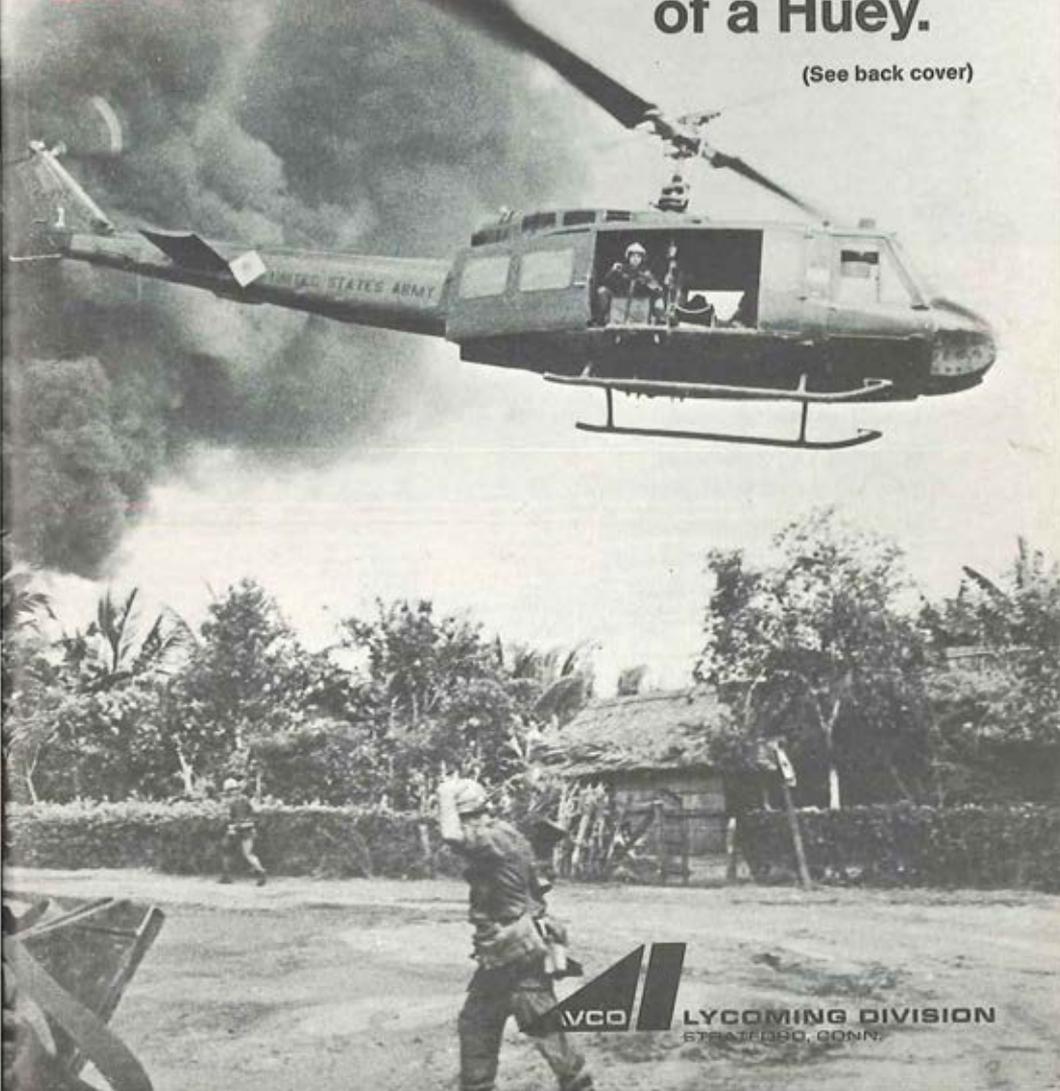


# Army Aviation

OCTOBER 31, 1968

This is one H  
of a Huey.

(See back cover)



VCO

LYCOMING DIVISION

STRATFORD, CONN.



**New Chinook lifts 12 tons.**

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

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

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

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

**At Boeing, something new is always up.**

***BOEING HELICOPTERS***



Capt.  
Gerald Lord



Major  
Russell F. Pool



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



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

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

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



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

# ARMY AVIATION

OCTOBER 31, 1968

Endorsed by the Army Aviation Ass'n of America

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

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# Tough machine for a tough war.

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

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

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

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

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

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

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

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

**Hughes Helicopters**

# LETTERS

Dear Editor:

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

Douglas J. Wood  
Major, Armor

(Ed. Our apologies for the microscopic type; this layout error won't happen again! The 12-up formats weren't dictated by ad copy, however, but a desire to go beyond our 8-10 news photos per issue. ARMY AVIATION needs 30-33% minimum ad support to con-



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

tinue, and has operated at close to this level over the years. Why hop on us for a basic 33% when LIFE (48%), PLAYBOY (51%), READER'S DIGEST (49%), etc. give you a one in two editorial shake?)

8 October 1968

Dear Editor:

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

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

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

Only deceased persons will be memorialized.

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

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

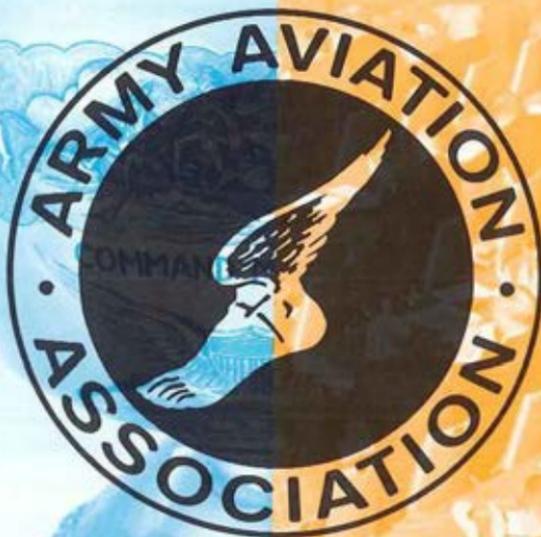
It is desirable that persons for consideration should have distinguished themselves during the Vietnam conflict.

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

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

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

# THE ARMY AVIATION ASSOCIATION OF AMERICA



## TENTH ANNUAL MEETING

OCTOBER 30-NOVEMBER 1, 1968

SHERATON-PARK HOTEL

WASHINGTON, D. C.

THE 1968 MEETING  
will discuss important  
Problems of Interest  
to Army Aviators  
in Attendance  
ARMY AVIATION  
Group of the Army  
by  
Major Paul G.  
Hesseltine

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**THE ARMY AVIATION  
ASSOCIATION OF AMERICA**

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**PROGRAM**

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**WEDNESDAY, OCT. 30**

**1200 - 1900**

**REGISTRATION**

**OPO CAREER GUIDANCE**

Mutual Room

**1500 - 1830**

**HAPPY HOUR**

**AND HANGAR FLYING**

Gilded Cage

**1900 - 2200**

**EARLY BIRDS' RECEPTION**

Gilded Cage

Cash Bar

**THURSDAY, OCT. 31**

**0800 - 2000**

**REGISTRATION**

Concourse of States

**0900 - 1700**

**OPO CAREER GUIDANCE**

Concourse of States

**0900 - 0945**

**AAAA GENERAL MEMBERSHIP  
BUSINESS MEETING**

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

**1000 - 1030**

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

**1000 - 1010**

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

**1010 - 1055**

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

**1055 - 1105**

Break

**1105 - 1150**

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

**1030 - 1200**

**AAAA LADIES' BRUNCH**

Room G600. \$1 Ticket at door

**1200 - 1400**

**CHAPTER DELEGATES' RECEPTION  
AND LUNCHEON**

Cotillion Room

**1400 - 1415**

**NATIONAL EXECUTIVE BOARD  
BUSINESS MEETING**

Cotillion Room

**1415 - 1505**

Park Ballroom

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

**1505 - 1535**  
Question and Answer Period

**1535 - 1550**  
Break

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

**1640 - 1710**  
Question and Answer Period

**1715 - 1830**  
**1968 CUB CLUB REUNION**  
Delaware Suite

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

## **FRIDAY, NOV. 1**

**0900 - 1200**  
**REGISTRATION**  
Concourse of States

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

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

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

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# **THE ARMY AVIATION ASSOCIATION OF AMERICA**

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## **PROGRAM**

---

**0930 - 0940**  
Joseph Mashman  
Assistant Vice President  
Bell Helicopter Company

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

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

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

**1100 - 1200**  
**HONORS LUNCHEON RECEPTION**  
Park Ballroom  
Admission by ticket

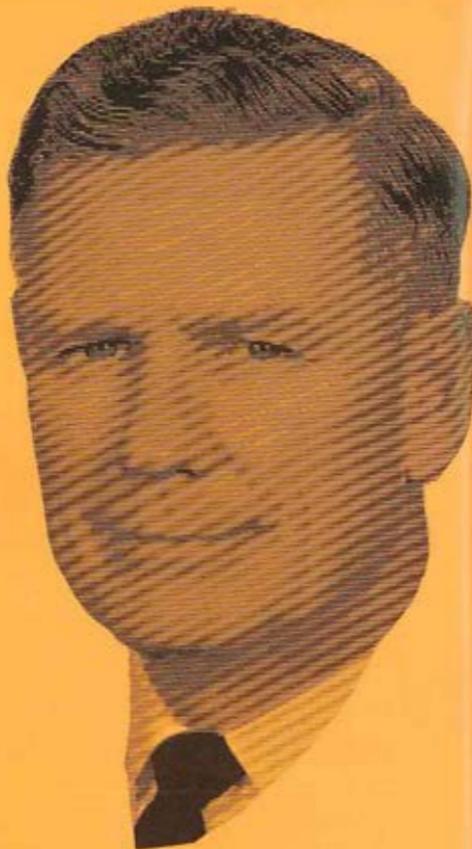
**1200 - 1415**  
**TENTH ANNUAL AAAA  
HONORS LUNCHEON**  
Sheraton Hall

**1445 - 1530**  
**NATIONAL EXECUTIVE BOARD  
BUSINESS MEETING**  
Franklin Room

**1830 - 2030**  
**DIEHARDS' RECEPTION**  
Delaware Suite

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

# WELCOME TO AAAA!



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

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

Those charged with the direc-

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

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

## **AAAA ORIGIN**

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

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

## **GENERAL PURPOSES**

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

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

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

## **SPECIFIC OBJECTIVES**

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

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

Stimulating good fellowship nationally, regionally, and locally.

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

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President, USAREUR Region



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Fort Bragg Chapter



**TENTH  
ANNUAL  
MEETING**



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Fulda Chapter



MAJOR  
NORMAN H. MILLER  
Fort Riley Chapter



TENTH  
ANNUAL  
MEETING

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

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

Maintaining historical records of Army aviation.

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

Recognizing outstanding contributions within Army aviation.

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

## **SPECIFIC PROGRAMS**

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

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

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

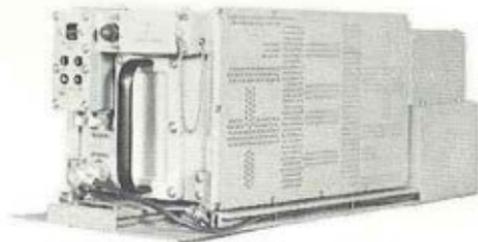
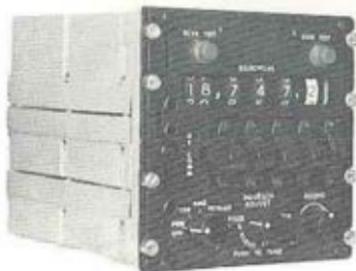
A FILM EXCHANGE PROGRAM in which the member is afforded the opportunity of viewing current developments in the state of the art as portrayed through the medium of industry films.

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

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



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

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

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

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WAYNE R. SMITH

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

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Annual Meeting Committee



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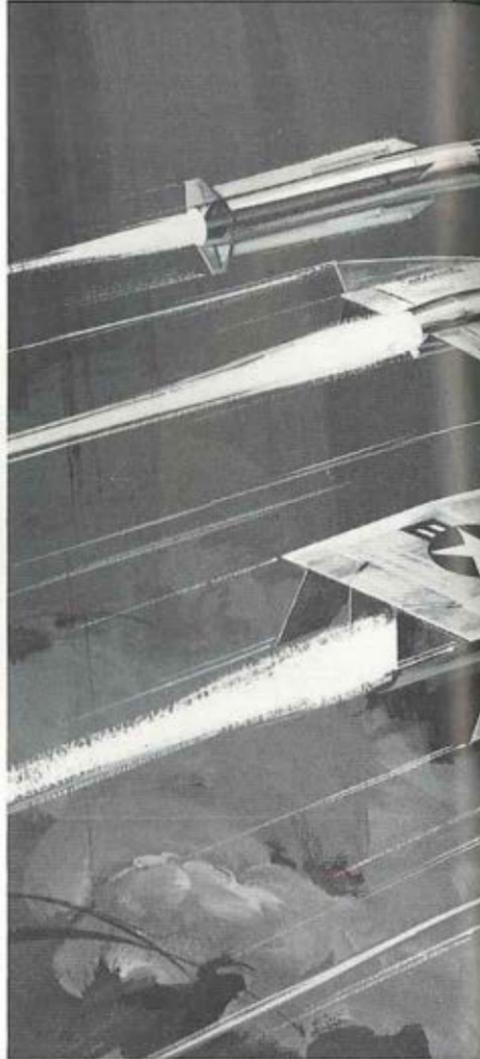
What are the enemy capabilities we must be prepared to face—and foil—in the years ahead? Both manned aircraft and missiles will operate at supersonic speeds. Both will be capable of extreme high altitude or tree-top level attack. The speed of detection and response required of defensive weapons and the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

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# KEEPING OUR LONG RANGE "AIRMOBILITY" FRAME OF MIND!

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

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

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

### The doldrums

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

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

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

The lessons learned and value of these little airplanes were largely forgotten in the complicated pressures to "bring the boys home"; and, the painful birth of the 1947 Department of Defense structure left only one phrase of legality to the thousands of WW II Liaison pilots who had been marked with a sort of

bar sinister on their badges: "*such aviation that may be organic to the Army.*"

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

### A hard decision . . .

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

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

### The lesson learned

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

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

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

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## FRAME OF MIND

(Continued from Page A-13)

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

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

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

### A state of mind!

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

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

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

### Would you believe . . .

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

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

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

### Aggressive supervision?

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

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

'Nough said!

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

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

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

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

Now that the Army has attained an increased degree of mobility with improvements in the capabilities of aerial vehicles and in airborne techniques, we appear to be at

crossroads of a major decision as to the direction we will take regarding mobility with the present resources. It is not apparent at this point whether our mobility resources and capabilities are to be placed in one basket.

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

### **Reason to pause**

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

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

The amount of airmobility resources in

# **AIRBORNE vs. AIRMOBILE IS THERE A NEED FOR BOTH?**

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

SPERRY RAND



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Terminal System



**SPERRY**  
FLIGHT SYSTEMS DIVISION  
PHOENIX, ARIZONA 85002

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## Airborne vs Airmobile

(Continued from Page A-15)

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

Below are some of the facts which must be considered:

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

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

### Airborne capabilities

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

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

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

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

The same FM states, "Movement by long-range aircraft allows strategic deployment of airborne forces on short notice to any area of the world. These forces may be moved directly to the objective area . . ." A most significant example of our strategic mobility capability was demonstrated in 1959, during Exercise BANYAN TREE, when elements

of the 82d Airborne Division and the USAF Tactical Air Command conducted joint operations. The airborne force was flown non-stop over 1,500 miles and parachuted to seize their objective. Although similar distant movements of non-airborne forces are possible and have been demonstrated, it would be necessary to air-land these forces.

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

### Ridgway-Taylor views

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

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

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

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

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

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

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

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

## **Airborne limitations**

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

Airborne forces are vulnerable to enemy armor attacks.

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

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

When conducting sustained operations, the airborne division normally should be aug-

mented by combat support and logistic support elements.

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

## **Some can be minimized**

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

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

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

## **Airmobile capabilities**

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

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

# Taking the guesswork out of navigation:

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

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

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

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

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

# Cheyenne.



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

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

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

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

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

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

**LOCKHEED**  
LOCKHEED AIRCRAFT CORPORATION

## Airborne vs Airmobile

(Continued from Page A-19)

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

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

### McNamara viewpoint

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

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

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

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

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

"The significant improvement in respon-

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

### Airmobile limitations

Limitations of airmobile forces must likewise be considered:

Helicopters are vulnerable to small arms fire.

Airmobile forces are particularly vulnerable during landing and assembly.

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

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

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

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

### The vulnerability problem

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

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

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

### Less logistic needs

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

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

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

### CDC study

In an extensive study conducted by *Planning Research Corporation* for U.S. Army Combat Developments Command, the con-

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## Airborne vs Airmobile

by LTC John N. Bradshaw

---

clusions were drawn that the airmobile division was more effective than the airborne division in the following situations:

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

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

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

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

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

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

### Summary

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

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

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

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

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

**FORT RUCKER NATIONAL BANK**

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The Fort Rucker National Bank was organized for the purpose of providing complete and efficient banking services to Fort Rucker personnel and to the general Army Aviation community worldwide. Owned by more than 1400 shareholders stationed around the world, the bank is directed by a board representing extensive background and experience in a variety of fields, military and business. It is professionally operated by a staff which is imbued with appreciation of the special needs of its clientele; a staff dedicated to providing prompt, efficient, and courteous service both on the bank premises as well as by mail.

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# AAAA THURSDAY PRESENTATIONS

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



1000-1010

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



1010-1055

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



1105-1150

Training Missions at the U.S. Army  
Flight Training Center  
**Brigadier General Frank Meszar**  
Commanding General  
U.S. Army Flight Training Center  
Fort Stewart, Georgia



1415-1505

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

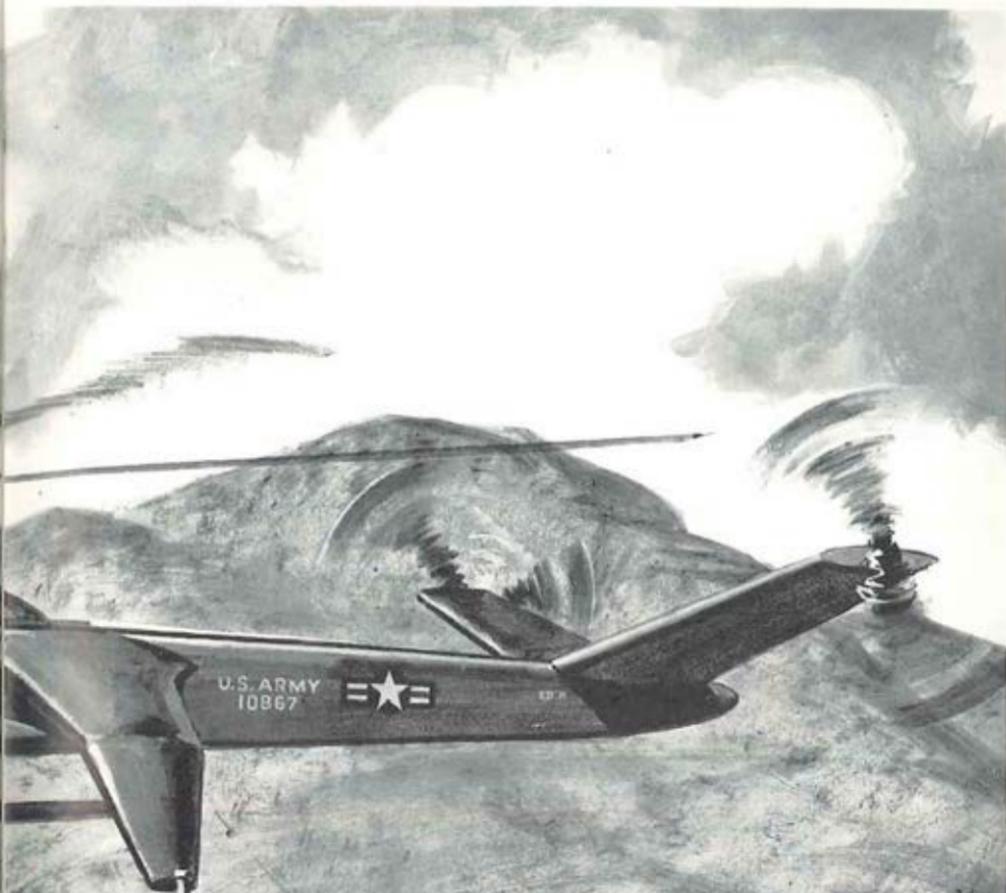


1550-1640

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

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somebody will  
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DIVISION OF UNITED TECHNOLOGY CORPORATION

# AAAA FRIDAY PRESENTATIONS "ROTARY WING IN THE USSR"

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



**0915-0920**

Introduction and Keynote Address

**Leon L. Douglas**

Assistant General Manager  
Boeing Vertol Division



**0920-0930**

A History of the USSR VTOL Program and a  
Projection of What we Know of Their Plans

**Ralph P. Alex**

Chief, R & D Sales Applications  
Sikorsky Aircraft Division



**0930-0940**

The Characteristics of the Mil 6

**Joseph Mashman**

Assistant Vice President  
Bell Helicopter Company



**0940-0950**

The Characteristics of the Mil 8

**Donald R. Segner**

Engineering Test Pilot  
Lockheed-California Company



**1005-1015**

The Characteristics of the Mil 10

**Leonard J. LaVassar**

Chief Test Pilot  
Boeing Vertol Division



**1015-1025**

A Look at Russian Helicopters from  
the Commercial Operator's View

**David Davenport**

General Manager, Commercial Operations  
Petroleum Helicopters, Inc.

# PROGRAM

## 1968 AAAA HONORS LUNCHEON

### *Presiding—*

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

### *Invocation—*

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

### *Presentations—*

The James H. McClellan Aviation Safety Award  
*Presented by*

THE HONORABLE HOWARD E. HAUGERUD  
President, James H. McClellan Foundation

The Army Aviator of the Year Award  
*Presented by*

GENERAL BRUCE PALMER, JR.  
Vice Chief of Staff, U.S. Army

The Outstanding Aviation Unit Award  
*Presented by*

GENERAL WILLIAM C. WESTMORELAND  
Chief of Staff, U.S. Army

The Aviation Soldier of the Year Award  
*Presented by*

THE HONORABLE STANLEY R. RESOR  
Secretary of the Army

### *Introductions—*

DISTINGUISHED SERVICE CROSS WINNERS  
1967-1968

### *Benediction—*

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



**SERGEANT FIRST CLASS  
JESSE J. DODSON, JR.**



**CAPTAIN  
ROBIN K. MILLER**



**MR.  
FRANCIS P. McCOURT**



**LIEUTENANT COLONEL  
PAUL C. SMITHEY**



**LIEUTENANT COLONEL  
EDWARD P. LUKERT, JR.**



**LIEUTENANT COLONEL  
RAYMOND G. LEHMAN, JR.**

# THE ARMY AVIATION ASSOCIATION OF AMERICA

TENTH ANNUAL AAAA HONORS LUNCHEON

## NATIONAL AWARDS 1967-1968

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

*Presented to*  
FRANCIS P. McCOURT

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

*Presented to*  
CAPTAIN ROBIN K. MILLER

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

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

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

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

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# PREVIOUS WINNERS OF AAAA AWARDS

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## THE ARMY AVIATOR OF THE YEAR AWARD

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

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

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

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

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

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

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

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

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

## THE OUTSTANDING AVIATION UNIT AWARD

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

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

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

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

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

The 13th Aviation Battalion and its attached

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

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

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

## **THE JAMES H. McCLELLAN AVIATION SAFETY AWARD**

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

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

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

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

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

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

In 1965, Mr. Ralph B. Greenway, Air Safety

Specialist, Department of the Army, was named the winner for his outstanding contributions to the Army Aviation Safety Program.

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

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

## **THE AVIATION SOLDIER OF THE YEAR AWARD**

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

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

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

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

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

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

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

# DISTINGUISHED GUESTS

TENTH ANNUAL AAAA HONORS LUNCHEON

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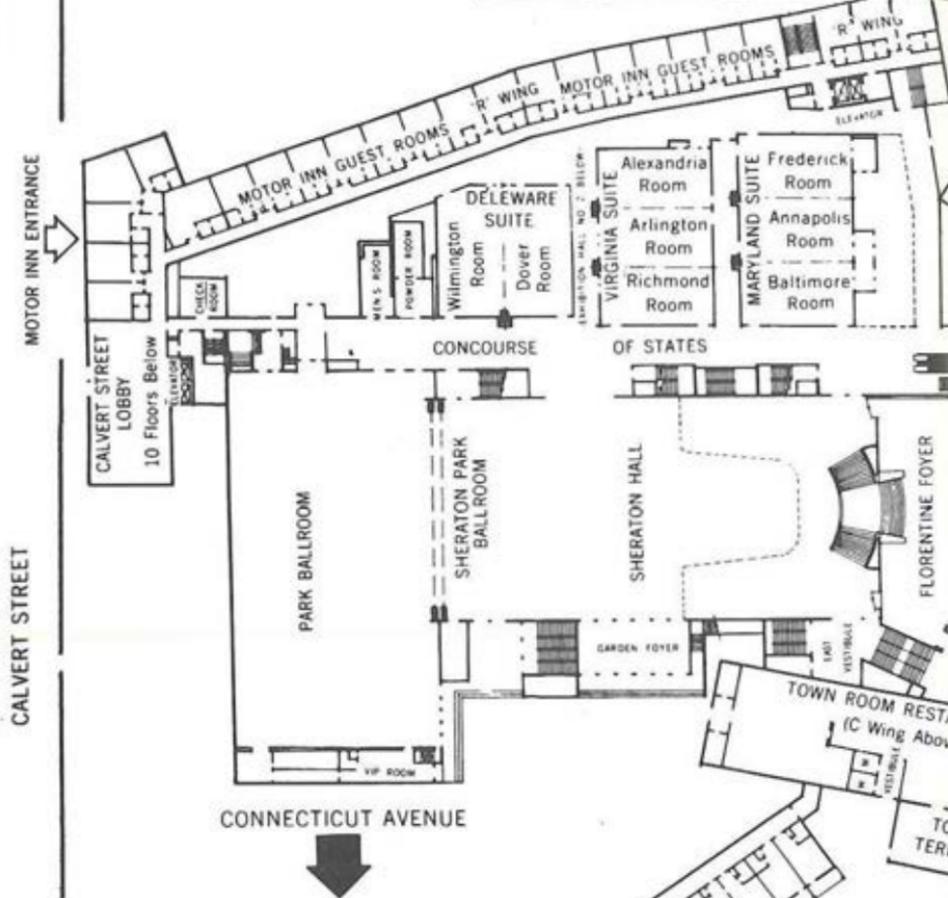


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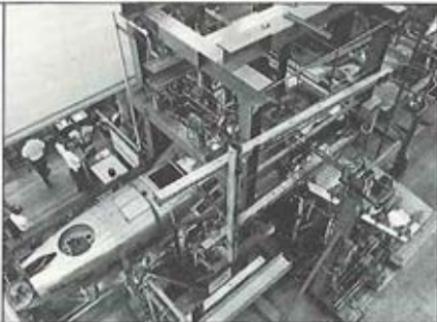
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## UNDER TEST

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



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

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

- ASPLUND** — In Vietnam, Warrant Officer Marcus R. Asplund, 1st Aviation Brigade, on August 13, 1968, due to an aircraft accident; son of Mr. and Mrs. John E. Asplund, 3802 North Black Canyon Highway, Phoenix, Ariz.
- BECCANNAN** — In Vietnam, Warrant Officer Barry J. Beccannan, 1st Infantry Division, on August 23, 1968, due to hostile action; son of Mr. and Mrs. Donald J. Beccannan, 11128 Center Street, Clayton, Michigan.
- BLOHM** — In Vietnam, Warrant Officer Ronald R. Blohm, 176th Aviation Company, on September 10, 1968, due to hostile action; husband of Mrs. Donna L. Blohm, c/o Mrs. Donald Mousel, 1820 Hogboom Avenue, Eau Claire, Wisconsin.
- BONNARENS** — In Vietnam, Major Frank O. Bonnarens, Headquarters, I Field Force, Vietnam, on September 19, 1968, due to an aircraft accident; husband of Mrs. Rina S. Bonnarens, 1202 Van Bibber Avenue, Orange, California.
- BROWN** — In Vietnam, First Lieutenant Thal A. Brown, 1st Infantry Division, on August 23, 1968, due to hostile action; husband of Mrs. Allene P. Brown, 1069-B Kitchen Road, Macon, Georgia.
- CHANEY** — In Vietnam, First Lieutenant Douglas D. Chaney, 3rd Squadron, 17th Cavalry, on July 23, 1968, due to hostile action; husband of Mrs. Marcia E. Chaney, 2517 Pine Avenue, Manhattan Beach, California.
- DICKINSON** — In Vietnam, First Lieutenant John A. Dickinson, 4th Infantry Division, on September 12, 1968, due to hostile action; son of Mrs. Mabel I. Dickinson, 91-18 110th Street, Richmond Hill, New York.
- FARISH** — In South America, Captain Castle H. Farish, Inter American Geodetic Survey, Venezuela, on September 9, 1968, due to an aircraft accident; husband of Mrs. Melva J. Farish, 1217 N.W. 6th Avenue, Mineral Wells, Texas.
- LUKE** — In Vietnam, Captain Arnold W. Luke, 214th Combat Aviation Battalion, on August 12, 1968, due to an aircraft accident; husband of Mrs. Dorothy A. Luke, 612 San Pascual, Apt. 3, Los Angeles, California.
- McAFEE** — In Vietnam, Captain Cary F. McAfee, 1st Infantry Division, on September 14, 1968, due to hostile action; husband of Mrs. Gudrun T. McAfee, Route 2, Box 153, Enterprise, Alabama.
- McALEER** — In Vietnam, Warrant Officer James K. McAleer, 10th Aviation Battalion, on August 22, 1968, due to hostile action; son of Mr. and Mrs. James K. McAleer, Jr., 518

# OBITUARIES

- 1st Street, Northwest, Steele, North Dakota.
- McPEAK** — Chief Warrant Officer Donald W. McPeak, Davison US Army Airfield, Fort Belvoir, Virginia, on July 31, 1968, due to an illness; husband of Mrs. Floria D. McPeak, 16 Forest Glen Road, Woodbridge, Virginia.
- MILLER** — In Vietnam, Warrant Officer Peter T. Miller, 13th Aviation Battalion, on September 23, 1968, due to hostile action; son of Mr. and Mrs. Lachlan J. Miller, P.O. Box 13, Stanfordsville, New York.
- MILLER** — In Vietnam, Warrant Officer William M. Miller, 145th Aviation Battalion, on September 15, 1968, due to hostile action; son of Mr. and Mrs. Albert G. Miller, 32 Wheatley Street, Lebanon, New Hampshire.
- PLUNKETT** — In Vietnam, Captain Gerald W. Plunkett, 1st Infantry Division, on September 13, 1968, due to hostile action; son of Mr. and Mrs. Ralph W. Plunkett, 3207 Velmagi Street, Memphis, Tennessee.
- REIDER** — Warrant Officer Keith A. Reider, 238th Aviation Company, on August 9, 1968, due to an aircraft accident; son of Mr. and Mrs. Alfred L. Reider, 3207 Noble Street, Laureldale, Pennsylvania.
- ROWEN** — Warrant Officer Glendon T. Rowen, 21st Aviation Battalion, on August 9, 1968, due to an aircraft accident; son of Mr. and Mrs. Thomas G. Rowan, 546 Elm Avenue, Woodbury, New Jersey.
- SANDERS** — Major Ernest W. Sanders, United States Army Aviation School Regiment, died on August 24, 1968, due to a drowning accident; husband of Mrs. Helen S. Sanders, 403 Spruce Street, Dowagiac, Michigan.
- STEEN** — Lieutenant Colonel Charles S. Steen, Jr., OACSFOR, Department of the Army, on September 20, 1968, due to an automobile accident; husband of Mrs. Livia Steen, Del Casse 69, Santurce, Puerto Rico, c/o Seijo.
- WEISS** — In Vietnam, First Lieutenant Robert R. Weiss, 210th Aviation Battalion, on September 12, 1968, due to an aircraft accident; husband of Mrs. Carol E. Weiss, 3595 Mazzone Avenue, Reno, Nevada.
- WILSON** — In Vietnam, Warrant Officer Michael R. Wilson, 1st Aviation Brigade, on August 11, 1968, due to an aircraft accident; son of Mr. and Mrs. Ira J. Wilson, 707 South Jefferson Street, St. James, Missouri.
- MISSING IN ACTION**
- FERNAN** — Missing in Vietnam, Warrant Officer William Fernan, 214th Aviation Battalion, since August 1, 1968; husband of Mrs. Diane R. Fernan, 114 Lebo Boulevard, Apt. 13, Bremerton, Washington.

# ARMY AVIATION

EDITORIAL AND BUSINESS OFFICES: 1 CRESTWOOD ROAD, WESTPORT, CONN. 06880

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