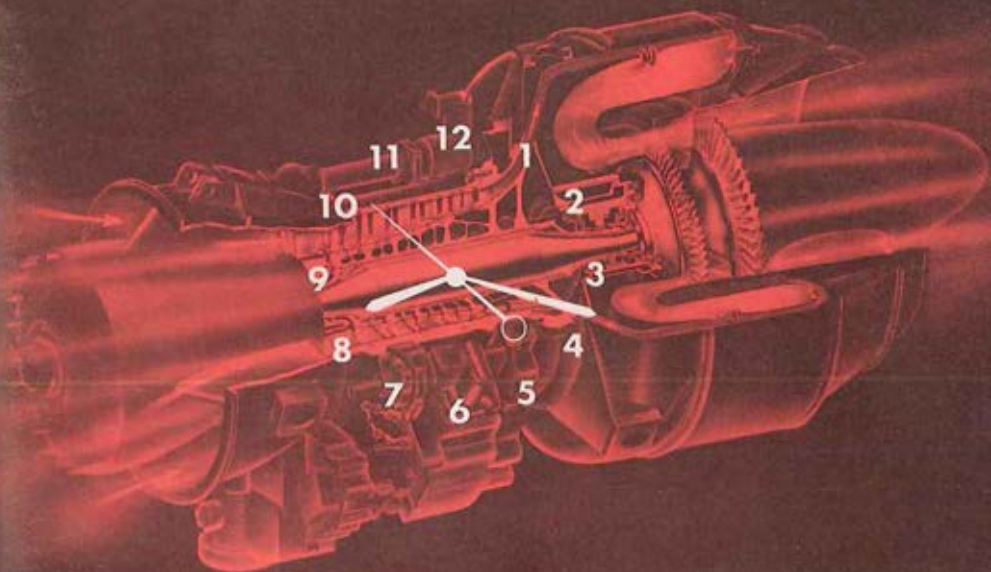


ARMY AVIATION

SEPTEMBER-OCTOBER, 1963



450,000 field hours

Adds up to over 616 solid months in the field. More than 51 years if you count those hours consecutively. That's the amazing flight-time record Lycoming's T53 gas turbine has chalked up. More amazing still—the rugged T53 isn't even windied.

Lycoming

Division—Avco Corporation
Stratford, Connecticut

Chipmunk

PROGRESS



SUMMARY

October, 1963

CHINOOK IN OPERATION "EAGLE CLAW"

U. S. Army CH-47A Chinook helicopters participated in Operation "Eagle Claws" held recently at Fort Benning, Georgia. The exercise involved all elements of the Battalion Task Force of the 11th Air Assault Division. The Chinooks are assigned to Company "A", 228th Assault Support Helicopter Battalion.



Operation "Eagle Claws" permitted the Chinooks to perform a wide range of missions during their first tactical exercise with troops. These missions included: Tactical lift of an Infantry Rifle Company in attack and retrograde employments; Tactical lift of an Infantry Combat Support (Weapons) Company in the attack; Transport of hot foods to troops in the objective areas; Medical evacuation of casualties, and evacuation of prisoners of war. Three CH-47A Chinooks transported approximately 470 fully equipped troops and their support weapons to a designated field area. Support weapons included mortars and 1/2 ton infantry weapons carriers.

BOEING

VERTOL DIVISION

ARMY AVIATION

VOLUME 12

NUMBER 9

SEPT.-OCT., 1963

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STOL



STOL Performance with the Caribou CV-2B

The Caribou takes off in a distance of 725 feet . . . Climbs over 1300 feet-per-minute . . . Out of rough makeshift strips . . . With a military payload of over 3 tons.

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Merging man/machine/mission



U.S. ARMY

OH-5A

*Dimensions of machine matched to man
for inspection and maintenance from three levels:*

- ▶ 1. Ground - access to engine compartment.
- ▶ 2. Intermediate - access to engine top, transmission, upper controls
- ▶ 3. Engine deck - access to rotor head

Hinged access panel
(battery + lights)

Single cowling unit slides aft on
track for full access to engine
accessories, drives and controls.



Access from front seats:
Centralized controls tunnel,
Comm. and nav. equipment,
Quick-remove instruments.
Under seat:
Removable radio package.

Through-compartments open to expose
controls, stability augmentation servos,
oil tanks, battlefield identification
system. Compartment doors are
maintenance platforms
when open.

DESIGNER'S CHALLENGE: Give the Army's new LOH the maintenance simplicity and accessibility to "live with the troops," yet preserve the compact, aerodynamically clean airframe needed for high-speed missions. The OH-5A merges these apparent incompatibles — without compromise.

HILLER AIRCRAFT COMPANY

PALO ALTO, CALIFORNIA • WASHINGTON, D.C.

DIVISION OF ELTRA CORPORATION

IT'S TIME TO MEET ON AAAA AFFAIRS!

By BRIG. GEN. JOHN J. TOLSON
DIRECTOR OF ARMY AVIATION

ONCE again the calendar has turned over to that point in time when we can all gather together at the AAAA Annual Meeting, 22-24 October 1963, in the Nation's Capital. I hope that a large number of the aviators will be able to make the Annual Meeting as well as the AUSA Meeting which starts on the 21st of October.

PLANT COGNIZANCE

The 23rd of August 1963 was another one of those rare milestones in Army aviation. DOD assigned the Army plant cognizance for the Bell Helicopter Plant at Fort Worth, Texas. This is a very significant action and should be good news to many aviators who have fought for



so many years for permission for the Army to buy the aircraft that it needs.

PAINT

There have been many arguments over a long period of time as to whether Army aircraft should be painted and in which color. The question really came into focus on the procurement of off-the-shelf training aircraft. Here, for the first time, is an Army aircraft which will not be used in the field, and the question was whether the aircraft should be painted "OD" with fluorescent, anti-collision paint or the international orange which is so well known to our training installations. The solution literally jumped out of the paint and appears to be a practical one of not painting the aircraft at all, which would then give us in our training fleet a silver aircraft with the characteristic fluorescent, anti-collision paint markings on the nose, wings, and tail.

SOLO FLIGHT

On the 27th of August 1963, Dr. Harold Brown, Director of Defense

MOBILITY PANEL

■ Maj. Gen. Clifton F. von Kann, CG at Ft. Rucker, and Brig. Gen. Harry W.O. Kinnard, CG of the 11th AAD at Ft. Benning, will be two of the participants in an "Army Air Mobility" panel discussion to be conducted on Oct. 22 at the AUSA Annual Meeting. Moderating the discussion will be Lt. Gen. Arthur G. Trudeau (USA-Ret.). Other panelists include Maj. Gen. Alden K. Sibley, commander at MOCOM; Maj. Gen. Edward L. Rowney, Special Asst for Tactical Mobility, D/A; and Mr. Fred Wolcott of the Research Engineering Corporation. ■■

Research & Engineering made his solo flight in an Army L-19 at Davison U.S. Army Airfield, Fort Belvoir, Virginia. I had the distinct privilege of congratulating him on his fine performance after completion of the flight.

AIR FORCE FIELDS

In case you haven't already received the word.....

Unless you have "official business" to conduct at the Air Force bases I will list below, do NOT land at any of them. The reason why USAF is getting a bit touchy about this is simply because Army aircraft create several problems. Mixing a few Army aircraft in with intense jet student pilot traffic isn't the most attractive flying situation at best. (All of the enumerated fields are pilot training fields.) In addition, these bases are not manned to handle any appreciable amount of transient traffic.

Our friends in blue were polite but firm in requesting that we please adhere to the rules of the "official business" game. They define it as business in the interest of the U.S. Government which personnel aboard an aircraft must conduct with personnel, units or organizations at or near the Air Force base concerned.

Of course, aircraft in distress will be accepted.....so don't land in the cow pasture or the pea patch next to the airfield because of what I have said above.

The Air Force bases are: Craig, Moody, Vance, Reese, Laughlin, Laredo, and Williams. Plan your flights so that your fuel stops will be elsewhere.

S FOR SUPERCHARGED

At fighting altitudes this new Army turbo-supercharged OH-13S Sioux has constant payload capabilities and sea level performance over a wide range of temperatures. With greatly increased hovering ceilings, improved rates of climb, stability and control response, the OH-13S is ideal for combat reconnaissance, aerial observation and armed combat missions with air cavalry troops in air assault and ROAD divisions. Bell's famed H-13 Sioux has been in service with the Army for over 16 years. Now, the improved turbosupercharged OH-13S meets rugged Army requirements for superior design, increased performance.. perfect for "shoot and scoot" type action. Created to help fulfill the air cavalry role in the Army's air mobility concept, the Bell turbosupercharged OH-13S is being delivered *on schedule*, right now.

Fighting companion to the heavily armed UH-1 Iroquois, the Bell OH-13S Sioux outperforms all other helicopters in its class.



**BELL HELICOPTER
COMPANY**

Fort Worth, Texas • A Division of Bell Aerospace Corporation

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WORLD
STANDARD
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MILITARY & COMMERCIAL HELICOPTERS



■ LEFT: Colonel Henry H. McKee, center, Fourth U.S. Army Aviation Officer, discusses the Army's OH-23D helicopter used in training student helicopter pilots at the U.S. Army Primary Helicopter School at Fort Wolters, Texas. Colonel Jules E. Gonseth, Jr., right, commandant at USAPHS, and Lt. Colonel James W. Hill, Jr., left, assistant commandant, are shown chatting with the Fourth Army official. Having recently returned from USAREUR, Colonel McKee has been touring Fourth Army installations and spent several days in late September on an orientation visit of helicopter school facilities.

■ RIGHT: Major General C.W.G. Rich, left, Commanding General of the U.S. Army Infantry Center, Fort Benning, Ga., is shown congratulating Colonel Curtis L. Hankins upon his recent redesignation as Master Army Aviator. On hand to congratulate the commander of the Lawson Army Airfield Command are Brigadier General Robert R. Williams (2d from left), Commanding General of the Training, Evaluation and Control Group at Fort Benning, and Brigadier General Harry W.O. Kinnard (far right), Commanding General of Fort Benning's 11th Air Assault Division. (U.S. Army photos)



REORGANIZATION

With four new spaces and officers to fill the spaces assigned to the Aviation Directorate, the Plans, Programs, and Review Division was reactivated once again. This division is headed by Lt. Col. Charles Haydock.

GUIDELINES

The Operations, Training, and Safety Division is hard at work to update the Army Aviation Guidelines so that the entire Army Aviation Program can be tied together in one document. We are working for a completion date of 1 January. Although there is a tremendous amount of detailed work that has yet to be

done, it would appear that we can make this date.

MORE FUNDS

Word was just received that the Senate reinstated funds for the purchase of off-the-shelf helicopter instrument trainers.

PERSONNEL

New members who have joined the Directorate staff recently are Col. Grady F. Lilly, Lt. Col. Harry C. Beaumont, Lt. Col. William C. Boehm, Lt. Col. Dallas O. Dawson, and Maj. Harold L. Wheeler.



Hope to see you all during the Annual Meeting!

SKY SOLDIER I



FOR those aviators who are not stationed at Ft. Benning, this latest airmobile exercise may be unheard of or unknown. However, "Sky Soldier I" is a most critical exercise with regard to Army aviation. This exercise is being used as the vehicle for the unit tests of the new airmobile forces organized at Ft. Benning.

"Sky Soldier I" is a three-week exercise being conducted at Ft. Stewart, Georgia, and consisting of four distinct phases. During this exercise the 11th Air Assault Division, under command of Brigadier General Harry W.O. Kinnard, and the 10th Air Transport Brigade, commanded by Colonel Delbert Bristol, will conduct a series of field exercises designed to prove the airmobile concepts. The aircraft of Colonel George P. Seneff's Aviation Group combined with the Infantry

of Colonel George Beatty's brigade will provide the first direct testing of the Howze Board concepts.

OPERATION DEEP FREEZE

In response to a DA directive to support the American Science Foundation with their project in Antarctica during FY 64, USCONARC recently activated the 62nd Transportation Detachment (Medium Helicopter) at Ft. Eustis, Virginia. This detachment will operate three HU-1Bs specially configured for the Antarctica environment.

It is expected that the detachment will provide the necessary airlift for scientific expeditions in the McMurdo area beginning 25 October 1963. During mid-November the HU-1Bs will be disassembled at McMurdo for transport in C-130s to Byrd Station where the helicopters
(Continued on the Next Page)



Every second saved



can save a life True close support: it's the Army Mohawk's ability to be "one of the troops" . . . to land and take off from frontline fields that are little more than cow pastures . . . to fly at treetop level as slow or as fast as needed . . . in any kind of weather. All this adds up to trigger-fast responsiveness—intelligence now, not hours from now. That's the Grumman Mohawk, the "elevated eyes" of the Army that watch out for the guys on the ground.

GRUMMAN

Aircraft Engineering Corporation

Bethpage, New York



will be reassembled for ferry flight to the primitive Sentinel Mountain area.

The 62nd Detachment is commanded by Major Paul M. Cagle who is ably assisted by the following assigned personnel: Captain James B. Muck; CWO-1 William L. Dunbar; CWO-2's Kenneth W. Wilson, Richard G. Watlack, and Ronald B. White; Sergeant (E-6) Herbert J. Frazier; and SP-5's George F. Hall and John M. Herrin. Mr. Charles Ruether and Mr. James Smith from Bell Helicopter and Lycoming, respectively, will provide technical assistance.

During its "southern" tour, the 62nd Transportation Detachment will be under the operational control of the U.S. Navy, Antarctica; departing CONUS on or about 10 October via U.S. Air Force Airlift. All personnel are expected to return to CONUS in March 1964. Our very warmest, repeat, WARMEST, wishes accompany Major Cagle and his able assistants in their support of the American Science Foundation projects in Antarctica.

FT. LEE ACTIVITIES

Major General H.L. MacKintosh, CG at the Quartermaster Center at Ft. Lee, Virginia, is definitely air-minded and his support of the airfield is apparent. Although relatively small in size, the airfield at Ft. Lee is highly efficient and is operational 24 hours a day. Captain J.L. Thomas is the airfield commander and is assisted by Captain G.J. Woods, Operations Officer; Captain C.D.

The CONARC REPORT is prepared as a joint report by the Avn Division.

Green, Maintenance Officer; and Captain Robert L. Sweeney, Supply Officer. These four officers are responsible for all operations and maintenance as well as flying the four aircraft assigned (H-8, H-6, H-1, and O-1).

In addition, there are five other aviators now assigned at Ft. Lee who utilize the aviation facilities, and these are: Major J.J. Peppard, Jr., and Captain Robert A. Donahue, 2nd Logistical Command; Lieutenant Colonel Walter S. McKuch, CSSG; and Major Leland G. Wanken, Staff Aviation Officer. Major Clay Davis is the liaison officer from USAF-VNS. Approximately 20 USAF aviators from the nearby SAGE system also use the field and three Air Force aircraft are stationed here.

R&D SYMPOSIUM

An extremely interesting and highly informative presentation on "State of the Art" in helicopter development was presented by the Bell Helicopter Company at their Ft. Worth plant, September 17-18. The conferees included those in development and the users of helicopters.

Ranking USCONARC representative was General Harry W.O. Kinard. CONUS Armies were represented by Colonels David Cogswell from Third Army and Henry McKee from Fourth Army. Colonel Seneff from the 11th Air Assault Division and Greg Olney from the 10th Air Transport Brigade rounded out the USCONARC participants.

There were, of course, a large number of R&D personnel from DA and AMC, to say nothing of civilian



OH-4A RECEIVES FINAL TESTING

Bell Helicopter Company's Model 206 light observation helicopter (LOH) has entered the final testing phase before delivery to the U.S. Army. Designated the OH-4A by the Army, the Model 206 will compete with models from two other manufacturers in a 6-month Army evaluation program. The 206 has exceeded 120 knots and the 18,000 ft. mark.

AA AWARDED ROK CITATION

RIGHT: Republic of Korea Minister of National Defense Sung Eun Kim pins the ROK Order of Service Merit, 5th Class, on Maj. Leonard Dennis, ARD, 4th US Missile Command, for his heroic and humanitarian actions displayed while saving 33 Korean farmers who were in danger of being drowned while stranded on an island during the heavy rainfall of July 17. (USAphoto)



specialists from Army and NASA. In an effort to make a truly "democratic" gathering, Air Force, Navy and Marine officers were also in attendance.

Our sincere appreciation goes to Ed Ducayet, Hans Weichsel, Cliff Kalista, and Johnny Oswalt as well as to the many other Bell staff members who made this gathering a decided success.

AVIATION CONFERENCE

It has been customary in past years to have an annual meeting of Army Corps, and Division Aviation officers at Headquarters CONARC. The meeting for 1962 was cancelled because of the Cuban crises. It is anticipated that the fourth annual USCONARC aviation conference will

be held in November or December. A very interesting and informative agenda is planned with more details to be provided later.

CH-47A COORDINATION

Major E.J. Hammack, Equipment Requirements Branch, Aviation Division, Headquarters USCONARC, attended the CH-47 System Coordination Group meeting at Mobility Command, Warren, Michigan on 18-19 September 1963.

Among the attendees were Lieutenant Colonel Silver and Major Hawkins from the 11th Air Assault Division; Captain Setzer from Aviation School, Major Dugger representing the Transportation School, and Major Sault from Ft. Gordon.

Despite initial shortcomings, it was apparent during the course of the meeting that much headway is being made in solving the difficulties experienced in reaching the desired level of aircraft availability. We hope to see great results with the Chinook during the forthcoming testing of the Air Mobile Units.

UNIT INSIGNIA

Although company-size aviation units are not officially authorized unit crests and distinctive insignia, almost all companies and most detachments have some type of emblem or insignia.

The ROAD Aviation Battalions are authorized distinctive unit insignia and the design is provided by the heraldic branch of the Quartermaster. Generally, the unit is given an opportunity to make a selection and recommendation as to what they desire.

Unit insignia are an excellent means of increasing esprit. Headquarters USCONARC is planning a display of all these insignia and we would greatly appreciate your sending us a copy of your current insignia, either official or unofficial. We are trying to standardize on an 8" x 10" size, in color if possible, and even better, on a wooden background. Please send your drawings or model crests to USCONARC, Aviation Division, Ft. Monroe, Virginia, ATTN: Major Roy Lechner.

MAINTENANCE CONFERENCE

The aircraft maintenance section of New Cumberland Army Depot under the supervision of Lieutenant Colonel Ramon F. D'Elosua will hold

its first annual maintenance conference during the third week in October. This conference will provide a means of user-supporter discussions between depot personnel and all the Army posts and units serviced by New Cumberland.

This is another first for the progressive aircraft maintenance facility at New Cumberland and it promises to answer a great many questions that many of the using units in the field have concerning maintenance and supply operations at depot level.

PERSONAL ITEMS

The USCONARC Flight Detachment leads the list again with news items. Captain F.C. Adams has arrived from Southeast Asia to assist in maintaining a first class flight detachment. Captain Adams is probably one of our most experienced aviators and we certainly welcome him to Headquarters USCONARC.

Major Charles Shores has arrived from Ft. Rucker with a new instrument examiner's ticket and is now putting his many acquired skills to good use and striving to maintain the many staff aviators in a current and proficient status.

Word has been received that four additional aviators will be assigned to bring the detachment up to date. Among the four are Major R.C. Winsette and Major J.R. Murray. We look forward to seeing them. Headquarters USCONARC aviators welcome Major R.E. Moore who has just returned from Germany and the 59th Helicopter Company (CH-34). Ray will work with DCSLOG Transportation Services Division.

VIETNAM REPORT

BY LT. COLONEL KENNETH D. MERTEL U.S. ARMY SUPPORT GROUP, VIETNAM



BATTLEFIELD RECOVERIES

A typical battlefield recovery of a CH-21 a few days ago may be of interest to all. A CH-21 on a combat support mission executed a forced landing due to engine failure, making a successful autorotation into a rice paddy.

An accompanying CH-21 landed immediately and recovered the crew, weapons and communications equipment. A call on the radio to the parent Airmobile Company resulted in the initiation of the recovery

through the Corps Combat Operations Center operated by one of the aviation battalions. First was the coordination of ground security forces to secure the area against Viet Cong attack or harassment during the recovery. Next the call for armed helicopters to provide escort for the CH-21 transporting the recovery crew and also to escort the Mojave to a staging area near by where it waited for the

(Continued)

Hughes makes news in air mobility!

Hardly more than a generation ago, practical rotary wing flight was largely a promise.

Since just after World War II, when the Hughes Tool Company/Aircraft Division embarked on helicopter development, the industry has grown more capable of meeting the need for new and better craft.

However, the contributions the rotary wing industry can make are just beginning. These examples of Hughes Tool accomplishments, and its plans for the future, demonstrate this fact. For, today, rotary wing flight holds the promise of revolutionizing man's transportation patterns.

The Hughes Tool Company/Aircraft Division is putting all of the ingenuity, skill and resources at its command into making that promise a reality.



The Hughes XH-17—First Large Pressure-Jet Flying Crane. Flying at a gross weight of 47,500 lbs., the XH-17 proved the feasibility and the advantages of jet power for rotary wing craft. Built and demonstrated at the Hughes Tool Company/Aircraft Division facilities in Culver City, California, the XH-17 flew numerous tests from 1952 through 1955. This invaluable experience—in the techniques of jet engine installation, in the design of complex ducting, in the development of pressurized structures—has led to several new Hughes advancements in turbine powered craft.

The HO-2 Met or Exceeded All Guarantees. Designed specifically to meet the Army's need for a low-cost, light two-place helicopter, the HO-2 prototypes were outstanding demonstrations of Hughes Tool Company capabilities. With a high power to weight ratio, small rotor diameter, rugged structure and over-all simplicity and integrity of design, the HO-2 easily met or exceeded all guarantees.



The Hughes 269A Cuts Commercial Helicopter Costs in Half. In volume production at Culver City, the Hughes 269A has met with immediate commercial success. At the low cost of \$22,890 and delivering top performance at a 13¢ per mile cost, the 269A fills an important civilian transportation need. Owners praise the 269A's 360° visibility, its very high maneuverability, responsive controls, unusual stability and ability to get in and out of small areas.



The OH-6A—4-Place LOH for the U.S. Army. Winner of a development contract in the Army's Light Observation Helicopter program, Hughes Tool will deliver five OH-6A prototypes for evaluation. The OH-6A will have forward speeds in the 140 m.p.h. class. Its payload will exceed 1,000 lbs. Its compact size, small rotor diameter and folding blade features will enable it to operate from tight quarters and provide for easy concealment. Taken together, the OH-6A's capabilities promise exceptional performance over the mission spectrum, from combat recon through logistic support.



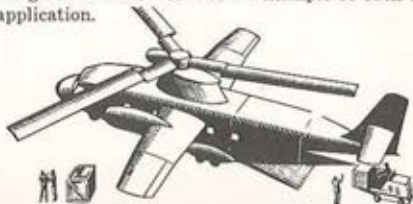
Hughes 4-Place, Turbine-Powered 369 Civilian Helicopter. Adapted from the Hughes Tool Company's OH-6A design for the Army, the 369 would fill the important need for a low-cost 4-place helicopter for civilian use. It would offer the same high speeds and high load capacities as the OH-6A. And compact size would allow more efficient operation for all types of applications.



Revolutionary Hot Cycle Rotor System. The Hughes Hot Cycle Rotor system promises a major breakthrough in vertical lift economy. Fuselage-mounted turbojets supply high energy gas through ducts to the blade tips to drive the rotor. Light ducting is substituted for heavy, complex power turbines, gear boxes, shafting, tail rotor. Under Army contract, work is progressing on design and construction of the XV-9A Hot Cycle Research Aircraft, below.



Hughes Hot Cycle-Powered "Flying Crane." The simplicity and light weight of the Hot Cycle Rotor System promises to provide heavy lift helicopters with economy and performance greatly surpassing existing systems. The 20-ton payload flying crane design illustrated above is an example of such an application.



The Hughes Military Compound Jet VTOL Transport. This advanced VTOL concept utilizes the efficiencies of the Hughes Hot Cycle Rotor System to their fullest advantage. For vertical lift, the high energy gases drive the rotor. For cruise flight, the gases are used to drive ducted fan propulsion units. This compound configuration provides a 5-ton payload, 500 nautical mile radius capability with an aircraft empty weight of just 13,000 pounds. Advantages of such a military VTOL would include: self-deployment with a ferry range of 2,500 nautical miles, high cruise speed of 250 knots, multimission flexibility and low maintenance. The Hughes Compound Jet VTOL promises a major breakthrough in operating economy — offering costs less than half those of existing VTOL aircraft.



Outstanding Design and Production Capability. At Culver City, California, the Hughes Tool Company/Aircraft Division has one of the industry's most complete rotary wing facilities — now producing Model 269A helicopters at a one per day rate in its over 400,000 square foot manufacturing complex. The Hughes Tool Company/Aircraft Division has the imagination, the experience, and the production capabilities which will help keep it a leader in the rotary wing world of tomorrow.

Hughes Tool Company
Aircraft Division, Culver City, California



downed helicopter to be prepared for recovery.

In the meantime a B-26 or a couple of T-28's have been scrambled by the Vietnamese Air Force to orbit the scene of the downed helicopter to provide fire support for the recovery crew and ground security forces. It is amazing how the orbiting fighter aircraft or armed helicopter will keep the Viet Cong in place - they are not about to take a chance on exposure to the devastating fires from the armed helicopters or the fighters.

AERIAL CP

At the same time, a U.S. medical helicopter is also at the staging area immediately available in case there are U.S. casualties. The whole operation is under the control of an aviation commander who is airborne in a TO-1D. From his aerial Command Post the aviation commander directs the recovery operation of a downed helicopter, maintaining communication with all elements: the ground security forces through the MAAG Advisor - the supporting tactical aircraft - the armed 'copters - the medics - the recovery site (by PRC 10) - the waiting H-37 - and the Corps Combat Operations Center.

Quite quickly, the engine has been dropped, blades removed and recovery slings attached. A call to the airborne CP and the H-37 and armed helicopters are dispatched. The huge ship arrives and hovers majestically over the downed helicopter - the slings are attached - and the crippled CH-21 is gracefully plucked from a very wet rice paddy to the

tune of accompanying cheers from the recovery crews standing waist deep in water.

The downed helicopter is moved to the secured area - dropped gently to the ground - the Mojave wings back to the recovery sight to pick up the engine - this time followed by a CH-21 and the armed escorts to pick up the recovery crew and tools and equipment. A few hours later the recovered helicopter has been repaired and returned to its parent unit or if too badly damaged - it is returned to a field maintenance unit by the CH-37.

ARMED ESCORT

Back at the recovery site, other CH-21's come in and quickly pick up the ground security troops and return them to their locations - supporting tactical aircraft are released and all helicopters including the medics are escorted by the armed Huey's back to their home bases. Another successful recovery and another helicopter back in operation and a few hundred thousand dollars saved for Uncle Sam.

UH-1 RECOVERY

The routine is little different if it is a Huey that is down - except perhaps a bit simpler and quicker. The blades are quickly removed and the whole ship plucked out by the hovering Mojave. Some of these recovery operations have been executed in 30 minutes after arrival of the first elements of the recovery crew on the scene.

The whole recovery operation is a scene of excellent cooperation and control on the part of all, working



An exceptional record of performance has earned for Continental aircraft engines—for utility aircraft and a wide range of ground support equipment—important assignments in the overall job of Free World defense. Continental Motors finds solid satisfaction in this accomplishment. It is proud, also, of its role as principal source of engines for the world's leading aircraft for business and personal use—the power, economy and dependability to assure their ever-wider use.

CONTINENTAL MOTORS CORPORATION



AIRCRAFT ENGINE DIVISION

MUSKEGON • MICHIGAN

as a team to accomplish the mission regardless of the obstacles, adverse weather and the Viet Cong.

OLDTIMERS ROTATE

More and more old timers are bidding farewell to comrades as tours of duty end and replacements arrive. The 45th Aviation Battalion recently bid farewell to its Executive Officer, Maj. Richard D. Kisling; the Operations Officer, Maj. Richard K. Bastian and the Commanding Officer of the 120th Airmobile Company, Maj. Darwin D. Beauchamp.

Major Kisling, former commander of the 117th Airmobile Company (old 8th) as well as Executive Officer of the Battalion was replaced by Maj. Francis J. Lopes. Major Kisling leaves behind an outstanding performance of duty in both jobs to go to Fort Hood, Texas where he will assume duties in the 2nd Armored Division. During his varied tour, he has accomplished much to make his old unit a number one fighting combat aviation company. In the process he has earned his share of Air Medals as well as the Purple Heart. Prior to his departure he was recommended for the Legion of Merit in partial recognition of his outstanding efforts and ability.

NOTEWORTHY RECORD

Major Bastian departs for St. Louis, Missouri where he will assume duties in the U.S.A. Surface Materiel Command, having been replaced by Maj. Al Hooker, the new Operations Officer. Major Bastian's record is most noteworthy including considerable time in the 120th Airmobile Company. He has seen count-

less rice paddy landing zones from the front seat of a CH-21 as well as directing the planning for numerous others.

TOP PERFORMANCE

Major Beauchamp departs after 12 months as Commanding Officer of the 120th Airmobile Company, probably one of the longest tours in that capacity in the Republic of Vietnam. The 120th has always performed in an "outstanding" manner in every capacity and has never failed a mission. This unit, one of the first over here as the old 57th, has gained more experience in conduct of counterinsurgency airmobile operations than probably any unit in the U.S. Army.

UNIT FAREWELL

One recent newspaper article aptly called them "The Deans" of helicopter units in the Republic of Vietnam. I doubt if few will actually argue with this statement. At any rate, Maj. Beauchamp has worked long and hard to make the unit the veteran that it is. This was recognized officially in a recent recommendation for the Legion of Merit. Command of the 120th was turned over to Maj. Patrick N. Delavan in a recent change of command ceremony. On departure from Tan Son Nhut, a fly over by a flight of five CH-21's from his old unit bid Maj. Beauchamp a spectacular farewell and good luck in his new assignment. The best of luck to all three of you and thanks for your outstanding performance at your respective jobs. Bon Voyage.

'62 - '63
WINNERS
OF AAAA
NATIONAL
AWARDS



Colonel James F. Wells, one of the Army's earliest pioneers in the field of aviation accident research, has been named the recipient of the "James H. McClellan Aviation Safety Award" for 1962-1963.

Currently assigned to the Southern Area Advisory Team of the Military Assistance Advisory Group, Republic of China (Taiwan), Colonel Wells will receive the coveted Aviation Safety Award at the Honors Luncheon of AAAA on Thursday, October 24.

A key action officer at the Department of the Army level on all matters pertaining to aviation safety during the critical expansion years after the Korean War, he has been instrumental in applying a research approach to the subject of aviation safety which properly placed this field of endeavor in a different light from standard safety.

He was largely responsible for the establishment of the U.S. Army Board for Aviation Accident Research and, following, his tour at the Department of the Army, Col. Wells served as the President of this organization during its formative stages.



Col. Wells

During this tour, Colonel Wells lectured at many of the annual flight safety forums on the special problems of Army aviation. This, in turn, demonstrated the great contribution which Army aviation has made and will continue to make in the field of general aviation. He also did much to sponsor and assist the coordination of aviation medicine and Army aviation safety in the U.S. Army.

Through his strong and successful efforts aviation safety was made a command matter, rather than a routine matter for staff supervision. This change has had a beneficial effect on the over-all safety situation in the Army.

Finally, Colonel Wells established strong liaison links for the Army with counterpart Navy and Air Force safety activities which resulted in a beneficial flow of information among the interested elements of the three Services.

RESEARCH PIONEER TO RECEIVE SAFETY AWARD

JAMES H. McCLELLAN
SAFETY AWARD FOR
1962-1963 WON
BY COL. JAMES F. WELLS



**... payloads or
promises?**

On the front line, the need for supplies is urgent. To fulfill that need, LTV teamed with Hiller and Ryan to develop the XC-142 — the first and only V/STOL aircraft with payload capabilities for operational missions.

Rather than a V/STOL prototype based on unproven new concepts, the XC-142 was conceived as a four-engine turboprop transport capable of moving 4 tons of cargo at 250 kts. A tilting design with deflected slip-stream gives it the V/STOL capability it needs.

This no-nonsense approach to the problem has produced an aircraft with the ability to take off vertically, carry an 8,000-lb. payload to an unprepared site, hover ten minutes if required, land and offload, then take on a 4,000-lb. cargo for the 200-mile trip home. It can be ferried 2,600 miles at 25,000 ft. and 240 kts. or carry a 20,000-lb. payload 400 miles in conventional flight configuration.

Basic design on the XC-142 is complete and the first flight is scheduled for summer of next year — an aircraft ready to deliver payloads, not promises. Chance Vought Corp., Aeronautics and Missiles Division, P. O. Box 5907, Dallas, Texas. A division of Ling-Temco-Vought, Inc.

LTV LEADERSHIP THROUGH VERSATILITY

VIETNAM'S UTTHCO NAMED OUTSTANDING AVIATION UNIT

UH-1 IROQUOIS UNIT
RECEIVES HUGHES
TROPHY FOR SUPPORT
OF ARMY MISSION

Selected as the "Outstanding Aviation Unit" for 1962-1963, the United States Army Utility Tactical Transport Helicopter Company pioneered the art of providing armed helicopter escort for troop transport helicopters, developing and perfecting techniques that provided the best possible protection for the slower and less maneuverable transport aircraft.

Since its organization, the unit has made significant contributions to the advancement in the tactics and employment of Army aviation in combat.

A summary of the unit accomplishments during the 1 April 1962-31 March 1963 "awards period" covers the broad list of achievements of this Vietnam-based unit.

In the Spring of 1962, the UTTHCO developed an improvised weapons system, designing, fabricating, and installing a machine gun and rocket weapons system for its UH-1A helicopters. This improvised system was employed effectively against Viet Cong insurgents later that Fall.

In May of 1962, the UTTHCO was deployed from its home station in

Okinawa to support SEATO forces in Thailand. During the period May through September, 1962, the unit, operating under tactical field conditions, supported Joint Task Force 116 and the 27th Infantry Battle Group, participating in field training exercises, conducting airmobile operations, and presenting tactical and armed helicopter firing demonstrations for many SEATO military leaders in Thailand.

DISPLACED TO VIETNAM

In October, 1962, the UTTHCO was displaced to Vietnam, and following an extremely short 2-week period of preparation, the unit was actively engaged in supporting combat operations in Vietnam. Since its arrival, the company developed aerial escort tactics which they utilized during 3,280 sorties while logging 3,558 combat support hours.

In November-December, 1962, the UTTHCO integrated new equipment into the unit and continued to support all combat missions without interruption. During this period the company was issued twenty new UH-1B Iroquois, factory-equipped with the XM-6E3 (7.62mm quad machine gun) subsystems. With no interruption in combat support, the unit provided transitional training to its pilots and conducted gunner qualification on the new armament system.

As a result of the experience gained through combat operations and earlier fabrications, the unit established a requirement for an integral rocket weapons system that could be employed against those targets not affected by the XM-6E3 weapons system. To satisfy the above requirement, the company added the sixteen-tube 2.75 inch rocket sub-

system to be used in conjunction with the XM-6E3. This attached rocket system has proved highly effective against dug-in Viet Cong insurgent forces.

During March, 1963, the unit experimented with new counterinsurgency tactics, joining with MAAG personnel of IV Corps, Army of the Republic of Vietnam (ARVN) in conducting the first heliborne operation against Viet Cong villages located in the lower Mekong Delta region of Vietnam. The operations of "Eagle Flight" - perhaps the most effective and efficient yet conducted in Vietnam - may result in a major revision of heliborne tactics in this country.

ACTIV TEST

Superimposed on the unit's mission of providing aerial escort for transport helicopters was the requirement to provide a test unit for the Army Concept Team in Vietnam (ACTIV) test: Operational Evaluation of Armed Helicopters.

This test extended from October, 1962 through March, 1963 with the unit accomplishing its assigned mission of support, while providing the additional data for both basic and side test requirements of ACTIV.

Called upon continuously to conduct many briefings and demonstra-

tions, the unit's performance has been exemplary. Many distinguished civilian leaders of the U.S. government, members of the press, and high-ranking officers of the U.S. and foreign governments have gained a great appreciation of armed helicopter concepts, tactical mobility, and the overall combat utility of Army aviation. Here again, these briefings were conducted without any interruption in the basic combat support mission of the unit.

COMPLETE TURNOVER

During the Winter months of '62-'63, the UTTHCO underwent a complete turnover of aircraft and a major turnover of personnel. Through meticulous planning and the vigorous execution of a comprehensive training program, the unit was able to effect these changeovers without degrading its over-all combat effectiveness.

Cited through numerous Letters of Appreciation and Commendation, the UTTHCO as supported by the 571st Transportation Det (Aircraft Maintenance) is indeed an "aviation unit that has made an outstanding contribution to or innovation in the employment of Army aviation OVER AND ABOVE THE NORMAL MISSION ASSIGNED TO THE UNIT."

PREVIOUS AWARD WINNERS

1956-1960

First Reconnaissance Squadron (Sky Cavalry), 2d U.S. Army Missile Command (Medium), Fort Carson, Colorado

1960-1961

937th Engineer Company (Aviation)(Inter-American Geodetic Survey) Fort Kobbe, Canal Zone

1961-1962

45th Transportation Battalion (Helicopter) with attached 8th, 47th, and 93rd Transportation Companies and the 18th Aviation Company

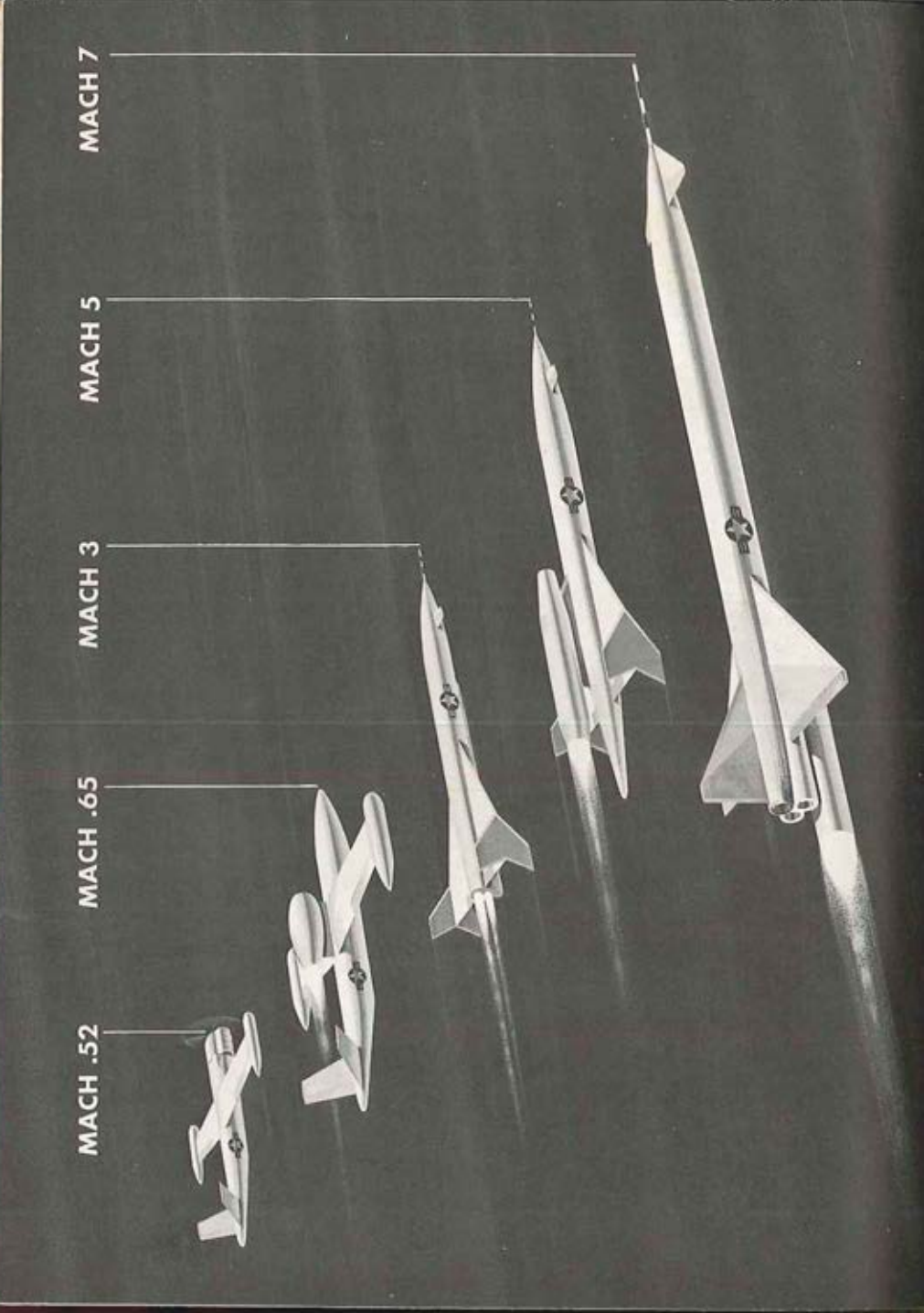
MACH .52

MACH .65

MACH 3

MACH 5

MACH 7



Now, what's beyond Mach 7?

Beech "Imaginity" in missile target systems is finding out

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tudes of 90,000 feet. It gives today's most advanced weapon systems a realistic challenge to their capabilities.

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This kind of probing into the future, plus Beech "Imaginity" in design, development, fabrication and testing has given Beech a head start on development of the advanced missile systems that will be needed for tomorrow's training and air defense requirements.

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CAPTAIN Emmett F. Knight of the Aviation Branch (TOPED), at the U.S. Army Transportation School, Ft. Eustis, Va., was selected as the recipient of the 1962-1963 "Army Aviator of the Year Award" sponsored by the AAAA.

Nominated for his outstanding performance of duty while serving as Operations Officer of the 57th Transportation Company (Lt Hel) in Vietnam during the award period of April, '62 through March, 63, Capt. Knight received the largest number of individual and unit "award recommendations" ever received by the AAAA National Awards Committee.

Captain Knight planned, organized, and coordinated the missions of the troop-carrying 57th Transportation Company in combat operations, being responsible for the successful execution of the first helicopter combat operation performed by the U.S. Army against an enemy of unknown strength. This operation was considered a complete success by both U.S. Army and South Vietnamese commanders.

He was particularly successful in interpreting the intelligence information provided by the South Vietnamese, coordinating close support by the U.S. and South Vietnamese Air Force elements, and solving

many of the very real problems of logistical support inherent in the initial operations. Many of the procedures in planning, tactics, coordination, and execution of tactical flight missions that he originated are still being employed in South Vietnam.

The exceptional ability of Captain Knight to accomplish detailed planning was reflected in the thorough briefings he provided to pilots and crew chiefs on the many varied and difficult missions the unit was required to perform. This ability instilled confidence in the air crews who carried out their missions in a professional manner.

Usually controlling combat missions from the lead aircraft, Capt. Knight demonstrated a degree of leadership and ability that inspired his flight crews on all occasions.

One official recommendation capsules Capt. Knight as having "flown more assault missions and having logged more combat hours than any other commissioned officer (in Vietnam). Throughout his entire tour, he not only served with distinction in each position he held, but was a pillar of strength to those with whom he worked . . . In order to promote a smooth transition between the departure of the original (unit) personnel and the arrival of replacements, he requested that he be allowed to remain in Vietnam until the (unit and individual) transition was completed . . . His professional skill, abundant enthusiasm, and personal daring not only contributed heavily to the success of liaison, support, and training, but were an inspiration to all of those who were fortunate enough to serve with him at that time."

AA VETERAN RECEIVES NATIONAL RECOGNITION

TYPIFYING the high degree of professionalism found throughout the enlisted corps that supports Army aviation, Sergeant First Class James K. Brock, Platoon Sergeant of the 1st Aviation Company (Fixed Wing-Light Transport), has been named the "Aviation Soldier of the Year" for 1962-1963.

The Honorable Cyrus R. Vance, Secretary of the Army, will present the coveted AAAA National Award to Sergeant Brock at ceremonies held during the course of the Fifth Annual Honors Luncheon of the Army Aviation Association on October 24, 1963.

A member of the 1st Aviation Company (Otter) since 1959, Sergeant Brock was selected as one of the first men to attend contractor maintenance courses on the Caribou and the P&W R-2000 engine, being chosen as the crew chief for the first Caribou assigned to the 1st Aviation Company. Establishing a system of processing aircraft for deployment in minimum time, he was instrumental in assisting his unit in accomplishing numerous deployments during '62-'63.

Working around the clock with demonstrated capability, Sergeant Brock "moved" the unit aircraft from Ft. Benning to Ft. Bragg, then back to Ft. Benning prior to the deployment of the CV-2B aircraft to Thailand, and still later to Vietnam. Throughout these "moves," his extensive background in maintenance and his outstanding performance of duty aided the unit in completing all rapid deployments on schedule.

Upon the unit arrival in Thailand, Sgt. Brock immediately established a forward maintenance section and within two days after the 11,000-mi.

CARIBOU NCO NAMED SOLDIER OF YEAR

flight, had the unit aircraft ready for operational missions. At the same time and without help, he and his platoon cleared and established a complete maintenance and service area for eighteen CV-2B aircraft, completing this task with the native materials at hand and with only the most basic pioneer tools and equipment. During this period, he and his crew chiefs worked without any shelter under the most trying weather conditions.

Sergeant Brock, in the temporary absence of total third echelon support and limited fourth echelon support, established a complete maintenance training program and through classwork, close supervision, and on-the-job training succeeded in his mission of providing total maintenance support for 18 aircraft for a period of over ten months.

During the unit's operations in Vietnam, Sergeant Brock continually developed field expedients for completing minor aircraft repairs and minor recovery techniques while away from base fields, providing concurrent instruction to his many crew chiefs. Through these techniques and his outstanding efforts, many man-hours of maintenance, operational flying hours, and the aircraft themselves have been saved.

VIRGINIAN RECEIVES FIRST AAAA SCHOLARSHIP

JOEL RICHARD GRAFT, the son of Lt. Colonel and Mrs. Charles V. Graft of Springfield, Virginia, was named the recipient of the 1963 AAAA Scholarship Award.

Currently enrolled as a Freshman at the University of Oklahoma, the 18-year-old student is expected to receive the \$1,500.00 Scholarship Award at the Fifth Annual Honors Luncheon of AAAA. Bryce Wilson, a Past President of the Association and the Chairman of the Foundation Governing Board of the AAAA Scholarship Foundation, will present the Award to the winning student.

Announced earlier this year, the 1963 AAAA Scholarship initiates a major Association program of scholarship awards intended to provide financial assistance to the selected

children of members of the Association who intend to pursue courses of instruction at accredited colleges and universities. Administration of the scholarship program will be handled by a separate Foundation Governing Board with overall scholarship fund contributions to be retained by a separate Foundation.

The 1963 competition involved the services of many members who served as voluntary "interviewing officers," the interviews being used to augment the academic documentation submitted by each candidate.

The records of each applicant were reviewed in detail, the Awards Committee selecting the winning student after an evaluation of all academic records, school and community activities, personal qualifications, and financial need.

Prior to the actual selection, the AAAA National Office received all data, deleted all references to individual names and addresses of applicants and interviewing officers, assigned an application number to each application, and presented individual "candidate folders" to each member of the Awards Committee.

The Committee of five senior officers reached its decision solely on the basis of an application number, in not having any knowledge of the name of the winning student until the final selection was made.

The AAAA Scholarship Foundation is expected to solicit individual and corporate contributions in the near future. At present, funds derived from the sale of sheet music of the "Army Aviation Song" are the sole source of scholarship funds. The 1963 funds were provided by a contribution from the T. Claude Ryan Foundation.



GENERALS

VON KANN, CLIFTON F., Maj. Gen.
45 Red Cloud Road
Fort Rucker, Alabama 36362

COLONELS

COGSWELL, DAVID G.
Headquarters, 3rd USA Section
Fort McPherson, Georgia
LONG, GLEN C.
DIAO, Room 1C878-DA
Washington, D.C. 20301
RIES, ARTHUR W.
Training & Eval. Control Group
Fort Benning, Georgia

LT. COLONELS (CONT.)

NIX, JAMES H.
200 Dial Street
Fort Benning, Georgia
OWEN, ROY W.
2420 Cheviot Glen
East Point, Georgia
PHILLIPS, WAYNE N.
Delta Aviation Battalion
APO 15, San Francisco, Calif.
REISACHER, ROBERT W.
Headquarters, 7th Aviation Bn.
APO 7, San Francisco, California
RICHARDSON, HOWARD B.
13 Renault Place
Alexandria, Virginia

MAJORS (CONT.)

BOSAN, GEORGE S.
7406 Webbwood Court
North Springfield, Virginia
BOWMAN, JAMES E.
320 First Street
Fort Leavenworth, Kansas
BRAKE, JOHN W.
Hqs, 1st Battalion, 39th Infantry
APO 28, New York, New York
BUSH, JAMES K.
8334 Graybirch
Berkeley 34, Missouri
CALCATERA, KENNETH J.
48 Pick Avenue
Fort Leavenworth, Kansas

TAKEOFFS

CHANGES OF ADDRESS AND RESIDENCE

LT. COLONELS

ANDERS, CHARLES T.
1301-E Upton Road
Fort Sill, Oklahoma
ANDERSON, NORMAN I.
ARSEC, JUSMAG (FS)
APO 146, San Francisco, Calif.
BAKER, NED B.
c/o Postmaster
Fort Rucker, Alabama
BOEHM, WILLIAM C.
929 Highgate Road
Alexandria, Virginia
CLARK, JOHN J.
18 Johnson Street
Fort Rucker, Alabama
DANTZER, LAWRENCE L.
25 Kirby
Fort Rucker, Alabama 36362
ENOS, WILLIAM F.
1st Battalion, 87th Infantry
APO 34, New York, New York
HICKS, ORMAN E.
709 Marshall Street
Leavenworth, Kansas
HOWELL, WILLIAM A.
149 Parkway Drive
Smyrna, Georgia
JOOST, HORST K.
4800 Dover Street, N.E.
St. Petersburg, Florida 33703
KONVICKA, HENRY H.
1114 North 49th Avenue
Omaha, Nebraska
MAHONE, WORTHINGTON M.
3946 14th Lane, N.E.
St. Petersburg, Florida 33703
MORLEY, HARRISON A., JR.
1709 Meadow Road
Leavenworth, Kansas
MORROW, THOMAS O.
516 Grant Avenue
Fort Leavenworth, Kansas

LT. COLONELS (CONT.)

SINGLEY, GEORGE T., JR.
140 Stanley Drive
Williamsburg, Virginia
STROK, MICHAEL J.
Trans. Division, Hqs USAREUR
APO 403, New York, New York
TOWNSEND, DELBERT L.
11th AAD, Aviation Group
Fort Benning, Georgia 31905
WIRT, CHARLES A.
3142 Quesada Street, N.W.
Washington 15, D.C.
ZEPPENFELD, BERNARD M.
7132 Muir Court, Parklawn
Alexandria, Virginia

MAJORS

ACHEE, SIDNEY W.
845 Snell Isle Boulevard
St. Petersburg, Florida 33704
AVANT, OSA J.
19th Transportation Co. (Med Hel)
APO 71, San Francisco, Calif.
BAILEY, PAUL O.
315 Harmony Church
Fort Benning, Georgia 31905
BARINGER, HENRY J.
Headquarters, Tec. Group
Fort Benning, Georgia
BERGERON, LEO E.
24 Nunninger
Fort Rucker, Alabama
BERRY, JOHN T.
5350 Cache Road, Apartment 15
Lawton, Oklahoma
BOOTH, JAMES W.
403 Goodright Street
Killeen, Texas
BORLAND, R.E.
1243 Cameo Drive
Ottawa 3, Ontario, Canada

MAJORS (CONT.)

CALVERT, CHARLES L.
3rd Transportation Co. (Lt Hel)
Fort Belvoir, Virginia
CARPENTER, PAUL E.
308-C Lumpkin Road
Fort Benning, Georgia
CARROLL, DANFORD S.
4415 Pacific Street
Omaha, Nebraska 68100
CHAMBERLAIN, WALTER J.
3709 Wagonwheel Road
Alexandria, Virginia 22309
CHRISTY, DERYCK G.
Route 3, 22nd and Vilas
Leavenworth, Kansas 66048
COOK, HAROLD E.
72 Endl Avenue
Fort Rucker, Alabama
CROUCH, WILLIAM E., JR.
40 Harbord Avenue
Fort Leavenworth, Kansas
DASCH, WILLIAM E., SR.
13 Harbord Avenue
Fort Leavenworth, Kansas
DAVIDSON, KENNETH E.
15th Aviation Bn, 1st Cavalry Div.
APO 24, San Francisco, Calif.
DEMPSTER, ROBERT N.
16 Meadow Way
Red Bank, New Jersey 07705
DOWNS, THOMAS W., JR.
16 Burnham Court
Fort Leavenworth, Kansas
DUNN, THOMAS M., JR.
Trans Sect, Hqs Seventh Army
APO 46, New York, New York
EMERSON, VAUGHN C.
107 Third Infantry Road
Fort Leavenworth, Kansas
FRANKLIN, SWAYNE B.
92 Third Infantry Road
Fort Leavenworth, Kansas

MAJORS (CONT.)

FRANSEN, DONALD P.
309-2 First Street
Fort Leavenworth, Kansas

GORDON, MARVIN E.
1709 Greenwood Avenue
Killeen, Texas

GOWER, DONALD N.
9 Third Infantry Road
Fort Leavenworth, Kansas

GRIFFIN, WILLIAM R.
Davison U.S. Army Airfield
Fort Belvoir, Virginia

HASS, KENNETH R.
Headquarters USARPAC-G4
APO 958, San Francisco, Calif.

HARRIS, LOUIS C.
U.S.A. Element, JUSMAG
APO 223, New York, New York

HILL, ELLIS D.
12612 Jackson
Grandview, Missouri

HUMPHREYS, JOHN W.
U.S.A. Advisor Group (ARNG)
Fort Douglas, Utah 84413

JACOBS, NORMAN P.
209-1 Third Street
Fort Leavenworth, Kansas

JAGGERS, JOSEPH N., JR.
2 Bullard
Fort Leavenworth, Kansas

JONES, HARRY L.
Trans. Div., Hqs. 3rd Log. Comd.
APO 58, New York, New York

JONES, LINCOLN G.
Box 35, Sultan Hall
Fort Belvoir, Virginia

KENT, GEORGE S.
U.S.A. CDCTA
Fort Eustis, Virginia

KING, EDWARD J., JR.
2nd Aviation Company
APO 58, New York, New York

KINNEY, ARTHUR K., JR.
Aviation Group, 11th AAD
Fort Benning, Georgia

KLEIN, FRANK S.
9 Dickman
Fort Leavenworth, Kansas

LaHAIE, ROBERT J.
U.S. Army Aviation Board
Fort Rucker, Alabama

LAWRENCE, VERNON R.
709 Beechwood Drive
Daly City, California

LIEBL, ARTHUR F.
304 E. Valley Street
Dodgeville, Wisconsin

LIPSCOMBE, ROBERT B.
300-B Lumpkin Road
Fort Benning, Georgia

LITTLE, ROBERT F., JR.
3045 Grenada Drive
Columbus, Georgia

LOVE, JOHN A.
B.W.R. Plant #5, Grumman
Bethpage, Long Island, New York

MacLENNAN, ROBERT J.
45th Medical Company
Fort Bragg, North Carolina

McILWAIN, GEORGE W.
Aviation Section, Hqs VII Corps
APO 107, New York, New York

MAJORS (CONT.)

McKELLIPS, JOHN L.
U.S.A. Aviation Support Element
MacDill AFB, Florida

MENGEL, GEORGE E.
300-C Lumpkin Road
Fort Benning, Georgia

MOODY, THOMAS E.
1209 Linden Street
Wahoo, Nebraska

MOSELEY, HENRY G.
2 Burnham Court
Fort Leavenworth, Kansas

HASS, DONALD A.
17 Liggett Street
Fort Leavenworth, Kansas

O'DONNELL, EDWARD J.
321 Pope, A2
Fort Leavenworth, Kansas 66027

O'GRADY, PATRICK J.
33 King Street
Fort Leavenworth, Kansas

PATTON, ROBERT S.
207-3 Third Street
Fort Leavenworth, Kansas

PEARSON, NEVILLE A.
Hqs., 8th Transportation Battalion
APO 29, New York, New York

PHILLIPS, JACK R.
1724-B Forrest Avenue
Fort Meade, Maryland 20755

PREMO, OLIVER P.
206 Dial Street
Fort Benning, Georgia 31905

REID, ROBERT W.
Box 46, University of Omaha
Omaha, Nebraska 68101

RHODES, CHARLES C.
Tactical Air Control Squadron 22
FPO, New York, New York

ROSEBERRY, ROBERT A.
20 Dickman Avenue
Fort Leavenworth, Kansas 66027

ROUSH, JOHN W.
AFTA Helicopter Company
Chamblee, Georgia

RUSK, RICHARD A.
4825 Sahler Street, Apartment 7
Omaha, Nebraska

SANDERS, CURTIS M., JR.
10548 Halls Ferry Road
St. Louis, Missouri 63136

SAUERS, ROBERT L.
11 Liggett Avenue
Fort Leavenworth, Kansas

SILLS, CHARLES W.
4821 Sahler, Apartment 10
Omaha, Nebraska 68104

SMITH, CARROLL W.
208-2 Third
Fort Leavenworth, Kansas

SMITH, CLARENCE W.
502nd Aviation Battalion, 2nd AD
Fort Hood, Texas 76546

SMITH, MURRY D.
70 Stanley Drive
Newport News, Virginia

SOUCEK, LEO E.
101-A Running Avenue
Fort Benning, Georgia

STEWART, HARVEY E.
205-4 3rd Street
Fort Leavenworth, Kansas

MAJORS (CONT.)

STOVERINK, ROBERT I.
313 South 50th Avenue
Omaha, Nebraska

SUDDABY, ARLEN R.
Headquarters, EUSA, Aviation
APO 301, San Francisco, Calif.

TRAYER, DANIEL G.
7968-B Big Bend Boulevard
St. Louis, Missouri 63119

TYSON, ROBERT M., JR.
19 Harbord Avenue
Fort Leavenworth, Kansas

VANDIVER, GILMER L.
2nd Bn., 10th Inf., 5th Inf. Div.
Fort Carson, Colorado

VASSEY, LYMAN W.
Hqs., 3rd Brigade, 4th Armd Div
APO 139, New York, New York

WALDRON, EDWARD E., II
Funston Hall, Room #8
Fort Leavenworth, Kansas

WHEELER, HAROLD L.
421 Argyle Drive
Alexandria, Virginia

WILDER, STUART F.
100 3rd Infantry Road
Fort Leavenworth, Kansas

WILKINS, HENRY J.
R.F.D. #4
Leavenworth, Kansas

CAPTAINS

ADDISON, CHARLES S.
Route 8, College View
Greenville, Tennessee

AGUANNO, EDWIN M.
2861 Elizondo Avenue
Simi, California 93063

AHERN, JOHN J.
1907 N. 40th Street
Lawton, Oklahoma

ANCELIN, DONALD H.
326th Transportation Detachment
APO 91, San Francisco, Calif.

ANTROSS, RICHARD C.
3rd ARB, 51st Infantry, Co. C
APO 66, New York, New York

AYERS, JAMES E.
628 3rd S.E.
Paris, Texas

BAGNAL, CHARLES W.
6619-A Lucas Street
Fort Sill, Oklahoma

BALL, DONALD A.
7565 Kingman Drive
Amandale, Virginia 22003

BASTIAN, RICHARD K.
AVSCOM, 12th and Spruce Streets
St. Louis, Missouri

BAUCHSPIES, JAMES S.
Company B, 7th Aviation Battalion
APO 7, San Francisco, California

BEHRENS, HELMER H.
15498 Warwick Boulevard
Newport News, Virginia

BERDUX, SYLVESTER C.
317 Ridgeland Avenue
Waukegan, Illinois

BERRY, FRANKLIN W.
P. O. Box 596
Fort Rucker, Alabama



LEFT: CAPTAINS L.B. BAGWELL, CENTER, AND PETER MOORE SHOW CAPTAIN WALTER WILSON, LEFT, THE ROUTE THE FORMER TWO FLEW IN A RECENT MERCY FLIGHT TO PROVIDE AN ANTIDOTE SERUM FOR A SELLIGENSTADT, GERMANY RESIDENT WHO WAS STRICKEN WITH TOADSTOOL POISONING. THE TRIO, ALL ASSIGNED TO SEVENTH U.S. ARMY'S 60TH AVIATION COMPANY AT ECHTERDINGEN ARMY AIRFIELD NEAR STUTTGART, PLAYED MAJOR ROLES IN THE LIFE-SAVING MISSION. THE OPERATION WAS ACCOMPLISHED THROUGH THE COMBINED EFFORTS OF THE 60TH AVIATION AND THE LOCAL GERMAN CIVIL AUTHORITIES. (USAP)

RIGHT: THE CREW OF THE FIRST OF SIXTEEN DE HAVILLAND CARIBOU AIRCRAFT TO BE DELIVERED TO INDIA ARE SHOWN AT THE DOWNSVIEW, ONTARIO PLANT OF DE HAVILLAND WHERE THEY PARTICIPATED IN A "LOGBOOK ACCEPTANCE CEREMONY." THE CAPTAIN OF THE AIRCRAFT IS (FAR LEFT) WING COMMANDER JOHN CHARLES PLOMER OF THE INDIAN AIR FORCE. DHC CARIBOU SALES, INCLUDING THOSE GOING TO INDIA, TOTAL 218 AIRCRAFT TO DATE.



LEFT: AA PERSONNEL WHO WILL PARTICIPATE IN THE '63-'64 DEEP FREEZE OPERATION IN THE ANTARCTIC INCLUDE (FRONT ROW), LEFT TO RIGHT: MAJ. PAUL M. CAGLE (CO), AND CWO'S RICHARD G. WATLACK, KENNETH H. WILSON, AND RONALD B. WHITE. CREW MEMBERS (REAR ROW) INCLUDE SGT. HERBERT J. FRAZIER, SP/5 GEORGES S. HALL, SP/5 RUSSELL E. PLANCK, SP/5 JAMES A. CRAIG, SP/5 JOHN M. HERRIN, AND SP/5 HOLLIE THOMAS. CAPT. JAMES E. MUCK, CWO CLYDE W. KANUP, S/SGT GENE R. STINCHCOMB, AND SP/4 LAWRENCE GREGORY MISSED THE PHOTO. (USA PHOTO)

RIGHT: THE BADGE OF ARMY FLIGHT SURGEON IS PINNED ON THE SHIRT OF CAPTAIN GEORGE P. BRANDEL, RIGHT, BY COLONEL ROBERT F. CASSIDY, ASSISTANT COMMANDANT OF USAAVNS. CAPTAIN BRANDEL IS THE CLASS LEADER OF THE FIRST GROUP OF ARMY DOCTORS TO RECEIVE THE COMPLETE FLIGHT SURGEON'S COURSE AT FORT RUCKER, ALA. WATCHING THE PRESENTATION CEREMONY IS COLONEL SPURGEON H. NEEL, LEFT, COMMANDER OF THE U.S. ARMY HOSPITAL AT FORT RUCKER. (USAF)



CAPTAINS (CONT.)

BLACKBURN, BOBBY L.
22nd Aviation Detachment (SF)
Fort Bragg, North Carolina

BLOOM, FRANK H.
158 Harris Drive
Fort Rucker, Alabama

BLUBAUGH, THOMAS C.
Quarters 2384-A
Fort Eustis, Virginia

BOSWELL, LEONARD L.
Hqs Co., 8th Aviation Battalion
APO 185, New York, New York

BOYDSTON, ARLAND D.
85 Osborn Street
Keyport, New Jersey

BRANSFORD, THOMAS
Hqs., 1st Battalion, 4th Infantry
APO 176, New York, New York

BRITTON, JAMES H.
5422-G Gilkey Street
Fort Knox, Kentucky 40122

BROCKWAY, FRANK N.
1st Howitzer Battalion, 36th Arty.
APO 66, New York, New York

BROUGHTON, ROBERT L.
45th Transportation Aircraft Bn.
APO 143, San Francisco, Calif.

BROWN, JAMES H., JR.
18 Hartell Way
Fort Rucker, Alabama

BUDD, ALEXANDER S., JR.
15th Aviation Co., 1st Cavalry Div.
APO 24, San Francisco, Calif.

BURBULES, JOHN G.
USAAFMAC
APO 325, New York, New York

BURNISON, GEORGE E.
11 Kirby Street
Fort Rucker, Alabama

BURROUGHS, LEONARD H.
2544 Mesa Street
Columbus, Georgia

BUTLER, DON A.
3803-16th Avenue
Columbus, Georgia 31904

CAMPBELL, JAMES E., JR.
HHD, 39th Trans. Bn. (TRK)
Fort Benning, Georgia

CANFIELD, JAMES D.
107-A Arrowhead Road
Fort Benning, Georgia 31905

CANNON, RICHARD M.
Student Detachment, USAAMS
Fort Sill, Oklahoma

CAREY, GORDON T.
5205 N. 60th Avenue, Apt. 3
Omaha, Nebraska

CARLBURG, CLIFFORD G.
1283-A Daleville Street
Ozark, Alabama

CARTER, HAROLD M.
P. O. Box 1621
Fort Benning, Georgia

CAUBLE, RICHARD C.
Company B, U.S.A. Garrison
Holloman AFB, New Mexico

CHAPMAN, JOHN L.
Box 426
Fort Rucker, Alabama

CHRISTENSEN, GEORGE F.
Hqs & Hqs Co, 7th U.S.A. Avn Gp
APO 154, New York, New York

CAPTAINS (CONT.)

CHRISTIE, THOMAS C.
R.D. #1
Chester Springs, Pennsylvania

CHUNN, DON C., JR.
USASG
APO 143, San Francisco, Calif.

COBB, EDWARD R., JR.
505th Signal Group, Aviation Det.
APO 46, New York, New York

COLEY, THOMAS W.
41 Boyce Lane
Fort Rucker, Alabama 36362

CONLEY, SAMUEL G., JR.
22 Dalewood Drive
New Providence, Tennessee 37042

COOK, EDWARD B.
1212 Ash Street
Denver, Colorado 80220

CRAWFORD, GEORGE S.
2nd Bn., 38th Inf., 2nd Inf. Div.
Fort Benning, Georgia

CREAMER, EDMUND J., JR.
Hqs & Hqs Co., 24th Aviation Bn.
APO 112, New York, New York

CURTIS, WILLIAM L.
303 Aachen Road
Fort Ord, California

DARRAH, JAMES T., JR.
900 Pennsylvania Street
Leavenworth, Kansas

DAVES, PHILLIP E.
3rd Recon. Sqdn., 2nd Armd Cav
APO 114, New York, New York

DeLANY, DANIEL J.
5588/1 Large Street
Killeen, Texas

DENNISON, GARY V.
Detachment 1, 2nd Sst. Bn., TSB
Fort Benning, Georgia 31905

DETHLEFS, HENRY J., III
2nd ARB, 54th Infantry
APO 139, New York, New York

DEXTER, CHARLES E.
57 Diamond Avenue
Fort Rucker, Alabama

DILLER, RICHARD W.
2019 Miami Street, Apartment C
Leavenworth, Kansas

DILLARD, WILLIAM H.
1st Aviation Company
APO 91, San Francisco, Calif.

DORAY, PAUL D.
Aviation Company, 3rd ACR
APO 34, New York, New York

DUGAN, DANIEL C.
1001 Goode Drive
Killeen, Texas

DUKE, WALTER, JR.
2948 Peyton Drive
Columbus, Georgia 31903

DUNAGAN, CLARENCE M.
4th Transportation Detachment
Fort Lewis, Washington

DUPRE, NORMAN L.
USAAVNS, Rotary Wing Dept.
Fort Rucker, Alabama

DYER, GERALD D.
11th Air Assault Division
Fort Benning, Georgia

FARRIER, STEVE, JR.
61 Harris Drive
Fort Rucker, Alabama 36362

CAPTAINS (CONT.)

FERGUSON, NORMAN N.
Advisor Team #75
APO 143, San Francisco, Calif.

FEISCH, STEPHEN J.
Quarters 7202-A
Fort Carson, Colorado 80913

FIELY, LINUS H.
6575-A Lucas Street
Fort Sill, Oklahoma

FUCHS, EDMUND L.
11th Air Assault Division
Fort Benning, Georgia

FUGITT, BILLY W.
4605 Lindy
Lawton, Oklahoma

FYFFE, CARROLL M.
416 Evergreen Drive
St. Charles, Missouri

GIBSON, MELVILLE D.
Quarters 2474-A
Fort Lewis, Washington

GILLETTE, WILLIAM P.
2920 Peyton Drive
Columbus, Georgia

GONZALEZ, ANTONIO V.
16 Olson Lane
Fort Rucker, Alabama

GOSS, EPHRAIM M.
1523-B 2nd Street, Werner Park
Fort Campbell, Kentucky

GRAY, JOE E.
Quarters 1680-B
Fort Belvoir, Virginia

GRAY, ROBERT R.
1706 Martindale Drive
Payetteville, North Carolina

GREYHOSKY, AUGUST
502nd Aviation Battalion, 2nd AD
Fort Hood, Texas

GRIM, CHARLES D.
Building 1120, Apartment E
Fort Eustis, Virginia

HAND, LEE M.
117th Aviation Company
APO 38, San Francisco, Calif.

HART, KYLE E.
4th Signal Group, Service
APO 403, New York, New York

HATHCOCK, AUSTIN W.
AFACC 6-A-C23, Class 64-2
Fort Sill, Oklahoma

HEDRICK, MILES C.
Hqs., 2nd Infantry Division
Fort Benning, Georgia

HEFFNER, GARY R.
2751 A&M Avenue
San Angelo, Texas

HEFFORD, ROBERT A.
5487-A Jamison Street
Fort Knox, Kentucky 40122

HENRY, FRANK L.
2905 Luckie Street
Columbus, Georgia 31903

HESTER, JOE C.
2nd M.I. Battalion (ARS)
APO 227, New York, New York

HEUER, MARTIN
LIMA-IAGS, Department of State
Washington 25, D.C. 20521

HOEFNER, JAMES R.
310 Magruder
Mineral Wells, Texas



LEFT: RIDING HIGH OR "HOVERING ABOUT 12 INCHES ON A CUSHION OF AIR ABOVE THE SURFACE OF THE WATER AT SPEEDS IN EXCESS OF 65 MILES PER HOUR IS THIS "HOVERCRAFT" TO BE BUILT BY THE REPUBLIC AVIATION CORPORATION UNDER A LICENSING AGREEMENT WITH VICKERS OF GREAT BRITAIN AND THE HOVERCRAFT DEVELOPMENT, LTD. TWO OF ITS FOUR GAS TURBINE ENGINES PROVIDE LIFT; THE REMAINING TWO PROVIDE PROPULSION. THE AIR CUSHION VEHICLE SKIMS SMOOTHLY OVER BOTH LAND AND WATER. (REPUBLIC)

RIGHT: CAPTAIN VERNON T. JUDKINS OF THE FIFTH U.S. ARMY FLIGHT DETACHMENT, FORT SHELDON, ILLINOIS, IS SHOWN RECEIVING THE BADGE OF MASTER ARMY AVIATOR FROM COLONEL LEO J. NEILSEN, JR., RIGHT, SECRETARY TO THE GENERAL STAFF OF HEADQUARTERS, FIFTH U.S. ARMY CHICAGO, ILLINOIS. CAPTAIN JUDKINS HAS RECORDED MORE THAN 6,800 HOURS OF FLYING TIME IN HIS SIXTEEN YEARS OF SERVICE AS AN ARMY AVIATOR. (USA PHOTO)



LEFT: A FULL-SIZE COCKPIT MOCKUP OF THE X-22A VERTICAL TAKE-OFF AND LANDING (VTOL) RESEARCH AIRPLANE HAS BEEN COMPLETED MORE THAN A MONTH AHEAD OF SCHEDULE AND HAS BEEN VIEWED BY THE REPRESENTATIVES OF FIVE AGENCIES OF THE UNITED STATES ARMY, NAVY, AND AIR FORCE AT THE BELL AEROSYSTEMS COMPANY. THE MOCKUP IS THE EXACT SIZE AND CONFIGURATION OF THE ACTUAL AIRPLANE COCKPIT TO BE BUILT BY BELL AEROSYSTEMS, AND CONTAINS ALL OF THE X-22A INSTRUMENTS AND CONTROLS. (BELL)

RIGHT: SHOWERS FAILED TO INTERFERE WITH THE DEMONSTRATION OF THE NEW ROCKET-POWERED MARTIN-BAKER EJECTION SEAT AT FT. RUCKER. MAJ. GEN. CLIFTON F. VON KANN, LEFT, CG OF FT. RUCKER, AND COL. ROBERT M. HAMILTON, USABAAR DIRECTOR, RIGHT, ARE SHOWN DISCUSSING THE PRINCIPLES OF THE NEW EJECTION SEAT WITH MR. JAMES MARTIN, THE PRESIDENT AND CHIEF DESIGNER OF THE BRITISH FIRM THAT MAKES THE SEAT.



CAPTAINS (CONT.)

HOLASEK, RONALD S.
119th Aviation Company
APO 95, San Francisco, Calif.

HOLDCROFT, GEORGE T.
26th Transportation Co. (Lt. Hel.)
APO 122, New York, New York

HORNE, J.D., JR.
Student Det. USATSCH (2120)
Fort Eustis, Virginia

HUNTLEY, DAVID L.
7555 Millbrook Road
Columbia, South Carolina 29204

IVEY, GEORGE N.
527 S. 36th Street, Apartment 3
Omaha, Nebraska

JAENICHEN, PAUL H.
Hqs., 3rd Bde., 2nd Armd. Div.
Fort Hood, Texas 76546

JOHNSON, EDWARD H., JR.
17 Hall Street
Feeding Hills, Mass. 01030

JOHNSON, JAMES C.
Hqs & Hqs Co, CCA, 4th AD
APO 35, New York, New York

JOHNSON, RICHARD D.
15th Aviation Battalion, 1st CD
APO 20, San Francisco, Calif.

JOHNSTON, NORBERT B.
Company B, 8th Aviation Battalion
APO 111, New York, New York

JONES, JUNIUS L., JR.
Headquarters USAAFMAC
APO 325, New York, New York

JONES, ROBERT A.
63 Babylon Turnpike
Freeport, Long Island, New York

JONES, RONALD A.
Hqs., 3rd Brig. Aviation Plat.
APO 139, New York, New York

KESTER, WILLIAM R.
127 N. Genesee Street
Pontiac, Michigan

KOEHNKE, JOSEPH A.
University of Omaha
Omaha, Nebraska

KUYKENDALL, WILLIAM K.
362 Ardennes Circle
Fort Ord, California

LEHMANN, FREDDIE E.
11th Air Assault Division
Fort Benning, Georgia

LEMES, RALPH V.
Test & Evaluation Control Group
Fort Benning, Georgia

LICHA, CHARLES A.
5th U.S.A. Evaluation Board
Camp McCoy, Wisconsin

LOVETT, JOHN A.
Company B, 11th Air Assault Div.
Fort Benning, Georgia

MACHEN, BOB
7118 Beryl Road
Alexandria, Virginia

MACKIN, RICHARD E.
123-A Butts Street
Fort Benning, Georgia 31905

MAGYAR, MICHAEL K.
59 Woodbine Street
Torrington, Connecticut

MANGUM, ROBERT A.
1201 Highland Avenue
Blacksburg, Virginia

CAPTAINS (CONT.)

MARETT, JAMES D.
613 Walnut Street
Leavenworth, Kansas

MARR, GIFFEN A.
93rd Transportation Co. (Lt Hel)
APO 137, San Francisco, Calif.

MAY, JOSEPH M.
Aviation Section, Hqs & Hqs Co.
Fort Eustis, Virginia

McCLINTOCK, ALFRED B.
6020 Halmich Drive
Warren, Michigan

McELRATH, WILLIAM T.
3017 Emory Street
Columbus, Georgia

McNERNEY, BERNARD M.
73rd Aviation Company
APO 40, San Francisco, Calif.

McLEOD, JOHN S.
314-1 3rd Street
Fort Leavenworth, Kansas 66027

MEANS, JOHN A.
2307 Hendricks Boulevard
Fort Smith, Arkansas

MICHELSON, DALE L.
1086 Woodburn Drive
Columbus, Georgia

MOORE, ROBERT D.
1009-A Kessler Court
Fort Benning, Georgia

MORAN, OTIS A.
57 Bullard Loop
Fort Leavenworth, Kansas

MORRISON, GEORGE E., III
2005 Stanton Road, #4
East Point, Georgia

MYERS, MARVIN O.
705 N. Coler
Urbana, Illinois

NEAL, PAUL G.
4121 Ferndale Lane
LaCrosse, Wisconsin

NICHOLSON, ALLISON L.
7307 Decatur Street
Omaha, Nebraska

NUN, JOHN B.
70th AOD, Lawton AAF
Fort Benning, Georgia

O'DAY, NAT R.
11th Air Assault Division
Fort Benning, Georgia

O'GRADY, GEORGE L., JR.
123 Red Cloud Road
Fort Rucker, Alabama

PALASTRA, JOSEPH T., JR.
173rd Airborne Brigade
APO 50, San Francisco, Calif.

PARKER, ELLIS D.
110th Aviation Company (Surv)l
APO 168, New York, New York

PEDERSEN, WILLIAM W.
61 Boyce Lane
Fort Rucker, Alabama 36362

PEDERSEN, MILLARD L.
Aviation Safety Division, USC
Los Angeles 7, California

PERRY, GRADY
4803 Douglas
Omaha, Nebraska

PERSHING, JAY W.
418 Butterfield Drive
E. Lansing, Michigan

CAPTAINS (CONT.)

PFANN, BRUCE W.
1111 Triphammer Road
Ithaca, New York

PIPER, THOMAS K.
28-A Wilson Drive
Columbus, Georgia 31903

PITTS, PHILIP C.
304 Sky Drive
Knoxville, Tennessee 37912

PITTS, RUSSELL N.
5521 Jackson Street
Omaha, Nebraska

POWERS, DAVIES R.
TOCC 1-64, Transportation Sch.
Fort Eustis, Virginia

POWLEN, LESTER J., JR.
620 Andrews Avenue
Kewanee, Illinois

PRESNALL, HENRY L.
453-A Craig Drive
Fort Benning, Georgia

PRITCHARD, DONALD H.
Det. 1, 2nd Student Bn., TSB
Fort Benning, Georgia

PUGH, HILTON E.
1812 Cherokee
Leavenworth, Kansas

RAIBLE, JAMES W.
Quarters 2529-B
Fort Eustis, Virginia

RAMSEY, BOBBY A.
162-B Kessler Drive
Fort Benning, Georgia

RHEIN, JOHN H.
Company A, 3rd Bn., 65th Armor
APO 28, New York, New York

RISTAU, ROBERT G., SR.
3rd Aviation Battalion
APO 36, New York, New York

ROCHE, GREGORY F., JR.
14 Irwin Street
Fort Rucker, Alabama

ROCKEY, JAMES D.
Building 2328, Apartment D
Fort Eustis, Virginia 23604

RUTKOWSKI, JOSEPH F.
227th Assault Helicopter Battalion
Fort Benning, Georgia 31905

RYMUS, JAMES O.
303rd Aviation Bn, (P) 3rd AD
APO 165, New York, New York

SANTULLI, JOHN F.
Headquarters, 2nd Infantry Div.
Fort Benning, Georgia

SCANLAN, WILLIAM H.
57th Medical Detachment (HA)
APO 38, San Francisco, Calif.

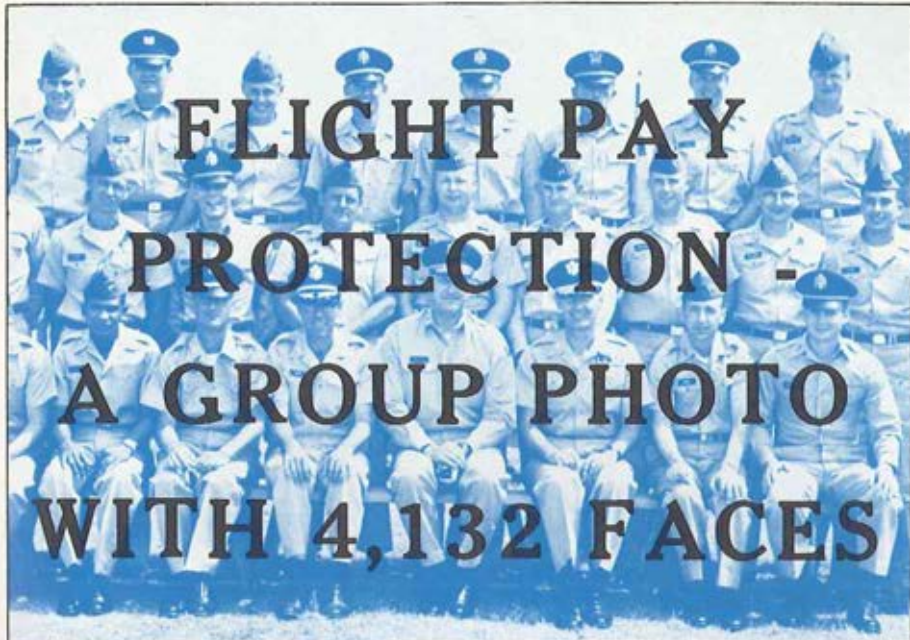
SCHWARTZ, JAMES L.
Eighth Army Trans. Section
APO 301, San Francisco, Calif.

SCHWARZ, HENRY E.
OSD/ARPA R&D Field Unit
APO 143, San Francisco, Calif.

SCULLY, ROBERT C.
Hqs., 36th Engineering Group (C)
APO 358, San Francisco, Calif.

SELLENS, ROBERT P.
D Trp., 3rd Recon. Sqdn., 12th Cav
APO 39, New York, New York

SENAV, DAVID C.
188th Transportation Co, 11th AAD
Fort Benning, Georgia



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CAPTAINS (CONT.)

SHELTON, HUNTLY E., JR.
USAWC
Carlisle Barracks, Penna. 17013

SHIELDS, ROGER J.
5205 N. 60th Avenue, Apartment 2
Omaha, Nebraska

SIEMERING, EDWARD W.
1417 Silvercrest Drive
Appleton, Wisconsin

SIMONS, GERALD S.
11th Air Assault Division
Fort Benning, Georgia

SISBARRO, JOHN R., JR.
Box 487
Fort Amador, Canal Zone

SMART, ERNEST A.
AOCC 1, Det. A, 1st Bn., USAAS
Fort Knox, Kentucky

SMITH, BLAIR E.
14 Olson Lane
Fort Rucker, Alabama

SMITH, DERALD H.
316-A Merrill Lane
Fort Benning, Georgia

STACHEL, ROBERT D.
General Support Co, 504th Avn Bn
APO 696, New York, New York

STAMPS, JOHN R.
140-A Kessler Court
Fort Benning, Georgia

STEWART, JOHN P.
4th Armored Division, Artillery
APO 696, New York, New York

STONE, HOWARD F.
18-A Stilwell Avenue
Fort Leavenworth, Kansas

STRUM, ERNEST C.
4th Engineering Battalion
Fort Lewis, Washington

STUTTS, BEN W.
1006 N. Wood Avenue
Florence, Alabama

TERRY, VAUGHN L.
General Delivery
Fort Benning, Georgia

THORNTON, TOMMY W.
2216 N. 45th
Lawton, Oklahoma

TODD, EDGAR F.
Davison Army Air Field (PAT)
Fort Belvoir, Virginia

TOEPEL, ADALBERT E., JR.
301-4 Third Street
Fort Leavenworth, Kansas 66027

TONER, FRANCIS J.
4226 Walnut Street
Philadelphia 4, Pennsylvania

TWEDDEL, JOHNNY B.
67th Aviation Company
APO 107, New York, New York

UTZMAN, CHARLES D.
Hqs. Co., 2nd Brigade, 8th Div.
APO 34, New York, New York

VAN SICKLE, JAMES A.
23rd SWAD
APO 27, San Francisco, Calif.

VASSAR, ROBERT B.
1812 Somerset Avenue
Columbus, Georgia 31903

WALCZAK, SYLVESTER
Box 289, OMR
Fort Monmouth, New Jersey

CAPTAINS (CONT.)

WALKER, JAMES F.
4th Platoon, 421st Medical Co.
APO 175, New York, New York

WEBSTER, CARL S.
5471 E. Kelly Street
Fort Knox, Kentucky

WHITE, JEWEL G.
18th Aviation Company (FW)
APO 40, San Francisco, Calif.

WIEGMAN, DONALD J.
504 S. 28th Avenue
Hattiesburg, Mississippi

WILLIAMS, CLEMONTENE
869-A Cedar Street
Fort Devens, Massachusetts

WILLIAMS, RICHARD L.
15 Kirby Street
Fort Rucker, Alabama

WILLIAMS, ROBERT M.
USAPHS
Fort Wolters, Texas

WILSON, CARL A., JR.
2nd Battalion, 46th Inf. (M) 1st AD
Fort Hood, Texas

WILSON, GARY L.
1520-G Pershing Drive
Presidio of San Francisco, Calif.

WINN, FRANK B.
314-A Merrill Lane
Fort Benning, Georgia

WOLFE, RODNEY D.
Aviation Company, 11th Armd Cav
APO 305, New York, New York

WOLIVER, CLARENCE H.
Delta Aviation Battalion
APO 15, San Francisco, Calif.

WOODARD, HARRY L.
11th Air Assault Division
Fort Benning, Georgia

LIEUTENANTS

ADAMS, JERRY L.
1522-A Werner Park
Fort Campbell, Kentucky

ALLEY, NORMAN L.
18th Aviation Company
APO 143, San Francisco, Calif.

BANKS, CHARLES J.
3rd Aviation Battalion, Company A
APO 36, New York, New York

BARTA, THOMAS J.
10 Lindworth Lane
St. Louis 24, Missouri

BERGQUIST, ROBERT E.
P. O. Box 1514
Fort Benning, Georgia

BROOKS, CARTER D.
Aviation Company, 2nd ACR
APO 696, New York, New York

COBB, CLINTON W.
Route 1
Fort Cobb, Oklahoma

COLLAR, WILLIAM D., JR.
25th Division Artillery
APO 25, San Francisco, Calif.

CROSSMIER, DAVID A., JR.
Troop D, 2nd Squadron, 4th Cav.
APO 696, New York, New York

DOWNING, EARNEST R., JR.
Aviation Company, ACR
APO 696, New York, New York

LIEUTENANTS (CONT.)

DUCKWORTH, RICHARD G.
FWQC 64-2, Officer Student Co.
Fort Rucker, Alabama

DUKE, WALTER B., JR.
5th FA, 2nd Howitzer Battalion
APO 162, New York, New York

EYNON, THOMAS F., III
20 Duke Street
Fort Rucker, Alabama 36362

FALK, WESLEY C.
208 N. Loomis Street
Naperville, Illinois 60540

FOURAKER, JOE F.
4th Aviation Company
Fort Lewis, Washington

GALLAGHER, JOSEPH V.
44 Wayne Avenue
Springfield Del. Co., Pennsylvania

GREENE, JOHN H.
U.S.A. Missile Supply Command
Redstone Arsenal, Alabama

HABLE, WARREN L.
Army Aviation Section
Fort Monmouth, New Jersey

HALL, MAURICE D.
386th Signal Co., 2nd Log. Comd.
Fort Lee, Virginia

HANCOCK, BARNEY P.
1st Brigade, 3rd Infantry Division
APO 36, New York, New York

HELMS, HAROLD J.A.
1865 Hamlin Court
Titusville, Florida

HILL, RAMEN A.
176th Repl. Co., 38th Repl. Bn.
APO 20, San Francisco, Calif.

HOPPING, SIDNEY D.
Fort Garry Horse
CAPO 5050, CAF Europe

KEMPSTER, JOHN E.
176th Repl. Co., 38th Repl. Bn.
APO 20, San Francisco, Calif.

KENNY, DAVID L.
118th Aviation Company
APO 27, San Francisco, Calif.

KIMZEY, GUY S.
11th Air Assault Division
Fort Benning, Georgia

KINNEY, LINFORD N.
1098th Transportation Company
Camp Leroy Johnson, Louisiana

KUYPERS, THOMAS O.
USASGV, Drawer 100
APO 143, San Francisco, Calif.

LEWIS, JAMES W.
Box 74
Perkins, Oklahoma

MARTIN, LARRY R.
522 1/2 E. Lee Street
Enterprise, Alabama

MATTHEWS, HORACE R.
415 Sunset Avenue
Rocky Mount, North Carolina

McCURDY, JOHN D.
c/o Earl Wilson
Savage, Montana

McLAIN, JIMMIE H.
A Company, 7th Aviation Battalion
APO 358, San Francisco, Calif.

MYERS, JAMES R.
57th Transportation Company
APO 143, San Francisco, Calif.



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**U
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LIEUTENANTS (CONT.)

NELSON, ROBERT A.
Tripp
South Dakota

PARK, KENNETH A.
18th Aviation Company
APO 40, San Francisco, Calif.

PORTER, PAT K.
1st Aviation Company
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RANKIN, THOMAS C., JR.
OSD/ARPA R&D
APO 143, San Francisco, Calif.

RAYMOND, CONLEY T.
120th Aviation Co. (Air Amb.)
APO 143, San Francisco, Calif.

REDMON, BURT P.
Hqs & Hqs Co., 937th Engineer Gp.
Fort Campbell, Kentucky

ROBINSON, JOHN D.
503rd Aviation Battalion
APO 165, New York, New York

SAUNDERS, LEONARD P.
3855 Paula Street
La Mesa, California

SMITH, DENNIS B.
Box S-1, Officer Student Det.
Fort Rucker, Alabama

SMITH, WILLIAM J.
220 East H Street
Russellville, Arkansas

STEELE, GARY L.
Hqs Co., 3rd Brigade, 5th Div.
Fort Carson, Colorado

SWIFT, WILLIAM D.
804 S, 96th Street
Tacoma 44, Washington

TUCKER, JIMMY G.
Hqs Battery Div Art, 1st AD
Fort Hood, Texas 78545

VAN REGENMORTER, RONALD R.
1716 Main Street
Security, Colorado

VORHOLT, GERALD E.
45th Aviation Battalion
APO 143, San Francisco, Calif.

WALKER, WILLIAM N.
P. O. Box 471
Petersburg, West Virginia

WALTON, JOHN T.
24th Infantry Brigade, 2nd HHC
APO 112, New York, New York

WARREN, JAMES A.
Detachment C (Prov) KMAG
APO 8, San Francisco, California

CWO'S

ADAMS, ARNOLD L.
Troop D, 2nd Recon. Sqdn, 4th Cav
APO 696, New York, New York

BALL, BILLY E.
Quarters 8735
Fort Lewis, Washington

BAYLOR, WILLIAM A.
4831 Interboro Avenue
Pittsburg 7, Pennsylvania

BERRY, JULIUS L.
U.S.A. Transportation Battalion
Fort Eustis, Virginia

BLOM, JAY D.
1st Aviation Company
APO 91, San Francisco, Calif.

CWO'S (CONT.)

BOLES, BOBBY P.
1643-A Shenandoah Road
Fort Belvoir, Virginia

BOYD, HAROLD L.
6519 Hamilton
Omaha, Nebraska

BURHANAN, CARL
Aviation Section
Fort Ritchie, Maryland

CASE, WARREN L.
Box 511
Custer, South Dakota

COOK, CHESTER L.
11th Air Assault Division
Fort Benning, Georgia

DAVIS, MACK A.
USAPHS
Fort Wolters, Texas

DONLEY, KENNETH G.
930 Celia Drive
Columbus, Georgia

EDWARDS, ROBERT D., SR.
U.S.A. Transportation School
Fort Eustis, Virginia

EVERHART, WILLIAM G.
341 Ardennes Circle
Fort Ord, California

FOSTER, MARSHALL P.
3124 Sample Court
Tampa 5, Florida

GAY, ALBERT G.
528-D S. Valdez Drive
Fort Benning, Georgia 31905

GODWIN, DOYAL V.
P. O. Box 153
Orange Lake, Florida

GUINN, RENDER C.
57th Aviation Company (FWLT)
Fort Sill, Oklahoma

HATTER, RICHARD L.
3307 Lake Inks Avenue
Killeen, Texas

HILL, AMBROSE H.
1301 Rosemont Drive
Security, Colorado

HOLCOMBE, ALBERT M.
3820 Ferris Avenue
Lawton, Oklahoma

HOLLOWAY, DONALD R.
15th Aviation Company, 1st CD
APO 24, San Francisco, Calif.

HOOKS, CHARLES D.
11th Air Assault Division
Fort Benning, Georgia 31905

HOWARD, MARLIN D.
80 Doris Drive
Security, Colorado

HUNTER, JACK B.
Company A, 8th Aviation Battalion
APO 185, New York, New York

KEMP, JAMES M.
2510 Kingston Street
Dallas, Texas

LAWRENCE, GEORGE H.
406 Azalea Circle
Dothan, Alabama 36301

LEWIS, J.L.
514 S. Avenue C
Washington, Iowa 52363

LIVINGSTON, DONALD J.
Troop G (Air) 17th Cavalry
Fort Ord, California

CWO'S (CONT.)

McLAUGHLIN, JOHN E.
Aviation Section
Edgewood Arsenal, Maryland

McLOUGHLIN, JOHN H.
804 Maple Drive
Security, Colorado 80911

MOELLER, GEORGE W.
360 Ardennes Circle
Fort Ord, California

MOSSER, KENT A.
211 W. Cheyenne Road
Colorado Springs, Colorado

ODDONE, LOUIS J.
923-44th Street
Oakland 8, California

QUEARRY, BOBBY R.
4321 St. Mary's Road
Columbus, Georgia 31907

RAY, JAMES P.
4th Logistical Aviation Section
APO 122, New York, New York

REYES, JOAQUIN R.
1st Missile Battalion, 4th Arty.
Lockport AFS, New York

RHODES, HU B.
1102 Glenwood Street
Manchester, Tennessee

RUFFIN, WILLIAM H.
54th Transportation Co. (Med Hel)
Fort Sill, Oklahoma

SCHOMMER, JOHN G.
351 Ardennes Circle
Fort Ord, California

SCOTT, HAROLD R.
214 Nightingale Drive
Columbus, Georgia

SEGUIN, MARCEL G.
26th Transportation Co (Lt Hel)
APO 122, New York, New York

STEJBACK, WILLIAM J.
2nd Aviation Company (FWLT)
APO 44, New York, New York

TRUCHON, MICHAEL
Headquarters, 31st Artillery Bde.
Oakdale (Pitt), Pennsylvania

WHITE, GRADY T., JR.
7425 Stony Run Road
Norfolk 18, Virginia

WILSON, H.D.
Route 4, Box 64
Selma, Alabama

YOCKEY, DONALD W.
11th Air Assault Division (Test)
Fort Benning, Georgia

WARRANT OFFICERS

ANDREWS, LELAND L.
328 Patrick
Mineral Wells, Texas

BATTLE, RALPH G.
Company B, 708th Main Battalion
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BERRY, KENNETH A.
6th Transportation Co. (Lt Hel)
APO 20, San Francisco, Calif.

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DICUS, KENNETH N.
8410 Kennedy Drive
Newport News, Virginia

DOMMENWIRTH, ROBERT G.
206 Jones Street
Andalusia, Alabama

DOWDY, KENNETH L.
Quarters 494-D, Stryker Street
Fort Lewis, Washington

EHMANN, RONALD L.
Route 1, Box 179
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FISCHER, HELMUT J.
222 Davidson
Mineral Wells, Texas

FROST, JIMMY R.
1635 Marion Drive
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404 Hoover Drive
Lexington, North Carolina

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Co. C, 227th Assault Hel Bn.
Fort Benning, Georgia

HOLLAND, BOBBY J.
R #1, Box 136
Pinson, Alabama

HORTON, CHRISTOPHER A.
204 Parke
Mineral Wells, Texas

HOWARD, JAMES R.
Box 493
Whitesburg, Kentucky

HUSSEY, CARL E.
501 S.E. 1st Street
Mineral Wells, Texas

JACKSON, JIMMY C.
1717 Wilson
Waco, Texas

JONES, PAT W.
Box 396
Gage, Oklahoma

KINLAW, ROBERT L.
5133 Delray Drive
Columbus, Georgia

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1415 W. Cheyenne Road
Colorado Springs, Colorado

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206 Godfrey Street
Mineral Wells, Texas

MATTHEWS, JAMES E.
26th Transportation Company
APO 58, New York, New York

McCULLAGH, PATRICK A.
3400 St. Mary's Road
Columbus, Georgia

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McVEIGL, WILLIAM
Mt. View Road
Millington, New Jersey

MORRIS, JAMES A., JR.
8th CV Squadron, 3rd Recon.
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OATES, JENE R.
1606 4th Street
Santa Rosa, California

OLSEN, JOHN S.
HHC 540th Engineer Group
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PARENTI, DONALD W.
Brell, Route #2
Wynnewood, Oklahoma

PARKER, WILLIAM S.
UTT Transportation Company
APO 143, San Francisco, Calif.

POMEROY, DEANE A.
Route 2, Box 710
Texarkana, Texas

POTTER, JACK C.
19367 Murray Hill
Detroit 35, Michigan

REEVES, CARROLL W.
11th Engineer Gp, Avn Sec, HHC
APO 403, New York, New York

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A Company, 15th Aviation Bn.
APO 20, San Francisco, Calif.

ROPER, FLOYD S.
Hqs 1st Battalion, 81st Artillery
Fort Sill, Oklahoma

SCHAAL, THOMAS A.
Box 511
Browns Mills, New Jersey

SHORTRIDGE, RICHARD B.
Quarters 2571-D
Fort Lewis, Washington

SMITH, CHARLES H., JR.
1221 S. 26th Street
Lawton, Oklahoma

ST. GERMAIN, DAVID B.
Box 26
Baraga, Michigan

THOMSON, JOHN D.
Box 146
Ashland City, Tennessee

TORMEY, ROBERT D.
26th FA Battalion, 1st Tgt. Acq.
APO 162, New York, New York

WILKERSON, HERBERT
15th Aviation Bn, 1st CD, Co. B
APO 24, San Francisco, Calif.

WO CANDIDATES

BORG, DONALD E.
Class 63-4WT USAPHS
Fort Wolters, Texas

M/SGT'S

TURNER, HOLLS C.
Company A, 7th Aviation Battalion
APO 358, San Francisco, Calif.

P/SGT'S

VERMACE, CHARLES E.
116-A Brostrom Street
Fort Benning, Georgia

STAFF SERGEANTS

STACKPOOLE, KERWIN A.
Company M, 3rd Bn., USAECR
Fort Belvoir, Virginia

SP/6'S

ALLEN, STANLEY N.
Student Detachment, USAAVN Sch.
Fort Rucker, Alabama

PUTTALL, CHRISTOPHER C.
321 28th Avenue
Columbus, Georgia

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TRUE, LARRY E.
MAAG, U.S.A. Element (9782)
APO 271, New York, New York

SP/4'S

ROYER, KENNETH R.
54th Transportation Co. (Med Hel)
Fort Sill Oklahoma

ASSOCIATES

BOLLARD, MR. JOHN A.
5240 Beacon Hill Road
Glen Lake, Minnesota

DAVIS, MR. R.W., JR.
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5308 S. Prestonwood Avenue
Richmond, Virginia

HAINES, MR. A.C.
Aeronutronic, Box A
Newport Beach, California

HELLIG, MR. L.F.
Aeronutronic, Box A
Newport Beach, California

HUFFORD, MR. DON
9810 Mercerwood Drive
Mercer Island, Washington 98040

KATKOV, MR. R.B.
Aeronutronic, Box A
Newport Beach, California

KELLER, MR. DONALD R.
3615 Bradstone Drive
Florissant, Missouri

LANTERMO, MISS JEAN L.
3510 Russell
St. Louis, Missouri 63104

LARSEN, DR. FINN J.
234 Holly Road
Hopkins, Minnesota

LITTTGE, MISS CORINNE A.
520 Lynn Haven Lane
Hazelwood, Missouri 63042

NITIKMAN, MR. ARTHUR
Aeronutronic, Box A
Newport Beach, California

ASSOCIATES (CONT.)

- O'NEILL, MR. D.K.
Aeronutronic, Box A
Newport Beach, California
- PLEGER, MR. L.C.
Aeronutronic, Box A
Newport Beach, California
- RAUSCHENBACH, MR. G.J.
Aeronutronic, Box A
Newport Beach, California
- REINE, MR. CHARLES M.
Wheeler Road, Route 3
Monroe, Connecticut
- RUST, MR. WILLIAM P.
Apartment 7-A, Sayre Court
Madison, New Jersey 07940
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324 Katherine Avenue
Salinas, California
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3124 N. 10th Street
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1824 California Street, Apt. H
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- WILCOX, GERALD H., Capt.
76 Casco Creek Drive
Stonington, Conn.

RETIRED

- BOYD, LESLIE C., LCol
6901 Huntington Avenue
Newport News, Virginia
- CALDWELL, LANGSTON H., LCol
Hopkinson House, Apartment 716
Philadelphia, Pennsylvania
- DUHAIME, DAVID G., Capt.
P. O. Box 196
Reeds Ferry, New Hampshire
- DUNCAN, DONALD E., Maj.
2117 Amelia Avenue
San Pedro, California
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204 N.W. 14th Avenue
Gainesville, Florida
- PIGEON, CARL R., Maj.
3741 Drakeshire Road
Richmond, Virginia 23234
- REYNOLDS, ROBERT H., LCol
10510 Natural Bridge Road
St. Louis, Missouri
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14825 N.W. 8th Court
Miami, Florida 33168

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AIRBORNE



■ CHIEF WARRANT OFFICER EDWIN L. WILLIAMS, LEFT, IS SHOWN BEING SWORN IN DURING A U-8F FLIGHT OVER PEAK PEAK, COLO. LT. COL. JAMES D. BOWEN, AVIATION OFFICER AT THE U.S. ARMY AIR DEFENSE COMMAND, IS SHOWN IN THE PHOTO ADMINISTERING THE OATH. ONCE ON THE GROUND AT PETERSON FIELD, COL. BOWEN PINNED THE BARS OF CHIEF WARRANT OFFICER ON WILLIAMS, MAKING IT OFFICIAL. (USA PHOTO)

STATEMENT OF OWNERSHIP, MANAGEMENT AND CIRCULATION

■ STATEMENT REQUIRED BY THE ACT OF OCTOBER 23, 1963: SECTION 4369; TITLE 39 OF THE UNITED STATES CODE SHOWING THE OWNERSHIP, MANAGEMENT AND CIRCULATION as filed on (1) September 18, 1963 on (2) "ARMY AVIATION MAGAZINE" published (3) monthly at (4-5) 1 Crestwood Road, Westport, Conn.

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

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

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- c. Free Distribution by mail, carrier delivery, or by other means: 247.
- d. Total No. of copies distributed: 7,494.
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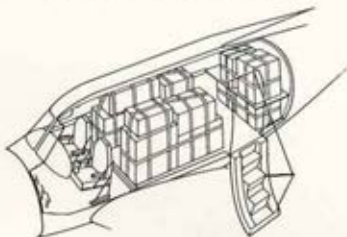
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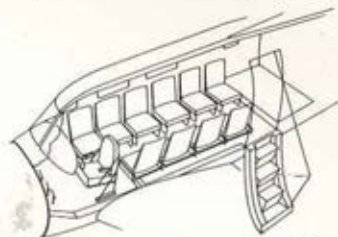
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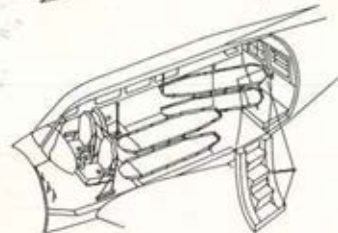
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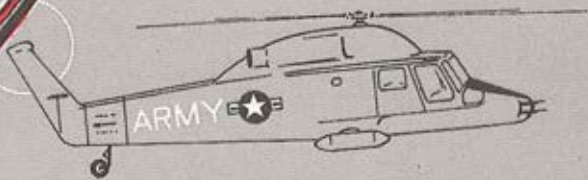
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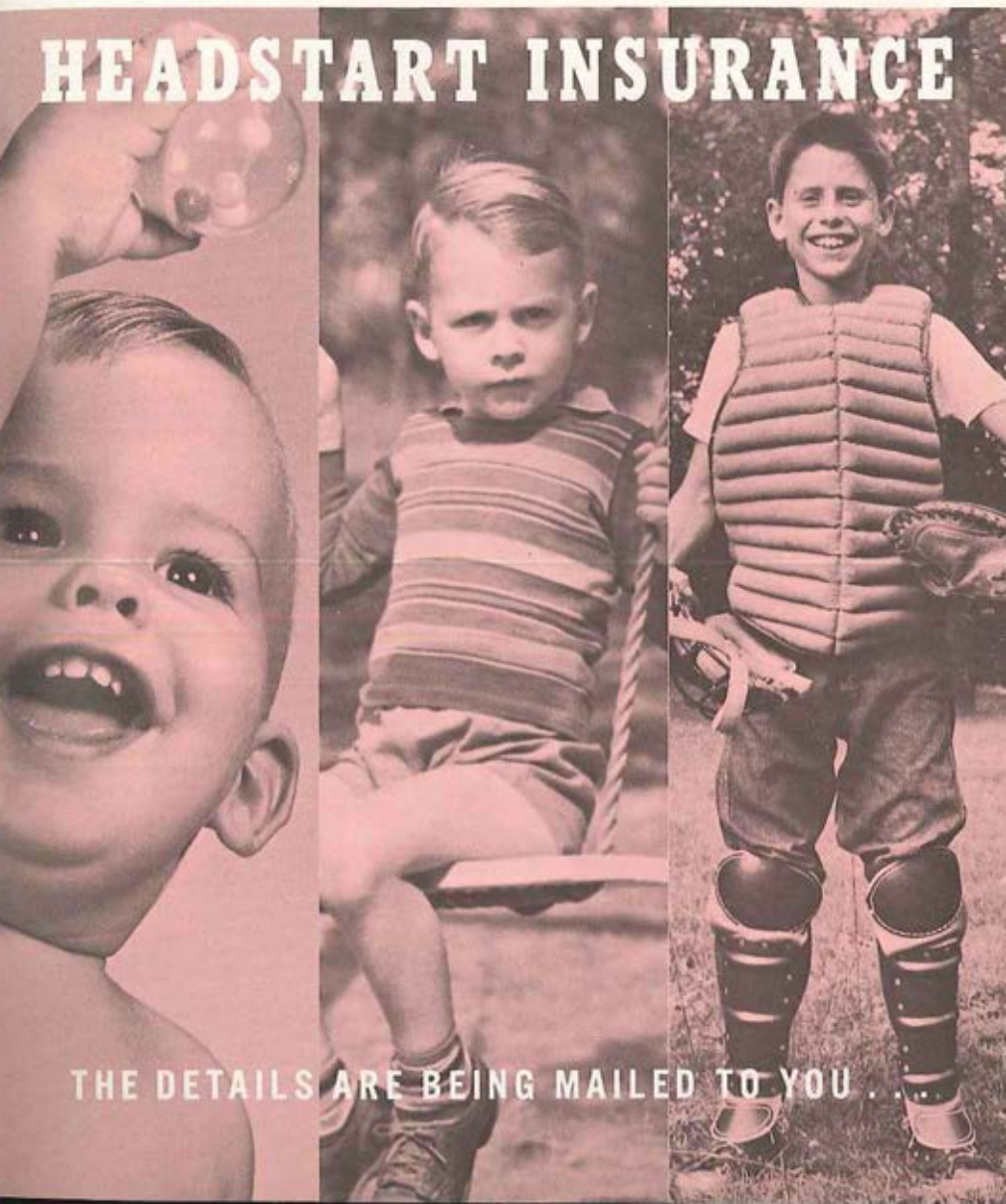


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THE HONORABLE Stephen Ailes, Under Secretary of the Army, was present at the concert to appropriately acknowledge the first playing

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COPIES of the sheet music of AA's official song are available at \$1 per copy from the AAAAA Scholarship Foundation, 1 Crestwood Rd., Westport, Conn. The composers turned over the song's title to the Foundation so that all monies derived from the sale of sheet music could be utilized to provide scholarship aid to the children of AAAAA members.

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COMPACT, LIGHTWEIGHT—The General Dynamics|Electronics Terrain Following Radar is the only thoroughly and successfully

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***THOROUGHLY TESTED**—More than 25,000 miles of actual low level flights and 200,000 miles of computer simulation have proven the system's capability and reliability. Flight tests have been conducted by General Dynamics|Electronics on both B-25 and B-26 aircraft and by the U. S. Navy on the jet A4C attack bomber. In one test an aircraft flew at 40



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ground-hugging missions with compact, proven radar*

feet from San Diego, Calif., to Las Vegas, Nev. over some of the roughest terrain in the U.S. without the pilot having touched the controls. Available now, the unit is suitable for manual or automatic blind flying at speeds from 100 knots to well in excess of Mach 2.5.

APPLICATIONS—Besides adding all-weather, low-level mission capabilities, the system permits safe, automatic let down through cloud cover to non-instrumented air fields. It also protects aircraft flying through unfamiliar mountainous terrain in periods of poor visi-

bility. During any ground-hugging flights the radar system frees the pilot to observe or operate navigation and other equipment.

RELIABILITY—As a result of the simplicity of its design, the system is highly reliable and requires an absolute minimum of maintenance. This factor is enhanced because there is no scanning antenna and no requirement for a radar scope. For further information, write to Department D-40, General Dynamics | Electronics—San Diego, Post Office Box 127, San Diego 12, California.

GENERAL DYNAMICS | ELECTRONICS **G|||||D** SAN DIEGO



DAVIS



GOODHAND



SCHULZ

AAAA NATIONAL BOARD

THE National Nominating Committee of AAAA met in Washington, D.C., on August 8, selecting a slate of five candidates to replace Colonel L.W. Leeney, Lt. Colonel Robert K. Moore, Lt. Colonel Keith A. French, and Lt. Colonel Sam Freeman, Ret., whose three-year terms of National Board office expire upon the conclusion of the 1963 AAAA Annual Meeting. In addition to the aforementioned, James N. Davis, 1962-1963 President, will vacate an elective National Executive Board office and will join with the former Past Presidents of the Association on future Boards as a Past President.

THE NOMINEES

Nominated for National Executive Board service for the 1963-1966 term of office were Brig. General O. Glenn Goodhand, Colonel Robert H. Schulz, Lt. Colonel William A. Richards, and Major Lewis E. Casner, Ret. Mr. Carl D. Stephenson was nominated for the remaining

one year of the three-year term of office vacated by President Davis.

O. GLENN GOODHAND

One of the "Founding Fathers" of AAAA, Brig. General O. Glenn Goodhand served on the Association's first National Board during 1957-1959 as Treasurer. During the 1959-1961 period General (then Colonel) Goodhand served the Association as its National Executive Vice President. He is the current Chairman of the Association's newly-formed By-Laws and Legal Committee.

The Army aviation veteran has held a wide variety of command and staff assignments, being the current Chief of Staff, III Corps, Fort Hood, Texas.

ROBERT H. SCHULZ

Colonel Robert H. Schulz, the current Deputy Director of Army Aviation, OACSFOR, D/A, has been active in AAAA affairs at the Chapter, Regional, and National levels. He is a Past President of the Army



RICHARDS



CASNER



STEPHENSON

NOMINEES FOR 1963-1966

Aviation Center Chapter, a former Regional Member-at-Large on the National Board as President of the Alabama Region, and a current Committeeman on the National "Reserve Forces Committee."

WILLIAM A. RICHARDS

Lt. Colonel William A. Richards, Ohio-ARNG, is a veteran of over 20 years of AA service having received his Liaison Pilot rating in October, 1943. The present commanding officer of the 137th Aviation Battalion of the 37th Infantry Division (Ohio-ARNG), Col. Richards saw extensive WW II combat, served a later Korean tour, and a short tour at the NGB. A former VP of Reserve Affairs with the Central Region of AAAA, the Ohio State Graduate (L.L.B., 1948) is a current Regional Vice President of the Lawyer-Pilots Association.

LEWIS E. CASNER

A retired Senior Army Aviator with extensive WW II combat ex-

perience and staff service through the '50's, Major Lewis E. Casner serves as the current President of the Washington, D.C. Chapter. The originator of the D.C. Chapter's Science Awards Project, the fore-runner of today's National AAAA Science Awards Program, "Lew" is a prominent consultant and research analyst in civilian life, having worked in the past with the Operations Research Office (ORO) and the Research Analysis Corp. (RAC).

CARL D. STEPHENSON

One of three members instrumental in organizing the Lindbergh (St. Louis) Chapter of AAAA, Carl D. Stephenson served as the Chapter's first Executive Vice President and has been a Board member ever since. As an Aeronautical Engineer, "Carl" is the present Chief of the Propulsions Systems Development Office at AVSCOM, St. Louis, Mo. The popular Department of the Army civilian specialist has been in the field of aviation for over 30 years.

ARMY AVIATION MAGAZINE
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YEAR'S
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SHERATON-PARK HOTEL, WASHINGTON, D.C.

AUSA - OCTOBER 21-22-23, 1963



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