Army Aviation

APRIL 30, 1969

Some pick-up

VOLUME 18, NUMBER 4

ARMY AVIATION

APRIL 30, 1969

Endorsed by the Army Aviation Ass'n of America

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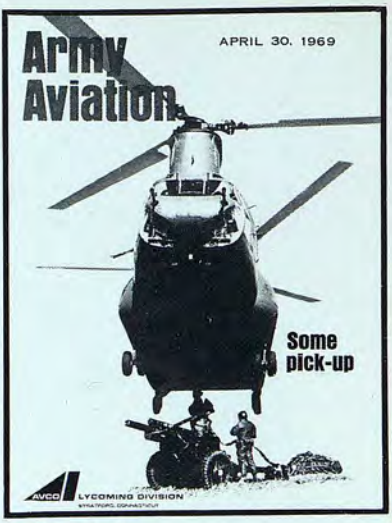

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GOOD SCOUT

The Army MOHAWK has been scouting the Vietnam scene for the last seven years. As a complete surveillance system, it is the field commander's unfailing source for information on the enemy's strength, disposition, and activity.

The aircraft shown above is the OV-1D, latest and most sophisticated of all the Army MOHAWKS. Equipped with rapidly interchangeable sensory equipment, it can be quickly missionized to adapt to varying intelligence requirements.

But a surveillance mission is far more than an airplane with sensory equipment. It's a vast air and ground network of men and equipment. It's a thorough understanding of the field commander's needs . . . and how to respond to them. Experience with four generations of MOHAWKS makes Grumman first in Army surveillance systems.

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Aircraft Engineering Corporation
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HIGHLIGHTS OF REFORGER I

A HIGHLIGHT of **REFORGER I** was the Airmobile Demonstration conducted at Vilseck/Grafenwoehr on 1 February 1969. The Army Aviation portion of the airmobile demonstration was designated **TASK FORCE PEGASUS.** Conducted before the eyes of hundreds of US and NATO civilian and military dignitaries the demonstration was an outstanding success, as indicated verbally by **General Lemnitzer,** Supreme Allied Commander, Europe, and **General Polk,** Commander-in-Chief, USAREUR and Seventh Army.

TASK FORCE PEGASUS lifted one Infantry battalion reinforced of the 3rd Infantry Division. The Task Force, made up of five companies of 90 helicopters, assembled at Vilseck Army Airfield to conduct training and the demonstration.

By
COLONEL
KENNETH D. MERTEL
Commanding Officer
15th Aviation Group

The 349th Helicopter Company (CH-34) reinforced, part of the 16th Aviation Battalion, with 20 flyable CH-34s was commanded by **Major Carroll Fyfee.** The 351st Helicopter Company (CH-34), part of the 15th Combat Aviation Group, reinforced by the USAREUR Aviation School with 20 flyable CH-34s was commanded by **LTC Everett O. Sanburn.** The 4th Medium Helicopter Company (CH-37), 16th Aviation Battalion, reinforced by the 90th Medium Helicopter Company (CH-37), 18th Aviation Battalion, mustered 12 flyable CH-37s under command of **Major Walter P. Lazdowski.**

German UH-1D's

A Composite UH-1B Helicopter Company was formed from assets of the USAREUR Aviation School, commanded by **LTC Charles B. Traill.** This company was reinforced with UH-1B helicopters including armed aircraft from units all over Germany. The fifth helicopter company equipped with 13 UH-1Ds was from the German Army Aviation School at Buckeburg, was under the command of **Captain Ott,** German Army. In addition to the five com-

(Continued on Page 34)

TWO GREAT PUMPS

THE MFP-160 PUMP

THE VAPOR CORE PUMP

by CHANDLER EVANS

THE MFP-160 is an aircraft gas turbine engine main fuel pump. Lightweight, the unit is designed for use on smaller gas turbines—2,000 to 4,000 lb. thrust class. Already specified for the Pratt & Whitney Aircraft JT15D turbofan which is currently undergoing flight testing, this pump will find application on many gas turbines designed to power the next generation of small executive and military transports.

THE VAPOR CORE PUMP is also an aircraft gas turbine engine main fuel pump. Designed for powerful, high-thrust engines (it can deliver up to 9,000 g.p.h.), the VCP maintains the simplicity, light weight and robustness of a direct mechanically-driven centrifugal pump, while achieving a part-load temperature rise performance much nearer that of a variable speed air-driven centrifugal pump.

For a given speed at low flows and low delivery pressures, the impeller can be almost empty of fuel and the shaft horsepower consumption will become very small at these part-load conditions (turn-down). This in turn gives a very much lower temperature rise to the fuel passing through the pump at large turn-down ratios, as compared with an outlet-throttled centrifugal pump.

Want more information? Write Mr. Fred Fucci, Product Manager, Gas Turbine Controls.

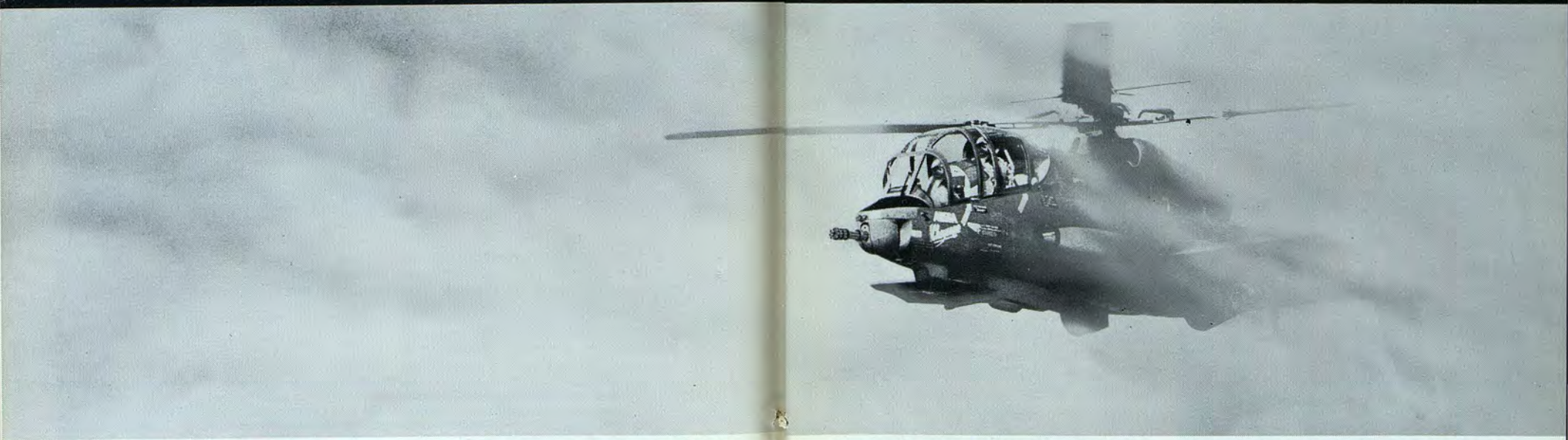
Colt Industries

Chandler Evans Control Systems Division

WEST HARTFORD, CONNECTICUT 06101

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

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

Our Data Base: The Army Aviation AR's

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

FORMAL Army regulations have been documented as early as the Alexander forays into the Middle East. The legions of Rome had a rather fat volume of *do's* and *don't's* that they put into their regulations for their armies as far north as England.

The detailed records of our own U.S. forces show that most of the earlier historical records since the time of George Washington have been contained in a single document, "*The Morning Report.*" Our Navy forces have had a similar single document since the earliest days which they call "*The Log,*" and these two documents seemed to serve the purpose that all of our exotic computers now store, translate, and reiterate for our complex Defense Department structure of today.

I am sure this sounds very profound, especially to those of you who have had to hand write the input to these computers and know that their end product is no better than the care and precision that went into the original input.

An age of change

After getting that off my chest I must admit that we are still reviewing our own Army regulations and how best they can contribute to our future programs. We are in an age of change, and I think it is to the Army's credit that in many areas we have led the way to simplifying the personal input while assuring ourselves that we had the data base that was valid, useful, and timely.

I have often thought that the people in the field must react to the new Army Aviation regulations with the view that we, at this

end, are in a vacuum as to their true needs and their actual operations. So like many of you I have wondered, "*What do they use this information for? Why is it required? Does it really serve any purpose?*"

I can assure you that our people review these questions on a daily basis and try to align them with the total DoD requirement to respond to questions on the whole Army Aviation Program. I would also like to assure you that we know the limitations that you have in the field in filling out various forms and that the man hours invested in these forms can be considerable.

To that extent we have made a serious effort to combine our regulations in the last few months to:

a. Satisfy the basic requirement of providing DoD with the data they require.

b. Put the least need on the field for reporting so we can use the same fundamental data that they normally report.

I hate people who limit their thinking to the content of AR's, but this office has 36 AR's under its immediate cognizance. One that you will be immediately interested in is the new AR 95-63.

The latest revision of AR 95-63, *Army Aviation Instrument Program*, was delivered to TAGO for publication on 28 March 1969. Some of the policy changes you can look for are as follows:

- No requirement for DD Form 954 (Instrument Cards).
- Instrument qualifications must be re-established within a 60-day period from date of expiration or date of failure – current criteria is 90 days.
- Upon failure of an instrument flight examination, current instrument rating will be invalidated on the date of failure.
- Tactical instrument rating requires demonstrated proficiency in ADF and GCA approaches (Tactical ADF approach no longer valid).
- Aviators having a tactical instrument rating are authorized to serve as copilot of an Army helicopter on any instrument flight,

(Continued on Page 12)

This is the versatile Beechcraft 99, now in production as a part of the Beech planned program of product growth. Powered by two Pratt & Whitney PT6A-20 reverse flow, free turbine engines, it will carry pilot and 16 passengers in comfort—will cruise over 200 knots. The spacious interior is readily adaptable in the field for high-density seating, cargo, air ambulance, or executive transport use. Has growth potential to match tri-service Utility, Indirect Support and Air Attache requirements of the future.

Quickly convertible for multi-mission versatility

...for transporting personnel

...for transporting cargo

...for ambulance service

...with exceptional short-field capability!

Why production line modifications of this new Beechcraft 99 make it today's answer for tri-service indirect support:

The capabilities of the new Beechcraft 99 match basic tri-service Utility, Indirect Support and Air Attache requirements. Adaptation for specific service and function may be incorporated during production for true off-the-shelf economy. Available now as a direct replacement for older, reciprocating-engine transports, the Beechcraft 99 offers these advantages:

- Increases ton-miles per flight hour!
- Reduces cost per ton-mile!
- Will actually pay for itself in a few years!
- Offers turboprop speed and efficiency with quiet operation!
- Uses a variety of fuels!
- Offers conference-room seating, quickly convertible to high-density, cargo or aerial ambulance service!
- Has excellent short-field capability—with new reversible propellers.
- Has full all-weather capability.
- Beech-built for rugged duty! Tested far in excess of its required load factors.
- World-wide Beechcraft service organization reduces the need for expensive logistic support.

Write now for complete facts on the Beechcraft 99 and the remarkable in-service performance records of other Beech military transport and utility aircraft. Address Beech Aerospace Division, Beech Aircraft Corporation, Wichita, Kas. 67201, U.S.A.

For "off-the-shelf" Indirect Support Look to Beech Capabilities!

Beech Aerospace Division

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

OUR DATA BASE

(Continued from Page 9)

provided the pilot possesses a current standard or special instrument rating.

● Personnel being rotated from a Category B assignment to a Category A assignment still have a 90-day period to renew their instrument qualification and the DA message allowing requalification within a six-month period for SEA returnees remains valid.

The entire spectrum of Army Aviation regulations has undergone a major review and consolidation in some areas within the last 8-10 months. A complete synopsis of what is happening in the regulation field will appear in a future article. We will very shortly follow with a summary of the new AR 95-1 and I think this new condensed AR will greatly simplify the administrative efforts in the field that I know take an inordinate amount of time of your administrative people. You can expect this change in the next thirty days.

It might appear to those of you who have not served in the DA Staff that a tremendous amount of information that we solicit in the reports from the field serves no purpose at all; and that you in the field receive no immediate playback from the results of these reports.

I would like to assure you that they are fundamental to our program, to our Congressional testimony, to our basic justification of our force structure, and to the future of the entire Army Aviation Program.

Tedious as it might seem, we understand the difficulty of a few enlisted specialists accumulating this data and finally getting it to DA channels. Wherever we find that this data is not productive or useful, we have tried to delete it.

Some wag has written that "*If all else fails, follow instructions.*" In the case of required data, please take this as essential. In the meantime, we hope to put our AR's in context with the requests we receive from other headquarters to make sure our Army Aviation Program is professional and viable and has the continuity it requires.

One of my officers had suggested that I write a "*swan song*" because this is my last letter as Director of Army Aviation. I don't like swans* and I don't like "*swan songs.*" I will merely add one phrase – that I have appreciated the support of my own staff and all the people in the Army Aviation Program throughout the world who have made this particular tour outstanding.

I've written many individual commendations as the Director of Army Aviation, and I'd like to think that a copy of this letter could be placed in all of the thousands of personnel files that do not include my personal comments, because each individual record would read, – "*WELL DONE!*"

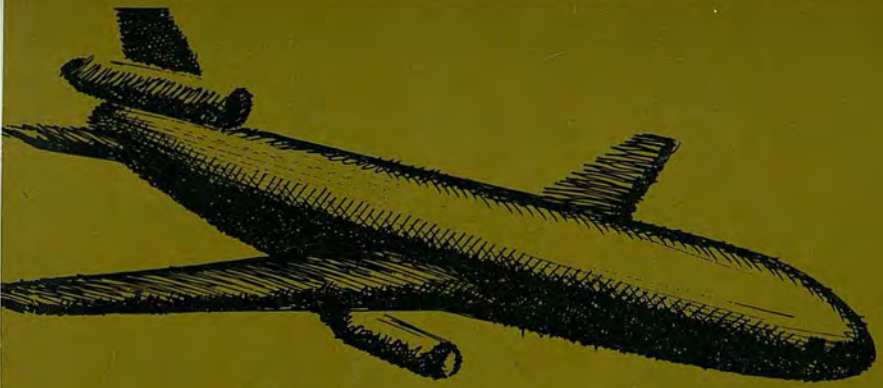
Good luck.

*(*Actually, I like swans.)*

CAMP EAGLE, VIETNAM (Delayed) — Major General Melvin Zais, CG of the 101st Airborne Division (right), is shown being awarded his Army Aviator wings in a late 1968 photo. Making the presentation is Lieutenant General Richard Stilwell, XXIV Corps Commander. (USA photo)

NEW ASSIGNMENTS

Brigadier General Edwin L. Powell departed OACSFOR on April 15 for an assignment as Assistant Division Commander of the Americal Division, USARV. Brigadier General Allen M. Burdett, Jr., ADC of the 101st Airborne Division, has replaced MG Robert R. Williams as CG of the 1st Aviation Brigade, USARV, the latter returning to CONUS as Deputy Assistant Chief of Staff for Force Development, DA.



Decca Doppler series 70

SERIES 70, THE MIGHTY MIDGET—developed for V/STOL and other aircraft where space limitations are critical—is the world's first solid state miniaturized single-box doppler. Overall volume of the equipment is less than 0.7 cubic feet and total weight is only 35 lb.

DECCA DOPPLER TYPE 71 has been designed for helicopters while **TYPE 72** is for fixed-wing aircraft. Over 80% of components are common to both types—an especially important logistic feature. Both models may be readily associated with various navigational computers to drive digital and pictorial displays.

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UNITED STATES ARMY

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Last month at our big Culver City, California plant, the U.S. Army took delivery of the 1000th OH-6A Cayuse.

This Light Observation Helicopter is the result of ten years of close teamwork between the Army and Hughes.

And the teamwork has paid off. The Cayuse is the most advanced light turbine helicopter in the world. The fastest (holds 23 world records). The toughest.

You wouldn't envy the Cayuse its prime assignment: closeup observation.

Hughes Helicopters

At speeds as low as 15 mph, working at treetop level, it probably has more lead thrown at it than any other chopper.

Yet even with severe battle damage, the Cayuse brings its crew safely back. Hughes engineers designed maximum crew survivability into the ship for emergency situations. "The only ship to be in if you have to crash," say Army pilots.

A tough machine for a tough war. In fact, the Cayuse is the only helicopter that can handle this man-size mission.

We're proud to be the Army's partner in producing the remarkable Cayuse.

Hughes Tool Company, Culver City, California 90230.

We've delivered 1,000.

Weapons Acquisition

Newly-assigned Commanding General of the U.S. Army Materiel Command, General Ferdinand J. Chesarek, spells out the need for mutual confidence and a free exchange of ideas in our military — industry contractual relationships . . .

I WELCOME the opportunity provided by this conference and *(MG) Jack Norton's* invitation to talk briefly about a mutual problem of pressing importance – the acquisition of weapon systems.

The problem is pressing because the rumblings of public discontent over cost and procurement methodology in recent years have now grown to a roar.

We see continuous references to the dangers of the military-industrial complex – denunciations of cost overruns, of inept procurement programming, of "buy in", of lack of competition, and so on. These expressions of public concern tend to burgeon into larger areas, such as the role and influence of the military in national affairs and the level of military spending.

A recent *Wall Street Journal* editorial states that the "*new tendency in Congress and in the public at large to question growing influence of the military . . . is, it seems to us, a healthy development. A rigorous civilian review of the role of the military in national life is long overdue.*"

As many of you may know, the Deputy Secretary of Defense is addressing the problem of more effective weapon systems acquisition and of ways to improve our methodology and contracting.

In my view, our three most important problems are to develop ways of better defining the technical baseline so as to identify more accurately the risk to the contractor and to the government; to reduce the amount of contingency a contractor must include for price increases in labor, materials, and subcontracts by devising a better escalation provision; and to improve our decision-making as well as the contractor's annual division of effort to insure that funding does not act as an artificial restraint on the progress of the work.

Three critical problems

Let me expand on the reasons why I believe these three problems are critical with respect to weapon systems acquisition and the procurement process.

In recent months, there have been a number of articles, comments, and speeches from industry sources, all of which make essentially the following point with respect to our current policies on major system acquisitions:

"*Total package procurement and fixed price development contracts for weapon systems procurement are artificial. The basic problem is that fixed price development contracts and total package procurement contracts do not proceed from a solid technical baseline. This means there are technical unknowns and technical uncertainties in the contract. The work has not been done before, with the result that cost experience is meager.*"

Although I think our record in the 1960s will show we have made some progress over the 1950s by use of concept formulation and contract definition, I share the conclusion that these paper studies will not substitute for hardware.

The cost of resolution

I recognize, too, that in these very large and complex systems the cost of resolution of an expected technical problem can run into the millions – even hundreds of millions – of dollars. On the other hand, I am not willing to go back to the development buy-in/production get-well days.

It seems to me as we explore refinements to the techniques of procuring military hardware from private industry that we must continually remind ourselves of the larger goal. We, the Army and private industry, are participating in the expenditure of public funds on devices and systems intended to maintain this nation's security.

An address by General F. J. Chesarek, Commanding General, U.S. Army Materiel Command, at the Luncheon for Attendees at the AVSCOM-AAAA Advanced Planning Briefings for Industry, Chase-Park Plaza Hotel, St. Louis, Missouri, on April 9, 1969.

It is clear, then, that regardless of the form of the contractual arrangement we enter into, the Army and industry cannot sit like poker players with impassive faces and hoping to benefit from the mistakes of the other player. There must be mutual confidence – there must be a free exchange of ideas – there must be an honest and timely admission of difficulties and mistakes if the people of this country are to be well served. We should not let the fixed price arrangement become a monster which ultimately defeats us.

What more can be done?

As I believe we have made some progress, the question is: Without losing our gains, what more can be done?

First, I believe we on the government side must be more realistic. In our enthusiasm to achieve early operational advantage, we must not blind ourselves to the magnitude of the risk involved in committing ourselves to production of the unknown. We must be hardheaded and objective with ourselves to insure that high risk components are proved prior to system contracting no matter how much time is required. This means more component development, such as that which we are doing now on very high output engines for tactical vehicles and the very high performance demonstrator engine program for aircraft.

Next, we can expand contract definition from a paper analysis to one including prototypes. This expanded contract definition con-

cept is being included in the BUSHMASTER, Armored Reconnaissance Scout Vehicle, and Mechanized Infantry Combat Vehicle procurement. Instead of three to four months of effort on contract definition, you could have 12 to 16 months.

Equally, you will have the opportunity to see the results of testing before you finalize your price proposal for engineering development and production. Still another method that has been suggested is breadboard models or prototypes of particularly important components. We are taking this approach in the MALLARD program.

Price changes . . .

My second point has to do with how we reduce the amount of contingency a contractor must include for price changes in labor, in material, and in his subcontractor structure over which he has no control. I believe this to be a very important point because we are talking very long-term contracts – five to ten years.

Our analysis of your experience has shown that, even though we use the standard ASPR clauses on escalation, reality tends to outpace our provisions no matter how well sructured. Equally, we find that the interrelationship of these three separate clauses over the period involved becomes so complex that neither industry nor government can fully calculate the effect.

For certain of our long-term, multi-year production contracts, the Bureau of Labor Statistics and ourselves have jointly devised a composite index tailored to the military truck environment. We have been using this index for the past five to six years in our general purpose vehicle procurements.

Our experience has been good. It is relatively simple, sensitive to changing conditions, and understandable. The same approach might be applicable to other categories of major military equipment, and we propose to examine it during the next few months. You may be interested that, as a result of its own analysis of several of its recent total package procurements, the Air Force has arrived at a similar conclusion concerning the need for revision of its escalation provisions.

No uncommitted monies

My final point concerns funding and the essentiality that it be consistent with the effort required.

As all of us know, our funds become available in annual increments. We in the government have an obligation to assure ourselves and you that these funds are made available to support our contractual commitments. Equally, you should not so plan your work or make your sequential effort depend upon the generation of funds not programmed. We do not have a pot of uncommitted money available for such contingencies. This means that to give you more, we must take away from someone else. Such adjustments are difficult.

PHOTO STORIES

FAR LEFT: View of part of the more than 700 industry representatives attending the April 7-9 AVSCOM-AAAA Advanced Planning Briefings for Industry in St. Louis listen attentively as a top-level panel (center photo) fields questions from the floor: Shown, l-r, are COL LG Jones, Jr.; BG JR Guthrie; LTG HWO Kinnard; BG EL Powell, Jr.; COL JF Hamlet; MAJ RV Perkins. RIGHT: Checking last-minute details of the day and a half program are, left to right, BG John P. Traylor, AVSCOM Deputy Commander; MG John Norton, CG of AVSCOM; and Eric H. Petersen, AVSCOM Assistant for Materiel Readiness.

I am convinced of the necessity for improvement, as overoptimistic pricing and unrealistic funding have identical results – an adverse impact on your profit and a shortfall in the production and the performance of equipment we desire.

I realize that from the viewpoint of industry you may have selected a different set of significant problems – but if we try to shotgun our approach and search out and attack every deficiency, we are likely to accomplish nothing. I hope you can join with me first in the ultimate objective – namely, insuring that we maintain public confidence in our procurement process.

Restating the objective

The prime objective of a government contract is to move a weapon system to the user in a reasonable time and at a reasonable cost.

We do not desire that you take unreasonable risks. We do want you to realize a fair profit.

We do not want our contracts to become a source of dispute. We do want an atmosphere of willingness on your part to undertake our work.

I am hopeful that our work over the next several months will result in solutions that can be applied over time not only to ease the burdens on ourselves and on industry but to aid materially in improving the public understanding of the military-industrial association which is so important from the viewpoint of national defense.

In working with these matters, we can expect a great deal of visibility and kibitzing. I would like to close this technical discourse by citing an oft-quoted comment by Lucius Aemilius Paulus, a Roman consul who had been selected to conduct the war with the Macedonians in 168 B.C. He went out from the Senate house into the assembly of the people and addressed them as follows:

"*In every circle, and, truly, at every table, there are people who lead armies into Macedonia; who know where the camp ought to be placed; what posts ought to be occupied by troops; when and through what pass the territory should be entered; where magazines should be located; how provisions should be conveyed by land and sea; and when it is proper to engage the enemy, and when to lie quiet.*

"*And they not only determine what is best to be done, but if anything is done in any other manner than they have pointed out, they arraign the consul, as if he were on trial before them.*

"*I am not one of those who think that commanders ought at no time to receive advice; on the contrary, I should deem that man more proud than wise, who regulated every proceeding by the standard of his own single judgment.*

"*What then is my opinion?*

"*That commanders should be counselled, chiefly, by persons of known talent; by those who have made the art of war their particu-*

(Continued on Page 35)

ALWAYS PREPARED

Bell's UH-1E Reinforces Marine Air Mobility

The combat proven Marine UH-1E is meeting today's demanding requirements of the Corps. The new twin Marine Cobra with 20mm turreted weapons system will greatly increase combat effectiveness and crew survivability in the gunship role.

The new 15 place UH-1N developed for the Air Force is also available for the Corps' newly designated Light Helicopter Squadrons. As in the past and present, Bell Helicopter Company is prepared to meet the Marine Corps future needs with a fleet of VTOL aircraft for fast, long range assault missions. Now and in the future, Bell is ready to reinforce the Marines' advanced concepts of amphibious warfare.

WORLD STANDARD bell

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UH-1N

AH-1J

COMPOSITE!

Profile of the AWC Student Aviator

WONDERING if there is room at the top? . . . A composite of the Army Aviator students now attending the U.S. Army War College at Carlisle Barracks, Pa. indicates that there is still room for the self-made man, and that the typical Senior Army Aviator who rises through the ranks is being welcomed at the senior service schools.

Broad base? You bet! . . . The 15 AA's now at the AWC represent six branches: seven are from the Infantry, two from Artillery, two from TC; three from Armor; one from Signal; and one from MSC.

Five of the men – LTCs Hawkins, Jersey, Kalagian, Knowles, and Vincent – are Master Army Aviators; seven of the others are Senior AA's. All have served in Vietnam and all but three have commanded aviation battalions and/or squadrons in combat. The remaining three have commanded either an air assault helicopter company, a *Mohawk* unit, or have served as an infantry advisor to the ARVN.

All possess college degrees; seven earned them the hard way, via *Bootstrap*. Four have M.A. degrees, one via *Bootstrap*. Four of the 15 are West Point graduates, with three already 0-6's and six others on the current 0-6 promotion list. Their average length of active service at the time of starting AWC studies was 18.5 years.

In age they range from 38 to 45 years and average 40.7 years. Twelve had already served tours of duty in the Pentagon prior to attending the Army War College; four are returning to Pentagon duty.

There doesn't appear to be any hard, fast rule for qualifying for selection to a senior service school but a few simple rules can be deduced from the composite of current attendees:

Complete the requirements for a college degree; *serve* at least one tour in the Pentagon; seek a battalion command, either aviation or branch, and preferably in Vietnam; *do* the best job possible wherever you serve; and *don't* expect selection much before your eighteenth year of service.

Nineteen AA contemporaries – INF-6, AR-2, FA-8, CE-2 and SC-1 – have been selected to attend the Class of '70, U.S. Army War College.

U.S. ARMY WAR COLLEGE, CLASS OF '69, ARMY AVIATORS: Front row (L-R): LTC Donald Jersey, LTC Sam Kalagian, LTC Paul Smithey, COL James Nix, COL Christopher Sinclair, LTC Sam Vincent and LTC Algin Hawkins. Back row (L-R): LTC Joseph Starker, COL Crawford Buchanan, LTC Athol Smith, LTC William Knowles and LTC Otis Moran. Absent when photo was taken were LTC William Gearan and LTC Everett Richards. U.S. Army Photo

AVIATION-75

The CDC Aviation Agency Looks at 1975 Needs

WHERE and how does aviation fit into the Army of 1970-1975? What type of aircraft and equipment will be needed? Answers to these questions are supplied by the *Aviation-75 Basic Derivative Study* recently completed by the U.S. Army Combat Developments Command (CDC) Aviation Agency, Fort Rucker, Ala.

Aviation-75 involved an 18-month effort by Aviation Agency personnel to define operations, organizations, and materiel required to support the combat arms in the next five years.

The study critically surveys the projected requirements for aviation support as part of the combat arms team. *Aviation-75* identifies requirements for doctrinal changes for employing aviation units, aviation materiel requirements, the numbers and types of aircraft needed, and the aviation unit structure envisioned for this time frame.

Wargaming as technique

Methods used in conducting the basic derivative study included research, military judgmental analysis, and the play of a division-level map exercise using a wargaming technique. The first concern of the study was to forecast future air transportation requirements and the tasks that aviation will support. This information was then converted into realistic organizations.

One of the most dramatic developments foreseen for the next five years is the introduction of the AH-56 *Cheyenne* attack helicopter into the aviation inventory, although the AH-1G *HueyCobra* will continue to play an active role in support of airmobile operations. A greater use of the heavy-lift helicopter for logistic support is envisioned, and the requirement is apparent for a heavy lift helicopter for carrying even larger payloads.

An important by-product of the *Aviation-75* study is the recognition of doctrinal and materiel shortcomings which will point the way to future aviation developments. The heavy lift helicopter is but one example of many airframe, avionic, and associated equipment needs which were identified.

For the study, aviation units were tailored to meet the needs of a particular threat and environment. The basic component of the aviation battalion is a standardized headquarters and headquarters company. To this base are added various combinations of type-aviation companies to meet the airmobility requirements of the supported unit; for example, the General Support Company, the Assault Helicopter Company, and Medium Helicopter Company. Other specialized units employing aircraft as a primary means of mission accomplishment will also be required.

Aviation-75 is realistic in outlook. All the equipment to be used is already available or will be available during the 1970-1975 time frame. Although this study meets most of the immediate needs imposed by increased airmobility, it is but one more step in the CDC program to provide future aviation needs of the Army. Already in planning is the *Aviation-85* study.

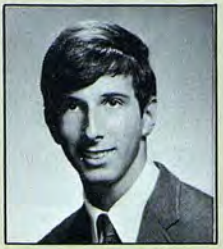
Center Team Concept

The *Aviation-75* study was developed through the full cooperation of the CDC Aviation Agency and components of the U.S. Army Aviation Center at Fort Rucker, working under the Center Team Concept. All CDC agencies use this concept of cooperative effort with the installations where they are located. The Center Team Concept was conceived to take full advantage of the diverse knowledge and experience available at one location.

Project officers at the Aviation Agency are well-qualified for this demanding task of planning how Army Aviation of the future will be organized, equipped, and fight. Most of more than 50 officers assigned to the Agency are aviators who are rated in both fixed and rotary wing aircraft. Their combat

(Continued on Page 35)

1969 AAAA Scholarship Foundation Winners



Samuel K. Biser

Patricia A. Hyman

William A. Contole

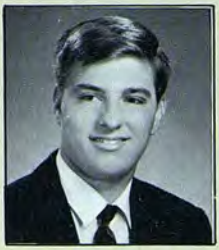
Claudia H. Johnson

Cynthia J. Ludwig

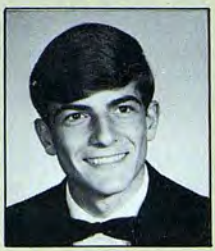
Mark A. Cullen

Bernard D. Thompson, III

Tommie Jean Loftin



David E. Trudeau



Greg Winesette

Christine A. Damon

Mary C. Stevens

$500.00 AAAA SCHOLARSHIP FOUNDATION AWARDS

Mr. William A. Contole, Northeast High School, St. Petersburg, Fla., son of COL (deceased) and Mrs. William S. Contole (St. Petersburg, Fla.) Probable Major: Engineering. Career Goal: Electrical Engineer.

Mr. Samuel K. Biser, Ocean Township H.S., Oakhurst, N.J., son of Dr. and Mrs. Erwin Biser (Colonial Terrace, N.J.). Probable Major: Psychology. Career Goal: Clinical Psychologist/Writer.

Mr. Mark A. Cullen, Aberdeen Senior H.S., Aberdeen, Md., son of MAJ (Ret.) and Mrs. Michael R. Cullen (Aberdeen, Md.). Probable Major: Engineering. Career Goal: Aeronautical Engineering.

Miss Cynthia J. Ludwig, Normandy Senior H.S., St. Louis, Mo., daughter of Mr. and Mrs. Charles E. Ludwig (St. Louis, Mo.). Probable Major: Psychology, Mathematics. Career Goal: Undecided.

Miss Claudia H. Johnson, Norman H.S., Norman, Okla., daughter of LTC and Mrs. Woodbury Johnson (Northridge, Calif.). Probable Major: Science or Medicine. Career Goal: Undecided.

Miss Patricia A. Hyman, W. C. Hinkley H.S., Aurora, Colo., daughter of LTC and Mrs. Robert D. Hyman, Sr., (Aurora, Colo.). Probable Major: Art, Chemistry. Goal: Commercial Artist, Chemistry Teacher.

$125.00-$250.00 AAAA MEMORIAL SCHOLARSHIP AWARDS

Glenn D. McElroy Memorial Scholarship ($250) to **Mr. Bernard D. Thompson, III,** Mt. Rainier Senior H.S., Des Moines, Wash., son of LTC (deceased) and Mrs. Bernard D. Thompson, Jr. (Kent, Wash.). Probable Major: Psychology. Career Goal: Teaching.

Charles E. Harris Memorial Scholarship ($150) to **Mr. Greg Winesette,** Grainger H.S., Kinston, N.C., son of MAJ (deceased) R. C. Winesette. Probable Major: Political Science. Career Goal: Undecided.

Robert L. Runkle Memorial Scholarship ($150) to **Miss Tommie Jean Loftin,** Highlands H.S., San Antonio, Tex., daughter of Mr. and Mrs. Thomas W. Loftin (San Antonio). Major: Liberal Arts. Career Goal: Undecided.

Frank W. Cross Memorial Scholarship ($125) to **Miss Christine A. Damon,** Leavenworth Senior H.S., Leavenworth, Kan., daughter of LTC (Ret.) and Mrs. Charles P. Damon. Major: Physical Therapy. Goal: Physical Therapist.

Larry C. Higginson Memorial Scholarship ($125) to **Miss Mary C. Stevens,** Notre Dame H.S., Wichita Falls, Tex., daughter of MAJ (Ret.) and Mrs. Francis J. Stevens (Wichita Falls). Major: Speech & Drama. Goal: Undecided.

The **"Cub Club" Scholarship** of $150.00 to **Mr. David E. Trudeau,** Richard King H.S., Corpus Christi, Tex., son of Mr. and Mrs. Floyd H. Trudeau. Probable Major: Aerospace Engrg. Career Goal: Aerospace Engineer.

1969 AAAA Scholarship Foundation Winners

Nancy J. Chamberlain

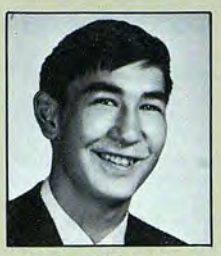
Gesna B. Davis, III

Cathy E. Dalpino

William E. Konersman

Thomas J. Knowles

Susan I. Hildreth



George E. Martin, Jr.

Barbara L. Harrison

Susan I. Juhl

Beverly C. Benefield

Larry M. Foster

Carroll M. Marquard

$100.00 AAAA SCHOLARSHIP FOUNDATION HONORARIUMS

Miss Cathy E. Dalpino, McCluer H.S. Florissant, Mo., daughter of LTC and Mrs. Milton D. Dalpino (Florissant, Mo.). Probable Major: American Studies. Career Goal: Government Service.

Mr. William E. Konersman, Robbinsdale Senior H.S., Robbinsdale, Minn., son of Mr. and Mrs. William Konersman (Minneapolis, Minn.). Probable Major: English. Career: Writer.

Mr. Thomas J. Knowles, Carlisle Senior H.S., Carlisle, Pa., son of LTC and Mrs. William R. Knowles (Carlisle Barracks, Pa.). Probable Major: Law. Career Goal: Military Career.

Miss Nancy J. Chamberlain, Killeen H.S., Killeen, Tex., daughter of LTC and Mrs. Donald F. Chamberlain (Killeen, Tex.). Probable Major: Journalism-Drama. Career Goal: Teaching.

Mr. Gesna B. Davis, III, Mineral Wells H.S., Mineral Wells, Tex., son of Mr. and Mrs. Gesna P. Davis, Jr. (Mineral Wells, Tex.). Probable Major: Aerospace Engineering. Career Goal: Space Program.

AAAA SCHOLARSHIP FOUNDATION AWARD PLAQUES

Miss Barbara L. Harrison, Thomas Jefferson H.S., San Antonio, Tex., daughter of Mr. and Mrs. Paul D. Harrison, Jr. (San Antonio, Tex.). Probable Major: Russian. Career Goal: Computer Translation.

Mr. George E. Martin, Jr., Lincoln H.S., Stockton, Calif., son of LTC (Ret.) and Mrs. George E. Martin (Stockton, Calif.). Probable Major: History. Career Goal: Undecided.

Miss Susan I. Juhl, Boone Community H.S., Boone, Iowa, daughter of LTC (ARNG-Ret.) and Mrs. Milford Juhl (Boone, Iowa). Probable Major: Anthropology. Career Goal: Archaeologist.

Miss Susan I. Hildreth, Oliver Ames H.S., North Easton, Mass., daughter of CW3 (Ret.) and Mrs. Donald P. Hildreth (North Easton, Mass.). Probable Major: English. Career Goal: Teaching.

AAAA CERTIFICATES OF SCHOLARSHIP ACHIEVEMENT

Miss Beverly C. Benefield, Bradwell Institute, Hinesville, Ga., daughter of LTC and Mrs. Ralph O. Benefield (Ft. Stewart, Ga.). Probable Major: Mathematics or Science. Career: Undecided.

Mr. Larry M. Foster, Alamogordo H.S., Alamogordo, N. Mex., son of CWO (Ret.) and Mrs. Marshall P. Foster (Alamogordo, N. Mex.). Probable Major: Mathematics. Career Goal: Ministry.

Miss Carroll M. Marquard, Harry A. Burke H.S., Omaha, Nebr., daughter of LTC Alfred J. Iller. Probable Major: Anthropology. Career Goal: Anthropologist.

FT. WOLTERS, TEX. — The last TH-55 to be delivered under a contract with the Hughes Tool Company — Aircraft Division arrived at Ft. Wolters recently, piloted by Lieutenant Colonel Franklyn C. Goode (left), commanding officer of the U.S. Army Hughes Plant Activity. Colonel Goode was greeted on landing on the Fort Wolters parade field by Colonel Lloyd G. Huggins, commander of the U.S. Army Primary Helicopter Center, who accepted the aircraft logbook from the pilot. The helicopter was the 396th to be delivered under the contract. (USA photo)

SONG BE — Crates holding containers filled with "nuoc-mam," a protein-rich sauce used to flavor many Vietnamese dishes, are unloaded from a U.S. Army helicopter at Song Be by members of the Civil Affairs/Psychological Operations Section of the 2nd Brigade, 1st Cavalry Division. The Army Aviation airlift of the food commodity distributed the "nuoc-mam" to members of a Montagnard refugee village recently built in the Song Be area. Everything and everyone goes by air! (USA photo)

ELGIN AFB, FLA. — The U.S. Army's newest model Chinook medium transport helicopter, the Boeing-built CH-47C, recently completed environmental testing in the Air Force's climatic laboratory at Elgin AFB. Shown here in the lab's main test chamber, the "C" model Chinook was subjected to temperature variances ranging from –65°F to 125°F. Later this year, the "C" model Chinook is scheduled for hot weather suitability testing near Yuma, Arizona, and a high altitude evaluation at Pike's Peak, Colorado. (Boeing)

VIETNAM — Major General Melvin Zais, commanding general of the 101st Airborne Division, is shown being awarded Army Aviator wings in a late 1968 (delayed) photograph just received. The officer making the award presentation is Lieutenant General Richard Stilwell (left), XXIV Corps Commander. The award ceremony took place at Camp Eagle, Republic of Vietnam. A longtime supporter of Army Aviation, General Zais completed his "on-the-job" flight training program over an extended period. (USA photo)

SHARPE ARMY DEPOT, CAL. — Three of the 40 students who are enrolled in Delta College's course titled Aero 5 are shown receiving technical instruction from Mark Tollini, one of six AAAA members of the Sharpe Army Depot who serve as voluntary instructors for the course. The idea originated with the Sharpe Quad-A Chapter, and the San Joaquin Delta College was quick to accept the Chapter offer. The six instructors, all Sharpe Depot employees, alternate in the teaching role on a twice-a-week basis. The Delta College students will receive three credit hours towards an Associate of Arts degree.

FORT WOLTERS — The 5th Warrant Officer Candidate Company at the U.S. Army Primary Helicopter Center, long known as "Tiger Country" by the past classes of flight students assigned to that company, is now literally that since the arrival of a live Bengal Tiger named "Tok-Belang" (Striped Prince) by members of Class 69-35 at the school. On class graduation on July 3, "Tok" will move to a permanent home in the Ft. Worth Zoo. Major Bruce C. Dubov (left), 5th WOC commander, is shown fitting a new collar on the company mascot as Candidate Gary Rolfe (right) holds the animal. "Tok" was purchased from the Cheyenne Zoo.

SHARPE ARMY DEPOT, CAL. — The six Sharpe Army Depot personnel, all members of the Sharpe Army Chapter of the Army Aviation Association (AAAA), who share the teaching load at the San Joaquin Delta College course in aircraft mechanics are shown at a recent Chapter gathering. They are, from left to right, Albert Treskon, Mark Tollini, James Reynolds, Claude Johnson, Donald Schaapman, and Phillip Jolly. Reflecting Chapter "imaginuity," the instructional program has been met with enthusiasm by the junior college officials and students. (USA photo)

VIETNAM — Word has been received by the Grumman Aircraft Engineering Corp. that Major Gary Petesch (in cockpit) has set an unofficial OV-1 Mohawk altitude record of 38,500 feet. Accompanying Major Petesch on his flight was Grumman Field Service Representative Richard Ferguson (holding sign). An interesting sidelight to Major Petesch's unofficial record is that while on his flight he passed his personal 1,000-hour mark in the aircraft. On landing Dick Ferguson also presented him with the coveted 1,000-hour Mohawk plaque. (Grumman)

1969 USAREUR AAAA CONVENTION

THE 10th Annual USAREUR Region AAAA Convention was held at Garmisch, Germany, 5-8 March 1969. Over 750 aviators plus 100 members from allied and U.S. industry attended, in addition to wives and children, the 1969 turnout topping the largest attendance of any time in the past. All five military hotels were booked with many civilian billets utilized.

The first day, 5 March, was spent in registration, with an **Early Bird Cocktail Party** at the Patton Hotel drawing over 500 attendees for a social get-together and the swapping of war stories.

Business sessions started on 6 March with the invocation by **Chaplain (MAJ) LeRoy Johnson,** honorary USAREUR AAAA Chaplain. This was followed by a short general membership meeting by **COL Kenneth D. Mertel,** President of the USAREUR AAAA Region. **General Hamilton H. Howze,** USA (Ret.), then gave the National President's Annual Report and made the keynote address. He spoke on the important part in history airmobility will play in years to come. The Army's airmobility concept was compared to the English archer at the Battle of Agincourt.

Colonel Jack W. Hemingway, Deputy Director of Army Aviation, ACSFOR, Department of the Army, represented ACSFOR, USABAAR, R&D, the Aviation Schools and DCSPER. **Colonel Stumpke,** Commandant of German Army Aviation School, spoke on the expansion of the German Army Aviation Program, including the training of pilots and crew for the UH-1D. A number of other German Army aviation personnel were present, including commanders of the I, II, and III German Corps Aviation Commands. **Major General Kurt Kauffman,** Director of German Army Aviation, headed the delegation.

Industry presentations

The conference on 7 March included European allied presentations coordinated by **Mr. Thomas L. Wernecke,** Vice President for Allied Affairs. These presentations included the Bolkow Bo-105 Hingeless Rotor Helicopter, the VFW

VC-400 Tiltwing V/STOL aircraft, and the Hawker Siddeley **"Harrier" V/STOL** Jet Fighter. **Major General R. D. Wilson,** Director of Land/Air Warfare, then spoke on British Army Aviation.

The remainder of the morning was devoted to U.S. industry presentations coordinated by **COL John R. Adie,** AAAA Vice President, Industrial Affairs. These presentations included those of the Beech Aircraft Corporation, Lockheed California Company, General Electric Company, Hughes Tool Company, Litton Systems, Inc., and Bell Helicopter Company.

Industry presentations continued on 8 March with the Boeing Vertol Division, De Havilland Aircraft of Canada, Grumman Aircraft Engineering Co., Sikorsky Aircraft Division, and Hughes Aircraft Company making presentations.

Major General George P. Seneff, Jr., CG 3rd Infantry Division, spoke on "Airmobility - Europe" with emphasis on the recent airmobile demonstration by **"TASK FORCE PEGASUS"** conducted 1 Feb. 69. **LTC Charles Lehner, Jr.** from Army Material Command, followed with a talk on Southeast Asia Night Operations.

Awards Night

Highlighting of the entire convention was the awards ceremony the evening of the 8th, climaxed by announcement that **SFC William R. Baum,** "E" Company, 122nd Maintenance Battalion, 3rd Armored Division, was selected as "USAREUR Aviation Soldier of the Year for 1968." The Award provided by the National AAAA was presented by **COL William J. Maddox Jr.,** Executive Vice President, on behalf of **General Andrew J. Boyle,** Commanding General of V, US Army Corps.

Major Gary W. Niles, Detachment C,

(Continued on Page 32)

Serge Sikorsky (left); COL Stumpke of the German Army Aviation School; and LTC John F. Brosnan of MAAG, Bonn, at the Regional President's Reception.

GEN Hamilton H. Howze (right), AAAA national president, receives a memento of appreciation from COL Kenneth D. Mertol, Regional president.

MG R. D. Wilson, Director of Land/Air Warfare, British Ministry of Defense, speaks to the USAREUR Regional membership of AAAA on British Army Aviation.

NILES-SENEFF

USAREUR AVIATOR OF THE YEAR

Major Gary W. Niles, Detachment C, 504th Supply and Transportation Battalion, 4th Armored Division, is selected as **"USAREUR'S Army Aviator of the Year for 1968."**

As commander of his unit, **Major Niles** has consistently shown himself to be a leader of men and has achieved a commendable record. In coincidence with his duties as detachment commander, **Major Niles** is also commander of Fuerth Army Airfield. His efforts in this area have been solely responsible for improvements in the areas of airfield communications and instrumentation.

In addition to the aforementioned duties, during 1968 **Major Niles** was the only instrument examiner in the Nurnberg area and administered annual written examinations and annual instrument flight examinations, both rotary and fixed wing, to aviators not only from the 4th Armored Division but other units as well.

He actively exercises both his fixed and rotary wing instrument ratings and is a very active instructor pilot in the UH-1 and U-6. He has a nine year accident free flying record.

Major Niles is a truly outstanding representative of Army Aviation. He possesses those intangible qualities of leadership and maturity that have earned him the admiration and respect of his associates and have made him a valuable asset to the United States Army deserving of the recognition as **"USAREUR's Army Aviator of the Year."**

OUTSTANDING AVIATION SUPPORT UNIT FOR 1968

Company B, 126th Maintenance Battalion, 4th Armored Division, is selected as **"USAREUR'S outstanding aviation support unit for 1968."**

During 1968, this unit accomplished its mission of maintenance support of aircraft of the 4th Armored Division in a truly outstanding manner. The initiation of new programs and techniques and improvement of those already existing were instrumental in the attainment of an excellent aircraft availability rate within the division. Some of the more noteworthy accomplishments were: the initiation of a program of 100% technical inspection of all aircraft accepted into the shop, regardless of the extent of maintenance required; initiation of a policy of lateral search for needed aircraft parts not in stock within the unit; establishment of a workable system for quality control of aircraft modification work orders; and, accomplishment of a program of assistance visits to the supported units which resulted in an overall increase in the maintenance capabilities of the supported units.

During 1968 **Company B** received a superior rating on the unit annual general inspection. Their last Command Maintenance Management Inspection resulted in them being named the best maintenance unit within not only the 4th Armored Division but within VII Corps as well. Not content with these two noteworthy achievements, this unit earned an outstanding rating in a logistical technical supervisor inspection and, as a result, was awarded the big M award which signifies the best maintenance unit in USAREUR.

SENEFF-KNIGHT

'69 AAAA REGIONAL AWARDS

BAUM-MADDOX

CRAWFORD-MERTEL

OUTSTANDING COMPANY SIZE UNIT

The **122d Aviation Company (Aerial Surveillance), 15th Aviation Group, USAREUR and 7th Army Troops,** is selected as **"USAREUR's outstanding company size unit for 1968."**

During 1968 the **122d Aviation Company** performed its mission of general support of USAREUR and 7th Army with combat surveillance and target acquisitions in an outstanding manner. Their mission requires that the assigned OV-1 aircraft be mission-ready at all times and prepared for launch on short notice. Missions are flown in all weather, day and night, with solo pilot and enlisted observer. In 1968 the 122d completed a very commendable 81% of the required missions.

The uniqueness and capabilities of the OV-1 aircraft caused **the 122d** to be in constant demand for display at air shows in many European countries and for demonstrations before high ranking US and Allied military personnel. The amount of certificates of appreciation and letters of commendation attest to the manner in which the unit conducted themselves during these displays and demonstrations.

During 1968 **the 122d** Aviation Company received high ratings in 3 major inspections, participated in 2 major exercises and successfully completed an operational readiness test. Their zero aircraft accident rate and 2.0% vehicle accident rate for the year are noteworthy achievements. The unit's monthly aircraft availability rate for 1968 has consistently met or exceeded the average rate for the U.S. Army, worldwide.

OUTSTANDING DETACHMENT SIZE AVIATION UNIT

Aviation Detachment, 97th Signal Battalion, USAREUR and 7th Army troops, is selected as **"USAREUR'S outstanding detachment size aviation unit for 1968."**

During the year, despite critical personnel shortages, this unit accomplished its mission of aviation support of the 97th Signal Battalion and 7th Army Communications Command in an outstanding manner. This small unit accomplished this mission while enjoying an accident free record, a sizeable increase in the flying hour rate over the previous year, and a noteworthy rise in the aircraft availability rate.

Of the nine aviators presently in the unit, seven required transition into the type of aircraft assigned. This was done entirely within the unit. All assigned aviators successfully renewed their instrument ratings and one aviator converted his tactical instrument rating to a standard rating.

While performing normal day-to-day aircraft support missions during 1968, this detachment also actively supported every major tactical exercise. This support resulted in the attainment of a reputation for reliability and the presentation of many awards, ratings and certificates of appreciation throughout the year.

Hard work and sound management have caused this unit to be singled out for the honor it is receiving at this convention: that of **"USAREUR'S outstanding detachment size aviation unit for 1968."**

MORRISON-TATE-MERTEL

AVIATION SOLDIER OF THE YEAR FOR 1968

SFC William R. Baum, E Company, 122nd Maintenance Battalion, 3rd Armored Division, is selected as **"USAREUR'S Aviation Soldier of the Year for '68."**

Since his assignment as Platoon Sergeant, E Company, 122nd Maintenance Battalion, in December 1966, **SFC Baum** has been a driving influence in the accomplishment of his unit's mission. His efforts were instrumental in the reduction of the 3rd Armored Division's Aircraft Maintenance backlog and the attainment of a very commendable division aircraft availability rate. These achievements caused **SFC Baum's** unit to be selected as **"USAREUR'S Outstanding Army Aviation Support Unit for 1967."** E Company has also been second runner-up for the "Big M" award for two consecutive years.

During 1968 **SFC Baum's** military bearing and professional attributes caused him to be selected as honor graduate of his class at the 3rd Armored Division NCO Academy and also as NCO of the month from the 3rd Armored Division Support Command.

SFC Baum's unfailing loyalty, devotion to duty, and knowledge of his chosen career field have marked him as a truly outstanding citizen and soldier and one who truly deserves recognition such as he is receiving at this time.

MG G. P. Seneff, Jr., CG of the 3rd Infantry Division, discusses "Airmobility-Europe" with the attendees.

Shown at an AAAA reception are, l-r, AAAA host COL Ken Mertel; J. Laight of Hawker-Siddeley; T. L. Werneke, Regional VP for Allied Affairs; and R. Tilenius of the German Ministry of Defense.

Representing the Aviation Directorate, OACSFOR, and other CONUS agencies, COL Jack W. Hemingway, Deputy Director of Army Aviation, addresses the assembly.

USAREUR CONVENTION

(Continued from Page 29)

504th Supply and Transportation Battalion, 4th Armored Division was selected as "USAREUR Army Aviator of the Year for 1968." The National AAAA Award was presented to him by **Major General George P. Seneff Jr.** on behalf of **General Donald V. Bennett,** Commanding General, VII US Army Corps.

The Aviation Detachment, 97th Signal Battalion, commanded by **CPT Terry Tate,** USAREUR and Seventh Army Troops, was selected as "USAREUR Outstanding Detachment Size Aviation Unit for 1968." This award was presented by **COL John Morrison,** Commanding Officer, Seventh Army Communications Command on behalf of **Major General Howard W. Penney,** Commanding General, USAREUR and Seventh Army Troops.

Company B, 126th Maintenance Battalion, 4th Armored Division commanded by **Major J. L. Knight** was selected as "USAREUR Outstanding Aviation Support Unit for 1968." This Award provided by the Bonn Chapter was presented by **Major General George P. Seneff Jr.** on behalf of **General Donald V. Bennett,** VII US Army Corps Commander.

The 122nd Aviation Company (Aerial Surveillance) commanded by **Major Clydie J. Crawford,** assigned to the 15th Combat Aviation Group, USAREUR

(Continued on Page 35)

'69-'70 AAAA Regional Officers

President: COL Kenneth D. Mertel; Exec Vice Pres: COL O. V. Butler; Secretary: LTC William D. Kelly; Treasurer: LTC Bak Y. Chin; VP, Army Affairs: LTC James W. Ford; VP, Industrial Aff: LTC Herman M. Orrell, III; VP, Public Aff: Mr. Michel Bouvier; VP, Allied Affairs: Thomas L. Wernecke. Full slate, to include members-at-large and chapter presidents, will appear in the May 30, 1969 issue.

ARMY AVIATION ASSOCIATION

GENERAL PURPOSES

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

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

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

SPECIFIC OBJECTIVES

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

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

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

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

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

Maintaining historical records of Army aviation.

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

Recognizing outstanding contributions within Army aviation.

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

Stimulating good fellowship nationally, regionally, and locally.

PARTIAL PROGRAM LIST

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

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

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

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

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

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

ARMY AVIATION ASSOCIATION APPLICATION FOR MEMBERSHIP

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

☐ My past or current duties affiliate me with the field of U.S. Army aviation or its allied pursuits.

☐ My past and current duties have not affiliated me with the field of U.S. Army aviation but I wish to further the aims and purposes of the AAAA.

.....

(Please Print) Rank/Grade Name

ADDRESS .....

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

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

SIGNATURE .....

Failure to sign above invalidates this application.

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

The initiation fee applies to the applicant's first year membership only, and covers the one-time provision of a membership decal and a personal lapel insignia. The application form and a check for $9.50 made payable to "AAAA" should be returned to: AAAA, 1 Crestwood Road, Westport, Connecticut 06880

CATEGORY OF MEMBERSHIP

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

_____
_____
_____

REFORGER I

(Continued from Page 4)

panies, several new aircraft were flown from the US including two CH-54 Flying Cranes, three CH-47 Chinooks, two Huey Cobras, two of the latest UH-1H helicopters, and three LOHs.

The Task Force commenced movement to Vilseck Army Airfield on 26 December, closing advance parties by the end of the month. The main force moved by vehicle on 3 January with the aircraft closing on that date. The German helicopter company arrived on station at Vilseck on 15 January.

Training conducted during the month of January, consisted initially of individual aviator flight proficiency, followed by section, platoon, and company formation flying; "low level"; skids and landing gear in the tree tops.

A series of demonstration rehearsals were conducted the latter part of the month, the actual demonstration on 1 February. The demonstration of a typical air assault included live fire support by all weapons of the combined arms team. All aspects of airmobility, i.e., movement, firepower, command and control, logistics and intelligence, and reconnaissance were demonstrated.

Hazardous weather flight

The most significant aviation fact arising from the airmobile demonstration was that a fleet of 90 helicopters assigned to the Task Force flew approximately 2,000 hours during the month of January (notorious for minimum flying hours) in extremely hazardous weather conditions to include fog, icing, and low ceilings.

A majority of flying was low level formations in the tree tops, with visibility as low as one-quarter mile at times, requiring extreme precision and a high degree of individual aviator proficiency. Of major importance, all flying was accomplished **without** accident, an outstanding feat in itself. This demonstration of winter-weather flying in USAREUR laid to rest once and for all the allegation helicopters cannot perform in the European environment in European weather.

The next major fact growing out of the exercise was that 90 helicopters were maintained at Vilseck Army Airfield under field conditions without hangers during the worst winter weather that prevails in Europe, with an availability rate well over 90 percent being maintained on a continuous basis. Significant was command action, freely given at every level in the logistics chain to assure that parts were available and were delivered on a timely basis.

Never before had such a "can-do" logistics attitude been demonstrated in USAREUR. The same high availability can be maintained in the future as a matter of routine, if command emphasis is maintained in the vital support areas.

Lack specialized equipment

The major problem area that developed was the unavailability of special equipment to fully employ the current airmobility capabilities in USAREUR. This included slings for external loads, odd-sized equipment, and evacuation of disabled helicopters. Personnel expertise is available but equipment shortages preclude employment of this expertise as freely as it could be.

Individual aviator proficiency increased during training under adverse weather conditions in support of the demonstration. Many aviators had not flown previously in Europe at normal helicopter minimums, one-half mile and 500 feet (USAREUR minimums). Operations under these minimums or less did and must become a matter of routine training in the future.

Greater emphasis must be placed on all weather operations of the helicopter fleet. The Task Force commander was given the authority to waive minimums to as low as required to carry out the mission. By using the chain of command and properly supervising flight training and conduct of flying operations, minimums were and can be reduced to whatever is required to accomplish the tactical mission. It can be done safely.

Significant also was the cooperation and working together of all personnel to include aviators, operations and logistics personnel, mechanics, drivers, cooks, clerks, all members of the Army Aviation team.

As a result of **TASK FORCE PEGASUS,** the successful airmobile demonstration, there is a new sense of airmobile urgency within USAREUR and Germany. The future can only be brighter as all levels of command take a renewed interest in "Airmobility Europe" and as new equipment continues to arrive in USAREUR.

AVIATION — 75

(Continued from Page 23)

experience as pilots extends from World War II and Korea through second tours in Vietnam.

According to *Colonel Howard I. Lukens,* Commanding Officer of the CDC Aviation Agency, "*The ultimate challenge facing the Agency is to achieve total airmobility of the Army, with the capability of lifting any piece of equipment in the Army inventory . . . our efforts are aimed at providing complete support for the land commander whenever and wherever he needs it.*"

USAREUR CONVENTION

(Continued from Page 32)

and Seventh Army Troops, was selected as the "USAREUR Outstanding Company Sized Unit for 1968." This Award provided by USAREUR AAAA was presented by **COL Kenneth D. Mertel,** Commander, 15th Combat Aviation Group on behalf of **Major General Howard W. Penney,** Commanding General, USAREUR and Seventh Army Troops.

The festivities were concluded with attendees observing the Casa Carioca Ice Show Review. The Convention was an outstanding success as hosted by last year's "Aviation **Unit of the Year,"** the 421st Air Ambulance Company commanded by **Major Bill N. Colbert. Captain Thomas C. Parker** was primary Project Officer for the 421st. The Convention provided a grand forum for renewing old acquaintances, telling war stories, and receiving an update on the latest about "Airmobility-Europe."

WEAPONS ACQUISITION

(Continued from Page 20)

lar study, and whose knowledge is derived from experience; from those who are present at the scene of action, who see the country, who see the enemy; who see the advantages that occasions offer, and who, like people embarked in the same ship, are sharers of the danger.

"If, therefore, any one thinks himself qualified to give advice respecting the war which I am to conduct, which may prove advantageous to the public, let him not refuse his assistance to the state, but let him come with me into Macedonia.

"He shall be furnished with a ship, a horse, a tent; even his travelling charges shall be defrayed.

"But if he thinks this too much trouble, and prefers the repose of a city life to the toils of war, let him not, on land, assume the office of a pilot at sea."

I have often wondered whether he got away with his sage advice. In our time and in our business, life is not so simple; but if we earnestly and sincerely seek advice from a wide spectrum of qualified observers, the end product will indeed stand the test of challenge and ill-informed changes. This is the way we are going about it, with confidence but with great care.

Now, hand-held, jitter-free viewing at 20x anywhere... with the Mark 1610 Stabilized Binocular.

The Mark 1610 is a 10x and 20x viewing instrument that completely compensates for image loss caused by muscle tremor, accidental instrument movement, and platform vibration. It gives you 99% stabilized viewing performance over a wide range of vibration frequencies, without image degradation or color fringing. What's more, you can change power instantly, without significant blur: *even during panning.*

Three penlite-size batteries, mounted in the unit, supply all the power (less than one watt) needed for operation. As a result of this low power consumption, you get more viewing time between battery changes.

Carry and use the Mark 1610 anywhere. It weighs only six pounds and is built to meet military standards for resistance to salt spray, humidity, corrosion, and shock.

For a demonstration of this exciting new viewing instrument, call or write: Mark Systems Inc., Mark Instruments Division, 10950 North Tantau Avenue, Cupertino, California 95014/(408) 253-8300/Telex: 34-6436.

month's takeoffs

PCS - GENERALS

SENEFF, G.P., Jr., MG

COLONELS

KENNEDY, Richard J.

PRATHER, Herb D.

SHEPHERD, Robert G.

SHEPPARD, Orval H.

LT COLONELS

BAKER, George I.

BAKER, Harold L.

BAKER, Wallace I.

BANKS, Sam A.

BAUGH, Russell E.

BEAM, James D.

BRANNON, Wm. W., Jr.

BROWN, Sam E.

BULKLEY, Morton C.

BUSH, Franklin D.

CHAVES, Robert E.

COMER, John F.

CROW, Eldward E.

PCS - LTCS

CURRY, Paul R.

DAVIS, Robley W., Jr.

DELOACH, William W.

DOME, John R.

DOWNES, Thomas W., Jr.

FALBO, John J.

FITZGERALD, Edgar R.

FLICKINGER, Robert E.

FOWLER, Robert M.

FUCHS, Edmund L.

GODWIN, Ralph L.

HAWKINS, Billy R.

HODGE, Harold L., Jr.

HYMAN, Robert D.

JACKSON, Robert M.

JAYNE, David G.

JOHNS, John L.

KEISTER, Leland W., Jr.

KLINE, Gerald L.

KLOPP, Charles A.

PCS - LTCS

KNAUSS, David S.

KVERNES, Roger W.

LAWRENCE, William A.

LEBLANC, Raoul J., Jr.

LIGGETT, Dale M.

LILLEY, Aaron L., Jr.

LOZANO, Jesse M.

MARTIN, Joseph I.

McGEE, Bernard A., Jr.

MILLER, Roy L.

MORRIS, Thomas L.

MORROW, Charles, Jr.

MOULDEN, Charles T., Jr.

MULLEN, Gordon R.

NUGENT, David

PALCZYNSKI, Donald J.

PARLAS, Joseph L., Jr.

PAULK, Charles M.

PERGERSON, Benard S. Jr.

PERSCH, John T.

PCS - LTCS

PETTY, Lloyd J.

QUINLAN, James A.

RIESTERER, Lavern R.

SMITH, Blair E.

SMITH, Richard C.

STANLEY, Davey L.

STEFANOWICH, Daniel R.

SUDDABY, Arlen R.

TALLEY, John D.

TODD, Edgar F.

TURNER, Albert N.

VOELZOW, Eugene F.

WILDER, Stuart F.

WILLIAMS, Donald L.

WITHERS, Peter C.

WOLFF, William H.

WYLLIE, Clement A., Jr.

MAJORS

ADAMS, William E.

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Maintenance Panel

WASHINGTON, D.C. — MG John Norton moderates a panel at the 11th Annual Army Aviation Contract Services Symposium, sponsored by National AeroSpace Services Ass'n (NASSA) in mid-March. Panelists shown (l-r) are: B. E. Gardner, Spartan Aviation pres.; COL R. J. Dillard, AVSCOM; J. W. Thompson, Curtiss-Wright Director-Overhaul; Joe P. Cribbins, Special Assistant, Army Aircraft Logistics Support; ODCSLOG; Emanuel Kintisch, Procurement Management Review Division of OASA (I&L); and K. E. Miller, LSI Management Services Division President. (Ankers)

PCS - MAJORS

AICKEN, Larry B.

ALTON, Gary O.

BACON, William E.

BAEB, David E.

BALLARD, William G.

BECKEL, Charles E.

BENSON, Theodore D.

BLACK, Robert E.

BOWEN, Frank S., III

BOZNAK, Rudolph G., Jr.

BRADIN, James W.

BRANDEL, George P.

BREEDLOVE, Ben L.

BROWN, John L.

BURBULES, John G.

CASEY, Shaun R.

CEDOLA, Vincent J.

PCS - MAJORS

CHARLES, John D.

CHESSER, Conrad F.

CLAPP, Randolph B.

CLARK, Cleveland A.

COOKE, Charles B.

COX, Billy W.

COX, Marvin B., Jr.

CURTIN, Thomas R.

DAILEY, Raymond C.

DANIEL, James M.

DANILOFF, Frederick D.

DAVID, Ronald C.

DAVIS, Charley B.

DEAN, Edwin B.

DESHIELDS, Charles E.

DICKINSON, Roy B.

DIERKING, Irwin S.

DORSEY, James J.

PCS - MAJORS

DOWNING, Earnest R., Jr.

DROSS, David D.

EVANS, Eulus E.

FOURNIER, David H.

FRASER, Harry L.

FREITAG, Merle

GEORGES, Thomas N.

GOINS, Allen T.

GRAHAM, Charles M.

GRAY, Ronald E.

HARRIS, Edwin H., Jr.

HILL, James R.

HUGHES, James J., Jr.

HUNSUCKER, Charles L.

JEFFERDS, Peter

JESSUP, Morris M.

JOHNSON, Larry E.

JONES, John F.

PCS - MAJORS

JONES, Robert S., Jr.

JONES, Ronald A.

KIEFFER, George W.

KILBURN, Darrell D.

KNISELY, Lynn B.

KNUDTZON, Thomas A.

KNUTSON, Richard H.

KRAHN, Wayne E.

KREULEN, Ray H.

LAGRANDEUR, Ken W.

LAMBERT, Jerry V.

LITTLEWOOD, Arthur R.

LUDLOW, Godfrey

MADIGAN, John E.

MAGUIRE, John H.

MAHER, James C.

McCURDY, John D.

McDONALD, Merle A.

PCS - PAGE 38

The Other Foot!

CORPUS CHRISTI — A Group of 20 Army aviation maintenance training instructors from the U.S. Army Transportation School, Fort Eustis, Va., headed by MAJ William McGlockton (4th from the left, rear row), recently completed a two-day orientation visit of the facilities at the Army Aeronautical Depot Maintenance Center (ARADMAC). Included in their briefings were presentations on FOD, Corrosion and Corrosion Control; and Quality Assurance. The team was also briefed on the ARADMAC facility by its CO, COL Luther G. Jones, Jr. (USA photo)

PCS - MAJORS

McGRAW, Jimmy J.

MOBERG, Robert J.

MOGENSEN, Donald K.

NASCIMBENI, Frank P.

NELSON, George R.

NEWPORT, Dennis E.

OWENS, Bobby L.

PAQUETTE, Roger K.

PAREDES, Robert

PEARLMAN, James T.

PETERSON, Franklin G.

PIERCE, Fred W., Jr.

POE, James F.

POWERS, Davies R.

RICHARDSON, Charles E.

ROBINSON, John D.

ROBY, Robert L.

ROE, Robert D.

PCS - MAJORS

RONEY, George H., Jr.

SCHENKER, Frederick W.

SCHROLL, Robert L.

SHABRAM, Robert M.

SHARE, Louis L.

SHAW, William H.

SHERROD, Dale E.

SINOR, Donald R.

SLUSHER, Billy J.

SOSSAMON, James F.

STOFER, Gerald B.

STRINGER, Paul G.

SUTLIFF, Larry N.

TALBERT, James R.

TALLGREN, Robert W.

THOMAS, Richard W., Jr.

THOMPSON, William A.

TROMBLEY, Thomas H.

PCS - MAJORS

TRUSCOTT, James J.

ULLMAN, Cornell L.

VINSON, Billy R.

VISSERS, Martin R.

WATSON, Dwane C.

WEITZEL, Kenneth P.

WHITE, Jewel G.

WHITE, Leroy

WIARD, Willard L.

WILEY, Noble J., III

WILKINSON, Tary D.

WILLIAMS, Billy G.

WILLIAMS, Jody L.

WILLIAMS, Robert M.

WILSON, Donald C.

WILSON, Max H.

WOMACK, Kenneth S.

WYNN, Thad K., Jr.

PCS - MAJORS

YENGLIN, Donald H.

ZUMBRO, Harold D.

CAPTAINS

ADAMS, Richard D.

ASH, Theodore S., Jr.

BALTHAZOR, Gary P.

BARTLETT, James T.

BROWN, James T.

CAMPBELL, James T.

CASTLE, Herman C.

CLAWSON, Donald E.

COLLINS, Raymond E.

COVEY, James D.

CUNNINGHAM, David E.

DIAZ-PEREZ, Lomberto

DONNELL, Victor L.

DUNNICLIFF, Steven L.

PCS - PAGE 39

SHARPE ARMY DEPOT, CALIF. — Showing the "Mod Look" for United Air Lines, Stewardesses Marilyn Nyre (left) and Christi Kloher model the newest UAL uniforms in a fashion show that presented the airline's stewardess styles from 1930. The fashion show was part of the program at the monthly meeting of the Sharpe Army Depot Chapter of the AAAA March 28. Captain Max W. Campbell, a United Air Lines captain of 29 years' service, was the evening guest speaker at the Chapter function. See page 26. (USA photo)

FORT WOLTERS — Honor students at the March 14 USAPHS graduations were, 1st row, WOC Mark A. Whikehart, winner of the AAAA Certificate for "Outstanding Military Achievement;" 2nd row (l-r), Candidates Kenneth A. Luse (honor graduate, AAAA Flight and Academic Achievement Awards) and Gary A. Hall ("Outstanding Soldier"). In the 3rd row, l-r, are 2LTS Patrick M. Hadfield and Jerry L. Martin. Lieutenant Martin was honor graduate of the officer class and also received the AAAA "Flight Achievement Award." Martin earned AAAA academic achievement honors.

LATHROP, CALIF. — Colonel Thomas L. Lyons (left), Sharpe Army Depot commander and AAAA National Member-at-Large, presents a "Sharpe Fellow" award to Captain Max W. Campbell, a United Air Lines pilot, following the latter's address to the monthly meeting of the AAAA local chapter membership. A native of nearby Stockton, Campbell has logged over 20,000 hours in 29 years of service with the carrier. The members and their wives also viewed the company's airline stewardess fashions over the years, with stewardesses modeling past and current styles. (USA photo)

VAN NUYS — U.S. Army students — all veteran helicopter maintenance men — remove a gas turbine engine from a new AH-56A Cheyenne during the first instruction course for mechanics and technicians who'll support the advanced gunship. The new school has been established at the Van Nuys plant of the Lockheed-California Company, developer of the Cheyenne. At lower left, Lockheed instructor Charles LaMarr gives students a few pointers in procedure. Trained personnel are expected to remove a Cheyenne engine in approximately thirty minutes. (Lockheed)

NOMINATIONS SOUGHT

Nominations for AAAA National Awards are open for the awards period covering March 31, 1968 through March 31, 1969. The "Army Aviator of the Year," "Aviation Soldier of the Year," "Outstanding Aviation Unit of the Year," and the "James H. McClellan Safety Award" winner will be honored at the AAAA Honors Luncheon to be held at the Sheraton-Park Hotel, Washington, D.C., October 17, 1969. Nomination forms outlining awards' criteria serve as "cover sheets" and may be obtained by writing to AAAA, 1 Crestwood Road, Westport, Conn. 06880. Nominations close August 1, 1969.

AAAA Award

FORT EUSTIS — Colonel Selmer A. Sundby (left), project officer for the AH-56A Cheyenne aircraft at Headquarters, USCONARC, Fort Monroe, Va., is shown congratulating 1st Lieutenant Brock M. Nicholson upon the latter's receiving the Army Aviation Association (AAAA) "Certificate of Achievement" as the Distinguished Graduate of Aviation Maintenance Officers' Class Number 1C-69. The presentation ceremony took place at graduation exercises held at Ford Eustis in mid-March. The "Award Program" is sponsored by AAAA's David E. Condon Chapter. (USA photo)

PCS - CAPTAINS

FAYARD, Marshall J.

GARDNER, Terry P.

GRAHAM, Roger D.

HASKINS, Lyle K.

HAYES, Thomas G.

HIGGINS, William J.

HIGHSMITH, Roy A., Jr.

HOSTER, Albert S.

HOWD, James A., Jr.

JOHNSTON, Keith H.

JONES, Warren B.

LANNING, Forest D.

LARSEN, Morrie

LEACH, George Curtis

LETTS, Clifford E., Jr.

LOVELY, Richard H., Jr.

MACEY, Thomas A.

PCS - CAPTAINS

MARSHALL, Stan. B., Jr.

MARTIN, George E.

MARTIN, John S.

MINARDI, James V., Jr.

MONTGOMERY, James M.

MURPHY, Ray E.

NIBERT, Lewis R.

OHLROGGE, Richard K.

OLSEN, Floyd W.

PARKER, Edson O., III

PRESTON, Edward J., Jr.

PRINCIPIO, Marco A.

PUKNYS, Raymond J.

ROCKOM, John

ROUTH, Milton F.

RUSSELL, Guy

SCHERER, Robert J.

SHEARER, Ian C.

PCS - CAPTAINS

SHIELDS, John E.

SIMPSON, Kent T.

SKRIPKA, Frederick J.

SMITH, Bruce E.

SMITH, David R.

SMITH, Elijah H., Jr.

SNIPES, Grover E.

SNOW, Jim D.

STACKHOUSE, Nathan G.

STOEN, John M.

STOOKEY, Frank T.

TRENT, Kenneth E.

TRICKLER, Roger D.

VAN WINKLE, James C.

WICKER, Rush R., Jr.

WILLIAMS, Carlton L.

WILLOUGHBY, Ronald H.

WILSON, Thomas D.

PCS - LIEUTENANTS

ANTON, Robert E.

BALMOS, Edward J.

BECK, Christian E.

CAREY, James F.

CARR, James C.

CLAY, Dennis L.

CONDON, George W., Jr.

DAVENPORT, John D.

ESPY, Donald W.

FAUST, Paul L.

FOSTER, Michael W.

FRAZER, Richard L.

GOULD, Leroy D.

HAMMOND, Hobart G.

HEIDENREICH, John E.

HENDERSON, Charles E.

HOBBY, Jesse L.

JONES, Gary R.

No. 1000!

CULVER CITY — The U.S. Army recently took possession of the 1,000th OH-6A light observation helicopter from the Hughes Tool Company's Aircraft Division. The milestone ship is shown here flanked by 10 desk-top models, each representing 100 full-size Cayuse deliveries to the Army. The ships are being used throughout Vietnam where they have logged more than 300,000 flying hours. LTC Edward M. Browne (in cockpit), LOH project manager for AMC, accepts the 1,000th Cayuse from John N. Kerr, Hughes LOH program director, in the background. (Hughes photo)

PCS - LIEUTENANTS

KEENAN, John P.

LARSON, John F.

2

LEE, Robert M., Jr.

LENT, Victor A.

MARTIN, Douglas J.

MARTY, Larry J.

McFARLIN, John K., Jr.

MILLER, Henry C., Jr.

MILLER, Nicholas L.

MORRISON, William H.

OVERTURF, Vernon R.

REEDER, John J.

RICHARDS, Donald G.

SNYDER, Garry E.

STONE, David M.

TANNER, Harold J.

TROTTER, Donald W., Jr.

WALLACE, Bonnie J.

PCS - LIEUTENANTS

WALZEL, Ronnie W.

WILLIAMS, Melvin J., Jr.

WOODS, Larry R.

CW2 - CW4

AXTELL, George T.

AYE, John R., III

BELL, Nelson E.

BLAMEY, John A., Jr.

BRAMBLET, Steve

BRIGHT, Michael R.

BRINK, Thomas L.

CAMPANALIE, Richard A.

CAMPBELL, Scott S.

CARPENTER, John W.

CHRISTINE, Steven L.

CLEARY, Joseph H.

CLEARY, William H.

COLLINS, Richard F.

PCS - CWOS

COMBS, Franklin D.

DANIEL, Michael W.

DAVEY, Robert J.

DAVIS, Perry J.

DIGMAN, Leslie E.

DONNENWIRTH, Robert G.

DUFFY, Joseph P.

DURR, George W., II

ELLSWORTH, James L.

FAIRCLOTH, Arthur C.

FALLQUIST, Carl A.

Mrs. Carl A. Fallquist

FAYER, John A.

FORT, Foster W., Jr.

FRAIN, Philip V.

FREDERICK, Alan W.

GARTLEY, James R.

GUINN, Render C.

PCS - CWOS

HANSEN, Henry L.

HARDWICK, Robert H.

HICKS, Herbert O.

HIERHOLZER, Anthony G.

HURD, Jason L.

IVEY, William D.

JONES, Clarence T.

JONES, Pat W.

KALOGRIS, Peter R.

KIME, David F.

LANGUILLE, Arthur W.

LAVENDER, Larry E.

LAZO, Gilbert R.

LEWIS, John H.

LITTLE, John L.

MARICLE, Wallace W.

MARSHALL, Norris T.

PCS - PAGE 43

New Commander

LONG BINH (Delayed) — Brigadier General Allen M. Burdett, Jr., (center), receives the green commander's tabs from General Creighton Abrams (left), commanding general of the Military Assistance Command, Vietnam (MACV), and Command Sergeant Major Glen E. Owens (right), as the new commander of the 1st Aviation Brigade. Looking on from the far right is Major General Robert R. Williams, former brigade commander. The 1st Aviation Brigade houses all non-divisional Army Aviation assets in Vietnam — more than 2,000 aircraft and 22,000 officers and men.

PCS - CWOS

MAURAIS, Alton L.

McCAMMON, Lloyd D.

McLEISH, Ronald W.

MILES, Bobby J.

MURRAY, Joseph H., Jr.

NEES, David E.

OBRAY, Preston E.

O'CONNOR, Charles J.

OLROYD, Michael L.

PARSONS, Howard E.

PERRY, Otha L.

POWELL, Louis

PRICE, Frank H.

PURCELL, Thomas D.

RAWLINGS, James R.

REEDER, James L., Jr.

ROACH, Brian W.

PCS - CWOS

ROSAS, Louis J., Jr.

ROSE, Paul F.

ROSS, Gregory G.

SANDROCK, Donald L.

SMITH, Albert G.

SOVIA, Ray E.

STEELMAN, Jimmie L.

THACKER, Ronald J.

THURMOND, Wymond N.

TURNER, Keith W.

VERBEEK, Gerald D.

VIGAR, William A.

WAGNER, Henry M.

WARNER, Charles O.

WHITTAKER, William E.

WILLIAMS, John E.

WILLIAMS, Robert G.

WILSHER, Joseph M.

PCS - CWOS

YOUNG, Lewis W.

YOUNG, Sam L.

WOS

ANDREWS, Dale A.

BAILEY, William J.

BIXBY, Robert A.

CAMPBELL, Melvin L., Jr.

CANFIELD, Robert E.

CARVER, Billy R.

CHAVEZ, Rafael A.

CHESSHER, Davis E.

CHILDERS, Vernon D.

COLLETT, Dennis D.

CRUSE, Greydon D., Jr.

CUNNINGHAM, Larry E.

DAVANAY, David H.

DAVISON, James

EMCH, James K.

PCS - WOS

FABRICK, Robert A.

FARRELL, Louis P.

FOLEY, Kevin M.

FRYE, Rodney C.

GUNN, Deryl K.

HAALAND, Christian O.

HASTY, Wayne A.

HEAD, Alan L.

HEATH, Layne C.

HENDERSON, Billy R.

HOOPER, James M.

HUTSELL, Harold J.

JACKSON, Frederick E.

JAGGERS, Darrell L.

JONES, Park J.

KERNSTOCK, Stephan G.

KING, Dannie C.

KIRK, Norbert W., Jr.

PCS - PAGE 44

ADP Conference

FORT RUCKER — COL Russell P. Bonasso, director of the U.S. Army Board for Aviation Accident Research (USABAAR), is shown addressing the opening session of an aviation accident research data working conference held under the auspices of OCRD. The three-day conference was attended by representatives from all Army agencies whose functions related to aviation safety, and was held to determine what these agencies will require from the new data processing equipment that will soon be in use at the Fort Rucker facility. (USA photo)

PCS -WOS

LADESIC, Albert J., Jr.
LEITCH, Larry D.
MACK, Dennis B.
MATSON, Jack A.
McDONALD, Thomas M.
McFARLAND, Robert L.
McGUIRE, Richard W.
MILLS, Donnell D.
MORENO, David J.
NEALE, Michael F.
PERKINS, Allen D.
PERRIEN, Darrell G.
RUDD, Michael J.
RUSSELL, Gordon T.
SANDS, Charles D.
SCHEY, John J., Jr.
SHOELERMAN, Gary L.
SCHUECKLER, James R.

PCS - WOS

SCOTT, Harold R.
SEFERS, Joe F.
SELLON, Eugene L.
SHURLOW, Alan C.
SMITH, Rabon N.
SPUDICH, Robert P.
STUART, Ronald E.
TAGAI, Lee E.
THOMPSON, Vester L.
THORPE, Thomas E.
TOOTHMAN, Daniel L.
TURNLEY, Richard P.
WALLACE, Dale T.
WALSH, Bernard D.
WHEEL, Craig P.J.
WHITE, Edward L.

ENLISTED

FEAZELL, Ken., Jr., SSG

PCS - ENLISTED

FINDEISEN, Oscar F.,1SG
JEWELL, Robert E., SFC
PEREZ, Jesus M., SFC

RETIRED

CARR, Edwin O., LTC
COTE, George R., LTC
EASTERBROOK, E.F.,MG
FORD, Duane B., MAJ
FYOCK, James L., CWO
JOHNSON, Richard A.,LTC
JUTZ, Donald G., MAJ
LEEDHAM, Don.W., LTC
LUCE, Donald F., LTC
MILLER, William R., LTC
MURPHY, R.H., LTC
NIELSEN, Edw. L., COL
RAWLINGS, M.G., LTC
THOMAS, Edward A., LTC

PCS - RETIRED

WILKINSON, Jesse L.,LTC
WILLIAMS, W.R., COL
WOLF, Gordon J., COL
ZEPPENFIELD, B.M.LTC

ASSOCIATES

ASHWORTH, James E.
AVERA, L.J.
BEIGHLE, Jackson E.
CASNER, Lewis E.
EPPS, Bob C.
FLORES, Jose, Jr.
HEWITT, William
JENKINS, Robert L., Mrs.
LECHOWICZ, Edmund J.
LEWTER, James T.
LINDSEY, Gainor J.
MORRISSEY, William P.

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OBITUARIES

ANTON — At Fort Wolters, Texas, Specialist Fifth Class Thomas Anton, assigned to the 7th Warrant Officers Company, due to an aircraft accident on February 18, 1969; husband of Mrs. Nancy L. Anton, c/o Mr. Joseph Tiegero, [redacted]

BODELL — In Vietnam, Warrant Officer Larry A. Bodell, 307th Aviation Battalion, due to hostile action on February 19, 1969; son of Mr. and Mrs. Clayton R. Bodell, [redacted]

BOEHM — In Vietnam, Warrant Officer William E. Boehm, 101st Airborne Division (Airmobile), due to hostile action on February 5, 1969; son of Mr. and Mrs. Robert R. Boehm, [redacted]

BOIS — In Vietnam, Warrant Officer Richard J. Bois, Americal Division, due to hostile action on March 7, 1969; husband of Mrs. Jeanne M. Bois, 5[redacted]

BRYAN — In Vietnam, Captain Franklin D. Bryan, 9th Infantry Division, due to hostile action on February 25, 1969; son of Mr. and Mrs. Banks Bryan, [redacted].

BUTLER — In Vietnam, Warrant Officer Merle F. Butler, II, 14th Aviation Battalion, due to hostile action of February 24, 1969; son of First Sergeant and Mrs. Merle F. Butler, [redacted].

CARPENTER — In Vietnam, Warrant Officer Walter A. Carpenter, Troop B, 7th Squadron, 17th Air Cavalry, due to hostile action on March 8, 1969; husband of Mrs. Ann K. Carpenter, [redacted]

CASEY — In Vietnam, Warrant Officer Thomas J. Casey, Jr., 1st Cavalry Division (Airmobile), due to an aircraft accident on February 16, 1969; husband of Mrs. Elizabeth B. Casey, [redacted]

CROSBY — In Vietnam, Warrant Officer Arthur A. Crosby, 1st Cavalry Division (Airmobile), due to hostile action on March 1, 1969; son of Mr. and Mrs. Arthur A. Crosby, Sr., [redacted]

DAVIS — In Vietnam, Warrant Officer Ray R. Davis, 14th Aviation Battalion, due to an aircraft accident on March 1, 1969; husband of Mrs. Catherine J. Davis, [redacted]

HAISLOP — In Italy, Major Edward G. Haislop, III, 110th Aviation Company, due to an aircraft accident on February 27, 1969; husband of Mrs. Ellen P. Haislop, [redacted]

HARRIS — In Vietnam, Warrant Officer Edward L. Harris, 14th Aviation Battalion, due to an aircraft accident on March 1, 1969; husband of Mrs. Diane G. Harris, [redacted]

McALLISTER — In Vietnam, Warrant Officer Angus W. McAllister, Jr., 14th Aviation Battalion, due to hostile action of February 24, 1969; son of Mr. and Mrs. Angus W. McAllister, Sr., [redacted]

McGLASSON — At Fort Wolters, Texas, Specialist Fifth Class Malcolm T. McGlasson, III, assigned to the 10th Warrant Officers Company, due to an aircraft accident on March 7, 1969; husband of Mrs. Johanna M. McGlasson, [redacted]

PAPALE — In Vietnam, Warrant Officer Arthur L. Papale, 52nd Aviation Battalion, due to hostile action on February 16, 1969; husband of Mrs. Carolyn A. Papale, Forest Park Apts., Apt. [redacted]

PERRON — In Vietnam, Warrant Officer Normand P. Perron, 52nd Aviation Battalion, due to hostile action on February 16, 1969; son of Mr. and Mrs. Albert V. Perron, [redacted]

POLAK — In Vietnam, Warrant Officer Peter P. Polak, 269th Aviation Battalion, due to an aircraft accident on February 21, 1969; son of Mr. and Mrs. Mitchell J. Polak, [redacted].

ROSE — In Vietnam, Captain Harry Q. Rose, 269th Aviation Battalion, due to an aircraft accident on February 21, 1969; husband of Mrs. Lura F. Rose, [redacted].

1969 "WHO'S WHO IN AA" TO BE PUBLISHED IN JUNE

The third edition of the worldwide Army Aviation Directory (Official title: U.S. Army Aviation 1969 Command and Staff Directory) will be published as the June 30, 1969 issue of "Army Aviation Magazine."

The Directory features name, address, and phone listing information for more than 3,000 military and Department of the Army civilian employees holding staff and command assignments within Army Aviation.

Unit, school, and aviation agency commanders will be forwarded reprints of '68 listings on April 1 for review and updating. Commanders of those units and agencies not listed in the 1968 Directory are requested to write for an appropriate Directory Form in care of "Army Aviation," 1 Crestwood Road, Westport, Conn. 06880.

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