

Army Aviation

DECEMBER 30, 1968

TUG 'o war.

(See back cover)



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ARMY AVIATION

DECEMBER 31, 1968

Endorsed by the Army Aviation Ass'n of America

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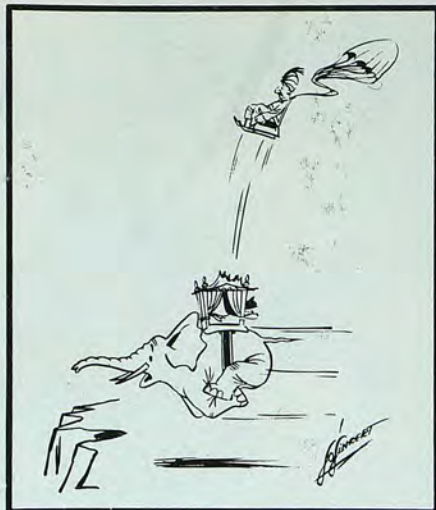
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A MOBILE APPROACH TO AIRCRAFT MAINTENANCE

By R. W. Harbison
LSI Group Vice President

The high mobility required of today's military aviation operations demands an equally mobile and responsive support capability. Such a capability must provide not only a high level of technical competence, but a resourceful, imaginative approach to both routine and depot-level maintenance. LSI's Management Services Division provides this type of service to the U.S. Army and other military departments. We call this capability "contractor field teams."

Since their first use early in the '50's, field teams have successfully performed thousands of maintenance programs for all military departments—also industry and other government agencies.

Field Team Capabilities

LSI field team programs have been accomplished in practically every country in the world where U.S. aircraft are based—including,

of course, the United States. Staffed by hundreds of qualified specialists, the Management Services Division performs numerous types of maintenance programs, including: ■ Periodic maintenance ■ Installation modifications ■ Inspection and repair ■ Corrosion control ■ Crash damage and combat repair ■ Major alterations ■ Cleaning and painting.

Aids Organic Capabilities

The LSI field team concept is designed to supplement organic military capabilities when workloads become excessive, and to provide necessary flexibility on a fast response basis. In this regard, it is generally faster and more economical to perform many programs on-site rather than transporting aircraft to central sites and return.

Further details concerning field team benefits, capabilities and cost data may be obtained by contacting LSI Management Services Division, 4001 Lincoln Blvd., Oklahoma City, Okla. 73105—or dialing 525-2171 (area code 405) collect.

Hardware and Softwares

The Systems and Services Group is composed of seven Lear Siegler, Inc. divisions, including Management Services. Staffed by about 4000 employees, and based in 21 domestic and overseas plants and facilities, this group provides numerous hardware and softwares capabilities for both DOD and industry.

Systems and Services Group divisions design and manufacture military communications, airborne and ground-based radar, computer, air-conditioning, telemetry and instrumentation systems. In addition, group divisions offer support services including depot-level overhaul and repair, service engineering, information systems—and a complete coast-to-coast education system.

While operated on a divisional basis, the group offers integrated capabilities requiring multi-division participation.



LEAR SIEGLER, INC.
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Bell's HueyTug Has Three Ton Vert-Rep Capability

With a history of over 7,000 Hueys behind it, Bell's advanced HueyTug has the background and backbone of service and dependability unsurpassed.

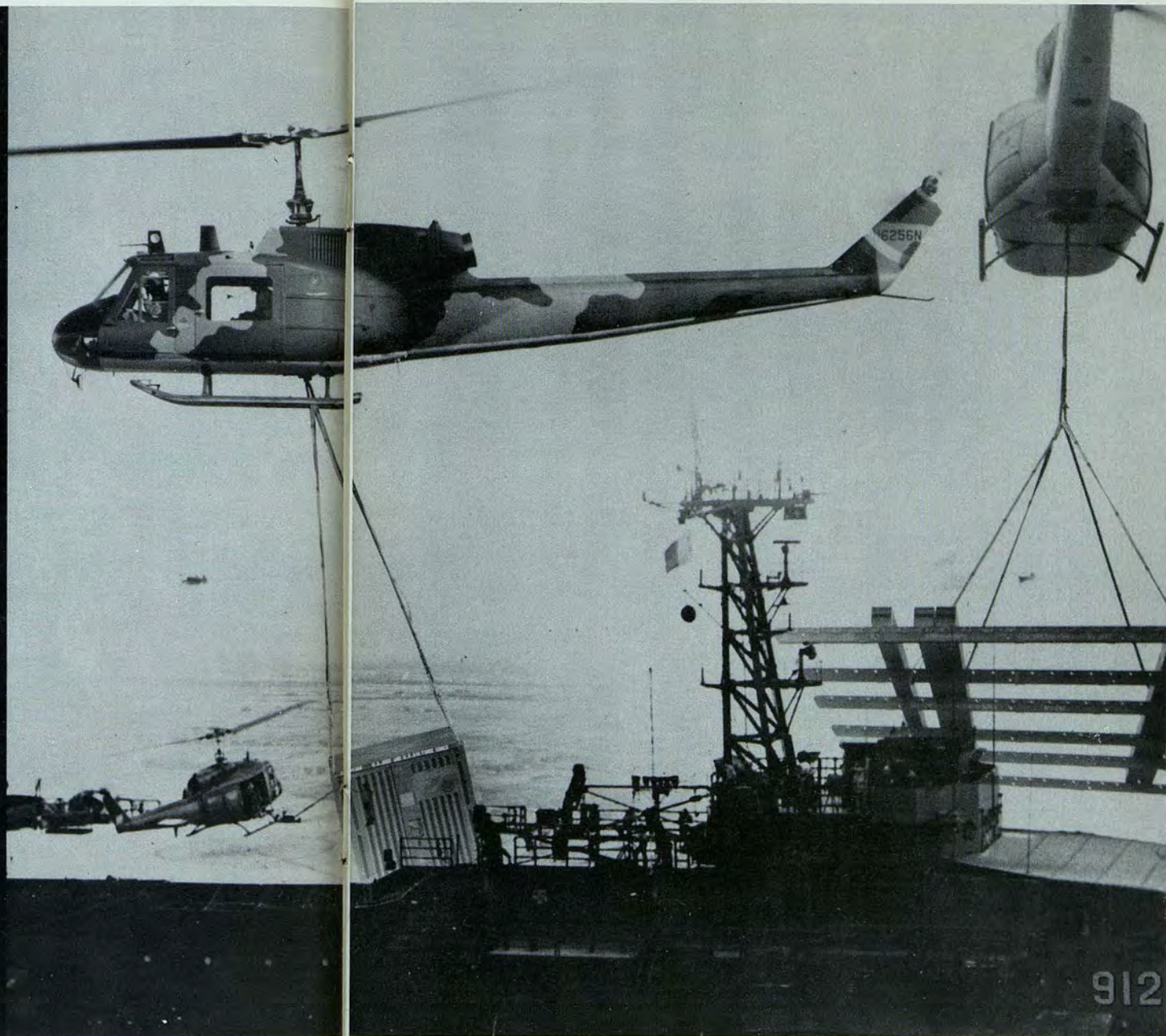
The HueyTug has three primary design objectives —
— move three tons of cargo on the hook,
— hover out of ground effect with three tons of cargo with power reserve to climb vertically from the deck at 1,000 feet per minute on a 95°F day, and
— retain the functional simplicity of the Huey.

The sea-going HueyTug combines relatively small size, big abilities and low cost to provide an effective, versatile helicopter well-suited to the vertical replenishment role — ship-to-ship or ship-to-shore.

Consider the Tug—it's a task master!

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"WE HAVE VERY FEW MUNDANE JOBS..."

LAST month I mentioned that we have finally reached the time when aviators can be assigned to other than aviation duties as dictated by the needs of the major commanders, and thus enhance and broaden their career potential.

Now I know that command of a combat unit is perhaps the most sought after position in the Army. This is easy to understand from the very nature of a military career. Unfortunately, there are never enough TOE units to allow every officer an opportunity to have such an assignment and there are a host of other positions, staff jobs, etc., that are equally demanding, but not as glamorous.

The ASD commander

In this respect, I'd like to single out one very important position that has not received the recognition it deserves — the position of the commander of the ASD (*Airfield Support Detachment*). This commander has tremendous responsibilities and a vital mission. He is truly an installation commander yet he only has a few ATC personnel under his direct control.

However, his responsibilities include airfield operations, facilities planning, airfield maintenance, supervision of construction, and

coordination among numerous diverse agencies. He must be a diplomat and *master scrounger*. It is high time that this man receive the prestige accorded this assignment and appropriate credit given for his performance of duty.

I have selected the ASD commander as a good example of the many vital positions that must be filled by our finest people. The aviator must not shun such assignments or have any misgivings that he is being pigeonholed.

Often a combat situation

He should look at staff assignments and other than combat command assignments as a particular challenge to prove himself. For example, certain of our isolated ASD commanders are truly combat commanders — they plan the defense, dispatch patrols, and control all aspects of their local security. Some staff officers are exposed to enemy fire as frequently as their commanders. Many so-called combat service support units must be ready to fight at a moment's notice — and do.

I could go on and on with examples, but my major point is that we have very few mundane jobs that do not require outstanding officers, and where the officer who really puts out might not be recognized.

I am pleased to report that the last selection list for Colonel showed that the Army Aviator is doing as well or better than his non-rated contemporaries. This is a continuation of a trend that has been noted for the past few years and is a fine tribute to the caliber of officer we have attracted to the aviation program.

**By Brigadier General
EDWIN L. POWELL, JR.
Director of Army Aviation,
OACSFOR, DA**



THE MOVING HAND . . .

FORT BENNING, GA. — A new "Telautograph" which is expected to enhance flying operations and promote better air safety, has been installed at Ft. Benning by the 10th Detachment, 16th Weather Squadron of the USAF. Making the first transmission over the new apparatus is COL William M. Zimmerman (right), commander of Lawson Army Aviation Command, as Air Force MAJ Harold E. Bradberry, detachment commander, looks on.

FIRST TOW

BURBANK, CALIF. — The U.S. Army AH-56A Chynne, the Army's new gunship helicopter built by the Lockheed-California Company, is shown firing its first TOW anti-tank missile during a mid-December flight test at the Yuma Proving Ground in Arizona. The TOW is a tube-launched, optically-tracked, wire-guided missile. (Lockheed photo)



By these remarks I do not in any way intend to imply the average aviator is a superior being to his non-rated friend (the percentile differences were very small), but I want to assure the young man who is thinking of an Army Aviation career that he is not getting into a dead-end street.

Room at the top!

So far we have had two four star Generals who have worn the aviator badge. Twenty-two rated Generals are now on active duty. It is obvious that none of these people reached their rank simply because of flying skill; but, equally important, none were not considered for their rank because they were aviators.

We expect more of an aviator because he is required to be a professional in more than one discipline. If he has a regular staff position, he has to use his own time to maintain his skills often at great inconvenience — and still do an outstanding job in the position on which his efficiency report will stand. It is no

small challenge, but one that has been met by the great majority of the officers in our program. We are quietly proud.

Helicopter Handbook!

As a footnote, I would like you to be informed that the Army is finally getting around to formulating a definitive *Army Aviation Handbook on Rotary Wing Aircraft Engineering Characteristics*. The major portion of the compilation of this handbook has been contracted to TRANSTECH, INC., Washington, D.C.

No doubt, many of you in the field will be contacted by the contract personnel and ask to contribute from your experience. I urge that you give your full and considerate cooperation, for we want this final product to be the synthesis of the technical and operational expertise of the millions of Army helicopter missions.

Hopefully, this handbook will be the Bible of rotary wing standards and reflect the professional depth of the Aviation Program.



AAAA FOUNDATION OFFERS \$4,000 IN SCHOLARSHIP AID

The AAAA Scholarship Foundation announces the availability of \$4,000 in 1969 scholarship assistance funds for the sons and daughters of members and deceased members of AAAA.

Application forms for the 1969 scholarships may be obtained by writing to the AAAA Scholarship Foundation, Inc., 1 Crestwood Road, Westport, Conn. 06880. The applications, together with other supporting applications data, must be returned to the Foundation on or before March 8, 1969 to receive Awards Committee consideration

ELIGIBILITY

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

1.

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

2.

A high school graduate or senior who has made application to an accredited college or university for Fall, 1969 entrance as a freshman, or who has been accepted for freshman enrollment in the Fall of 1969.

3.

Unmarried and a citizen of the United States.

FINAL SELECTION

The final selection will be made by the AAAA National Awards Committee, a permanent standing committee of the National Executive Board of the AAAA that has been designated as the Foundation's judging agency. The selection will be made during the month of March, 1969 period with the winners to be notified by March 31, 1969.

BACKGROUND

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

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

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

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

In 1968, the 14 winners were Samuel C. Pierce, Karen L. Kellar, Mary L. Graft, Cheryl M. Kapec, Mary K. Kising, Steven R. Otto, Philip D. Walker, Mikel A. Oswalt, Sandra L. Harry, Leslie G. Callahan, III, Patrick B. Thomson, Jeffrey A. Rawlings, Leone E. Long, and William H. Wolff.

With the issuance of the 1968 scholarship assistance, the AAAA Scholarship Foundation has provided \$18,250.00 in direct aid to forty-four students since the inception of the program in 1963.



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Garrett's Downed Aircraft Locator is powered by readily available "D" size batteries, and is easily installed in the aircraft's vertical stabilizer.

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255 Attwell Drive, Rexdale, Ontario, Canada



AAAA President Howze



Lehman, Lukert, Westmoreland, Smithey, Winters;



CPT Daly, DSC winner



MAJ Miller



LTG Tolson, DSC winner



CPT Rubin, DSC winner

AAAA ANNUAL HONORS LUNCHEON

Washington, D. C.
November 1, 1968

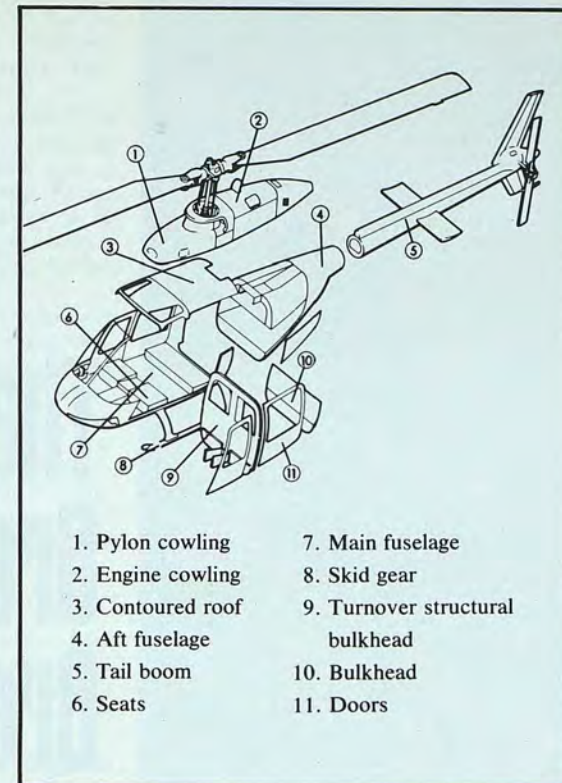


GEN Palmer, MAJ Miller



AAAA NATIONAL AWARDS

Top Left: COL Leich, Mr. Resor, SFC Dodson. Top Center: National Awardees, LTCs Lukert, Smithey, Lehman; SFC Winters; Mr. McCourt; MAJ Miller; SFC Dodson. Top Right: Awardees' Wives: Mrs. Lehman, Lukert, Smithey, Miller; Mrs. Howze; Margaret Tackley (ANF); Mrs. Dodson. Left photo: Hon. Howard E. Haugerud. Right Photo: Secretary Resor; SFC Dodson; GENs Westmoreland, Howze, Palmer.



Why are all these Beech people so excited about a helicopter?

Because Beech built almost everything you can see on this one! It's the new Bell JetRanger 206, selected after competition to be the new Army OH-58A light observation helicopter. Delivery starts in mid-1969 with the contract covering a 5-year period. You bet Beech is excited!

And it's no surprise that Bell is subcontracting the entire fuselage of the JetRanger to Beech. Beech received the coveted Bell Golden Rotor

award for excellence of quality in production for two years in a row—1966 and 1967. The awards were based on Beech production of 74 different types of panels for the famous Bell UH-1 "Huey" helicopter which has served in Vietnam as a gunship, medical evacuation transport, troop transport and general utility helicopter.

In fact, one Beech-developed procedure in bonding reduced the ratio

of rejection to production so dramatically that Bell made it mandatory for all manufacture. Is it any wonder then that Beech produces so many parts for the JetRanger? The diagram above shows the important subassemblies.

Want to know more about the full range of Beech subcontract capabilities? Write, wire or phone Contract Administration, or Aerospace Marketing, Beech Aircraft Corporation, Wichita, Kansas 67201, U.S.A.

Beech Aerospace Division

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



“The Greatest Break- Through...”

REMARKS BY
GEN. WILLIAM C. WESTMORELAND,
CHIEF OF STAFF, U.S. ARMY
10TH ANNUAL HONORS LUNCHEON
ARMY AVIATION ASSOCIATION
SHERATON-PARK HOTEL
WASHINGTON, D.C.
FRIDAY, NOVEMBER 1, 1968

I AM very pleased to join you in honoring Army Aviators, and I am grateful for this opportunity to speak to you for a few moments before presenting the coveted "Outstanding Aviation Unit Award."

To the uninformed and uninitiated, the unshaven and unkempt doughboy slogging down a muddy road, with a sardonic grin on his face, is the image of the Infantry. Except for allowing for reasonable changes in his weaponry and battle dress, this same observer might argue that little has changed for the rifleman over the years.

Now, I won't argue that there are no more muddy roads — or contend that every rifleman gets a chance to shave every day — but, I will argue against the accuracy of this picture as representing the Infantry of today. There are few branches in the Army that have undergone more changes in organization, have seen more improvements in weaponry, and have achieved greater mobility than the Infantry. And it will be my aim as Chief of Staff to continue this trend of improvement in the lot of the doughboy and if possible accelerate our progress.

No one knows better than the people here today that the helicopter has made possible the greatest breakthrough in tactical mobility since the first time a doughboy went into battle aboard an armed vehicle.

More important is that our thinking has changed, too. It has enjoyed a similar "breakthrough". Where once we were inclined to just *wish* for greater mobility, now we both have it and actually *think* in terms of mobility.

Coming of age . . .

In my judgment, this is important because it represents the attainment of a frame of mind that is essential to any stride forward. The introduction of a piece of equipment and the development of a concept for its use, while important, are merely the basic steps to what can be considered progress. The day that a piece of equipment and a concept are put to use by people who thoroughly understand their *full* worth and their *true* importance — then, and only then — will this equipment and concept become actual progress.



SHERATON-PARK HOTEL





Tough machine for a tough war.

What happens when a Light Observation Helicopter has to get right down in the trees to root out Charlie?

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

AIRMOBILITY — THE GREATEST BREAKTHROUGH

I believe we have just reached the threshold of this process in relation to the helicopter and the airmobile concept.

Yes, I am enthusiastic, but I offer this caution. I do not think that we have any more than reached the Line of Departure. Having achieved the ability to use the helicopter and employ the tactic of airmobility, we should now "take off". This is not the end; it is only the beginning.

The "credits" are long . . .

We are indebted to many people for having reached this milestone. I hesitate to enumerate them for fear of offending someone by inadvertent omission. But I know that everyone will agree with me if I cite *General Howze*. "Ham" Howze has been "Mr. Airmobility" himself, if we are to give anyone that distinction.

Our thanks should go to many others also, but the list is so long that I will have to group them together:

- We owe much to the officer, enlisted, and civilian members of the staffs and faculties of Fort Wolters, Texas; Hunter Army Airfield and Fort Stewart, Georgia, and Fort Rucker, Alabama. We will never be able to recognize their efforts fully. Their devotion to duty and combined expertise have provided the essential ingredients for success of the airmobility concept. I refer, of course, to the trained personnel that they have produced for Army Aviation.
- We owe much to the logisticians of the Army Materiel Command — and its Aviation Materiel Command — who worked hard and overcame serious problems to provide us with our aircraft. Obviously our chance of success hinged on this ability to meet our demands, and they did not let us down. And in this connection I would single out *Lieutenant General Bill Bunker* for his far-sighted concepts, his ability — during the period immediately after Korea — to think big.
- A piece of equipment and an idea are

worthless until someone ties them together. And that is what the 11th Air Assault Division at Fort Benning did for us. The Army owes special thanks to the members of that test organization, and *Lieutenant General Harry Kinnard* stands out in my mind as a prime mover for the test project.

- We are indebted to the aircraft industry itself for its determination, foresight, and skill. We in America are blessed by an industrial base that places emphasis on cooperation. American industry as a whole prides itself on being a partner in defense. The aviation industry has demonstrated its adherence to this principle time and again.

- And, finally, we salute Army Aviators and all the technicians who keep them flying. I want to express our admiration and appreciation to them. Suffice to say that without their talent, their professionalism, their wholehearted willingness, and their sacrifices, we would not be claiming success for the airmobile concept — or for Army Aviation.

- Although I said "finally," I cannot complete any list of persons to whom credit is due without saying "Thank you" to the wives and families of Army Aviators. You have provided courage and encouragement to your aviators, and your sacrifices have not gone unnoticed.

A new dimension

The airmobile operation is the most radical advance in tactics we have seen since the airborne operation was first introduced in World War II. In a matter of minutes, entire units are inserted by helicopter — into an area of our choice — while armed helicopters support the landing.

This sort of movement into, and during, battle has become a standard tactical operation in Vietnam and has introduced a new dimension to our thinking. This is why I call it a breakthrough. For example: A river or a hill used to serve the defender against attack. But now what we used to consider obstacles can be made to serve the heliborne attacker. The defender may now be the one who finds himself restricted by terrain.

Yet, in our enthusiasm, we must not get



AAAA's 1968 NATIONAL AWARDEES

Shown in Washington, D.C. prior to the Tenth Annual AAAA Honors Luncheon on November 1 are, l. to r., Lieutenant Colonels Edward P. Lukert, Jr., Paul C. Smithy, and Raymond G. Lehman, Jr., and SGM Elmer J. Winters, representing the 52nd Combat Aviation Battalion, the "Outstanding Aviation Unit"; McClellan Award winner Francis P. McCourt; MAJ Robin K. Miller, "Army Aviator of the Year"; and SFC Jesse J. Dodson, Jr., "Aviation Soldier of the Year." (Vernell)

carried away. The helicopter can serve us only so long as we remain its master. It must always be our tool. We cannot become so tied to the helicopter that we lose our total perspective. In my judgment, we will be using our feet for a long time, and I certainly do not want to put tanks and parachutes on sale as surplus. Nor do I intend to neglect the foot mobility of the Infantry.

Some problems remain

In this same vein, I would like to mention briefly a couple of developments that must occur if we are to realize the full potential of the helicopter. I shall not elaborate on them because they are not new.

The Army's emphasis on reliability, on long-life components, and on cost is well known. I know that many believe as I do that sometimes we "ask for the moon," but we are not willing to pay the cost. However, reliability and decreased maintenance are so vital to the future of airmobility that I believe we must be prepared to pay the price for reliability. I am speaking here in the order of 95 percent helicopter availability—

availability approaching that of an expensive motor vehicle.

Each of us at one time or another has indulged in a game of trying to imagine what the outcome of a certain event in history might have been if conditions had been different at the moment. For instance: What do you suppose would have happened at Little Big Horn River in June, 1876 if General Custer's small force had been equipped with machine guns?

Vietnam without R/W?

For a moment look with me at the other side of the coin and do some speculating. Suppose that we did not have helicopters and airmobile divisions today. How many troops

AIRMOBILITY — THE GREATEST BREAKTHROUGH

would we have needed to accomplish what we have achieved in South Vietnam?

Often I have been asked this question, so I asked my staff to give me their ideas. I would like to pass our thoughts on to you.

No finite answer is possible because our tactics in Vietnam were based on the massive use of helicopters. Keep in mind that helicopter companies were among the first tactical forces deployed to support the South Vietnamese Armed Forces during the days when our commitment was basically advisory.

We have never had enough helicopter units to satisfy everybody. And I was constantly faced with the tasks of allocating these precious assets where I thought they could accomplish the most. These decisions were never easy . . . the demands were always great. No commander ever willingly gave up even one helicopter, except on a temporary basis.

How many troops would have been needed without the helicopter? From the British experience in Malaya and from the experience of the French in Indochina it has been generally theorized that a regular force must exceed guerilla forces by a ratio of at least ten to one, in order to achieve any positive success. We have approximately one and one-half million US-GVN-Free World troops and Vietnamese Police in South Vietnam today. If we accept the ten to one ratio, we would need nearly two and one-half million troops to counter the combined strength of the Viet Cong and North Vietnamese Army in South Vietnam — or one million more men than are there now.

Alternative: Enclaves

Without this massive strength, we can assume that the only alternative would have been an enclave strategy — or community garrisons which had been tried before in Indochina. Had we used this strategy, we would have provided for a static defense for only a limited part of the country. The remaining countryside and its people would

have been abandoned to the enemy! We have not been restricted in South Vietnam to such a strategy because through the use of the helicopter we have not been tied to tenuous supply routes or seriously affected by easily blown bridges. We have not lost the element of surprise; we have capitalized on our mobility. We have maintained the initiative, which has steadily grown as our helicopter assets and troops have increased.

There are countless examples of our exploiting surprise and seizing the initiative. As an example: in early September 1965, the 1st Cavalry Division, equipped with 430 helicopters, arrived in Vietnam and flew itself from shipboard to a new base at An Khe on Route 19. Our intelligence had indicated that this route would be the one the enemy would follow in trying to cut South Vietnam in half along the Pleiku-Binh Dinh axis. Almost immediately after its arrival at its base, the Division joined battle with the North Vietnamese 325th Division in the Ia Drang valley west of Pleiku near the Cambodian border. By virtue of its unexpected mobility, this newly arrived 1st Cavalry Division, with the help of ARVN and United States Air Force tactical support, decisively defeated the enemy.

You may recall that a famous Viet-Minh/French battle occurred in 1954 on Highway 19 not far from the same valley. This battle was one of a series of French operations to block the efforts of the Viet-Minh to cut the country in two along the same Pleiku-Binh Dinh axis. An elite French force suffered such severe losses in that battle that it never again took the field against the enemy.

I have not emphasized the armed helicopter, or the air movement of our field artillery, or the invaluable air cavalry reconnaissance squadrons, which, during the past years, generated the bulk of our combat intelligence in many remote areas.

What would we do without the helicopters? The answer is very simple. We could not do the same job. We are a three-dimensional Army, and every unit in Vietnam depends greatly on airmobility. Because of the helicopter, our influence is extensive. The countryside no longer belongs to the enemy;

he has no real "safe havens" in South Vietnam, and we can — when necessary — immediately reinforce our outposts, most of which are manned by Special Forces units. In short, most of the natural advantages which accrue to the guerrilla have disappeared because of our airmobility.

I must add that our wounded soldiers — all of our soldiers — think highly of the medical evacuation helicopter and for good reason. Because of the helicopter, affectionately known by our troops as "Dust Off", a critically wounded man is seldom more than 30 minutes from a medical center manned by skilled medical professionals and technicians. Thousands of our brave soldiers are alive today because of this helicopter and its dedicated medical evacuation personnel.

What would we do without helicopters?

We would be fighting a different war, for a smaller area, at a greater cost, with less effectiveness. We might as well ask: What would *General Patton* have done without his tanks?

Questions to be Answered

But, here again caution is in order. The lessons learned in South Vietnam are valuable ones, but in our enthusiasm, they cannot be applied blindly. There are still other questions that must be answered. I will mention a few as food for thought:

How can we insure that an airmobile force will operate with equal success in a more sophisticated environment?

How can we best use airmobile forces in assault on fortified positions without taking unacceptable casualties?

How can airmobile forces be developed to be more than the corps or army reserve in a more sophisticated environment?

And on the technical side: How can the dust problem associated with helicopters be reduced or eliminated to improve safety, security, and visibility?

The answers to these questions — and to many more — must be forthcoming. We constantly seek to learn, and we know that we must always adapt to our environment. Airmobility will continue to receive our attention as we strive to make the most of this



important breakthrough in modern warfare.

On the other hand, we must never forget that the requirement to close with the enemy those last few meters will probably never be taken over from the doughboy by anyone or anything. But we can take comfort in the knowledge that getting him to that point — fresh and ready to fight — and giving him more support during final assault are greatly aided by the helicopter and the airmobility that it has produced for the Army.

Gentlemen, I will conclude my brief remarks with a poetic and prophetic statement: the doughboy, I can assure you, is for Army Aviation all the way! Hence, your organization known as Quad-A is most certainly here to stay!

The Outstanding Unit . . .

I've now been asked to make a presentation and it is now my privilege to present the award for the "Outstanding Aviation Unit for 1967-1968" to the 52nd Combat Aviation Battalion.

This is a pleasure for me because I know this unit, and I have seen its superb work in Vietnam. I am fully aware of its outstanding achievements and I am proud to have had the 52nd Combat Aviation Battalion as a part of my former command.

I would now ask the commanding officer and the sergeant major of the 52nd during the awards period of 1967-1968 to come forward to receive this award. There were several commanders during that period: first, *Lieutenant Colonel Raymond G. Lehman*, the present commander; *Lieutenant Colonel Paul C. Smithey*; and *Lieutenant Colonel Edward P. Lukert*; and *Sergeant Major Elmer J. Winters*.

Sperry stability specified

Years of developmental work on VTOL stabilization projects for the Army and Navy, involving a dozen different aircraft, have led to the selection of Sperry to provide stability augmentation systems (SAS) for two major VTOL programs.

Lockheed-California has selected Sperry's single axis yaw SAS/heading hold system for the U. S. Army's AH-56A Cheyenne. This system provides extensive built-in test equipment, a "must" for efficient VTOL operation. Sperry equipment was also specified by Canadair for hover and transition flight in the CL-84 prototype and

now in the three Canadian Armed Forces CX-84 aircraft. Three-axis systems being produced for this aircraft are fully fail operational in the pitch axis and fail safe in the yaw and roll axes.

Other funded development contracts and company-sponsored study in the VTOL areas includes work on automatic terrain following/avoidance and hover augmentation. In addition, Sperry's work on a versatile hybrid AFCS, full IFR AFCS and fly-by-wire AFCS for future VTOL aircraft will enable air frames and using agencies to continue specifying Sperry with confidence.

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 **SPEARRY RAND**

52ND COMBAT AVIATION BATTALION SELECTED AS "OUTSTANDING UNIT OF YEAR"

■ Remarks of General William C. Westmoreland, Chief of Staff, U.S. Army:

"Ladies and gentlemen. I know that you'll join me in extending congratulations to the officers and men, past and present, who have had the privilege of serving with this elite unit. Thank you." ... (Applause).

■ Citation as read by Colonel Robert M. Leich, USAR (Ret.), Chairman of the AA-AA Awards Committee:

During the period 1 April 1967 through 31



Smithley



Lukert

March 1968, the 52d Combat Aviation Battalion achieved new heights of performance while operating in support of U.S. and Free World Military Forces in the Central Highlands of Vietnam.

With five assault helicopter companies, one assault support helicopter company and one heavy helicopter company assigned, the 52d is the Army's largest Combat Aviation Battalion.

Flying more than 418,000 sorties while lifting nearly 700,000 passengers, 82,000 tons of cargo, and 3,000 wounded personnel, the 52d Battalion, known as "*The Flying Dragons*," has operated under the most adverse conditions.

Most of its area of operation is jungle covered mountainous terrain. Combat assaults must habitually be made into extremely tight landing zones, frequently large enough for only a single helicopter at a time. This condition, coupled with an average terrain elevation of between 2,500 and 5,000 feet and a density altitude running as high as 6,000 feet, has demanded the utmost in professionalism from the members of the 52d Combat Aviation Battalion.

Extensive ground role

In addition to providing the aviation support required by its mission, the 52d Combat Aviation Battalion had responsibility for the operation and security of two airfields which are not collocated with U.S. maneuver forces. Throughout the year, and especially during the Tet Offensive, members of "*The Flying Dragons*" served valiantly in the roles of infantrymen, artillerymen, and engineers in defending their airfields. They flew missions at an accelerated rate by day and defended the perimeters of their airfields by night. Maintenance crews worked by night under the continuing threat of enemy attacks by fire.

Of the almost 1,000 enemy kills credited to this battalion during the period of this award, nearly 200 of these were accounted for during ground actions in the defense of the command's airfields. The success in defeating the enemy's major thrusts during the Tet Offensive against the towns of Pleiku and Ban Me Thout was in substantial meas-

ure due to the airmobile support and direct aerial fire support provided through the valorous actions of the crew members of the 52d Combat Aviation Battalion.

For these reasons, the 52d Combat Aviation Battalion has earned, without question of doubt, the "Outstanding Aviation Unit Award for 1967-1968."

■ Remarks of Lieutenant Colonel Paul C. Smithey, former commander of the 52nd Combat Aviation Battalion:

"Mr. Secretary, General Westmoreland, distinguished guests. First, I would like to introduce a totally outstanding group of professionals in our business. I'd like to ask Honorary Flying Dragons, Colonel John Marr and Colonel Bill Smith and all former and present members of the Flying Dragon battalion to please stand." . . . (Applause).

Our acceptance remarks today will be delivered by myself, two other former battalion commanders, and the battalion sergeant major.

I'd like to take just a minute to tell you about the Flying Dragons. The 52nd Combat Aviation Battalion is a close knit, spirited organization with a "Can Do" attitude. Although it consists of separate numbered companies with distinctive call signs such as "Alligators, Stagecoaches, Bikinis, Ghost Riders, Gladiators, and Shrimp Boats" — all of these are Flying Dragons.

Flying over the most challenging terrain in Vietnam, Dragon aviators fight environment as well as the enemy. Individual feats of bravery and physical endurance among our aircrew men are legendary. All members of this fighting battalion have performed superbly.

One of our great combat leaders, General Bruce Clarke, has said that when an organization does well, all members of the unit should be suitably recognized.

Today, the Flying Dragons are honored by receiving such recognition. During the period covered by this award, it was my great privilege, in company with Lieutenant Colonels Ed Lukert and Dutch Lehman, to serve as commander of the Flying Dragons, and I am intensely proud of the men and the battalion's accomplishments.



Winters



Lehman

It is now my distinct pleasure to participate in accepting, on behalf of the officers and men of the 52nd Combat Aviation Battalion and their ladies, this coveted award for outstanding achievement. I thank you."

■ Remarks of Lieutenant Colonel Edward P. Lukert, Jr.:

"As Colonel Smithey covered the composition of the Flying Dragons, I would like to address myself to the missions assigned to the battalion and pay tribute to the units and activities supported by the Flying Dragons whose understanding and cooperation materially contributed to the recognition given the 52nd Combat Aviation Battalion here today.

The major mission of the battalion is to support the 4th Infantry Division in the Central Highlands of Vietnam with approximately half its assets. Other missions include support of Special Forces; 23rd ARVN Division; 24th Special Tactical Zone; II Corps; province senior advisers in Kontum, Pleiku, and Darlat provinces; 52nd Artillery Group; and many other activities in the Central Highlands too numerous to mention here today.

In addition, the battalion has supported, on occasion, the 173rd Airborne Brigade during the Battle of Dac To, elements of the 101st Airborne Division, Republic of Korea Forces, and, in fact, have had companies employed in all four Corps Tactical Zones in Vietnam from the Delta to the Demilitarized Zone.

Without the close working relationship, understanding, and cooperation of these supported units and their commanders, the ac-

complishment of the many missions of the 52nd Combat Aviation Battalion would have been impossible.

I believe that special recognition is due to Lieutenant General Peers who, by the way, is an Honorary Flying Dragon, for his support and guidance given, first as Commanding General of the Fourth Infantry Division and later as Commanding General of the First Field Force, Vietnam.

Finally, I would like to mention the support given the battalion by the entire 1st Aviation Brigade and the 17th Combat Aviation Group, which was commanded during this period by Colonel John Marr and Colonel Bill Smith. The performance of the battalion, I believe, is a reflection of their outstanding leadership.

Having been a Flying Dragon with the privilege of commanding the battalion has been the highlight of my military career. It is an extreme privilege to be here today to participate in the acceptance of this award on behalf of the 52nd Combat Aviation Battalion Flying Dragons." . . . (Applause).

■ Remarks of Lieutenant Colonel Raymond G. Lehman, Jr.:

"Mr. Secretary, General Westmoreland, and distinguished guests . . . It's a real pleasure for me just to be here today, but to also participate in the acceptance of this award for the battalion is an honor I shall always cherish.

I'd like to say a word about the men in the unit. As previously mentioned, all members of this battalion are called "Dragons." Some Dragons fly and some Dragons don't, and some of our Dragons got glory and some of them did not.

We all can say that regardless of the duty that each man did his part and a great deal more, and has earned an equal share of this truly wonderful award.

It was mentioned also that the battalion is the largest in the Army. Its strength was 2,200+ and it was the first of its kind to arrive in Vietnam.

It is unique in many ways. Even its fighting record on the ground in combat at the three base airfields is almost as great as its flying record in the air.

The men work many, many long hours on two shifts a day. However, they pull both shifts. The night shift — we sort of gave them a choice — a variety of occupations which were different from their primary duties. They could perform guard duty on the almost nine miles of perimeter at Pleiku and the other locations; they could try their hands as mortar crew members; they had jobs as aircraft revetment guards; there were many night patrols sent out to roam the surrounding areas to search for the enemy.

These men, I believe, have truly put in three years of duty in one year, and they always seemed to pass this feeling of dedication to duty on to the new replacements.

Again, it is a real privilege that I could participate in accepting this award for all past and present members, and in particular those Flying Dragons who have made the extreme sacrifice in battle. Thank you . . .

I would like to introduce the soldier who was with the battalion during the entire award period and the man we all feel kept us glued together, our sergeant major, Sergeant Major Elmer J. Winters." . . . (Applause).

■ Remarks of Sergeant Major Ernest J. Winters:

"Mr. Secretary, General Westmoreland, and distinguished guests. This recognition as an outstanding organization is only possible through the Army Aviation Association and (the award's sponsor), the Hughes Tool Company, which we, the past and present members of the 52nd Combat Aviation Battalion, deeply appreciate.

As the commanders, Colonel Smithey, Colonel Lukert, and Colonel Lehman, represent the entire battalion, I, as the former sergeant major, am very proud to represent the enlisted members as personified by Sergeant Dodson who, as all you know, is the *Aviation Soldier of the Year*. He is a former member of the Bikinis.

All of the men of the battalion will work and fly even harder in gratitude for your generosity. It is indeed an honor and a privilege to accept this award on behalf of all the Flying Dragons of the 52nd Combat Aviation Battalion. Thank you." . . . (Applause).

■ Remarks of General Hamilton H. Howze, USA (Ret.), President of AAAA:

"The 'Army Aviator of the Year Award' is presented each year to the Army Aviator who has made an outstanding contribution to Army Aviation during the preceding year. To present this award will be General Bruce Palmer, an old friend of mine and a most eminent member of a most eminent Army family.

Once or twice during the past few years I've had the privilege of counseling General Palmer on what he considered to be a general deterioration of his chances of achieving career success . . . (Laughter) . . . As you can see, he's still in serious trouble, being now no better than the Vice of Staff of the Army . . . (Laughter) . . . General Bruce Palmer . . . (Applause).

■ Remarks of General Bruce Palmer, Jr., Vice Chief of Staff, U.S. Army:

"Thanks, General Howze . . . Ladies and gentlemen, you may not be aware of it but we've been following here at the head table a very close time schedule. It's timed down to the nearest minute and even second as to who gets up when and who passes the buck to who . . . (Laughter).

Seriously, however, I want to tell you how deeply privileged and honored I feel to make this award to the *Army Aviator of the Year*.

I've been proud of the U.S. Army many times in my life, but I must say that this occasion stands out in a most conspicuous fashion.

Now why do I say that? . . . I think it's because Army Aviation has really reached its full stature . . . its full stature as a combat service, and I am speaking now of not only the rotary wing people, but the fixed wing people as well.

I can't think of the type of aircraft in Vietnam today that isn't closely involved in combat.

But the real proof of the pudding is the fact that the combat arms brotherhood itself has welcomed Army Aviation into its ranks. This wasn't done by law or policy or regulation: it was by invitation by the charter members of that very close fraternity of the

GUNSHIP PILOT, ROBIN K. MILLER, NAMED "AVIATOR OF THE YEAR"

combat arms, the Infantrymen themselves.

The man who you'll shortly see who has been selected to receive this very coveted award is a young leader, an outstanding soldier and aviator, who is typical of the youngsters who are responsible for the tremendous achievements of Army Aviation.

I would like to ask him to come forward at this time, Major-Robin K. Miller . . . (Applause).

I have personal knowledge of some of Miller's exploits on his third tour in Vietnam. He was a member of the unit that started airmobility in Vietnam, the famous 13th Aviation (Delta) Battalion. He was mixed up mostly with gunships, and I can personally tell you that at the time of the Tet Offensive, the gunships — particularly in the Delta and in the area around Saigon — who literally saved the day, and Major Miller was one of these dedicated gunship pilots who



Palmer, Miller



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flew so many hours they simply lost count of them. In fact, there was a period there at Vinh Long Airfield, for example, where the field was actually under siege for almost two weeks. There were almost five days there when the men were on their feet . . . they had simply lost track of time.

Major Miller, I want to tell you how proud I am of you, not only as an aviator but as an individual. You have shown the kind of courage, loyalty, and devotion to duty which has made the Army great. But more important than that, you've shown a compassion, a deep sense of humanity which has also marked our efforts in Vietnam.

You have shown that the helicopter is not only a combat assault vehicle but you might call it an 'Angel of Mercy,' and you, I think, represent the finest that we have. And so I'd like the Awards Committee Chairman to come forward and to read the citation . . ."

■ Citation as read by Colonel Robert M. Leigh, USAR (Ret.), Chairman, AAAA Awards Committee:

To excel in combat is a challenge that few soldiers have faced as frequently as has this year's *'Army Aviator of the Year,'* Major Robin K. Miller. In meeting this challenge, Major Miller not only contributed significantly to the effort of his country, but he has been instrumental in the firm establishment of Army Aviation as a full-fledged member of the *'Army Team.'*

At the outset of the period for which we



Miller

today recognize Major Miller, he was a highly valued member of the 10th Aviation Group at Fort Benning, Ga. In this capacity he contributed his knowledge and experience, gained during two tours in Vietnam as an armed helicopter pilot and platoon leader, to the development of a program of instruction in gunnery for U.S. Navy helicopter pilots.

In May of 1967, he voluntarily returned to the Republic of Vietnam for a third term and was subsequently assigned as the platoon leader of the armed platoon, 114th Assault Helicopter Company, 13th Combat Aviation Battalion in the Mekong Delta.

His ability as an experienced combat leader was quickly manifested in the performance of his platoon in support of the counterinsurgency effort throughout the IV Corps Tactical Zone. Major Miller's past experience, coupled with a unique and thorough understanding of the environment in which his unit operated, greatly increased the effectiveness of the armed helicopter support which his unit provided.

A DSC winner

In August of this year, Major Miller, after having been evacuated to the U.S. due to wounds received in combat, was awarded our nation's second highest decoration for valor, the Distinguished Service Cross, at Fort Benning. This award was presented for his heroic actions in early December. During a three day period in which forces of the Army of the Republic of Vietnam battled two reinforced enemy battalions, Major Miller performed numerous acts of valor and contributed materially to the outcome of the engagement which culminated in the most decisive victory to date for the Republic in the IV Corps area.

Although remarkable actions have been commonplace throughout the awardee's combat experience, one such occurrence which took place in January of this year, and for which Major Miller received the first Oak Leaf Cluster to the Silver Star, bears recounting.

While on a low level reconnaissance mission of a canal complex he sighted a sampan in which appeared to be an American and two armed Viet Cong aboard. Thinking and act-

ing quickly, Major Miller was able to wound one of the armed Viet Cong and force the other to abandon the sampan. Immediately, Major Miller landed next to the canal and picked up the American who was being transported to North Vietnam. Additionally, friendly forces airlanded in the area and captured the two Viet Cong.

Another facet of this man's personality is attested to by an act of compassion and mercy which he performed during the recent Tet Offensive. On the second day of the Offensive, although wearied by continuous flying in an effort to prevent the enemy from overrunning his base airfield at Vinh Long, Major Miller learned that a huge force of Viet Cong was pushing toward an orphanage located just outside the airfield perimeter.

Without hesitation and despite continuing heavy enemy ground fire, he flew more than twenty flights between the airfield and the orphanage, evacuating in excess of 200 orphans and nuns. Shortly after the completion of this mission the Viet Cong overran and destroyed much of the orphanage.

Major Miller's outstanding performance as an Army Aviator and professional soldier has earned for him the admiration and respect of not only his fellow aviators but also of the ground forces he so successfully supported. His contributions in the areas of tactics, techniques, and training have been a significant factor in the continued advance of Army Aviation.

■ Remarks of Major Robin K. Miller, *'Army Aviator of the Year'*:

"Mr. Secretary, General Palmer, distinguished guests. I think it's very difficult for a person to properly express himself at a time like this.

I feel deeply honored to be chosen *'Aviator of the Year.'* However, I feel that I am a representative of the aviators of the '60's who have seen Army Aviation grow up from a few small support units that it was earlier with antiquated aircraft to the mighty force that it is today, and I want to make certain that you all know that we aviators of the '60's recognize the fact that many people in this room have worked so hard to

make this possible — to keep the dream of Army Aviation alive during the past 20 years.

A new respect

I feel that I am a representative of this new type of aviator, the man who was looked down upon by his contemporaries earlier, but who now enjoys one of the most envied combat records in history, bar none.

These aviators are the ones who return year after year to Vietnam, leaving their families to await their return home — willingly accepting combat missions over almost 100 per cent hostile territory, disregarding the extreme weather conditions and their personal safety. These people are professionals, and I am extremely proud to be a member of this group.

But lest we forget, and it can't be too strongly emphasized, the only reason all of this is possible, the only reason I am standing here today is because of the hundreds, the thousands of hours put in by the crew chiefs, the maintenance personnel, the direct support mechanics after all the glory and glamor of the flying has been done.

Around the clock . . .

I don't need to spell it out for all of you, but here's one example: the crew chief flying shotgun all day, rising before dawn, landing after dark only to begin his work for the day, pulling post flights, working on armament systems, and maybe performing another inspection until past midnight, only to rise again the next day before dawn for the next mission. This is done 365 days of the year and many of them are there for longer than a year at a time.

I'd like to take this opportunity as a representative of the aviators to thank these dedicated and selfless individuals. Without them, we are nothing.

I'd also like to take this opportunity to thank those who saw fit to nominate and to select me for this high award, and to thank the Army Aviation Association for the wonderful hospitality they've extended to my wife and myself during our stay in Washington. It certainly has been memorable. Thank you . . . (Applause).



AVLABS CIVILIAN TECHNICIAN Receives McClellan Award

■ Remarks of General Hamilton H. Howze, USA (Ret.), president of the AAAA:

"The 'James H. McClellan Aviation Safety Award' is sponsored by the friends of Senator McClellan in memory of his son, James H. McClellan, a former Army Aviator who was killed in a civil aviation accident in 1958. It is presented to an individual who has made an outstanding contribution to Army Aviation safety during the award period.

The Honorable Howard E. Haugerud of the Department of State will present this award. Those of you who have heard this gentleman speak in the past will know why I take no liberties in his introduction . . . (Laughter) . . . To trade gibes with Mr. Haugerud would be roughly as futile as trying to outbid Mr. Onassis at an auction of Greek Islands . . . (Laughter).

It is a pleasure, however, to welcome this old friend back to this Army Aviation Convention . . . (Applause).

■ Remarks of the Honorable Howard E. Haugerud, Deputy Inspector General, Foreign Assistance, State Department:

"I must say that our first award was one

of the most accepted awards that I have ever witnessed . . . (Laughter) . . . and I was delighted to hear about and from all of those Dragons. But being a man who has not quite yet reached the age of geriatrics, I'd be interested in seeing some of the Dragon Ladies . . . (Laughter) . . . Are there any here? Would they please stand? . . . (Applause).

I've long harbored the suspicion that this Association has tolerated me because they felt in need of a second rate, stand-up comedian who would work cheap . . . (Laughter). Well, I'm tendering my resignation. With President Howze in office, my days are numbered . . . (Laughter) . . . I don't know if he's going to be as cheap as I am, but he certainly won't be second rate.

I did regret seeing General Westmoreland leave early again . . . (Laughter) . . . You know, General Johnson fell into that same habit . . . (Laughter) . . . and I had hoped for a long reign for Westy.

A confession . . .

Mr. President, Secretary Resor, fellow aviators, and friends, I should like to begin today with a confession and an explanation. In the past I have tried to make this presentation in both a light and a serious vein as I think benefits and befits the memory of the man in whose honor it is awarded. But although I have denied it implicitly over the years, I must tell you why the humor may be lacking.

You see, in the past, not all of my remarks have been my own for I kept a very talented ad lib writer squirreled away in the dark environs of my office. But alas, he is no longer with me.

About two month ago, he disappeared without saying goodbye or leaving a forwarding address. I conducted a massive



Haugerud

search without success until just yesterday, and for a time I thought there was a possibility of luring him back just for one day to help me and to put a little humor into my speech.

But I soon found there was no chance for with his present employer, he has a national audience of very appreciative Democrats and I also understand he is well paid by Governor Agnew . . . (Laughter).

To some of you it may appear that it is somewhat shortsighted for a person who is appointed by the President, and confirmed by the Senate, to be making talks at the Sheraton-Park in the dark days of the Administration when he should be out looking for work . . . (Laughter).

However, as many of you know, I came to Washington many years ago with a man named Hubert Humphrey and he has guided and counseled me so that now I have the privilege and the honor of being the highest ranking former Humphrey aide in government. He has assured me that should he be elected he might find a place for me in his Administration.

As a matter of fact, only a couple of weeks ago, he called me into his office and said that if things work out properly he would like to have me go back to the Army . . .

Well, as you know, I enjoyed my tour as Deputy Under Secretary (of the Army) immensely. I told the Vice President I appreciated his confidence. I didn't want to appear too eager, and I told him to give me a few days to think it over.

So one evening shortly after that, I slipped over to the Pentagon, and there was nobody around in Stan's (Stanley Resor's) office. I checked around; I measured the pile in the carpet . . . (Laughter) . . . and I tried out his chair . . . (Laughter) . . . and I pressed a few buttons on the back of his desk. It looked like a pretty good setup to me . . . (Laughter).

So I went back to the Vice President and I said that I would be pleased to go back to the Army, and he beamed and got a little list out of his desk and crossed my name off, and stood up, and we shook hands, and he said, "Well, that will be just fine, Major!" . . . (Laughter).

On the other hand, should Mr. Nixon win, I'm not without hope. Only the other day, he said that if elected, he was going to clean out the State Department from top to bottom and get rid of those routine men who have been making bad decisions over the years. Frankly, this concerned me . . . (Laughter) . . . but to my great relief he added that there were some good men in the Department, and that he knew who they were . . . Now, while our awardee today . . . (Laughter) . . . is truly outstanding and a deserving person, I cannot let this opportunity pass without mentioning another man who is running for high national office, and who has tried to do so much for Army Aviation safety.

Now I do not wish these to be interpreted as partisan for I know that such a thing is in poor taste and out of place before this audience. However, I am sure that many of you know that had we had the foresight to listen to this man over the years, there would be NO Army Aviation accidents today or in the future. While some of you may question his motives, none of us ever doubted that we were always constantly in the thoughts of General Curtis LeMay . . . (Laughter).

In a serious vein before we present this safety award, I would like to take a moment to express my deep appreciation to the Army Aviation Association for its sponsorship of this trophy over the ten years since the death of James McClellan.

For those of you who knew him, I do not



Haugerud, McCourt, Mrs. McCourt

AVLABS TECHNICIAN WINS 1968 McCLELLAN AWARD

need to tell you that he lived life to the full and that he would have opened your festivities here and help you close your Diehard Reception and would have hit everything in between.

My role in this award ceremony that honors my friend has been one of the great personal satisfactions of my life and if it has assisted the cause of aviation safety in the slightest manner it has more than served my hopes and the purpose for which it was established.

Today, our award winner is Mr. Francis P. McCourt of the Army Aviation Materiel Laboratories. Colonel Leich will read the citation so that you can see why Mr. McCourt deserves this honor, but before Bob does this, I would like to ask Mrs. McCourt to stand. I have the feeling from talking to Mr. McCourt that he is somewhat fond of her and very proud of her . . . (Applause).

■ Citation as read by Colonel Robert M. Leich, USAR, (Ret.), Chairman of the AA-AA Awards Committee:

As Chief of the Safety and Survivability Division, U.S. Army Aviation Materiel Laboratories, Fort Eustis, Virginia, Mr. Francis P. McCourt has directed research programs with the objective, well described in his title, to reduce to a minimum the needless loss of life suffered in aircraft accidents.

During the past two years his efforts have been concentrated primarily toward eliminating post-crash fires, through the design, fabrication, and testing of crashworthy fuel tanks and fluid systems, fire inerting and suppression systems, and research in modified fuels.

Dedication to duty

His perseverance in the prosecution of fuel emulsion tasks, in spite of disappointments and sometimes discouraging progress, is particularly noteworthy.

Present indications are that emulsified fuels may well represent the single most significant contribution to aviation safety since metal replaced wood in aircraft structures.

Francis McCourt, a retired lieutenant colonel of the Army Reserve, a multi-engine fixed wing and helicopter pilot, administrator and program manager, a veteran of World War II and the Korean Conflict, has been recognized in the past by the Department of the Army and the Flight Safety Foundation for his work.

Today, in being named winner of the "McClellan Safety Award," he is very deservedly being recognized by the Army Aviation Association for his deep devotion to saving the lives of those who fly and for his imaginative approach to the safety problems of Army Aviators."

■ Remarks of Francis P. McCourt, U.S. Army Aviation Materiel Laboratories:

Mr. Secretary Resor, General Palmer, General Howze, distinguished guests, ladies and gentlemen:

It is with a deep sense of both pride and satisfaction that I accept this award and recognition — pride in the fact that I have been entrusted with the very sensitive areas of safety and survivability related to our Army aircraft and personnel that are exposed daily to the inherent hazards associated with their exposure to the extremely hostile environments — satisfaction in the knowledge that without the trust, support, and extra assistance from Army management, the aviation community, and industry, I would not be privileged to stand before you today.

Thanks to AVLABS!

At this time, I would like to acknowledge the dedicated and full-hearted support and efforts of my associates in the Safety and Survivability Division of the U.S. Army Aviation Materiel Laboratories, Fort Eustis, Virginia.

Finally, I would like to specifically thank those people who saw fit to nominate and select me for this distinction. On behalf of myself and my wife, I would like to express my appreciation to the members of the Army Aviation Association for the wonderful hospitality extended to us. It has been very enjoyable and a real pleasure. Thank you all very much.

■ Remarks of General Hamilton H. Howze, USA, (Ret.):

"The last, but certainly not the least of our awards goes to the '*Aviation Soldier of the Year*.' It is presented to the enlisted man serving in an Army Aviation assignment who has made an outstanding individual contribution to Army Aviation during the award period.

This award will be presented by the Secretary of the Army, Mr. Resor, a man who has uniformly over the past several years supported this Association, no doubt as a corollary to his vitally necessary initiative and leadership in the development of Army Aviation itself.

In my remarks I'm not going to match wits with him either, partly because I wouldn't come out well, partly because he retains a certain influence on my retired pay . . . (Laughter).

It is, however, a most distinct honor and pleasure to introduce to you one of the most distinguished of the Secretaries of the Army, the Honorable Stanley R. Resor . . . (Applause).

■ Remarks of the Honorable Stanley R. Resor, Secretary of the Army:

"Ladies and gentlemen, General Westmoreland has very graphically from his own deep personal experience evaluated for you the remarkable strides which Army Aviation has made over the last three years. You couldn't have it from a more authoritative source, and I would just like to say that I am delighted to have this opportunity to congratulate you personally on these strides which General Westmoreland has so ably described.

As Major Miller also said so well just a few minutes ago, this would not be possible without the support of the many thousands of soldiers who work in the maintenance and supply fields of Army Aviation.

It is they, of course, who have kept these planes flying, and so I'm very happy that it is my job this afternoon to present to you the recipient of the '*Aviation Soldier of the Year Award*' who this time is a senior maintenance noncommissioned officer.

Sergeant Dodson has had a career of 14

Vietnam SFC Designated as "AA Soldier of The Year"

**SFC JESSE J. DODSON, JR.,
FORMER 170TH ASH NCO,
RECEIVES AAAA AWARD
FROM SECRETARY RESOR**

years in Army Aviation, all in the maintenance field, and he has served two tours in Vietnam.

I think that more notable is the fact that men like Sergeant Dodson possess those highly marketable skills that afford the many others more lucrative careers, and yet he has decided to make a career in the Army, and presumably because of the rewards and satisfactions he gets out of serving in Army Aviation.

So, I think we are all deeply indebted to men like Sergeant Dodson who make this outstanding contribution in the field of Army Aviation. It's a real pleasure for me to introduce to you Sergeant First Class Jesse J. Dodson, Jr., formerly of the 170th Assault Helicopter Company at Pleiku . . . (Applause).



The new all-weather breed:



Grumman A-6A Intruder, Navy low-level attack aircraft. Lockheed AH-56A Cheyenne, Army Advanced Aerial Fire Support System.

Norden radar makes sure they

Already aboard the Navy A-6A Intruder, Norden radar is also scheduled to fly with the Marine CH-53A, Army AH-56A and Air Force C-5A. Norden radar will give these aircraft all-weather, day and night capability, too.

Norden's exclusive phase interferometry sensing technique allows deeper-than-ever radar penetration which pinpoints targets, rescue positions and landing strips under adverse weather conditions. In addition, its multimode system generates terrain-following and terrain-avoidance signals that enable pilots to fly safely at nap-of-the-earth altitudes. And Norden radar is compact, lightweight, completely solid-state.



Sikorsky CH-53A, Marine assault/rescue/transport helicopter.

Lockheed C-5A Galaxy, Air Force logistics transport.

can deliver.

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NORWALK, CONNECTICUT

DIVISION OF UNITED AIRCRAFT CORPORATION
**U
A**

■ Citation as read by Colonel Robert M. Leich, USAR, (Ret.), Chairman of the AA-AA Awards Committee:

Sergeant First Class Jesse J. Dodson, Jr., Regular Army, has distinguished himself by his outstanding performance of duties during two tours in the Republic of Vietnam. During the tour which ended in September 1968, he served as Shop Foreman of the 405th Transportation Maintenance Detachment in the 170th Assault Helicopter Company, 52d Combat Aviation Battalion.

As Foreman of the 405th Transportation Maintenance Detachment, SFC Dodson consistently demonstrated that he possessed the finest qualities of a non-commissioned officer in the U.S. Army. A professional soldier in every respect, he combined a technical knowledge of helicopters, an understanding of the immediate military requirement, an abundance of drive and force together with outstanding leadership to consistently render invaluable maintenance support.

SFC Dodson personally worked long hours to produce safe aircraft but, more important, by careful and systematic planning, proper scheduling, and dynamic leadership, he obtained the maximum efficiency from those personnel working under him, which invariably produced a very high aircraft availability rate.

He voluntarily went into unsecure landing zones many times under fire in order to rig down helicopters for their recovery. During the Tet Offensive, because of his highly effi-



cient shop and intimate knowledge of aircraft maintenance, he was able to repair helicopter gunships riddled with automatic weapons fire and have them back into action and thus helped to turn the tide in Pleiku/Kontum areas.

His tenacious drive to do the best possible job and his unswerving courage constantly put him "on top" of every situation. SFC Dodson lived by his motto which was "When the going gets tough — the tough get going."

For his professional knowledge, desire to excel, extreme devotion to duty and outstanding contribution to Army Aviation, Sergeant First Class Jesse J. Dodson, Jr., U.S. Army, has been selected to receive the "Aviation Soldier of the Year Award for 1967-1968."

■ Remarks of Sergeant Jesse J. Dodson, Jr., 82d Airborne Division, Ft. Bragg, N.C.:

"Mr. Secretary, General Palmer, General Howze. I was with the 52nd Combat Aviation Battalion which I believe to be one of the best battalions I've ever served with in my military career, but if it hadn't of been for the superior supervision of my officers and my senior NCO's above me, along with the cooperation and dedication of the personnel who worked with me and for me — and also the equipment that we worked with, most especially the personnel who manufactured this equipment, I could not possibly have been here today.

At this time on behalf of my wife and myself, thank you!" ... (Applause).



Secretary Resor, SFC Dodson

CHANGES OF ADDRESS

PCS



PCS - COLONELS

EDLER, William C.
[REDACTED]
HARRELL, William F.
[REDACTED]
MARTIN, Stephen G.
[REDACTED]
PHILLIPS, Wayne N.
[REDACTED]
RICE, Foy
[REDACTED]
SMITH, James C.
[REDACTED]
WILLIAMS, Jay B.
[REDACTED]

LT COLONELS

ANDERSON, Julian A.
[REDACTED]
ANDERSON, Paul F.
[REDACTED]
ARTHUR, Cecil D.
[REDACTED]
AUFILL, John S.
[REDACTED]
AVANT, Osa J.
[REDACTED]
BANG, Arne J.
[REDACTED]
BAUMAN, William F.
[REDACTED]
BESSLER, Felix J.
[REDACTED]
BLAKE, Kenneth N., Jr.
[REDACTED]
BLISS, Donald E.
[REDACTED]
BOYLE, Dennis M.
[REDACTED]
BRADLEY, Glenn W.
[REDACTED]

PCS - LTCS

BRADNER, William L.
[REDACTED]
BRANDON, William D.
[REDACTED]
BRANNON, William W., Jr.
[REDACTED]
BRODEUR, Alfred F.
[REDACTED]
BROWN, Raymond V.
[REDACTED]
BRYAN, Leo C.
[REDACTED]
BURRESS, Eugene W.
[REDACTED]
CARPENTER, Paul E.
[REDACTED]

CHIN, Bak Y.
[REDACTED]
COLE, William W.
[REDACTED]
CROOK, George R.
[REDACTED]
DAVIS, Jonah B., Jr.
[REDACTED]
DILLER, Richard W.
[REDACTED]
DOME, John R.
[REDACTED]
DUNCAN, William L.
[REDACTED]
DYER, Gerald D.
[REDACTED]
FRANZNICK, John R.
[REDACTED]
GILLINGHAM, Richard I.
[REDACTED]
GRIMM, Adolph H.
[REDACTED]
GRIX, Edward N.
[REDACTED]

PCS - LTCS

HACKETT, Everdus H.
[REDACTED]
HARPER, Denver C.
[REDACTED]
HERTZOG, James E.
[REDACTED]
HUTCHENS, Douglas L.
[REDACTED]
JOHNSON, Flavil L.
[REDACTED]
JOHNSON, Lawrence, Jr.
[REDACTED]
JUNKO, Allen L.
[REDACTED]
KENT, George S.
[REDACTED]
KLICK, Clyde F.
[REDACTED]
KNOWLES, William R.
[REDACTED]
LANGLOIS, Arthur R.
[REDACTED]
LILLEY, Aaron L., Jr.
[REDACTED]
MARTIN, John W.
[REDACTED]
McILWAIN, George W.
[REDACTED]
MEEK, Russell L.
[REDACTED]
MONTs, William B., Jr.
[REDACTED]
MORAN, John F., Jr.
[REDACTED]
MORGAN, Marvin M.
[REDACTED]
NYE, Elbert C.
[REDACTED]
PETERSON, Merrill T.
[REDACTED]

PCS - LTCS

PICK, Rudolph
[REDACTED]
POLCENE, Elliott W., Jr.
[REDACTED]
POTTER, Russell C.
[REDACTED]
PRIMIS, Nick J.
[REDACTED]
RIVIERE, George L.
[REDACTED]
ROCHAT, Louis J., Jr.
[REDACTED]
RUEBSAMEN, Dale G.
[REDACTED]
RUSTIN, Thomas M.
[REDACTED]
SCHUETT, Darwin L.
[REDACTED]
SHAW, Ambrose C.
[REDACTED]
SMITH, Sheldon M.
[REDACTED]
STANFIELD, John T.
[REDACTED]
STECKLY, Kenneth D.
[REDACTED]
STEWART, Kendall L.
[REDACTED]
STREVER, Carl W.
[REDACTED]
TOW, James L.
[REDACTED]
VANDYKEN, Harold B.
[REDACTED]
VAUGHAN, Charles U.
[REDACTED]
WATKINS, Charles W.
[REDACTED]

PCS - LTCS

WIGGINS, Leon H.

ZELLMER, Harry J.

MAJORS

ADAMS, John D.

ANDREWS, Raymond G.

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BEAUMONT, Marion E.

BERNSTEIN, Donald

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HAVER, Dale H.

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LaROUE, Francis W. 6354

MADILL, Patrick R.

McCLINTOCK, David A.

McDONALD, Danny O.

NELSON, Michael A.

PALAMOUNTAIN, Greg.

PARR, Bernard A.

PISCIOTTA, Paul V.

PRYOR, Marcus A.

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RICHARDS, Donald G.

SETALA, Eric E. 4003

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BAXTER, Peter K.

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COATES, James Z., Jr.

COCHRAN, Thomas C.

COLLINS, Richard F.

CRAIG, Thomas M.

CROSS, Thearon M.

CRUZ, Tomas Q.

DIKE, Francis C.

DOBLADO, Edmundo M.

DOHRING, Max D.

ELLIS, John B.

ENEIX, Lowell L.

ERVI, James R.

EVANS, Carl F.

EZELL, Vernon P.

FARMER, Marvin A., Jr.

FITCH, Ralph M., Jr.

FRENCH, Wallace Carl

PCS - CWOS

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GAILLARD, Thomas G.

GIELLA, Guy F.

GREEN, Kenneth W.

GREENE, David C.

GRIFFIN, Burt E.

GROVE, Robert L. 7

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HAYNES, Charles M.

HODGES, Ferman B.

HOLLIDAY, Dennis C.

HOPPE, Richard A.

JARDINE, David C.

JONES, Walter E.

JURNEY, James K.

KARSTEN, Richard C.

KEEHN, Richard C.

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KIRKPATRICK, Wm. R.

KNIGHT, Howard L.

KREAR, John R.

LAWRENCE, Miles E.

LIGHTFOOT, John R.

PCS - CWOS

LONG, Cyril C.

LORE, Jack R.

MARCRANDER, Wm. A.

MATESKI, John S.

McMORINE, Robert J. 4

MORRIS, Dale L.

MUNSON, Elbert W.

PANKOW, Harvey W.F.

PEARCY, Thomas L., Sr.

PROCTOR, Charlie M., Jr.

QUERRY, Bobby R.

RANSOM, Arthur H.

RAYFIELD, Wendell P.

ROSEMARK, Ronald R.

RUSSELL, William L.

St. JOHN, Timothy E.

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SHEPARDSON, John L., Jr.

SKAADEN, Richard A.

SPURLOCK, Richard E.

STROMQUIST, Lenard P.

TAYLOR, Lawrence J.

TILLEY, Halcum G.

WALKER, Stephen M.

PCS - CWOS

WEST, Peter R.

WILSON, Kenneth F.

WOS

ARLOTTA, James C.

BACHMAN, Theodore A.

BELL, Glen W.

DAW, Roy C.

GARRETT, Kenneth O.

GUNN, Bruce R.

HELLER, John E.

HODGE, Raymond M., Jr.

JOHNSON, Dale L.

KERNSTOCK, Stephan G.

KERR, Scott W.

KOPP, Michael A.

MICHAUD, Normand R.

PCS - WOS

MORROW, Richard O.

OGLESBY, Richard J., IV

PATTERSON, Roger D.

PINSON, Lyle S.

RITCHEY, Thomas T.

SADLER, Roger C.

SCHOENE, James C.

SCHUERENBERG, J. P.

SCOTT, Douglas E.

WILLIAMS, James R.

WILSON, Richard K.

ZIEGLER, Roy E., II

ENLISTED

NOLIN, Leo J., Jr., SFC

PIEKIELNIAK, C.E., 1SG

REMINGTON, J.C., SFC

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ALMAND, Virgil J.

BERNBERG, R.E., Dr.

BOX, Hal T.

CARRELL, Alfred C.

CHASE, Fred G.

DIGENNARO, R.

DUNGEE, Rudolph E., Mrs.

GENTRY, C. Patrick

GOLDBERG, Letha E., Mrs.

HOFER, Theodore H.

JOHNSON, Claude A.

KIGGINS, Harold Z.

PAIGE, Vernon G.

PALLANT, Alan

STEEN, Charles S., Mrs.

STERN, Peter

PCS - ASSOCIATES

WALLACE, Neil M., Mrs.

WALTHALL, Kenneth L.

RETIRED

GANT, Preston G., LTC

HENSCHER, D.G., LTC

HOUSE, Gordon H., LTC

HOWELL, Wm.A., LTC

JONES, Robert A., MAJ

Michelson, Robert A., LTC

MILLER, William R., LTC

MOUNTS, Leonard J., CW4

WESTPHAL, John P., LTC

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HEAD TABLE — AAAA HONORS LUNCHEON — SHERATON HALL — NOVEMBER 1, 1968

Colonel Robert M. Leich, Chairman, National Awards Committee, Army Aviation Ass'n of America

Major General Wendell J. Coats, Chief of Public Information, Department of the Army.

Major General Francis L. Sampson, Chief of Chaplains, U.S. Army.

Lieutenant General Charles G. Dodge, USA (Ret.), Executive Vice President, Association of the U.S. Army.

Lieutenant General Harry W. D. Kinnard, Commanding General, U.S. Army Combat Developments Command.

Sergeant Major Ernest J. Winters, representing 52nd Combat Aviation Battalion.

Lieutenant General Arthur S. Collins, Jr., Assistant Chief of Staff for Force Development, Department of the Army.

The Honorable Robert E. Jordan, General Counsel, U.S. Army.

The Honorable Eugene M. Becker, Assistant Secretary of the Army (Financial Management).

The Honorable Finn J. Larsen, Deputy Director, Office of the Director of Defense Research and Engineering, Department of Defense.

Major Robin K. Miller, "Army Aviator of the Year."

General Bruce Palmer, Jr., Vice Chief of Staff, U.S. Army.

Lieutenant Colonel Paul C. Smith, representing 52nd Combat Aviation Battalion.

Lieutenant Colonel Raymond G. Lehman, Jr., representing 52nd Combat Aviation Battalion.

General William C. Westmoreland, Chief of Staff, U.S. Army.

General Hamilton H. Howze, USA (Ret.), President, Army Aviation Ass'n of America.

The Honorable Stanley R. Resor, Secretary of the Army.

Sergeant First Class Jesse J. Dodson, Jr., "Aviation Soldier of the Year."

The Honorable Howard E. Haugerud, Deputy Inspector General, Foreign Assistance, State Department.

Francis P. McCourt, winner, "James H. McCallan Aviation Safety Award."

General Frank S. Besson, Jr., Commanding General, U.S. Army Materiel Command.

The Honorable Russell D. O'Neal, Assistant Secretary of the Army (Research and Development).

The Honorable William K. Brehm, Assistant Secretary of the Army (Manpower and Reserve Affairs).

Lieutenant General F. J. Chesarek, Assistant Vice Chief of Staff, U.S. Army.

Lieutenant Colonel Edward P. Lukert, Jr., representing 52nd Combat Aviation Battalion.

Lieutenant General A. O. Connor, Deputy Chief of Staff for Personnel, Department of the Army.

Lieutenant General Frank J. Sackton, Comptroller of the Army.

Major General Delm M. Oden, Commanding General, U.S. Army Aviation Center, and Commandant, U.S. Army Aviation School.

Major General John Norton, Commanding General, U.S. Army Aviation Systems Command.

Brigadier General Edwin L. Powell, Jr., Director of Army Aviation, Office, Assistant Chief of Staff for Force Development, Department of the Army.

Arthur H. Kesten, Executive Vice President, Army Aviation Association of America.

OBITUARIES

ACKERMAN — In Vietnam, Warrant Officer Dennis C. Ackerman, 10th Aviation Battalion, due to hostile action on October 27, 1968; husband of Mrs. Brenda J. Ackerman

APPLER — At Fort Rucker, Alabama, Captain Charles B. Appler, assigned to U.S. Army Aviation School Regiment, due to an aircraft accident on November 19, 1968; husband of Mrs. Joann T. Appler, c/o Anthony Zenbiski,

BARTHOLOMEW — In Vietnam, Lieutenant Colonel Roger J. Bartholomew, 101st Airborne Division (Airmobile), due to hostile action on November 27, 1968; husband of Mrs. Shirley M. Bartholomew,

BELL — In Vietnam, Chief Warrant Officer Wayne M. Bell, 1st Cavalry Division (Airmobile), due to hostile action on October 12, 1968; husband of Mrs. Carolyn J. Bell, Rural

BLACKSHEAR — At Fort Rucker, Alabama, First Lieutenant Robert C. Blackshear, assigned to Officer Student Company, due to an aircraft accident on November 19, 1968; husband of Mrs. Ellen R. Blackshear,

BREADEN — At Fort Rucker, Alabama, Warrant Officer Candidate Larry L. Breaden, due to an aircraft accident on November 8, 1968; son of Mrs. Gladys L. Isaacs, 3221 Lucerne Street N.E., Albuquerque, New Mexico and Mr. Lester F. Breaden,

BRIDGES — At Fort Rucker, Alabama, Warrant Officer Candidate Thomas C. Bridges, due to an aircraft accident on November 9, 1968; son of Mr. and Mrs. Cecil E. Bridges,

BROWN — In Vietnam, Warrant Officer Eddie W. Brown, 17th Cavalry, 12th Aviation, due to an aircraft accident on November 16, 1968; son of Mr. and Mrs. Clarence Brown,

CARROLL — In Vietnam, Warrant Officer James R. Carroll, 1st Cavalry Division (Airmobile), due to hostile action on October 12, 1968; son of Mr. and Mrs. John O. Carroll,

CAVIN — In Vietnam, Chief Warrant Officer Steven I. Cavin, 54th Signal Battalion, due to an aircraft accident on October 31, 1968; husband of Mrs. Margaret L. Cavin, P.O. Box

COTTMAN — In Vietnam, Captain Robert L. Cottman, 82d Medical Detachment, due to an aircraft accident on October 19, 1968; husband of Mrs. Joan M. Cottman,

CUMMINGS — In Vietnam, Warrant Officer James E. Cummings, Jr., 1st Cavalry Division (Airmobile), due to an aircraft accident on November 12, 1968; son of Mr. and Mrs. James E. Cummings,

DOOLITTLE — In Vietnam, Warrant Officer Gary W. Doolittle, 571st Medical Detachment, due to hostile action on October 18, 1968; husband of Mrs. Phyllis A. Doolittle,

DRISCOLL — In Vietnam, Warrant Officer Paul R. Driscoll, 54th Signal Battalion, due to an aircraft accident on October 31, 1968; husband of Mrs. Phyllis M. Driscoll,

EATMON — At Fort Stewart, Georgia, Chief Warrant Officer Thomas W. Eatmon, assigned to U.S. Army Aviation School Element, due to an aircraft accident on November 20, 1968; son of Mr. Thomas W. Eatmon, 110 Hope Drive, Montgomery, Alabama, and Mrs. Mary H. Eatmon,

ECKEL — At Fort Wolters, Texas, Second Lieutenant Kenneth C. Eckel, assigned to 2d Officer Student Company, due to an aircraft accident on November 18, 1968; son of Mr. and Mrs. Paul O. Eckel, 1

ENGSTROM — In Vietnam, Warrant Officer Loren E. Engstrom, 52nd Aviation Battalion, due to hostile action on November 13, 1968; son of Mr. and Mrs. Lawrence E. Engstrom,

FOSTER — In Vietnam, Captain Jean C. Foster, 210th Aviation, due to an aircraft accident on November 21, 1968; son of Mr. and Mrs. Yvonn C. Foster, 5618 S. New Braunfels Avenue, San Antonio, Texas.

FRY — In Vietnam, Warrant Officer Walter A. Fry, 210th Aviation Battalion, due to an aircraft accident on November 20, 1968; husband of Mrs. Linda K. Fry,

GIVEN — In Vietnam, Warrant Officer Martin G. Given, 52d Combat Aviation Battalion, due to hostile action on November 21, 1968; son of Mr. and Mrs. Sidney H. Given, Jr.,

JENKINS — At Fort Wolters, Texas, Chief Warrant Officer William O. Jenkins, assigned to the U.S. Army Primary Helicopter School, due to an aircraft accident on November 20, 1968; husband of Mrs. Yuki C. Jenkins,

KREIS — In Vietnam, Warrant Officer Sherwood D. Kreis, 13th Aviation Battalion, due to an accidental wound while cleaning a weapon on September 29, 1968; son of Mr. and Mrs. Sherwood W. Kreis,

OBITUARIES

LAZICKI — In Vietnam, First Lieutenant Ronald W. Lazicki, 1st Cavalry Division (Airmobile), due to an aircraft accident on September 30, 1968; husband of Mrs. Susan C. Lazicki, c/o Colonel T. R. Boman, [REDACTED]

LeMAY — In Vietnam, Major Richard D. LeMay, Jr., 1st Infantry Division, due to hostile action of September 12, 1968; husband of Mrs. Eugenia M. LeMay, [REDACTED]

MONG — In Vietnam, Warrant Officer Wilbur L. Mong, 1st Cavalry Division (Airmobile), due to an aircraft accident on November 12, 1968; husband of Mrs. Karen L. Mong, [REDACTED]

MORRIS — In Vietnam, Warrant Officer David M. Morris, 1st Cavalry Division (Airmobile), due to hostile action on November 14, 1968; son of Mr. and Mrs. John E. Morris, [REDACTED]

MULLINS — In Vietnam, Warrant Officer Edward P. Mullins, 10th Aviation Battalion, due to hostile action on October 27, 1968; son of Mr. and Mrs. Edward T. Mullins, [REDACTED]

PATE — In Vietnam, First Lieutenant Milton D. Pate, 3d Squadron, 17th Cavalry, due to an aircraft accident on October 31, 1968; son of Mr. and Mrs. Milton D. Pate, [REDACTED]

PATTON — At Fort Rucker, Alabama, Chief Warrant Officer Jesse M. Patton, assigned to the U.S. Army Aviation School Regiment, due to an aircraft accident on November 19, 1968; husband of Mrs. Teresa E. Patton, c/o Joseph K. Glover, [REDACTED]

PAVLICEK — In Vietnam, First Lieutenant James E. Pavlicek, Jr., 4th Infantry Division, due to an aircraft accident on November 3, 1968; son of Mr. and Mrs. James E. Pavlicek, [REDACTED]

PETTIFORD — At Fort Wolters, Texas, Second Lieutenant Reuben F. Pettiford, Officers Student Battalion, due to an aircraft accident on October 31, 1968; son of Mrs. Leola E. Pettiford, [REDACTED]

PLUMMER — In Vietnam, Chief Warrant Officer Charles D. Plummer, 199th LIB, due to an aircraft accident on November 14, 1968; husband of Mrs. Marcia A. Plummer, [REDACTED]

REDENIUS — In Vietnam, Warrant Officer Ronald J. Redenius, 11th Aviation Battalion, due to an aircraft accident on October 5, 1968; son of Mr. and Mrs. Lester R. Redenius, [REDACTED]

RILEY — In Vietnam, Warrant Officer Richard S. Riley, Jr., 101st Airborne Division (Airmobile), due to an aircraft accident on 24 October 1968; son of Mr. and Mrs. Richard S. Riley, Sr., [REDACTED]

ROUSH — At Fort Rucker, Alabama, Second Lieutenant Stephen E. Roush, assigned to the Officer Student Company, due to an aircraft accident on November 19, 1968; husband of Mrs. Nancy F. Roush, 2 [REDACTED]

SCHLINGER — In Vietnam, Warrant Officer James I. Schlinger, 1st Infantry Division, due to hostile action on November 2, 1968; husband of Mrs. Helga H. Schlinger, [REDACTED]

SHACKELFORD — At Fort Wolters, Texas; Second Lieutenant William H. Shackelford, Officers Student Battalion, due to an aircraft accident; on October 31, 1968; son of Mr. and Mrs. Lynn E. Shackelford, [REDACTED]

SHERIN — In Vietnam, Warrant Officer John C. Sherin, 14th Aviation Battalion, due to an aircraft accident on October 2, 1968; husband of Mrs. Diana M. Sherin, [REDACTED]

STRICKLE — At Fort Rucker, Alabama, Warrant Officer Candidate Terry M. Strickle, due to a vehicle accident on October 26, 1968; son of Mr. and Mrs. Cecil H. Burnett, [REDACTED]

WEIMAN — In Vietnam, Warrant Officer Edward O. Weiman, 11th Aviation Battalion, due to an aircraft accident on October 5, 1968; son of Mr. and Mrs. Carlos F. Weiman, [REDACTED]

WELDING — In Vietnam, First Lieutenant Clifford K. Welding, 7th Squadron, 17th Air Cavalry, due to hostile action of November 21, 1968; husband of Mrs. Beverly J. Welding, [REDACTED]

WELLS — At Fort Rucker, Alabama, Warrant Officer Candidate Steven D. Wells, due to an aircraft accident on October 15, 1968; husband of Mrs. Suzanne F. Wells, [REDACTED]

WOLTER — In Vietnam, First Lieutenant Ronald A. Wolter, 3d Squadron, 17th Cavalry, due to an aircraft accident on October 31, 1968; husband of Mrs. Susan K. Wolter, c/o [REDACTED]

WRIGHT — In Vietnam, First Lieutenant Robert R. Wright, Jr., 1st Infantry Division, due to hostile action on October 21, 1968; husband of Mrs. Marsha H. Wright, [REDACTED]

ARMY AVIATION

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