE ARMY AVIATION ASSOCIATION OF AMERICA

PROGRAM

0930 - 0940
Joseph Mashman
Assistant Vice President
Bell Helicopter Company

0940 - 0950
Presentation by
Donald R. Segner
Engineering Test Pilot
Lockheed-California Company

1005 - 1015
Presentation by
Leonard J. LaVassar
Chief Test Pilot
Boeing Vertol Division

1015 - 1025
Presentation by
David Davenport
Gen. Mgr., Commercial Operations
Petroleum Helicopters, Inc.

1100 - 1200
HONORS LUNCHEON RECEPTION
Park Ballroom
Admission by ticket

1200 - 1415
TENTH ANNUAL AAAA
HONORS LUNCHEON
Sheraton Hall

1445 - 1530
NATIONAL EXECUTIVE BOARD
BUSINESS MEETING
Franklin Room

1830 - 2030
DIEHARDS' RECEPTION
Delaware Suite

General Hamilton H. Howze, AAAA's national president, points to the extensive advance planning in extending a . . .

WELCOME TO AAAA!

DURING these next few days, Army Aviation Association members, Chapter officers and delegates, industry members, and distinguished military leaders and their wives will gather in Washington, D.C. on the occasion of the Annual Meeting of the AAAA.

To all present, I extend my warmest greetings and best wishes on this tenth national assembly.

Those charged with the direction of this meeting indicate that our technical sessions will be most informative. My personal check with the chairmen of the various social activities was unnecessary — our aviation people, both military and industry, know the meaning of good fellowship and need little encouragement!

With the advance attendance replies exceeding those of previous years, all indications are that we'll have a fine meeting!

AAAA ORIGIN

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

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

GENERAL PURPOSES

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

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

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

SPECIFIC OBJECTIVES

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

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

Stimulating good fellowship nationally, regionally, and locally.

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

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Center Chapter

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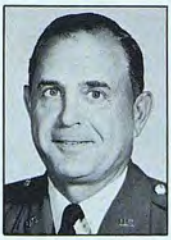

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ARMY AVIATION ASSOCIATION

TENTH ANNUAL MEETING

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ARMY AVIATION ASSOCIATION

TENTH ANNUAL MEETING

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

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

Maintaining historical records of Army aviation.

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

Recognizing outstanding contributions within Army aviation.

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

SPECIFIC PROGRAMS

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

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

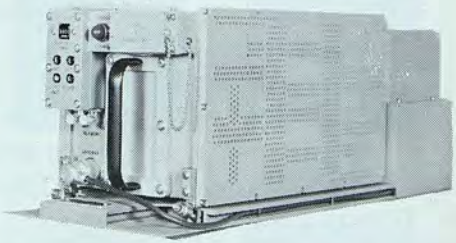
A LOCATOR SERVICE PROGRAM in which the member is assisted in his efforts to keep abreast of the location of his contemporaries.

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

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

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

NEW PERFORMANCE & RELIABILITY FROM SOLID STATE DESIGNS by Hoffman



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This panel mounted Receiver-Exciter, used with one of a family of Antennafiers, provides a new lightweight, reliable, **totally** solid state HF Communications capability for Army aircraft.

Under development for the Electronics Command, this advanced equipment, using integrated circuits and semiconductors, will provide greatly improved beyond line-of-sight communication by voice (with **good** audio squelch), data or retransmission from other equipments.

THE AN/ARN-91 TACAN, now in production, is a digital, micro-miniature airborne TACAN equipment currently being installed in a number of new aircraft. It is also configured for direct replacement of a number of existing installations including AN/ARN-52.

Through wide use of integrated circuits and advanced components, its outstanding features include high reliability, new precision and speed of response as well as improved maintainability through modular construction, self-test and freedom from adjustment.

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Military Products Division

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The officers and vice presidents of AAAA are elected for three-year terms at the Annual Meeting, The executive vice president serves as a five-year national board appointee. National members-at-large are appointed by the president for one-year terms. The regional member-at-large is elected by the USAREUR Chapter presidents for a one-year term. Chapter members-at-large are Chapter presidents representing those Chapters with 150 or more members.

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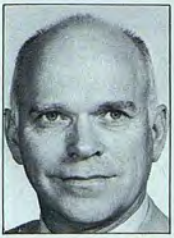

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1968 Cub Club Reunion

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Annual Honors Luncheon

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AAAA Membership Meeting

ROSEMARIE VERNELL
Official Photographer
AAAA Annual Meeting

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LTC JOHN D. PASSANO
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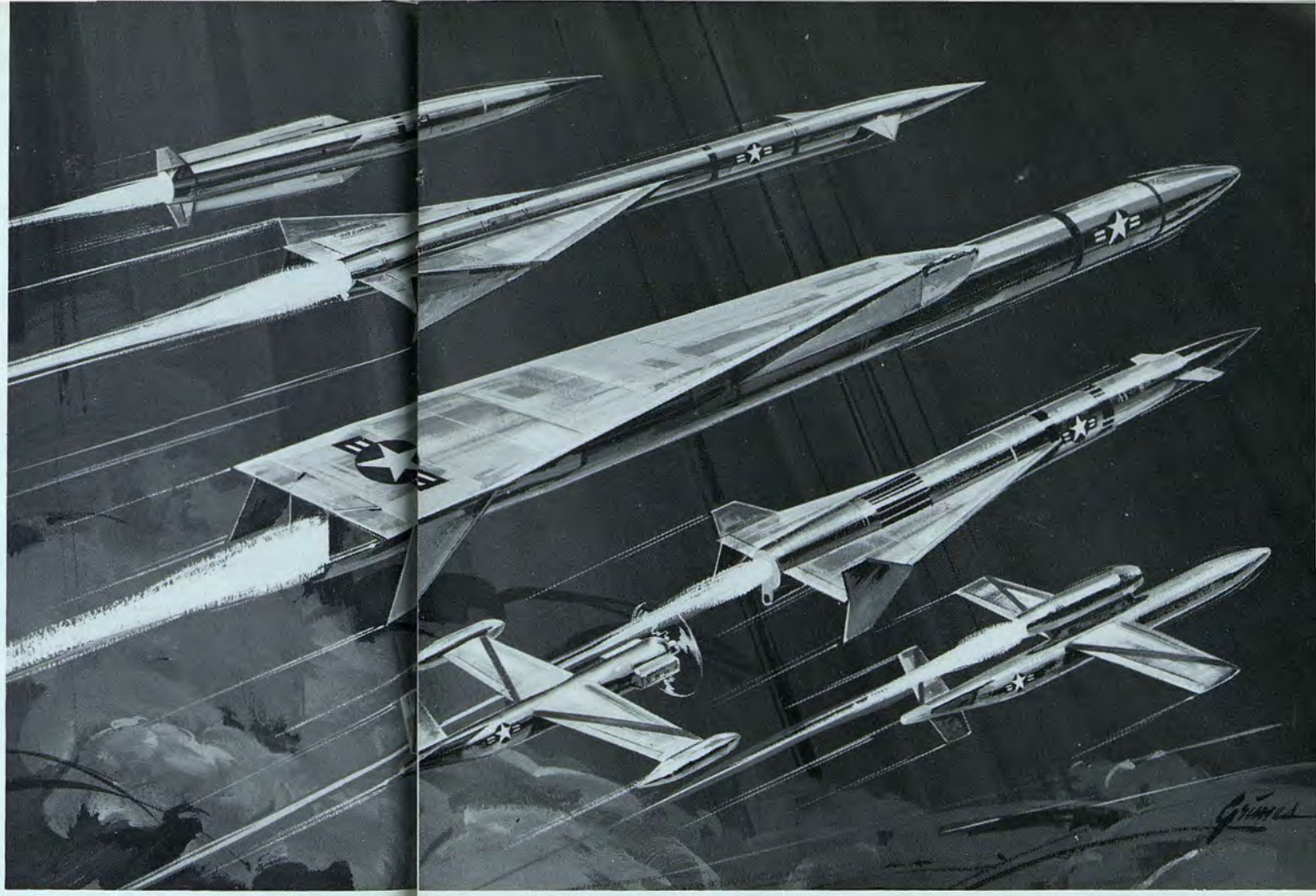

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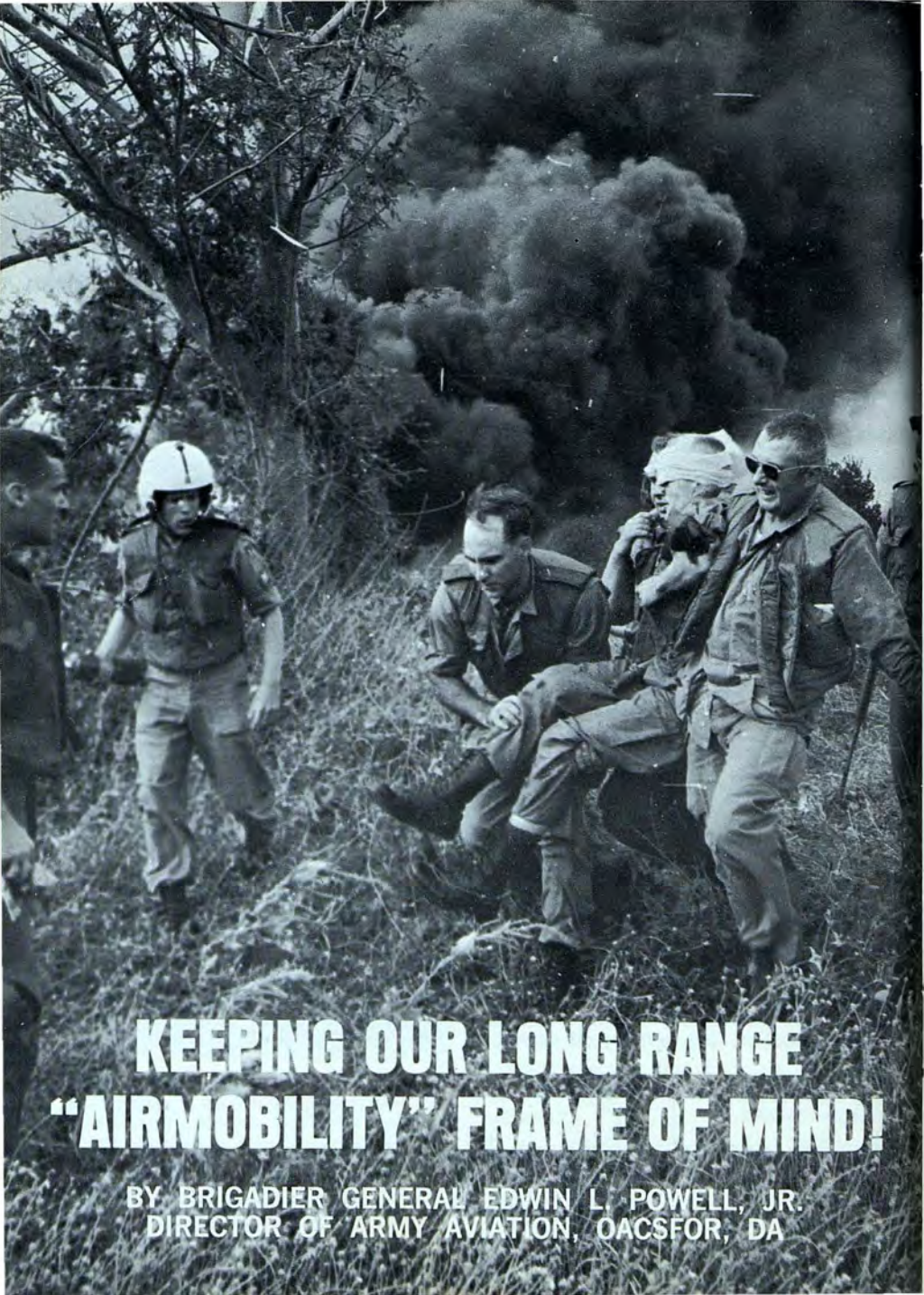

KEEPING OUR LONG RANGE "AIRMOBILITY" FRAME OF MIND!

BY BRIGADIER GENERAL EDWIN L. POWELL, JR.
DIRECTOR OF ARMY AVIATION, OACSFOR, DA

Last month, I made a rather strong plea that you take an active interest in the associations of your profession. I repeat that plea for many reasons, but mostly because I am concerned that the current emphasis of effort in Vietnam may have caused an imbalance in our long range airmobility "frame of mind" – that the leaders with imagination and drive who feel that they are not "where the action is," may be slightly frustrated in their attempts to inspire new tactics (and perhaps, even new strategy) because of the real life constraints that stem from a finite number of aviators and a low priority on new hardware.

We have always been short of aviators and hardware. Fortunately, we have always had a reservoir of imaginative planners and optimists.

The doldrums

To lend heart to those today who would like to move much faster and further than their on-hand assets will allow, let me cite one very good case of the doldrums from history. Many of you experienced the shattering dismantling of our military structure after WW II. Volumes have been written about the pros and cons of this period.

I would not attempt to capsulate the grand hindsight we have now after twenty years, but there are a few footnotes on Army Aviation history that are not generally known. It might be useful to remind ourselves of this period to the extent that we not repeat these rather grim lessons.

During WW II the success of the Piper *Cub* and similar light aircraft had led the Army Ground Forces to acquire over five thousand of these "grasshoppers" that did many missions beyond being aerial artillery observation posts. They were used for reconnaissance, liaison, VIP transport, wire laying, and medical evacuation.

The lessons learned and value of these little airplanes were largely forgotten in the complicated pressures to "bring the boys home"; and, the painful birth of the 1947 Department of Defense structure left only one phrase of legality to the thousands of WW II Liaison pilots who had been marked with a sort of bar sinister on their badges: "*such aviation that may be organic to the Army*."

In the late forties the small hard core of dedicated Army Aviators were fighting for their very existence essentially in two places – the constabulary organization in West Germany and the training element at the Artillery School in Fort Sill, Oklahoma. (Bear with me, I'll get to my point in a moment!)

A hard decision . . .

During this time, those few people who believed in the future of Aviation in the Army had to make a very hard decision; whether to buy a very few relatively expensive airplanes that were designed against combat military requirements, or buy the simplest training fleet possible with their limited funds to insure that a nucleus of new aviators were added each year to the inventory.

They decided on the latter course, and the L-16 came into the aircraft inventory as the cheapest aircraft ever procured in our military history. If my sources are valid, the Army bought the first 800 of these aircraft for less than $1,600.00 each *complete with spares*. The first Wright Brothers aircraft cost was slightly over $25,000. The current *Chinook* is valued at more than $1.7 million dollars. No one could say the L-16 was not cost/effective.

The lesson learned

Now the lesson here is not the bargain basement approach, but the fundamental fact that the people who believed in airmobility have always found means to keep it alive. At that time, quantity of aircraft was the most important consideration.

Twenty years later, we are not starting from scratch. We are not just struggling to stay alive. What we have going for us now is a basic inventory and force structure that is beyond the fondest dreams of the L-16 days of the late forties.

We have a new magnitude of experience and technology that can be incorporated into the imagination of every planner even if he

FRAME OF MIND

(Continued from Page A-13)

is told that many of the people and much of the hardware are months away.

We have the essence of a three-dimensional Army and the world-wide Army planning in three dimensions should not be stifled by the fact that all is not on hand.

Certainly we are not starting at the point where the trainees in 1939 were carrying wooden rifles and Ford trucks were labeled "*TANK*". You may not concur. A *Beaver* is not a real substitute for a UH-1H; a tired OH-23 does not have the mission capabilities of the OH-6; the CH-37 is not a *Chinook*.

A state of mind!

But airmobility is not hardware as much as it is a state of mind. The past years are really a record of commanders who did more than what was expected with what they had on hand. It is interesting to note that at the onset of WW II the French Army had more tanks than the Germans and these tanks were of equal or better quality than the German vehicle, but the Panzer concept, the massing of firepower and the integration of the *Stuka*, were overwhelming in their shock action.

Airmobile operations of the U.S. Army have been built on the same sort of imagination, drive, and ingenuity that have always characterized the innovations in military history. We have made much headway, but I know there is so much more we can do. Let's not let our current operations in Vietnam overwhelm our thinking; even those occupied in the day-to-day operations in RVN know that they cannot be inflexible in their planning – that a modus operandi for one corps area may be totally different for another – that this is not the only theater or undoubtedly not the last war.

Therefore, it is your responsibility to keep the airmobility concept hot where the action is relatively cold – to keep morale and professionalism high when there is a tendency to slack off – to plan for the day when you do have your authorized aviators and better aircraft. This is a real challenge to every leader and supervisor.

Would you believe . . .

Changing to a different but related subject, I would like to mention a syndrome of aviation safety. You who have followed these letters with any degree of regularity know that I do not use this medium as a regular means to harp on safety. However, I would like to take a few moments to relate a story on safety supervision. The facts need no comment.

The unit has a tough mission. The terrain is extremely high and rugged with density altitudes often exceeding 10,000 feet. The assigned aviators are very experienced; only one has less than 5,000 flying hours, and several have more than 10,000 hours. How much supervision do they need? You can judge!

One multi-engine aircraft was torn up due to (known) faulty brakes and a downwind landing at a field strip. Three helicopters were destroyed due to improper setting of engine timing and pilot technique. One helicopter is down for engine change due to engine failure. (No damage to this one – it failed on the ramp.) The engines all failed prematurely due to improper maintenance. One single engine aircraft was damaged due to an attempted take-off from an unimproved strip that was too short.

Aggressive supervision?

The aviators involved had been given no standardization training to assure that by-the-book maintenance was being performed. Planning figures for mission weight for all aircraft were at or near maximum gross weight with no allowance made for decreased capability due to altitude or temperature. The accident rate for this noncombat unit was in excess of 80.

The lame reason offered for this poor performance was that the unit operates in a unique environment, has a unique mission, was improperly equipped, and is at the end of the supply line. If your unit has a unique mission in a unique area, not equipped with the latest, most desirable aircraft, and has a low priority on parts, don't complicate your problem by failing to supervise – compensate with more aggressive supervision!

'Nough said!

AIRBORNE vs. AIRMOBILE IS THERE A NEED FOR BOTH?

By LIEUTENANT COLONEL JOHN N. BRADSHAW
22nd Aviation Battalion, Fort Lewis, Washington

SINCE World War II, the tremendous advances in firepower have created significant and unacceptable gaps in the generally accepted balance of firepower and mobility. Although refinements and new improvements were made in wheel and track vehicles, the problem of negotiating natural terrain obstacles and other terrain made untrafficable by adverse weather conditions was far from being solved to any appreciable degree.

Until the helicopter appeared on the scene and demonstrated its versatility on the Korean battlefield, airborne forces were generally considered to be the only forces of significant size possessing a high degree of mobility, and even these forces possessed undesirable limitations.

Improvements in the mobility of airborne forces have been primarily dependent upon the transportation means and capabilities of the USAF. The ground mobility of airborne forces has depended upon the type and quantity of equipment which the Air Force could carry and successfully deliver to the immediate area of operations.

One official summed it up, "*Unfortunately, most aircraft designed for strategic airlift do not lend themselves to tactical operations. The capability to meet Army requirements for tactical airmobility is steadily decreasing, as evidenced by the dwindling numbers of tactical transport aircraft and the unsuitability of larger strategic types for tactical operations.*"

Now that the Army has attained an increased degree of mobility with improvements in the capabilities of aerial vehicles and in airborne techniques, we appear to be at crossroads of a major decision as to the direction we will take regarding mobility with the present resources. It is not apparent at this point whether our mobility resources and capabilities are to be placed in one basket.

There appear to be at least two significant courses of action open to the Army at this point: Attempt to provide an optimum mix of airborne and airmobile forces at various organizational levels based on present contingency plans, or attempt to gain the desired mobility differential with the aerial vehicles and conventional forces in our present inventory.

Reason to pause

While the quantities of airborne and airmobile forces either engaged in present operations or available for deployment have no influence on the conclusions of this article, the very existence of these forces as a part of our combat power is sufficient reason to cause the military reader to reflect upon and evaluate present capabilities as well as the future capabilities and trends that face us.

There were, until recently, two combat-ready airborne divisions located in the U.S. on continual alert for possible worldwide deployment. In various countries around the world we find one separate airborne brigade, and an airborne brigade assigned to a mechanized division. Totaling the airborne strength around the world, we see that our present airborne structure amounts to almost three divisions – a rather substantial proportion of our combat-ready force.

The amount of airmobility resources in

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Airborne vs Airmobile

(Continued from Page A-15)

our inventory and/or authorized and planned are equally impressive. The present airmobile division has a total of 168 helicopters designated as primary troop-lift vehicles, not to mention other helicopters in the division which have a troop-lift capability but which are normally employed in other vital roles. Additionally, each infantry and airborne division is authorized an organic airmobile company.

Below are some of the facts which must be considered:

- Airborne forces have capabilities for both strategic and tactical mobility when properly supported with Air Force aircraft.
- Airmobile forces have an organic capability of tactical mobility.
- Airmobile forces have no inherent capability of strategic mobility.

The requirement to provide the airmobile division with a strategic mobility capability by air is not feasible in that it would deprive the Armed Forces of a major strategic capability for a protracted period of time due to the size and number of helicopters organic to the division. If deployed by USAF aircraft, the airmobile division would lack the ability to be immediately operational because of major disassembly and reassembly of helicopters required for deployment by air.

Airborne capabilities

FM 57-10 lists the capabilities of airborne forces as follows:

Airborne forces provide a means by which the commander can decisively influence operations.

Strategic surprise can be obtained by rapid shifts of airborne forces over great distances.

Airborne forces can overfly major terrain barriers and conduct military operations.

The same FM states, "*Movement by long-range aircraft allows strategic deployment of airborne forces on short notice to any area of the world. These forces may be moved directly to the objective area . . .*" A most significant example of our strategic mobility capability was demonstrated in 1959, during *Exercise BANYAN TREE,* when elements of the 82d Airborne Division and the USAF Tactical Air Command conducted joint operations. The airborne force was flown nonstop over 1,500 miles and parachuted to seize their objective. Although similar distant movements of non-airborne forces are possible and have been demonstrated, it would be necessary to air-land these forces.

This advantage of placing troops and equipment on the objective by parachute is even more significant when one considers the many areas around the world without suitable landing areas where we might be called upon to deliver our combat power. Certainly, transportation means other than air could be called upon to deliver the necessary forces, but could the delay inherent in other means be afforded?

Ridgway-Taylor views

General Matthew B. Ridgway stated, "*The importance of the strategic mobility of the Army is emphasized by the fact that it is our strategic mobility which will determine the promptness with which ground troops can exploit the effects of strategic attacks upon the enemy.*

General Maxwell D. Taylor stated his opinion of the value of strategic deployment in somewhat different terms: "*There should be nothing difficult or unusual about deploying Army forces . . . to any point on the globe by air in order to intervene decisively in an area of strife. In fact, it is the capability to intervene rapidly and positively with appropriate forces and weapons in a dangerous situation which can deter a limited war or preclude its assuming general war proportions.*"

The exercise described above points out a unique capability of the airborne force which no other Army force in our present military structure can duplicate – to be flown over great distances *and* discharge men and equipment by parachute. "*All equipment organic to the airborne division planned for use in the objective area, except Army aircraft, can be delivered by parachute.*"

Comparatively, the airborne division is more advantageous for employment in a strategic air movement than the infantry division because the infantry division is *not* fully air

transportable; sizeable elements must move by water, and the air transported echelon necessarily would have to operate initially without certain organic elements.

Airborne operations provide, to a significant degree, an increase in mobility which serves to complement its own firepower as well as the firepower and mobility of other units. The ability of airborne forces to mass combat power in an air assault, combined with shock action, against the enemy at an unknown time and place provides the commander with the means of decisively influencing the operation.

The capability of airborne to overfly major terrain barriers and conduct military operations is not particularly unique in the present age unless the elements of distance and time are considered. In this regard, the airborne force supported by USAF aircraft can reach deeper objectives than airmobile forces due to the extended range of present Air Force aircraft.

The airborne force can also reach an objective much faster when flight time only is considered and coordination time, marshalling time, and loading time are disregarded. With the aircraft in the present Air Force inventory and on the drawing board at this time, this capability takes on even greater significance. The ever-increasing speed, size, and endurance of airlift aircraft; the increased firepower of present-day airborne forces; and lighter-weight equipment have been combined to deliver a more balanced, powerful fighting force using far fewer aircraft than ever before.

Airborne limitations

FM 57-10 lists limitations of airborne forces as follows:

Airborne forces are vulnerable to enemy armor attacks.

Unfavorable weather . . . is more restrictive on airborne operations than on ground operations.

Air superiority enroute to and over the objective area is required for airborne operations.

When conducting sustained operations, the airborne division normally should be augmented by combat support and logistic support elements.

Once on the ground, the mobility of airborne combat forces is dependent on the number and types of ground and air vehicles which can be brought into, and supported within the objective area.

Some can be minimized

Some of the limitations listed above can be minimized by the decisions of the commander directing the operation. The limitations of vulnerability to armor and adverse weather conditions can be reduced by careful selection of the objective and the time at which the operation will take place. Air superiority will depend upon availability of USAF aircraft, the presence of enemy aircraft, and detailed coordination between the two Services.

The careful selection of time and area of operations may mean the difference between success and failure. No prudent and well-informed commander will direct an operation against vastly superior odds and at a time unfavorable to the operation without a reasonable chance of success. It is expected that an airborne operation will be conducted at a time and place, in conjunction with other operations, that will capitalize on the weaknesses of the enemy and minimize the limitations of the airborne force.

A significant limitation not listed above is that of the difficulty in maintaining unit integrity due to dispersion inherent in a parachute assault. The vast improvements in aircraft and delivery techniques have not solved this problem. Leadership, proper training, and the selection of drop zones permitting regroupment prior to enemy engagement will, to a large extent, overcome this disadvantage.

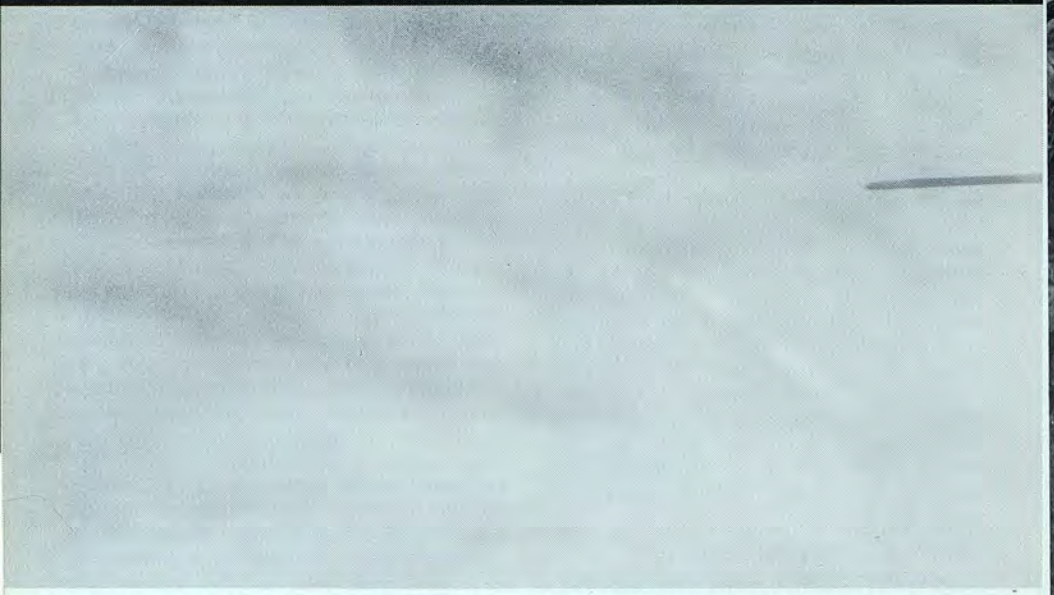
Airmobile capabilities

The capabilities of airmobile forces warrant discussion at this point. Some of those to be considered are as follows:

- Provide the commander with the means of decisively influencing the operation by rapid and frequent redeployment of forces to engage the enemy anywhere within the area of operations and range of transport.
- Provide tactical surprise and flexibility

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 bee line: 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 wih technological competence, enables Lockheed to respond to the needs of the Army in a changing world.

LOCKHEED

LOCKHEED AIRCRAFT CORPORATION

Airborne vs Airmobile

(Continued from Page A-19)

by the rapid dispersal and concentration of forces in short periods of time.

- Provide armed aerial escort for those elements carrying troops, supplies and equipment, and provide suppressive fires during landing operations.
- Airmobile forces can overfly major terrain obstacles and lightly defended areas, conduct operations and return to areas behind the forward edge of the battle area.

McNamara viewpoint

Concerning the airmobile division, Secretary McNamara said: "*The introduction of this new kind of division . . . places the Army on the threshold of an entirely new approach to the conduct of land battle. Use of the helicopter . . . will result in greater freedom of movement . . . to an unprecedented degree.*

"*The tactics, the techniques, the procedures that will be employed by this new division will result in a markedly different approach to the solution of tactical problems. The use of aircraft to bring combat personnel directly to the battlefield, to remove them from the battlefield, provides a capability which neither we nor any other Army in the world possess today.*

"*Speed and surprise together with the ability to concentrate a sizeable number of troops at a specific point for a specific purpose are the key to success. Similarly, the ability to disperse these forces once their mission is accomplished is of great importance.*

"*At normal aircraft availability rates (75%) the Aviation group (organic to the airmobile division) can airlift simultaneously the assault elements of three airmobile infantry battalions and two 105-mm Howitzer batteries.*"

"*Withdrawal of airmobile forces from the objective area in the face of superior odds and/or a subsequent attack from another direction in a short period of time provides a mobility differential not possessed by other type forces. The ability of an airmobile force to achieve unit integrity during the landing operation is as much a key to success as its rapid responsiveness.*

"*The significant improvement in responsiveness gained principally by the unit of command and control in Army airmobile operations is a major step toward achievement of that mobility so vital to our success in any future conflict. Time is the key. It is essential that we maintain an immediately available mobility differential over our potential enemies to the extent that we can mass, disperse, and shift forces before the enemy can react. Airmobile operations, properly employed, are a major step toward that goal.*"

Airmobile limitations

Limitations of airmobile forces must likewise be considered:

Helicopters are vulnerable to small arms fire.

Airmobile forces are particularly vulnerable during landing and assembly.

Airmobile forces are vulnerable to enemy armor due to their limited ground mobility and firepower.

Airmobile operations require air superiority in the objective area and suppression of enemy ground fire in the objective area.

Adverse weather restricts airmobile operations more than it restricts ground mobile operations.

A high rate of fuel consumption limits the range of helicopters.

The vulnerability problem

The vulnerabilities inherent in airmobile operations can be countered in the same manner which other type units employ – good intelligence and avoidance of major enemy strength. While it is true that the helicopter is one of the most vulnerable pieces of equipment in the Army, it will not and cannot be unknowingly and unnecessarily exposed to enemy ground fire unless the urgency of the mission dictates that the commander accept the risk of uncertain losses. The tactics and techniques of helicopter flying in combat that are presently taught and practiced are designed to minimize this vulnerability. In speaking of helicopters in South Vietnam, Secretary McNamara has said, "The loss rate *is one helicopter for each 10,000 sorties.*" He called this a "*fantastically low rate*" – which it is. However, he was understating the rate so far as the Army's losses in Vietnam are

concerned. It has been reported that counting total sorties flown the rate is substantially lower than the 1-to-10,000 ratio.

"*Our movements, like the movements of conventional forces, will be intimately coordinated with supporting fires laid down by aircraft, or by ground weapons, artillery, mortars, and small arms. The air assault commander has open to him a far greater variety of feasible courses of action in the attack, a new latitude of choice as respects both point of thrust and direction of thrust – which in turn permits him to attack enemy weaknesses and avoid enemy strength –*."

Less logistic needs

In addition to available supporting fires from other sources, the airmobile division has the capability to place suppressive fires with the organic aerial weapons company which normally accompanies troop-lift aircraft.

"*It is estimated that the . . . division requires 550 tons of supplies for each day of combat as compared with 450 tons for standard infantry divisions. Most of the 100 ton increase is in POL. Interestingly enough, the testers report that war games suggest that because of the speed with which the airmobile division can accomplish its mission, it would consume 50 percent less tonnage than an infantry division on a like mission.*"

The two forces under consideration possess widely divergent capabilities in the areas of strategic and tactical mobility, as well as some common capabilities, that tend to complement each other. While airborne forces have the greater capability for strategic mobility when properly supported, airmobile forces enjoy the advantage of greater responsiveness on the battlefield because of the inherent capability of tactical mobility made possible by organic Aviation in large quantities. "*As important as strategic airlift is to our country's defense, tactical airlift is of equal importance and both must be considered together.*"

CDC study

In an extensive study conducted by *Planning Research Corporation* for U.S. Army Combat Developments Command, the conclusions were drawn that the airmobile division was more effective than the airborne division in the following situations:

"*For situations in which reaction time is critical and the number of casualties suffered and inflicted are of lesser concern.*

"*In defensive situations, where ability to hold ground and the number of casualties suffered are of primary importance.*

"*When the conditions of a mission require very fast reaction time and an ability to inflict heavy casualties quickly.*

"*For offensive actions, where ability to gain ground, the number of casualties suffered, and the number inflicted are all important.*

"*For missions involving quick seizure and limited retention of specific objectives deep in enemy-held territory.*

"*In cases where mission requirements call for repeated actions and movements behind enemy lines and time is important.*"

Summary

Airborne forces have complete tactical mobility in medium transport Air Force aircraft and are essential for surprise assault when the objectives are beyond the range of airmobile forces and are lightly defended. No one division has been designed which is entirely suitable for every situation. To achieve maximum flexibility and mobility, it is desirable to provide mobility by all means available – foot, ground vehicle, air landed, and air dropped.

Airmobile and airborne forces possess capabilities which compliment each other and both are necessary to give the commander a high degree of flexibility.

Airmobile forces have demonstrated a tactical mobility superior to that of airborne forces.

Airborne forces have a greater potential for rapid strategic deployment in Air Force aircraft than have airmobile forces.

The capability for rapid strategic deployment of airborne forces *justifies* their retention.

Airborne vs Airmobile

by LTC John N. Bradshaw

AAAA THURSDAY PRESENTATIONS

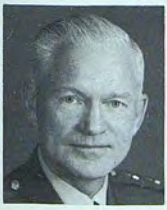
Thursday, October 31, 1968 — 1000-1710 Hours
Park Ballroom, Sheraton-Park Hotel,
Washington, D.C.

1000-1010
Introduction and Keynote Address
Lieutenant General Harry W. O. Kinnard
Commanding General
U.S. Army Combat Developments Command
Fort Belvoir, Virginia

1010-1055
Five Phase Plan for Implementing an Individually Paced Flight and Academic Instruction Program
Colonel Lloyd G. Huggins
Commander
U.S. Army Primary Helicopter Center
Fort Wolters, Texas

1105-1150
Training Missions at the U.S. Army Flight Training Center
Brigadier General Frank Meszar
Commading General
U.S. Army Flight Training Center
Fort Stewart, Georgia

1415-1505
Air Cavalry Operations in Vietnam
Major General James W. Sutherland, Jr.
Commanding General
U.S. Army Armor Center
Fort Knox, Kentucky



1550-1640
Infantry-Air Mobility in Vietnam
Major General John M. Wright, Jr.
Commanding General
U.S. Army Infantry Center
Fort Benning, Georgia

Sooner or later somebody will build the HLH.

If it's us, it'll be sooner.

And the U.S. Army HLH (Heavy Lift Helicopter) we build will be better. Because we have a decade of experience building powerful crane-type helicopters. And cargo-handling systems that make them effective.

We built the S-60 and the Army CH-54A—first and only crane-type helicopter proven in combat. And we're building the Army CH-54B (the product-improved CH-54A), scheduled for first flight next year.

With all this experience the only thing we need to build the HLH is the go-ahead.

Sikorsky Aircraft DIVISION OF UNITED AIRCRAFT CORPORATION
STRATFORD, CONNECTICUT

U A

AAAA FRIDAY PRESENTATIONS
"ROTARY WING IN THE USSR"

Friday, November 1, 1968 — 0915-1050 Hours
Virginia Suite, Sheraton-Park Hotel,
Washington, D.C.

0915-0920
Introduction and Keynote Address
Leon L. Douglas
Assistant General Manager
Boeing Vertol Division

0920-0930
A History of the USSR VTOL Program and a Projection of What we Know of Their Plans
Ralph P. Alex
Chief, R & D Sales Applications
Sikorsky Aircraft Division

0930-0940
The Characteristics of the Mil 6
Joseph Mashman
Assistant Vice President
Bell Helicopter Company

0940-0950
The Characteristics of the Mil 8
Donald R. Segner
Engineering Test Pilot
Lockheed-California Company

1005-1015
The Characteristics of the Mil 10
Leonard J. LaVassar
Chief Test Pilot
Boeing Vertol Division

1015-1025
A Look at Russian Helicopters from the Commercial Operator's View
David Davenport
General Manager, Commercial Operations
Petroleum Helicopters, Inc.

PROGRAM
1968 AAAA HONORS LUNCHEON

Presiding—

GENERAL HAMILTON H. HOWZE, USA (RET.)
President, Army Aviation Association of America

Invocation—

MAJOR GENERAL FRANCIS L. SAMPSON
Chief of Chaplains, U.S. Army

Presentations—

The James H. McClellan Aviation Safety Award
Presented by
THE HONORABLE HOWARD E. HAUGERUD
President, James H. McClellan Foundation

The Army Aviator of the Year Award
Presented by
GENERAL BRUCE PALMER, JR.
Vice Chief of Staff, U.S. Army

The Outstanding Aviation Unit Award
Presented by
GENERAL WILLIAM C. WESTMORELAND
Chief of Staff, U.S. Army

The Aviation Soldier of the Year Award
Presented by
THE HONORABLE STANLEY R. RESOR
Secretary of the Army

Introductions—

DISTINGUISHED SERVICE CROSS WINNERS
1967-1968

Benediction—

MAJOR GENERAL FRANCIS L. SAMPSON
Chief of Chaplains, U.S. Army

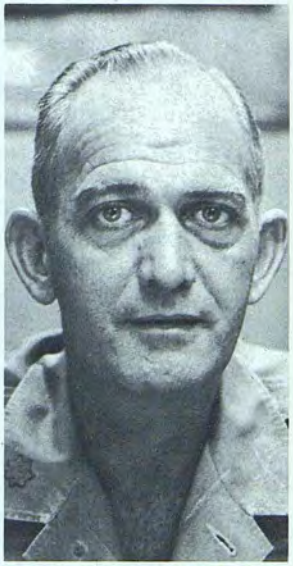
SERGEANT FIRST CLASS
JESSE J. DODSON, JR.

CAPTAIN
ROBIN K. MILLER

MR.
FRANCIS P. McCOURT

LIEUTENANT COLONEL
PAUL C. SMITHEY

LIEUTENANT COLONEL
EDWARD P. LUKERT, JR.



LIEUTENANT COLONEL
RAYMOND G. LEHMAN, JR.

THE ARMY AVIATION ASSOCIATION OF AMERICA

TENTH ANNUAL AAAA HONORS LUNCHEON

NATIONAL AWARDS 1967-1968

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

Presented to
FRANCIS P. MCCOURT

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

Presented to
CAPTAIN ROBIN K. MILLER

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

Presented to the
52nd Combat Aviation Battalion
U.S. Army, Vietnam
and accepted for the unit by
LIEUTENANT COLONEL PAUL C. SMITHEY
LIEUTENANT COLONEL RAYMOND G. LEHMAN, JR.

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

Presented to
SERGEANT FIRST CLASS JESSE J. DODSON, JR.

PREVIOUS WINNERS OF AAAA AWARDS

THE ARMY AVIATOR OF THE YEAR AWARD

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

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

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

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

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

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

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

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

Chief Warrant Officer Jerome R. Daly of the 219th Aviation Company (USARV) received the 1967 Award from the Honorable Russell D. O'Neal, Assistant Secretary of the Army (R&D).

THE OUTSTANDING AVIATION UNIT AWARD

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

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

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

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

In 1964, the 11th Air Assault Division and the attached 10th Air Transport Brigade, Fort Benning, Ga., jointly received the *"Outstanding Aviation Unit Award."* The trophy was presented by General Harold K. Johnson, Army Chief of Staff, to Major General Harry W. O. Kinnard and Colonel Delbert L. Bristol.

The 13th Aviation Battalion and its attached

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

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

The 1st Aviation Brigade (Vietnam) received the Award for 1967-1968. General Harold K. Johnson presented the trophy jointly to Major General G. P. Seneff, Jr., Brigade Commander; Major Thomas W. Wheat, 174th Assault Helicopter Company; and Brigade Sergeant Major Douglas W. Sims.

THE JAMES H. McCLELLAN AVIATION SAFETY AWARD

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

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

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

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

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

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

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

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

In 1967, Captain Gary F. Ramage, a unit safety officer with the 228th Assault Helicopter Battalion (Vietnam), was named the winner.

THE AVIATION SOLDIER OF THE YEAR AWARD

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

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

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

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

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

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

In 1967, Specialist Fifth Class Dennis L. Falo, a crew chief serving with the 1st Cavalry Division (Airmobile), was selected as the winner, receiving the award from Secretary of the Army Stanley R. Resor.

DISTINGUISHED GUESTS

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The Honorable Eugene M. Becker
Major General William A. Becker
Lieutenant General Austin W. Betts
General Frank S. Besson, Jr.
Brigadier General George S. Blanchard
The Honorable William K. Brehm
Colonel George M. Bush
Major General Patrick F. Cassidy
Lieutenant General F. J. Chesarek
Major General Wendell J. Coats
Brigadier General Robert F. Cocklin, USAR
Lieutenant General Arthur S. Collins, Jr.
Lieutenant General Albert O. Connor
Colonel Kenneth B. Cooper
Colonel James C. Cross
Mr. David Davenport
Lieutenant General Charles G. Dodge, USA (Ret.)
Sergeant First Class Jesse J. Dodson, Jr.
Mr. Leon L. Douglas
Sergeant Major George W. Dunaway
Colonel Eugene P. Forrestor
Lieutenant Colonel John R. Galvin
The Honorable Howard E. Haugerud
Major General John J. Hayes
Colonel Charles W. Hayward
Mr. Stanley Hiller, Jr.
Mr. Rea A. Hopper
Mr. Vincent P. Huggard
Colonel Lloyd G. Huggins
Mr. Robert E. Jordan
Lieutenant General Harry W. O. Kinnard
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The Honorable John L. McClellan
Mr. Francis P. McCourt
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Major Robin K. Miller
Colonel Robert K. Moore
Major General John Norton
Major General Delk M. Oden
Major General Charles S. O'Malley, Jr.
The Honorable Russell D. O'Neal
Lieutenant General Bruce Palmer, Jr.
Major General George E. Pickett
Major General Robert R. Ploger
Mr. Charles L. Poor
Brigadier General Edwin L. Powell, Jr.
Colonel George W. Putnam, Jr.
Brigadier General William O. Quirey
The Honorable Stanley R. Resor
Brigadier General Harold W. Rice
Lieutenant General Charles W. G. Rich
Lieutenant General Frank J. Sackton
Mr. Richard L. Saintsing
Major General Francis L. Sampson
Major General Howard F. Schiltz
Colonel Fred B. Schoomaker
Mr. Donald Segner
Major General James W. Sutherland, Jr.
Major General William P. Sutton
Lieutenant General John J. Tolson, III
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General William C. Westmoreland
Major General John M. Wright, Jr.

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HUEY TUG

ARTILLERY PRIME MOVER

Here's the workhorse Huey with the muscle to hover out of ground effect at 4000 ft. and 95 degrees with a 6000-pound sling load! With twice the horsepower currently available in other Hueys, the TUG can lift an M101A1 (105mm) Howitzer plus ammunition and three cannoneers. ☐ Power is provided by a Lycoming T-55 engine and a dynamic component conversion kit. ☐ Already proven by extensive flight tests, the HueyTug components may be installed in existing UH-1B or C airframes during normal overhaul.

WORLD STANDARD bell

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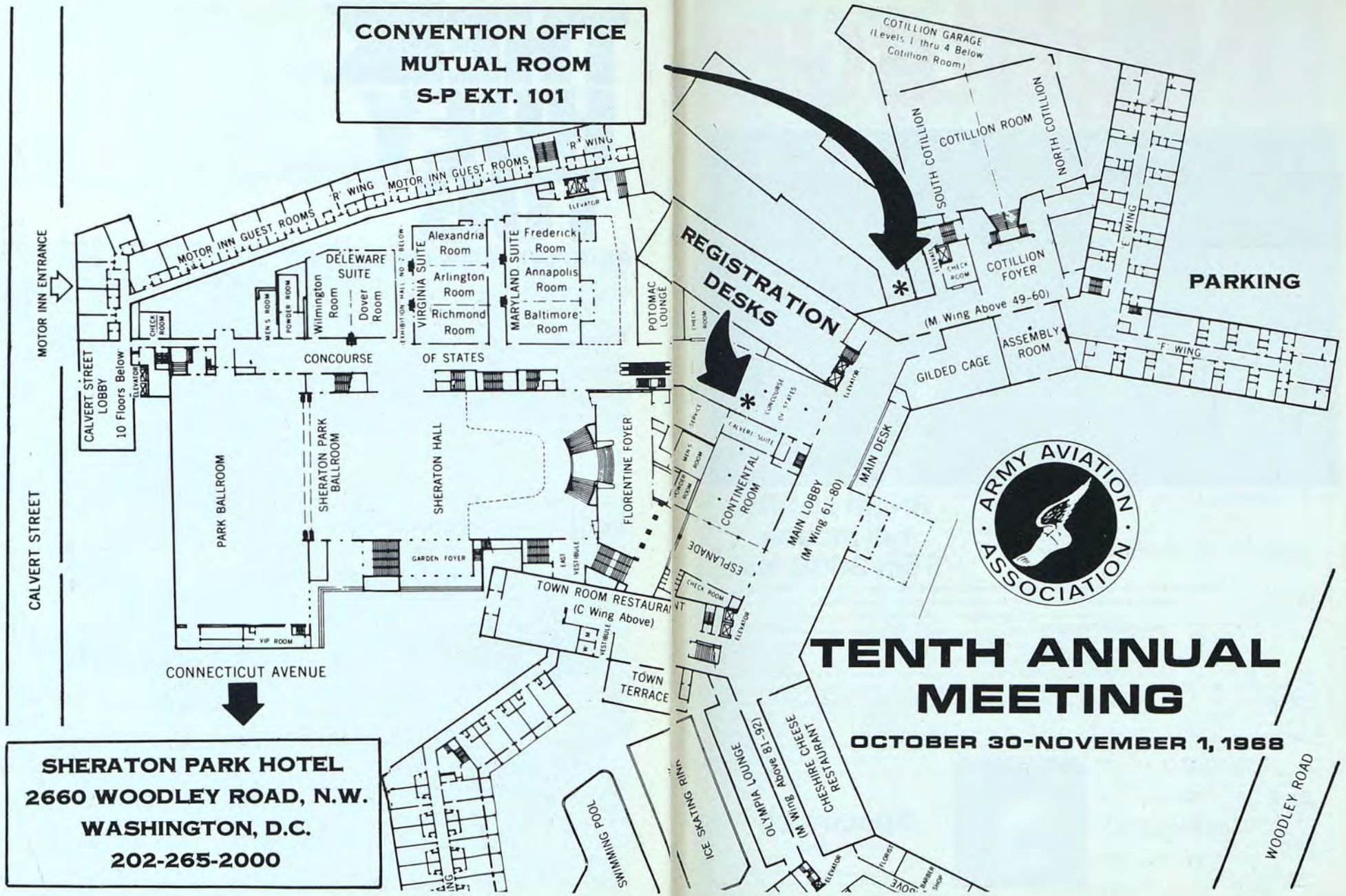
CONVENTION OFFICE
MUTUAL ROOM
S-P EXT. 101
MOTOR INN ENTRANCE
CALVERT STREET
CALVERT STREET LOBBY
10 Floors Below
MOTOR INN GUEST ROOMS
'R' WING
MOTOR INN GUEST ROOMS
'R' WING
ELEVATOR
DELEWARE SUITE
Wilmington Room
Dover Room
VIRGINIA SUITE
Alexandria Room
Arlington Room
Richmond Room
MARYLAND SUITE
Frederick Room
Annapolis Room
Baltimore Room
POTOMAC LOUNGE
CONCOURSE OF STATES
PARK BALLROOM
SHERATON PARK BALLROOM
SHERATON HALL
FLORENTINE FOYER
GARDEN FOYER
CONTINENTAL ROOM
ESPLANADE
TOWN ROOM RESTAURANT
(C Wing Above)
TOWN TERRACE
VIP ROOM
CONNECTICUT AVENUE
REGISTRATION DESKS
MAIN LOBBY
(M Wing 61-80)
MAIN DESK
COTILLION GARAGE
(Levels 1 thru 4 Below Cotillion Room)
SOUTH COTILLION
COTILLION ROOM
NORTH COTILLION
COTILLION FOYER
(M Wing Above 49-60)
GILDED CAGE
ASSEMBLY ROOM
E WING
F WING
PARKING
ARMY AVIATION ASSOCIATION
TENTH ANNUAL MEETING
OCTOBER 30-NOVEMBER 1, 1968
SHERATON PARK HOTEL
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WASHINGTON, D.C.
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9154

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2309

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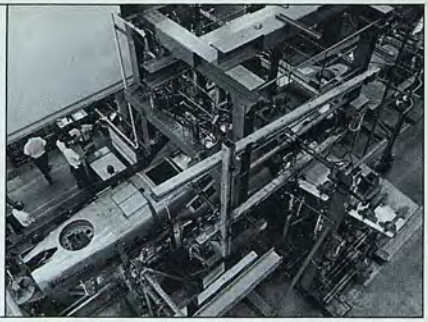

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6522

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JORDAN, Jack D.

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WHITE, Jerry E.

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BROWN, Alvin T.

BROWN, Richard E.

BURHANAN, Carl

BYERS, Floyd M.

CASE, Warren L.

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COVEY, Michael T.

DAVIS, Harold W.

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UNDER TEST

FORT BRAGG — MG Richard J. Seitz (left), CG of the 82nd Airborne Division, accepts the Third Army Aviation Safety Award from LTG John J. Tolson, XVIII Abn Corps commander, in ceremonies at Corps Headquarters in early October. The plaque was awarded for safe flight operations during FY 1968. Two men who deserve credit for the award are (center) LTC Roger J. Shields, division aviation officer, and LTC Robert E. Lay, CO, 1st Squadron, 17th Cavalry. The aircraft and choppers of the division enjoyed a "zero" accident rate during the cited period. (U.S. Army photo)

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HANKINS, Robert S.

HARRINGTON, Robert W.

HERRING, Harold D.

HESS, Carl L.

HILL, Ronald L.

HOFMANN, Wayne C.

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JENKINS, Teddy F.

LAWRENCE, Clell H.

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ZIRKLE, Robert S.

WOS

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CHESSON, Richard K.

COLLETT, Dennis D.

CRANNEY, Wiley L.

DAVIS, Charles W.

DAVIS, Paul D.

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SMITH, Peter J.

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WENTZ, Gary N.

WYNN, Dennis M.

YALDEN, Robert C.

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Druckenmiller, P.R.,1SG

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STOWELL, James L.,MAJ

WALTER, Frederick.,LTC

WILLIAMS, Wm. J.,CWO

WYATT, James I.,LTC

FORT WOLTERS, TEX. — Receiving recognition as the top students of their classes which completed flight training at the Army Primary Helicopter School Sept. 27 are, from left, bottom row: WOCS Wilmer T. Petersen and John K. Mistretta; second row: Candidates Howard A. Wilson (Outstanding Soldier) and Franklin R. Parsons, Jr.; top row: Second Lieutenants Royce M. Lee and Jerold W. Fine. Lieutenant Fine and Candidate Parsons were honor graduates, and, in addition, Lieutenant Fine won the AAAA flight achievement award; Candidate Mistretta received the AAAA flight award for the WOC class; Lieutenant Lee and Candidate Parsons earned the AAAA academic achievement awards; and the military achievement award went to Candidate Petersen. These awards are sponsored by the Fort Wolters Chapter of the Army Aviation Association of America. (U.S. Army photo)

OBITUARIES

The following obituaries of AAAA members cover the July, 1968-September, 1968 period. The AAAA National Office has verified the address of the next of kin with the Department of the Army:

ASPLUND — In Vietnam, Warrant Officer Marcus R. Asplund, 1st Aviation Brigade, on August 13, 1968, due to an aircraft accident; son of Mr. and Mrs. John E. Asplund,

BECANNAN — In Vietnam, Warrant Officer Barry J. Becannan, 1st Infantry Division, on August 23, 1968, due to hostile action; son of Mr. and Mrs. Donald J. Becannan,

BLOHM — In Vietnam, Warrant Officer Ronald R. Blohm, 176th Aviation Company, on September 10, 1968, due to hostile action; husband of Mrs. Donna L. Blohm, c/o Mrs. Donald Mousel,

BONNARENS — In Vietnam, Major Frank O. Bonnarens, Headquarters, I Field Force, Vietnam, on September 19, 1968, due to an aircraft accident; husband of Mrs. Rina S. Bonnarens,

BROWN — In Vietnam, First Lieutenant Thal A. Brown, 1st Infantry Division, on August 23, 1968, due to hostile action; husband of Mrs. Allene P. Brown,

CHANEY — In Vietnam, First Lieutenant Douglas D. Chaney, 3rd Squadron, 17th Cavalry, on July 23, 1968, due to hostile action; husband of Mrs. Marcia E. Chaney,

DICKINSON — In Vietnam, First Lieutenant John A. Dickinson, 4th Infantry Division, on September 12, 1968, due to hostile action; son of Mrs. Mabel I. Dickinson,

FARISH — In South America, Captain Castle H. Farish, Inter American Geodetic Survey, Venezuela, on September 9, 1968, due to an aircraft accident; husband of Mrs. Melva J. Farish,

LUKE — In Vietnam, Captain Arnold W. Luke, 214th Combat Aviation Battalion, on August 12, 1968, due to an aircraft accident; husband of Mrs. Dorothy A. Luke,

McAFEE — In Vietnam, Captain Cary F. McAfee, 1st Infantry Division, on September 14, 1968, due to hostile action; husband of Mrs. Gudrun T. McAfee,

McALEER — In Vietnam, Warrant Officer James K. McAleer, 10th Aviation Battalion, on August 22, 1968, due to hostile action; son of Mr. and Mrs. James K. McAleer, Jr.,

McPEAK — Chief Warrant Officer Donald W. McPeak, Davison US Army Airfield, Fort Belvoir, Virginia, on July 31, 1968, due to an illness; husband of Mrs. Floria D. McPeak,

MILLER — In Vietnam, Warrant Officer Peter T. Miller, 13th Aviation Battalion, on September 23, 1968, due to hostile action; son of Mr. and Mrs. Lachlan J. Miller,

MILLER — In Vietnam, Warrant Officer William M. Miller, 145th Aviation Battalion, on September 15, 1968, due to hostile action; son of Mr. and Mrs. Albert G. Miller,

PLUNKETT — In Vietnam, Captain Gerald W. Plunkett, 1st Infantry Division, on September 13, 1968, due to hostile action; son of Mr. and Mrs. Ralph W. Plunkett,

REIDER — Warrant Officer Keith A. Reider, 238th Aviation Company, on August 9, 1968, due to an aircraft accident; son of Mr. and Mrs. Alfred L. Reider,

ROWEN — Warrant Officer Glendon T. Rowen, 21st Aviation Battalion, on August 9, 1968, due to an aircraft accident; son of Mr. and Mrs. Thomas G. Rowan,

SANDERS — Major Ernest W. Sanders, United States Army Aviation School Regiment, died on August 24, 1968, due to a drowning accident; husband of Mrs. Helen S. Sanders,

STEEN — Lieutenant Colonel Charles S. Steen, Jr., OACSFOR, Department of the Army, on September 20, 1968, due to an automobile accident; husband of Mrs. Livia Steen, Del Casse

WEISS — In Vietnam, First Lieutenant Robert R. Weiss, 210th Aviation Battalion, on September 12, 1968, due to an aircraft accident; husband of Mrs. Carol E. Weiss,

WILSON — In Vietnam, Warrant Officer Michael R. Wilson, 1st Aviation Brigade, on August 11, 1968, due to an aircraft accident; son of Mr. and Mrs. Ira J. Wilson,

MISSING IN ACTION

FERNAN — Missing in Vietnam, Warrant Officer William Fernan, 214th Aviation Battalion, since August 1, 1968; husband of Mrs. Diane R. Fernan,

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