

1) DA Ltr (COL RR WILLIAMS); 3) 5th Army Ltr (MAJ DT BOYD); 4) Gary AFB Rpt (CAPT JO TOWNSEND), 7th Army Rpt (COL MT NESBITT); 5) Eutatis Rpt (MAJ PL SHRENNEN); 6) Logbook; AO's Corner (COL JL TOWNSEND), 77th Div. (CAPT JW KILKENNY); 7) Ltrs fr MAJ WANN, CAPT CALENDER, COL OSBORNE, LT WHELAN, CAPT FOURNIER, CAPT BRIZEE; 8) Fly-In Rpt, Ltr (CAPT WG GILLY), 42d (NG) Div Rpt (CAPT EC JELLISON); 9) SCAAO (LTS HUFF, LAWLEY), Canal Zone (CAPT AW BARR), Gary AFB (MAJ A.H. ELIASSON); 10) 26th (NG) Div Rpt (MAJ JH O'CONNELL), PA-NG; 11) Personals-Congrats; 12) 2d Army Rpt (COL TW ANDERSON), Carlisle (CAPT FT BARRON); 13) Field Diagrams (Armonk-Grenier), 7th A (COL MT NESBITT); English Channel Flight (MAJ JE MURPHY); 15) Change of Address & Subscription Form; 16) New Subscribers

TOP DRAWER

(ED. NOTE: In the face of the proposed proficiency minimums and the "high time" flight reports submitted by NG & USAR pilots on summer field training & the regular flights at their home bases, we wrote to LT. COL. ROBERT R. WILLIAMS, GS, for his views on the applicability of these minimums to the NG & USAR Flight Programs. The following is COL. WILLIAMS' answer.)

DEPT. OF THE ARMY - "Inclosed you will find a letter that I dispatched to all Air Officers of the major commands forwarding a draft copy of a circular. The circular is still being held by the Secretary of Defense, pending submission of equivalent regulations by the other two services. We realize already that when it comes back we will have to make certain changes. For example, we intend to change it to make it directly applicable only to active duty pilots. Next, we realize that many active duty pilots are facing situations similar to the ones you outline for NG-USAR AAs who may fly an excessive number of operational missions during the early part of the year & find themselves short on time for the last part. We're therefore considering splitting the requirements up by quarters to assure that all pilots will be able to fly a minimum of about 20 hours a quarter.

When we get our circular published it will be up to Field Forces to determine its degree of applicability to Reserve units, and up to the National Guard Bureau to determine its degree of applicability to NG pilots. All pilots, regardless of component, will be limited to 100 hours for proficiency purposes. Proficiency and training as applied to flights are synonymous. If one of the NG-USAR aviators has gone out on his own and flown 73 hours solely for the purpose of flying proficiency as opposed to operational missions in conjunction with unit training or summer camp, he is in bad shape. However, if the large amounts of flying time were amassed during summer camp in training exercises they have nothing to worry about. I think the attached letter and circular will explain these points. Sincerely,

ROBERT R. WILLIAMS
Lt. Col., GS

(Continued on Page 3)

HOPSCOTCHING

Testing of world's largest helicopter at Philadelphia in mid-September foreshadows eventual use by military services in foreseeable future. YH-16 (Piasecki) accommodates forty passengers, measures 78 feet long, & is comparable in size to twin-engine Convair. Pertinent statistics reveal 15-ton weight, three jeep capacity, estimated 160 mph top speed, & 750 mile range. Joint Chiefs of Staff initiating new study of Reserve Program in light of return of many NG-USAR units, officers, & EM. It's anticipated JCS will define the minimum mobilization strength needed for USAR-NG units and minimum training requirements..

Many top military officials stressing demand for suitable standard of living for military; many urge modest pay increase now justified. AFROTC colleges to suffer if present manpower restrictions are followed. Army extended to 31 March 1954 maintenance date for all Reserve units activated before 1 July 1953. This status denotes minimum strengths to be held by units or alternative is deactivation.. Notification for involuntary separations will hit many non-regular Army officers by 1 Nov. They are first of 6,000 plus group now being forced off AD by budgetary manpower regulations. 90-day notice set. Some 10,000 in all face "axe" by 1 July '54. Hardest hit will be company grade where overstrength is largest. Lieutenants are especially prone. AF received last minute DA authorization & 4000 officers destined for "blook" were spared when AF officer strength raised by this figure. Recent AF-OCS graduate class reveals budget will allow 125 of more than 500 to be commissioned. Remainder have alternative of separation (if AD served 12 yrs or more) or return to airman's rank on AD... Copter records at Dayton Air Show included 146mph in straightaway run by YH21 (Piasecki) and 22,289 foot altitude.. Interesting note overlooked by many was that one F-86F Sabre jet in 1900 mi. Bendix race ran out of fuel 100 miles from Dayton & still finished ahead of several other entrants. He glided dead-stick 100 miles from 40,000 feet.

(Continued on Page 3)

TOP DRAWER

COL. WILLIAMS' REPORT (Cont. from Page 1)

"Attached as Incl No. 1 is a draft of a letter we propose to send out. It may end up as an SR or circular or other form of communication, or it may not go out at all...By this document, we hope to accomplish the following: (a) Provide a clear out guide on the use of aircraft, (b) Set up rules, that if followed, will leave us completely clear of criticism by Congress, (c) Remove the necessity for deciding who is on an administrative (flying for proficiency) job and who is operational, (d) Improve the flying skill of our pilots by requiring some wellspend time on such needed work and stop the aimless flying around the country just to get the time, (e) give the instrument program a shot in the arm. If the attached letter goes out, a letter on instrument flying will follow. The idea is everyone will fly hood & link time even if they haven't got a ticket, so that they might just as well get tickets, (f) Push commanders to let the pilots fly during duty hours. I feel that one of our troubles has been that commanders have insisted pilots fly on their own time such as weekends. If a pilot has to fly on his own time he rightly feels he ought to be allowed to combine a little pleasure with it. The result is that he goes to see his family-friends or on some such junket. He is seen and immediately the charge is made of using aircraft for personal pleasure.

Please discuss this proposed letter with your commanders and pilots. Try to obtain their wholehearted support in adhering to the spirit of it rather than trying to find loopholes and by-passes. If you find a case that doesn't quite fit the letter of the rule, apply the spirit or the principle. Don't fight the problem.

Under the new instrument regulations our objective is to qualify every Army aviator as an instrument pilot. Under our new flying proficiency regulation all Army aviators, whether or not they have an instrument certificate must accomplish 20 hrs of actual or hood instrument time each year. To assist in accomplishing the above objective, a limited number of L-19's modified as instrument trainers have been authorized major commands as excess equipment. I recommend that you place these aircraft where they will do the most good, and possibly pass them around from unit to unit. Dual controls for L-23 type aircraft have also been procured as Class IV items of equipment.....I recommend that equipment be allocated or loaned (L-19s) & training schedules be established based on the following utilization of equipment: L-19 (Standard) - for the same purpose as above, using color selective glass in front & goggles. Extreme caution should be taken that an alert safety observer is provided & that instrument practice is not attempted in high density traffic areas or under conditions of low visibility. L-17 - same as above with addition of practice with manual loop. LC-126 - same as above with addition of practice using omni radio stations and the ADF. It may be necessary for Army Headquarters to loan out available LC-126 type aircraft for this purpose. L-20 & L-23 - same as LC-126 except low

(Continued on Page 5)

HOPSCOTCHING

(Continued from Page 1)

Warrant Officers may be next to feel "axe." Army has 1000 more than ceilings permit. Army to convene latest selection boards in Oct to recommend officers for promotion to Lt. Col, Major, and Captain. DA has requested each of services to submit by 1 Oct report on policies pertaining to involuntary recall of the Ready Reserve. DA has stipulated that length & nature of previous AD, family responsibility, and essential employment must be considered in new policies.

Controversy in AF finds statement of AF Asst. Sec'y debated. Statement had NO AF rated pilots being involuntarily separated. Many feel 40% of 6500 due for forced exit will be from rated personnel rosters, including pilots. New "Beaver" in mill. Initial data gives 145 mph cruising speed, 700-mile range, added takeoff power. Sikorsky has 34-troop S-56 on boards. Should be flight tested in late '53. Cruises at approximately 150 & has retractable gear.

Ultimatum given to 13,000 odd 4th-yr AF-ROTC students requires all to sign for flight tng or be dropped from program. Those dropped will hear from Gen. Hershey. Now official ruling states that an officer incapacitated for flying duty as a result of injuries received while participating in ground rescue operations incident to a plane crash that has no relation to his flying duty assignment, may not be considered as having received his injuries as a result of an aviation accident & is not entitled to flight pay for the 3-month period following his injury...

The "Army Aviator Newsletter" is an unofficial, all-component monthly publication financially and editorially supported by voluntary subscriber-contributors. It is mailed to Army aviators in the active service, National Guard, & the United States Army Reserve and to friends of Army aviation. The views and opinions expressed in the Newsletter are NOT necessarily those of Hq, First Army, or of the Dept. of the Army. No implication must be made that the Newsletter is an authorized Army publication. Contributions of news items are solicited from all Army aviators and should be mailed to: Army Aviator Newsletter, 726 Eleventh Avenue, NY, 19, NY. The Editor reserves the right to quote all or part of any material that is submitted unless the correspondent specifies otherwise & makes the assumption that the correspondent has submitted only unclassified material.

An encouraging letter from Hq, 5th Army, Chicago, indicates sincere cooperation from the Army Aviation Section located there..... "We think the Newsletter is a swell idea and will support it 100%. Sorry the attached list is all we could do at the present time, but we've been especially rushed this past month. We will send more information to the Newsletter in the near future. Sincerely, AVN MAJ DONN T BOYD, Exec Offr, Army Avn Section.

PRO'S SAY...

(NOTE: Following is excerpted from a letter from CAPT. JAMES O. TOWNSEND, former Dep AO at Hq, 1st Army, who is now taking the copter course at San Marcos, Texas. AAs who eventually will take copter training may take this stage at Ft. Sill.)

San Marcos

"I have completed one week of training here (asgd to copter course No. 54 C-H). To date, I've logged 5:20 hrs. in the air. I'd like to tell you it is not an easy machine to fly, it is difficult to fly, it's hard to fly, it's impossible to fly, it just plain won't fly with TOWNSEND at the controls. We're supposed to solo in about 8 hrs. I've got my B-4 packed and all I've got to do is pick up the Form 5a, if they'll give them back to me, to take off. I'm not giving up, you understand.

Seriously, the course here includes 45 hours flying; the remainder of the time is spent on academics which include: History, Theory, Engineering and Maintenance. Written quizzes & exams are included throughout the Academics with a final exam at the end. The McCall I-Scoring system is employed in grading which is used to prevent anyone from knowing what he makes. The flying grade is kept separate. If we fly in the AM, we go to Class in the PM, and vice-versa.

The Class size is 22 which now includes several Natl Guard AAs. The AF has classes running concurrently in Piasecki H-21s, Sikorsky H-19s, and H-5s as well as the Bell H-13. Lotas traffic. We Hiller H-23s here. For the benefit of our NG pilots and other AD pilots who may come down here furnished housing for families is poor but procurable. San Marcos (pop. 9,983) is a few miles (3) from the Base. The Chamber of Commerce has maintained a list of apts. & houses. San Antonio & Fort San are 50 miles away, Austin 35 miles; several nearby towns (15-20 miles off) offer some housing.

Recreational offerings are good, the best being Landa State park at New Braunfels, some 15 miles away. It has a pool approx. 800' long, row boats & power boat rides, picnic areas, tandem bikes for rent, pretty girls, etc. On post - bowling, tennis, badminton, golf, movies, BOQs, Officers Open Mess, etc. are available. Duty uniforms at present are khakis without tie for academics, & flying suits or fatigues for flying. Low-outs R worn with all uniforms and baseball-type caps R permissible for flying. That's about it from my end.

Your Correspondent,
CAPT. JAMES O. TOWNSEND
PO Box 106, Gary AFB, SM, Tex.

"Don't Quote Me"

FOURTH-HAND INFORMATION - - CAPT LEONIDAS W. BEST attending new Instrument Flt Examiners Course at Sill in long-distance phone call to his wife at GI-NY who in turn passed the information to MAJ GERALD L HOUGH at Hq, 1st A, who informed us: "Toughest damn course I've ever taken."

7th ARMY

The 7th Army Aviation Section is presently composed of two Lt. Cols., one Major, one Captain, and 4 MM. We maintain general staff supervision for all aviation within the Command. There are about 60 Army installations for the most part having hard runways & hangars and all facilities and equipment presently considered modern. Most of these have been planned & constructed during the past two years thru the efforts of LT. COL. BILL LEENEY, just recently relieved as AO here and rotated to the Pentagon.

The multiple mission of this Army requires a versatile aviation program and consequently provides our people with a wide variety of experience and travel throughout the Continent west of the Iron Curtain.

We recently received the first of the L-23s. LT. COL. BILL LEENEY, CAPT. JOHN GOODRICH, and I went over to Glasgow, Scotland, late in July and brought back the first 3 L-23s for the Army.



Anything's Possible

MAJ. RAYMOND A MURPHY recently assumed command over the 7th Army Flight Detachment. His first official mission was to load six H-13s with 12 pilots and 12 mechanics into C-119s to proceed to Araxos, Greece. This was their base for earthquake disaster operations. They operated from the aircraft carrier U.S.S. Franklin D Roosevelt. They just returned a few days ago and I have no details of their operation as yet.

Of interest to those who have served in this area is the news that the Army Flight Detachment is soon to move into a newly constructed Army Aviation Base on the south side of Echterdingen Field, directly across from the old civil facility they have occupied since constabulary days. The new layout is complete & modern in every detail and comprises a modern air installation. BILL LEENEY is also the daddy of this elaborate project.

MAJ. ROY W HANEY who has been asst AO here since '50 leaves on 9 Sept, rotating to the Pentagon for duty in the office of the Under Secretary of the Army. He passed the AF instrument check last week and got his card after getting his training the hard way, catch as catch can in L-19s and L-20s.

Hope this will help out a bit for the next issue & will try to collect something more interesting for later submission.

Your Correspondent,
LT. COL. MILLER T. NESSBITT
Army Avn Sec, Hq, 7th Army

TOP DRAWER

(Continued from Page 3)

approaches cannot be made due to lack of dual controls. L-23 - with duals same as LC-126. Our regulations do not require a pilot to attend a course of instrument instruction to get an instrument certificate. We have many pilots in the Army who have obtained instrument certificates by practicing by themselves, getting a little instruction here and there and doing a lot of studying. In order of preference our pilots should get their instrument certificates 1) by going through Army course at Sill, 2) going to an Air Force or Navy course, 3) working with other instrument pilots and picking up instruction as they can. The proposed regulation should not only keep instrument pilots current, but should also provide a strong incentive for all pilots to get their instrument certificates.

This regulation will have the psychological effect of making pilots want flying time.... Last year the regulation required all pilots to fly a minimum of 100 hours, and many had to be pushed to meet that requirement. Now we say pilots will be permitted a maximum of 100 hours of flying proficiency, and from the complaints one might think that every Army aviator was accustomed to flying 500 hours per year. The new regulation should not materially reduce the amount of flying, but should put it on a more businesslike, profitable basis. If our training program is to be a success every pilot must understand the reason such a program is necessary. For example: why should a Lt. in an artillery bn become & remain an instrument pilot, why night flying, etc. There are two basic reasons why every pilot must accomplish this specialized training.

a) This is a period of "peace" during which we must develop the pilots who in case of mobilization will be the nucleus of a big program. Every man we now have must be considered as available for any type of duty: staff, school, operational, - and any type of flying: fixed-wing and helicopter; instrument, day and night. At this time we must develop the finest, most completely qualified group of pilots possible. Specialization and minimum qualification personnel are used in necessity in war - they have no place in a peacetime program.

b) If Army aviation is to pay its way we must develop an "around the clock" capability in all our tasks. Compare our capability today with our capability with the L-4s of WW II.. Increased capability means more complex equipment. The more complex equipment means higher pilot prerequisites. Take a look at the cockpit of a convertiplane. No "Sunday afternoon Cub pilot" will fly that machine. We must make certain that the capabilities of our pilots remain ahead of the advancement in equipment if we are to realize our full potential. The applicability of some of the training may not be too obvious to the pilot just flying the L-19. He may feel that flying an L-19 under the hood is a waste of time, since he as an individual doesn't intend to fly actual

(Continued in next column)

instruments in a 19. Actually what he's doing is developing his general aeronautical qualifications so that he will be ready to do the jobs of the future that will be expected of Army aviators. Two years ago we restricted L-19 and L-17 type aircraft against actual instrument flight. SR 95-15-6 supercedes these instructions. The L-19 is a good instrument airplane under certain conditions. It has very definite limitations such as range, lack of radio, etc. If the pilot carefully considers the weather conditions and his own capabilities, there is no reason why instrument flights cannot be made in L-19 type aircraft... particularly by the more experienced pilots, even with the above limitations.

You will note that the proposed circular requires all Army aviators to fly at night and to fly cross country - this includes transportation helicopter pilots. Apprehension has been expressed by some about flying helicopters cross country at night. We included the night cross country for helicopter pilots because this is the time when we must develop the experience if in the future we're to conduct tactical night exercises in a safe manner. All indications are that such exercises will become normal operations. Our status today on night ops in helicopters is quite parallel to our status in 1942 when we were flying L-4's - few instruments & limited navigational radius & little experience. The first flights should be short and under optimum conditions. We must guard against attempting too difficult flights that may result in an accident or incident that will scar pilots & create general apprehension with regard to night flying. You will note that the circular lacks the usual "Teeth" i.e. it does not say that pilots who fail to meet the minimums will be placed before flying evaluation boards. The reason is that we are placing the responsibility directly on the commander to see that pilots meet their minimums. It isn't right to take action against the pilot for something the commander didn't carry out. Sincerely,

ROBERT R. WILLIAMS
Lt Col, GS

(EdNote: We're sorry that space does not permit several other interesting points covered by COL. WILLIAMS in his bulletin to key AOs. We shall include the aforementioned proposed draft circular in our next issue unless it is amended in part or is not applicable. Certain omissions & additions (punctuation, etc) were made in the above material in order to secure columnar spacing. The meaning was not changed.)

Eustis

We were sort of rushed to meet the deadline & hope to have more interesting data for Newsletter readers by the time of the next issue. In the meantime, here's the poop from Eustis: We hope to have a Control Tower in opn in the near future on VHF 126.3. As to the Heliport, bids are to be let for the contract sometime near the end of Sep 53. When completed this will be the first CAA-recognized Heliport in existence. The Aviation Detachment is flying a logistical support demonstration about mid-Oct (14th) & it will include a Hoptr Cargo Co. At the present time the only two rated copter pilots asgd are CAPT WALTER S TRAPP & myself.

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LOG BOOK



Sometimes the Earlybird doesn't want the worm!

EAGER BEAVERS CLUB
(August '53)

LT RUSSELL L FOSS-NG
73:10
LT HOLLIS K SINCLAIR
49:40
CAPT. RICHARD S HALE
53:50
LT. EUGENE F. LAWLEY
48:15
LT. VERNON P LEAVITT
47:05
CAPT. GEO. H. KNOWLTON
47:30
LT. CARL E. ANDERSON
58:00
CAPT EDW. A ZAPOLSKY
71:05
CAPT EDW. T HENTHORN
49:20

RESERVED!

(United States Army Reserve Aviation Program)

Our 6 AAs and 2 from the 414th FA Grp flew a total 291 hrs (36 per pilot) at SFT, which included about 3 hrs. night-time each. XCs included a trip to Niagara Falls & an admin flgt to Burlington, Vt. Several classes (ground sch) were held in welcome refreshers for all. Pilots & planes were asgd, wherever possible to Div units and used by comdrs in fld problems. The tank Co & Engr Co were also enthusiastic & the Arty Cdr, COL. HENSHAW (newly-assigned) promised that in 54 the avn sec would be incorporated into all phases of the training.. incl. service practice. The AD personnel from 1st Army (particularly CAPTS BOREN & POTTS & LT. BROWN and their staff were cooperative in all respects. We had a bare minimum of nuisance details & red tape. CAPT. COOLEY and LT LOEFFLER of the 414th joined with us in the Div training program & flew Div missions with us. Considering the shortage of planes (3 to 5) their cooperation was remarkable.

AO's CORNER

Each month LT COL JAMES L TOWNSEND, Aviation Officer at Hq, 1st Army, will answer in this column questions submitted to the Newsletter by our readers. It is pointed out that the views and opinions expressed here are not necessarily those of Hq, 1st Army, or those of the Dept. of the Army, but are personal opinion consistent with the experience & facts known to the Aviation Officer, Hq, 1st Army.

QUESTION: What are the current possibilities of the present division T.O. & E. being revised to make the rank of the DAO a LT. COL? The junior officers in my unit are watching my hair get grayer & grayer, & are even making book on their own promotions. USAR AO. COL. TOWNSEND: "The TO & E change in question, among other changes, is under consideration by Army Field Forces at this writing. It must be pointed out that we cannot nor should we expect overnight action. It is easy to urge that a change be made but changes should be studied, checked, double checked, & then rechecked with care. Once in a moment of ill-considered ambition, I recommended to an Artillery Group Commander that the T.O. & E. be changed. He looked me over carefully, & then remarked in a kindly manner, "Son, many d--n smart men worked on that TO&E for many years and it is a good TO&E. Now are you positive your recommended change will enable this Artillery Group or other Artillery Groups to do its job better, easier, quicker, and cheaper?" In that I wasn't quite positive about three of the four factors, I hastily withdrew my recommended change. The Artillery Gp Commander was exactly right in his observation. So many factors must be weighed and considered that it is impossible to rush T.O. & E. changes. We are pleased that the change is in the mill."

We had NO obsvrs this yr, but were happy to have LT ROGER HABERT (French Reserve) with us as an "ex officio" observer. LT. HERB BASKIN now has a T.O. job as Commo of the 809th FA. Our only regret was that "BALDY" TERRY wasn't with us—he was missed by all. LT. ANDY BENTLEY was high-man (46 hrs); BOB DOOLITTLE with 44 was 2d; LT SAL VACIRCA (42) 3d. Only criticisms I have is that a unit of our pilot enrollment could receive fuller tng benefits if we had additional acft asgd for the period. L-19s will do. Other problem was the lack of "open" strips. Half of them were always closed during service practice. Having a few extra strips would help. Believe it or not, we have two new CAPTS lined up & I'll give you the details when they are actually assigned to the Division. Don't worry "I'll get their \$1 for the Newsletter.

Your Correspondent,
CAPT. JOSEPH W. KILKENNY

Not So Secret

USAR RANDOMS - - Postcard from CAPT. ED BEAUMONT (76th-CONN) reads: "Just finishing up on 475 copter hrs. in last 3 1/2 mo on topographical survey in "Bush" country of Alberta and British Columbia. Returning to Luce-Land in a few days (7Sept)... LT. JULIUS CHAMBERS (77th NY) is interning at New Britain, Conn, hospital & is seeking a billet with 76th Div (Conn). He hopes to fly with CONN-NG (43d Div) aircraft. MOB DES unit meeting attended by Editor revealed that approximately 3,000 officers remain on "Deadletter" List for indefinite commissions. Speaker said it might still be possible for those who said, "No," to say, "Yes!" We lost some very good AAs this way. Come on back, fellows, all is forgiven! LT. TOM WILSON, just off AD (recalled), is heading home, and will look up "WHISKY SAM" for an assignment in the USAR program.

MAILBOX

Two Sources of Help

MAJOR HENRY S WANN (TRADS) -Yesterday I happened to see a copy of the A/A Newsletter and inasmuch as I have been hoping for almost 10 years that such a publication could be started, I was very much interested. As a matter of fact, I tried to take action several yrs ago to organize, informally, all AAs so that there would be a central "clearing house" for them, with a publication similar to the Newsletter serving to pass on news of the activities, whereabouts, and items of general interest of all, but was unable to secure the necessary backing or support for such a venture. Therefore, I hope that you will let me extend my support to this venture in the form of a subscription, although I am not in the 1st Army area.

Inasmuch as I was located in Europe and from which I have just recently returned after (4) years' duty and knew a great number of Army aviators there, I know that there is considerable interest in a paper by and for AAs in Europe. I noticed your "Most Wanted List" and permit me to advise you that No.1 on a list NICK PAPULIAS (now a Captain) can be reached as follows: Army Avn Sec, Hq BASEC, USAREUR Com Z, APO 21, C/O PM, NY, NY. His location is La Rochelle, France.

Yours most sincerely,
MAJ. HENRY S WANN, TC



Eustis

CAPT. ALLIE D CALENDER (9224 TSU) - Hi Gents! Happy to sign up. I've been assigned here at Eustis since April & hope to stay here long enough to see the Hellport finished. We are suffering from growing pains but we hope to be operating in full swing before too long.. At present, I have the honor of being Executive Operations & Training Officer to MAJOR PETE STRENNEN. Keep 'em coming!

Monmouth

Devens

LT.COL. ERIC H. OSBORNE (CO, SCAAC) - "Enclosed is my buck. I think the Newsletter is a fine, helpful publication and I shall see to it that you get plenty of news items from SCAAC. COL GONSETH stopped by here recently & advises us he is now settled at Carlisle and is starting his course at the Army War College. We shall soon receive 3 more L-19s & an L-20 within a month or so. We also feel that we now possess the biggest plane in the Army with our leased Lockheed Lodestar "Flying Lab." However we'll NOT bring it in to the strip at GI-NY!"

LT. DENNIS J. WHELAN -With the Triple Nickle (555th FA Bn) and KComZ in Korea, now a new AA with the 278th RCT: "Enjoyed the Newsletter and definitely want to receive it regularly."

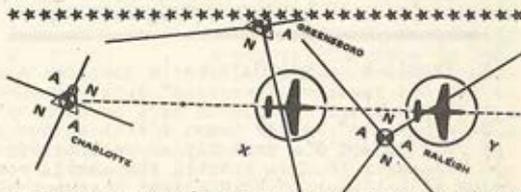
CAPT. CHAS. A. (FRENCHY) FOURNIER - Ex 3d Div (Korea) pilot; 304th Sig Opns Bn, Racetrack, Seoul; who recently arrived at Devens, Mass: "Enjoyed reading the Newsletter sent to CAPT MIKE MAGRI & didn't know such an animal existed. Sign me up. Am now with the 278th RCT. I'm a former AF man but am now with Army Avn all the way."

Familiar Voice



By Gollies! (This expression used by courtesy of LT. COL LEER), very glad you mailed me the stencil reminder. 1st off, the forwarding address for COL. GONSETH: Army War College, Carlisle Barracks, Pa. If he has another address to offer, he will most likely let you know. LT. WALPOLE has returned & CAPT CHAIRES is on his way home from their recent TDY out in the desert. Don't know what they were doing there and naturally you can't believe a word they say. Question: Is it really true there is a war going on in New Mexico? Anyway they brought home some nice souvenirs; what do you feed a camel, anyway?

My right hand buddy, LT. TRUEX, received his orders for the land of the pale pilsener and plump hausfrau. We envy him indeed. In fact, we consider anyone who leaves this post for over there a true blue coward. TRUEX will attend the Instrument Course at Sill before he goes. That should be jim dandy. I understand that they chase the weather out there. They should move that school to the East coast, & then all they would have to do is sit & wait for it to come by. CAPT. HALE and MAJOR DRAGOO left for the West coast to pick up a pair of Love One Niners for SCAAC. I know they'll get there for they are going commercial, but as for getting back, as long as ESSO stations along the way don't run out of road maps, the two of 'em will be OK. I told HALF not to forget his computer & plotter, to which he replied, "What's them?" Oh, Boy!



Question: Does LT. COL. ROLLIE HARRISON still follow aviators around Sill with his pocket scale? OL'THROAT-SPRAY could guess your wght within a half of a pound from all the way across the street. While couring about looking for news, I ran into LTS HUFF & LAWLEY (Academic Branch). They're sending in a couple of paragraphs on the Demonstration Team that is newly-commanded by CAPT. HALE. He & his gang are really doing a bang-up job, working hard to demonstrate the worth of Army Aviation to one and all. Here at SCAAC we really get a big kick out of the LOGBOOK list of high-timers each month. Just so we can get into the act, how about a list for low-timers? With the exception of the Demonstration Team, we really don't expect to break many high-time records on this kind of a job; papers, stay way from my door! (CAPT BRIZEE's Ltr Cont on next Page)

The only recent arrival to SCAAC who's not a Newsletter subscriber was discovered this AM reading CAPT. FRED WALTERS' issue (who never locks his desk). Being surprised in this compromising position it was no chore at all to separate him from a dollar. So if you please add the name of CAPT. CLAUD (no "e") SHORT to the list of the Immortals (that's French for "paid subscriber"). In addition to the above (while nosing around this a.m. in my leather deer-slaying outfit, I always wear this when hunting new ones), I was apprised that a few of the older citizens of SCAAC had always intended, but never did. Saved them the trouble and after they crossed my palms w/ones (green ones) I hasten to inform you that MAJOR S.S. DOHERTY & LT. CHARLES NELSON have now joined the fold. (ED. Note: This brings CAPT. BRIZEE's "bag" to 8, making him the top ace in our private war on non-subscribers.) I didn't intend to make a Federal case of this letter; but had more to say than I realized.

Your Correspondent,
CAPT. ROBERT BRIZEE



That's Brizee! Always out hawking Newsletters!

LT. THOMAS R. HOWARTH: "Back in civilian life after two years of "recalled" duty, much of which was spent at Sill as part of the Sill "Square Dance" copter team. I've been out as of July 1, and I'm probably as well adjusted as I'll ever be. I've started the wheels rolling to get back on USAR flight status, but with changes of address, etc., it's slowing. I hope to be assigned to Illinois Mil. District under 5th Army & to be able to keep more or less active in the flight business."

Clipped Wings?

Only reason, and a sufficient one, for our burying the report on the Barre, Mass, FLY-IN in this out-of-the-way corner is that it was a floperoo. The weather was semi-miserable, the NG-USAR boys had flown themselves out at Drum, and the AD pilots were counting their "proficiency flights" like shekels. All added up to a small turnout, and oddly enough, all at different hours. We figured the water in the pool would be warm by noon & planned our

We completed our summer field training just before Labor Day (Sep 6th)

Here's a rundown. The total flying time that was logged was 650 hours with 13 AAs participating. The most hours were piled up by LTS WALT KRUMM, JOHN MIRRO, TOM ELLIOTT, & MARY BERSON & CAPTS. DAVE McNAMARA & GEORGE FERRY, all of whom went over 60 hrs. Had one minor accident at camp. "WIRES" FERRY clipped off some telephone lines while checking some camouflage at a low altitude. Recommendation's been made that in the future observers go along on this type of mission to avoid recurrence. During the summer tour, the Division section flew 401 separate missions of varied types. From the standpoint of training along with flying safety the camp tour was very successful and we believe, the best tour we've had as a section.

One unusual mission; the section flew a demonstration for the Saturday Parade & Review. All 12 of the L-19s participated with the 12 being made up of 4 elements in V formation. The unusual part was that each A/C carried 3 smoke grenades on the struts which were released over the parade grounds to form the Division colors. The timing of the flight was excellent & the boys deserve a pat on the back for a job well done.

The 42d, incidently, has a quota for one copter pilot and one mechanic for November. I'm not sure yet who they'll be. Had a pleasant visit with LT. JOE KERSEY just before we left for camp. He dropped in with an H-25 chopper which is quite a hunk of flying machine. JOE is transferring from SCAAC shortly to Board No. 1 at Bragg. That's about all this month.

Your Correspondent,
CAPT. EDWARD C JELLISON
Advisor, 42d Div (NY-NG)

ETA accordingly. Should have brought skates. Checking in at 9 a.m. & departing soon after were two MASS-NG 19s (pilots unknown). CAPT. JOE SCHALLER came down from Albany with LT. COL. BROWN (CWS-27th NG) aboard. JOE was somewhat upset at the comparative solitude & we departed (with CAPT. KEN BUTTERFIELD) before he carried out his guarantee to "see someone go swimming." CAPT. WILFRED G. GILLY dropped in and we'll let him take it from there:

Just a short note to let you know that these fellows came into Hiller Airport (after you left). LT. RUSSELL L. FOSS (103 Me-NG) from Portland, Me; MAJ. JAMES E. MURPHY (76th Div) from from Boston; and CAPT. DONALD A BOYNTON (94th Div) from Boston. MRS. HILLER gave us the 2-dollar tour of her premises & they appear like an ideal set-up for any future Fly-Ins that we have, especially for the summer. That pool sure looked inviting! But the atmosphere was just a little too cool for us "Southern boys."

Your correspondent,
CAPT. WILFRED G. GILLY
Advisor, MASS-NG Avn.

Monmouth

What It Can Do

The ever-growing SCAAC Demonstration Team is now sporting shiny white helmet liners & orange scarves along with a new & more impressive show. Our weekly schedule of demonstrations gives every incoming officer and EM on Ft. Monmouth as well as visiting officials an opportunity to really see the capabilities & limitations of the L-19 and H-13. The demonstration is held at our tactical strip which may not be quite as rugged as "Gobblers Knob" at Sill but is difficult to say the least.

With 850 usable feet of strip surrounded on all sides by 30-50 foot trees, the show has a touch of tactical realism. As for the show itself, we have barrier landings & takeoffs putting a 26-ft barrier in a short strip and see how long it looks from the air-photo mission, message drop and pickup, wire laying and resupply drops as well as evasive maneuvers along with a contour approach landing. A display of the well known helicopter maneuverability is demonstrated by an H-13. Now assigned to the Team (we expect several more in a week or so) are CAPT. RICHARD HALE and LTS GENE LAWLEY, JACK COLBORN, AND RICHARD HUFF. In late September, CAPT. HALE and LT. LAWLEY are expected to take the show on the road to visit various ROTC units throughout the land. LT. COLBORN and LT. HUFF are to relieve them later in this tour.

Your Correspondents,
LTS. RICHARD HUFF & GENE LAWLEY

PRO'S SAY...

Canal Zone

MAJ. ERNEST L. HAMILTON and CAPT. ARTHUR W (PETE) BARR returned to the Isthmus recently after a 30-day merry go-round in the States. After departing the Canal Zone, 1st stop was Miami. On to WASH, DC for some official business in the Pentagon. Then cross country to OK City for a breather (no more strong stuff sold in OK City) before starting the twin-engine course at Sill. After a week of instruction, we had to interrupt the tng to attend the 5-day TC Conf. in ST LOUIS (My home town too!) On completion of 2-engine tng, we went to WICHITA, where we missed the big storm. Here we picked up our new pride & joy, a shiny L-23. After a week waiting for the plane, we finally were on our return trip home. The flight home was very nice with overnight stops at BROWNSVILLE, TEX; VERA CRUZ, MEXICO; and SAN SALVADOR, EL SALVADOR.. Guess we do things in a big way down here; we asked for a X-country & look what we got. Now we have to start saving the \$ to go back to Instrument School. Some circle, eh?"

Your Correspondent,
CAPT. ARTHUR W BARR

31st of Aug. & the next class is due to graduate in 53 L-P on 2d Oct. 53 L-P, of approximately 64 students, will report to the Army Aviation School at Sill on the 5th of October for tactical training in L-19 aircraft. The L-21 (Piper) is used here for primary traing.

In addition to the officer classes, there are two Army Helicopter Pilot Training Classes for rated Army aviators in residence at all times. Each class lasts 5 weeks duration with a load of approximately 22 students. A class graduates and one enters every two or three weeks. Upon the successful completion of the flying training here, the officers report to Ft. Sill for a 4-week course helicopter tactics.

The training of fixed-wing and rotary-wing mechanics is also the mission of Gary Air Force Base. The fixed-wing mechanics course is of 65 days duration, 13 classes in residence of 36 enlisted students each. The rotary-wing mechanics course is of 70 days duration, 14 classes in residence of 24 enlisted students each.

Approximately 3,000 Army students were graduated from all courses during the fiscal year 1953 at Gary AFB. Graduates by courses are approximately as follows: Army Primary Flight Tng (700); Army Helicopter Pilot Tng (200); Liaison A. & E. Mechanics Tng (1600); Rotary-Wing Mechanics (500); for a total of 3000. Happy to be the representative at Gary AFB and I will

send along any stories or news concerning Army Aviation that come to my attention.

Your Correspondent,
MAJ. ARNE H. ELIASSON
Advisor, Army Avn Tng

(Ed. Note: MAJ. ELIASSON is the current advisor at Gary AFB, succeeding LT. COL. DUANE P. JACKSON. We thought you'd like a little background on the man who is entrusted with the responsibility of tng student pilots and mechanics. He's basic Infantry, took his L/P tng at Gary in '47, his copter tng there in '48, & then after a tour at Ft Hood where he helped activate a copter detachment, shipped to Korea & was attached to the Mobile Surgical Hospital in '51-'52. While there, he personally air-evacuated over 400 casualties. His combat records also includes Inf service in Europe from '44-'47. He returned from Korea to Sill, from where he was reassigned to his current Advisor's post at Gary.)

On the Spot

AIRBORNE TV CATCHES BEACH LANDING--An amphibious landing at Sandy Hook, NJ, in which two "Ducks" simulated the destruction of an enemy beach installation, was seen recently by 500 West Point cadets by means of TV equipment in an airborne L-20 aircraft. The L-20, flying at an altitude of 3000 ft, transmitted the image from its aerial vantage point to mobile vans from where it was piped by closed circuit to ten nearby viewing screens at Camp Wood, N.J. The Signal Corps Engineering Labs developed the entire airborne TV system, a compact unit weighing just 425 pounds.

FLY AS IF YOUR LIFE DEPENDS ON IT! IT DOES!

Under the Big Top

San Marcos

At the present time there are four Army Primary Flight Training Classes in residence, with a quota of 115 student officers in each class. Classes train for 17 weeks and enter and graduate on a monthly schedule. The last class, 54 C-P, reported for training on the

ON GUARD!

26

MASS

(ED.NOTE: We think the following unit report submitted by MAJOR WM. O'CONNELL, AO of the 26th, is one of the finest submitted to date. Here's an AO who realizes as we do that "personal mentions" are the backbone of this letter and that when the opportunity arises to pat his pilots on the back, he's got a good word for ALL of them. We welcome reports like this one!)

"Although it is difficult in a sentence or 2 to do anything more than mention each pilot's name, I assume that limited space makes brevity important. All in all, 8 of the 26th Division's pilots have over 1000 hours; all of them still get a thrill out of flying; all are excellent pilots; and all are good men that any AO would like to have in his outfit. I've mentioned only my gang below; the 4 pilots in the 182d RCT were omitted in the belief that you just wanted comments on 26th Div. AAs.

Hq Co, 26th: CAPT. LLOYD A MURRAY, JR - A WWII pilot who prefers that his cars go faster'n his planes. 2/LT ALBERT N. TURNER - Recently completed Basic Inf at Benning after graduating from Flgt Sch at Sill. Now en route to Sill again to go to Instrument Sch (the first to go to I-tng from the 26th).

Hq Co, lost Inf: 1/LT NORMAN SHUBERT - 18 years a Guardsman, 4 of which were served with the AF in WW II as his medals will readily show.



UNIT NEWS

Hq Co, 181st Inf: CAPT. WILLIAM R. BROWN - the supervisor of Opns at Devens airfield. Former AF. Now at copter school (1st from 26th). Recently rec'd those long-awaited "tracks." LT KE. NETH A MASON - Returned from Flgt School (Sill) in time to join us for sumr fld tng @ Drum & haven't been able to get him out of the air since.

Hq Co, 104th Inf: CAPT. ALFRED P. LUGERT - WW II AF pilot, postwar Inf man; now MOS (1981) rec'd last year, & happy to have seen the lgt 2/LT LAWRENCE R. TOWER - Another AF man now Dogface. Graduated as an AA with CAPT. LUGERT.

Hq, 26th Div Arty: CAPT. WILLIAM G. SKULLEY - WW II bomber flight instructor. Likes progress from very elementary to less elementary aircraft in Army aviation. Wonders when he will get to fly his 1st twin-engine Army plane. 1/LT JAMES J McGOFF - An army pilot from the African campaign. No one, including Mac, really knows how many air medals he has. 1/LT WILLIS G. O'BRIEN - An Army pilot from WW II days. Swears he'll be rid of us in two years when he'll have his 20 yrs. in, but refuses all bets on the proposition.

Hq Btry, 102d FA: 1/LT EDMUND VASILAUSKAS - A former AF fly-boy who was liberated from his btry exec job two years ago & still wants to know why he waited so long to make the swap.

Hq Btry, 102d FA: 1/LT JOSEPH G. HALLE - Being a single man his motto has always been "Work must not interfere with flying." But for several months now he's been working steady and we're all looking for THE woman.

Hq Btry, 180th FA: 1/LT ROBERT E WILLIS - WWII glider pilot in AF. One of the 1st postwar AAs to join the 26th. Finds the motor in a plane most comforting now. 1/LT RICHARD HARRINGTON - Became a Guardsman in '49, an AA in '50, radio man at heart, built a tactical set for his own plane for use at sumr tng. He'll transfer soon to Sig Co as a copter pilot.

Hq Btry, 211th FA: 2/LT GEORGE R EARNSHAW - A pilot in AF before. He has shown us that an L-19 can do almost everything a fighter can.

UNIT REPORTS & AIRPORT DIAGRAM IN NOV. ISSUE
27th Division (NY-NG); Ft. Devens, Mass (AD); 76 Div (USAR-COON); & Diagrams of Mercer County Airport, Trenton, NJ, & NG Airport (Augusta, Me)
Reports Pending: Hq, 4th Army; Hq, 5th Army.

Here's a little unit background. The 26th is the first of the NG Divisions numerically. It traces back to the early colonial days. Being made up of New Englanders in WW I, it soon acquired its nickname, "Yankee Division." It was the 1st NG outfit to enter battle in WWII, & the 1st American Division to leave the US & land directly in France in WW II. Almost immediately it became part of Gen. Patton's 3rd Army. It was reactivated in Nov '46 and was among the 1st NG Divisions in the US to participate in fld tng duties. Its present Division Commander is MAJ. GEN. EDWARD D. SEROIS and the Division Artillery Commander is BRIG. GEN. REGINALD MAURER. Div. Hq. is in Boston. Your Correspondent, MAJ. WILLIAM O'CONNELL AO, 26th Div Avn Sec.

PA

Visiting Firemen

MOB JOB - A flock of L-19s entered the GI-NY pattern from the South this past month; and we're happy to extend our coverage to the PA Natl Guard. Departing Hq, 1st Army, somewhat poorer but we hope eventually wiser are our new subscibers from Pennsylvania, MAJ. WILLIAM P. GRAY; CAPTS. JOHN W. MORDAN and WILLIAM J. WINTERSTEEN; and LTS. DONALD W. PHILLIPS and HARRY LOUCKS.

CALAMITY

Parakeet trouble hit GI-NY in droves. MAJOR GERALD L HOUGH's budgy escaped confinement & after 6 hours of being AWOL was recaptured by a somewhat "bushed" SFC MILTON MONTGOMERY

Three days later, the parakeet flew the coop again & unfortunately 3-pointed on top of the head of one of the MAJOR's boxer pups. MAJOR is now shopping. A usually reliable source reports that still another parakeet (different owner) busted loose while in a cargo capacity and literally "flew" a 250-mile flight before he was caged on landing. As a footnote it's still "news" we're after, so don't begin swamping us with your parakeet stories!

PERSONALS

Shifts and Changes

CAPT. LLOYD O BORGES, from Sumr Fld Tng Cnd, to Army Avn Sec, Hq, 1st Army, 8 September.
CAPT. DALE W TAYLOR, from Sumr Fld Tng Cnd, to Hq, 1st Army, 8 September.
LT. FREDERICK McGOWAN, from Smr Fld Tng Cnd, to Avn Sec, 9th Inf Div, Dix, 8 September.
LT. RALPH W STOKES, from Summer Fld Tng Cnd to 278th RCT, Ft Devens, 8 September.
CAPT. RICHARD H. POTTS, fr Sumr Fld Tng Cnd, to Army Avn Sec, Hq, 1st Army, 8 September.
LT. GEORGE G. ROCK, from Summer Fld Tng Cnd to Aviation Sec, 9th Inf Div, Dix, 8 Sept.
CAPT. REMICK T BUEHMAN, from 6215th ASU, Fort Lawton, Wash, to 303d Sig Bn, Ft Hood, Tex, 5 Sep.
CAPT. DONALD P DICKINSON, dy sta OC Sig O, DC atchd to Engr Cen, Ft Belvoir, Va, for flying Dy only.
1ST LT. ROBERT R. DURYCH, from the Army Aviation School to 9400th TSU SC Cntr, Monmouth.
2D LT WILLIAM M. LAX, from the Army Avn Sch. to 24th Sig Bn, Devens, 14 October.
2D LT BOBBY J. WALSER, from the Army Avn Sch to Sig C Cntr, Monmouth, 15 October.
2D LT DONALD J. WIEGMAN, from the Army Aviation Sc to Sig C Cntr, Monmouth, 14 October.
1ST LT JACK E. WURTH, from the Army Avn Sch. to Sig C Cntr, Monmouth, 14 October.
CAPT. HAROLD M. HENNINGTON, from Pers Center, Cp Stoneman to 47th Inf Div, Cp Rucker, Ala, 1 September.
2D LT WILLIAM F. DENMAN, from the Army Aviation School to 24th Sig Bn, Devens, 15 Oct.
From AAS, Sill, upon completion of tng course:
2D LT WILLIAM D EVANS, to 31st Inf Div, Camp Atterbury, Ind, 12 October.
2D LT WARREN S KEIZUR, to 44th Inf Div, Fort Lewis, Washington, 15 October.
2D LT CHARLES F McGEE, to 47th Inf Div, Camp Rucker, Ala, 12 October.
2D LT CALVIN N MOGCK, to 313th Sig Opr Bn, Ft Meade, Md, 14 October.

Big Switch

1ST LT RAYMOND W. TRUEX, from SCAAC to Cam, Kilmer Pers Cen, for further asg USA, Europe, Bremerhaven, Germany, 4 December.
CAPT. CHARLES G. SHERWOOD, from Army Avn Sch to Cp Stoneman Pers Cen for further asg USA Forces, Far East, 16 October.
LT. KENNETH IVERSON, unassgd, just back from FECOM, awaiting assignment. Former 42d Div. (NY-NG) AA who entered AD from 90-day GINY tour several years ago.
CAPT JOHN H GRAY, from San Luis Obispo, to TSU (9400th) Sig C Cen, Monmouth, 2 November.
LT EDWIN O CARR, from Cp Stoneman Pers Center to 44th Inf Div, Ft Lewis, Wash, 17 September.
CAPT CARL R ANDERSON, from 509th Hoptn Co, Ft Bragg, to Trans Cen, Eustis, 11 September.
LT EDWARD W PHILLIPS, from Cp Stoneman P Cntr to 31st Inf Div, Cp Atterbury, 10 September.
CAPT DANIEL R O'LEARY, fr Cp Stoneman P Cntr, to 4050th ASU, AAS, Ft Sill, 25 September.
CAPT CHAS M HARDESTY, JR, from Cp Stoneman Per Cen, to 1st Armd Div, Ft Hood Tex, 23 Sep.
LT. FRANK R. WETTNER, 53d Med Det, Hoptn Amb logging H-23 time prior to shipping over to EUCOM (S. Bavaria).

Congratulations!

CAPT. WAYNE L. BEST (AD) Instrum. Flt Examiner
LT HORACE G FERRY (NG) Promoted to Captain
LT. ROBERT D TITUS (NG) Rated Army Aviator
CAPT CHARLES R GEBAUER (NG) Rated Army Aviator
CAPT LLOYD O BORGES (AD) A son, Clifford Lloyd
MAJ KEITH A RENCH (AD) A daughter, Deborah Kay
CAPT CRAN B JOLLEY (AD) Rated Sr Army Aviator
LT EDWARD F MYE (NG) Rated Army Aviator
CAPT ALVAR P JOHNSON (NG) Rated Army Aviator
LT CHAS E ROBINSON (NG) Rated Army Aviator
LT CARL A WASHA (NG) Rated Army Aviator
CAPT GEORGE N KOVACS (USAR) A son, John Warren

NEW LANDING GEAR - Cornell Aeronautical Laboratory at Buffalo is conducting a research study on a new all-altitude landing gear for small airplanes, seeking to achieve the advantages of both the tricycle and older tail wheel landing gears, and eliminating the disadvantages of both. (NY State Dept. Commerce.)

GOING INACTIVE

LT. MERRILL A. POSNER, 42d Division (NY-NG).

Students

M/SGT PAUL E. BEDFORD, Avn Sec, Hq, 1st Army, to Army Helicopter Maint. Course at Sikorsky Aircraft Factory, Bridgeport, Conn. 19 Oct.
CAPT. JAMES K STERLING, 11th Abn Div, Ft Campbell, Ky, to AFF Hoptn Class No 54 G-H, Gary AFB, repts 21 October; to Army Avn Tac Course No 54-G, Sill, repts 29 November.
CAPT. FRANCIS D ROONEY, Hq Co, 42d Div (NY-NG) is attending Helicopter School at San Marcos and will return to his unit 14 November.
LT. ROBERT D. TITUS, Hq Btry, 266th FA, 42nd Div (NY-NG), is attending OSBC, Tac Course at Sill and hopes to complete Instrument & Coptr training while there.
CAPT. WALTER PITT, 24th Sig Bn, Devens, to Spec Helicopter Course, Sill, 17 September.
MAJ. GERALD L. HOUGH, Hq, 1st Army, to twin-engine course, Sill, 23 October.
CAPT. LLOYD O BORGES, Hq, 1st Army, to Instrument Flight Examiners Course, Sill, 22 Oct & upon completion to Twin-Engine Course, Sill.
CAPT. MATTHEW LANISH, 9th Div, Dix, to Spec Helicopter Course, Sill, 17 September.
CAPT ROBERT N TEDD, Fld Maint SHOP, S.I. N.Y., to Hoptn Tng in mid-October.

GOT SOMETHING
YOU'RE PROUD
OF?

WHY NOT LET US
KNOW ABOUT IT?



PRO'S SAY...

JACKSON, W Va; CAPT JOE GIBSON, Ky; and CAPT Muny Pinckney, Pa(Harrisburg).

2d

Meade

Now Hear This!

The front office of Second Army Aviation is headed by LT COL THOMAS W ANDERSON, formerly Division AO, 3d Div, Korea. For assistance is included CAPT CLARENCE E HOLLIDAY & CAPT SYLVESTER W McCLAIN. The Second Army Flight Detachment is headed by MAJ EDWARD C PODWORN, a very recent returnee from the 45th Div. in Korea, and is assisted by CAPT MELVIN D TATE who serves as Engineering Officer, and CAPT. NICHOLAS A SLOAN, a recent graduate of AAS. The transportation and technical end of Second Army Aviation is guided by CAPT HERMAN E GREER. The aircraft assigned to the Flight Detachment consist of (1) L-23; (2) L-20's; (1) LC-126; with the promise of one or more L-20 aircraft and two L-19 instrument trainers; and a possibility of a helicopter.

For added info, we rec'd a letter this week from CAPT. JACK ANDREWS (former Advisor with the N.Y.-NG) from the awful sun-beat island of Hawaii. He's now performing his duties as a pilot (copter) to GEN.(IRON-MIKE)O'DANIELS. He states he's hard at work(in the backyard) trying to struggle his "chopper" off an 8000 foot strip. If any old NY-NG pilots are interested, his address is: Trans Div, Hq, U.S. Army Pacific, APO 958, C/O PM, San Francisco... CAPT FRED C SWABB, 313th Sig Bn AO, just returned from Twin-Engine Transition Training. His only comment was: "Best course Army Avn ever conducted." CAPT HOLLIDAY is on route to the same school; hope he enjoys it as much as FRED SWABB. Your "Fly-In" at Massachusetts-sounded interesting. We hope in the near future to have something similar. Ask "Whisky" SAM GORDON if that offer of the first three free "high octane" applies to this Hq. If so we'll probably oblige. Sincerely,

As an example, for the month of August, the total on missions flown was 59, to include 158 passengers; 29,220 air miles, & a total of 91 flying hours. Progress is being made at the Ft. Meade Airfield (FME). At the present time, we have an improvised tower, but in the very near future we expect to have constructed a control tower complete w/all the trimmings.

Your Correspondent,
LT.COL. THOMAS W ANDERSON
Army Avn Officer, 2d Army



Carlisle

For your NG-USAR readers (and AD pilots will be interested also) here's a listing of the NG and USAR Activities in 2d Army utilizing Army Aviation:

29th Div(NG); Hq-Norfolk; takes in Va, WVa, & Md
150th RCT (NG); Hq at Charlestown, W. Va
176th RCT (NG); Hq at Richmond, Va
111th RCT (NG); Hq at Philadelphia, Pa
104th Armd Cav Regt(NG)Hq at Harrisburg, Pa
107th Armd Cav Regt(NG)Hq at Cleveland, Ohio
149th RCT (NG); Hq at St. Mathews, Ky
79th Div(USAR); Hq at Philadelphia, Pa
80th Div(USAR); Hq at Richmond, Va
83rd Div(USAR); Hq at Cleveland, Ohio
100th Div(USAR); Hq at Louisville, Ky
The 28th Division(NGUS) is now in the process of reorganization and should be completed in the near future. The NG units conducted summer field training at Indiantown Gap, Pa; A.P. Hill, Va.; Ft. Campbell, Ky; & Camp Grayling, Michigan. The AOs of the 79th & 80th Divisions had SFT at Camp Pickett, Va, under the supervision of the AO, 3d Armd Cav Regt(CAPT JIM BATES). The USAR AOs from Ohio & Kentucky took SFT at Ft. Knox, Ky. SFT consisted mainly of proficiency checkouts in L-19s & L-20s which included night flying, short field procedure and technique, cross-country administrative flights, reconnaissance & development of airstrips, and operation from fwd strips. Those participating in SFT utilized military aircraft available at these stations. 122 AAs are authorized under the USAR program; however, only 24 are assigned to units using AA & with 2 attached, this makes the grand total 26.

We have a very small section here at the Army War College at Carlisle Barracks, Pa. It numbers one L-23A, two mechanics(M/SGT JESSE C. COZART & SFC HARRY FRYE) & myself. Passenger runs (FBY-HME-MCO & even GINY). Also have a great many courier missions. We flew approx. 280,000 pass-mi. in fiscal '52 with an L126, but expect to top that this year. We operate out of Taylor Airport, located at the NKingston Fan Marker on the final approach leg of the Harrisburg range. Taylor is about 6 mi E of Carlisle Barracks. COL. J.E. GONSETH is now a student at AWC this yr, & gets his time in with us in our 23. If anyone reading this has the opportunity to drop in here, sure wish you would. We'd certainly be glad to see you.

Your Correspondent,
CAPT FLOYD T ("BLUE" BARRON

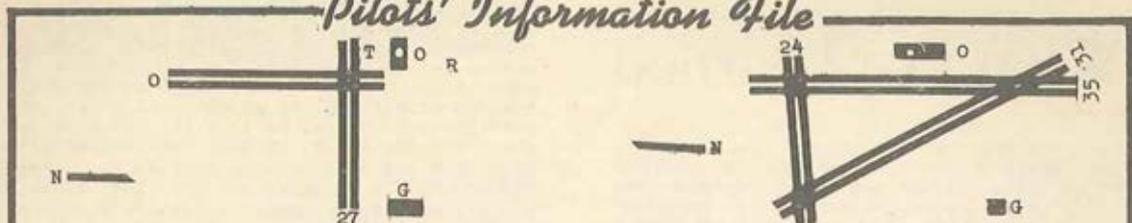
Eustis

Had a power failure in an H-25, which resulted in an autorotation in a cow pasture (Aug 11th). Happy to report there was no damage to the acft. LT. BENNETT & I flew the H-25 in a mercy mission last month involving the two children in abandoned 1xbox near Richmond. Our pilot breakdown by assignment is as follows: Trans Cntr Avn Det: CAPT ALLIE D. CALENDER, CAPT FRANK J SUTOR, CAPT. AFTON DARE, CAPT. WALTER S TRAPP, and LTS ARTHUR E MAGARY, JOHN B BRADLEY, ROBERT BENDL, GEORGE M. NISSON, FREDERICK MARTIN, & ROBT. McFEETERS. I'm the 11th man in the Detachment. Assigned to Trans Research & Devel Station are MAJORS THOMAS E HALL & HENRY S WANN. At the TC Sch. are MAJORS J.J. MARTIN & BRUNS MEEKER. We've got (2) LTS awaiting Flight School orders, LT JAMES W WALKER & LT PAUL M CAGLE. Will cover more in detail in a later letter. Sincerely,

Your Correspondent,
MAJ. PETER L. STRENNEN

Our Army Advisors assigned to National Guard units are: CAPT PHIL HEATH (Harbor Fld, Baltimore, Md); CAPT PHIL MELZER, Va (Richmond, Va) LT COL ED RAMSEY, Ohio (Columbus); CAPT. PAUL

Pilots' Information File



NAME: Westchester Airport Inc
 SECTIONAL: New York(41-07'-73-42)
 TYPE: Commercial
 ELEVATION: 380'
 REPAIRS: Major
 FUEL: 80-91
 RUNWAYS: N-S(2400'-Grass);E-W(1700'-Grass)
 LIGHTING FACILITIES: None
 MEN TO SEE: Dave Fingar, Owner
 Lt. Carl A Siemers(NY-NG)
 Sgt. James Lohbahr, NG Maint. Pers.
 PHONE NO. AT FIELD: ARmonk 3-3308
 WEATHER TELETYPE: None
 LINE TO FLIGHT SERVICE: None
 HOURS OPEN: All week, daylight hours
 MAINT. CREW STANDBY: All week, daylight hours
 OBSTRUCTIONS: Telephone wires, bldgs at N. end
 TOWER: None
 FREQUENCIES MONITORED: None
 WINDSOCK: NW Corner of Field
 WIND-TEE: NW Corner of Field
 MOORING KITS REQ'D: No
 CREDIT CARDS HONORED: Soonly
 NEAREST RESTAURANT: Across road, North end
 NEAREST RON QTRS: Within half-mile of field
 TRANSPORTATION: Commercial Taxi
 FIELD OPEN TO: Army, Army-NG, Civilian
 PATTERN TRAFFIC: Left Hand
 PATTERN ALTITUDE: 800'(1180' indicated)
 LEAVE PATTERN: 800'(1180' indicated)
 CROSS FIELD AT: 1200'(1580' indicated)
 RESTRICTED AREAS: None
 CODE: (G)NG Tiedown Area; (O) Main Office
 (N)North; (T)Windtee; (R)Restaurant
 CAUTION: Westchester County Airport Traffic
 Pattern is within 7 miles SSE of field
 & high-perf. ANG aircraft operate from there

NAME: Grenier Air Force Base
 SECTIONAL: Boston(42-56'-71-26)
 TYPE: Military(AF)
 ELEVATION: 233'
 REPAIRS: Major
 FUEL: 80-91-100
 RUNWAYS: 35-17(7000'); 31-13(5500'); 24-6(5850)
 LIGHTING FACILITIES: All runways
 MEN TO SEE: Capt. Billy Wood, OR 103, Rng
 3; Phone 24265 Daytime
 Sgt Francis Caviakskas, 27311
 PHONE NO. AT FIELD: 44031-Any extension
 Operations-Ext. 481
 Main Post Phone- 24265
 WEATHER TELETYPE: Yes
 Line to Flight Service: Yes
 HOURS OPEN: 24 Hours Daily
 MAINT. CREW STANDBY: 24 Hours Daily
 OBSTRUCTIONS: None
 TOWER: Yes
 FREQUENCIES MONITORED: 126.18 24 Hours Daily
 WINDSOCK: None
 WIND-TEE: Center of Field
 MOORING KITS REQ'D: No
 CREDIT CARDS HONORED: Govt Gas Only
 NEAREST RESTAURANT: Officers Club & Mess
 NEAREST RON QTRS: BOQ
 TRANSPORTATION: Taxi, 1f Of1 Flgt, Army trans
 by phoning 27311, 39613, or 24265
 FIELD OPEN TO: Army, Army-NG only
 PATTERN TRAFFIC: Left Hand
 PATTERN ALTITUDE: (Missing)
 LEAVE PATTERN AT: 1000'(1233' indicated)
 CROSS FIELD AT: 1500'(1733' indicated)
 RESTRICTED AREAS: None
 CODE: (O)Base Ops; (G)195th RCT-NG Hmgar
 (ANG)Air National Guard; (N)North
 NOTE: Plan 62 Required

Out of the dark..

USAR Divisional units are charged with training all of the "boots" coming to Camp along with the Division. "Allow me to advise other USAR AAs to contact the CO of the BTU & urge him to make use of the aircraft available to him. They will give you some constructive use and will be more than grateful. For example! Road-march discipline, passive defense against air attack, air attack in open areas, the prize rookie to get a one-hour plane ride. I incorporated most of these missions into my own training. You will make that CO a happy man & maybe do yourself a lot of good where it helps. Believe me, the CG gets a big percentage of the Division's rate from what is accomplished in the BTU & he watches it closely. JIM MURPHY, AO, 76th Div (USAR). (Ed Note: We happen to know that MAJ. M. received a fine letter of commendation for his extra efforts in this endeavor.)

PRO'S SAY...

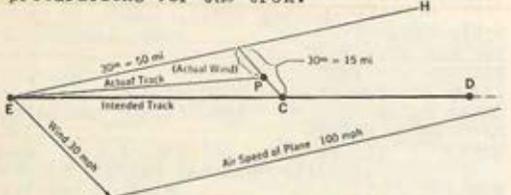
Airmail from Stuttgart, Germany, from LT. COL. MILLER T NESBITT talks on this postscript (to 7th A Report in this issue). "Concerning copter mission to Greece during the recent earthquake there, six copters left here 14 August aboard C-119s and returned 22 August. While in the disaster area, they flew 174 missions for evacuation of critically injured, medical treatment, medical & food supply, etc. The report by MAJ. RAYMOND H MURPHY(7th A Flt Det) lists the following as participating: CAPT ROBT. J JEFFREY, CAPT CARL R PIGEON (both of 7th A Flt Det); CAPT HUGH S WARNER(317 Engr Bn); LT KENNETH A COBLE (35 Engr Bn); LT RICHARD H LIEBERTH (4th Inf); LT JOHN J COLLINS(2d Armd); CAPT ARTHUR A HALL & CAPT DONALD H PHILLIPS(28th Inf Div) & CAPT. EDW WARBECKA & LT ROBT T STROUD(43d Inf Div) & MAJ. RAYMOND H MURPHY (7th A Flt Det)."

Your Correspondent,
 LT COL MILLER T NESBITT

What I've Learned

From the enclosed stencil and frequent pleas for contributions I gather that you need some help in filling the pages of a very excellent endeavor. Well, far be it from Ol' Beantown to let an earnest plea(s) go unheeded & most especially "when it ain't for dough." Though I am anything but the "Bard from Boston, I'll just keep a 'scribblin' here & maybe you can fill a column here or there, rather than sell the space to Burma Shave or to SAMMY GORDON and his Schenley "additives." Here's my tale:

On arriving in England in July '44, I was immediately detached from the 183d FA Grp & sent to an airfield in southern England. Gathered there were 8 other pilots & any number of new (brand new) Cubs modified slightly with an 8 gallon oxygen bottle rigged in above the back seat, in such a way that the pilot, with no effort at all, could support the main weight of this ribbed devil right square in the back of his neck simply by straightening up. This jug was not for oxygen but an extra supply of gas that could be spilled through a very delicate looking copper tube into the main (13 gal) tank. That tube hung like mortal sin to dying man as it quivered in front of my eyes as I took a long, long look at the fading Cliffs of Dover and a gulping hard stare into the haze over the English Channel to France. I didn't even dare breathe towards the tube, lest the solder start running and my gas dripping. But this story is about a pilot & the preparations for the trek.



We had to wait 3 days for favorable weather, reporting every 2 hours ready to go. Finally came the green light & we all filed into the "Top Secret" briefing room. By the time the AF Lt. got thru peeking thru doors & windows I thought we were in for a rousing game of cops & robbers. Then came the historic moment. Let me remind you of secrecy, gentlemen. Your heading is 108 degrees; your ETE is 5 plus thirty. You're cleared to leave immediately—Good Luck, that's all."—and he was gone.

We thought the guy had been in England much too long or was kidding but here comes about 6 Sgts. loaded down and we drew Mae Wests, rations, Very pistols, and flares. And the SGTS were very well informed. From each of them we get, "Don't get more than 10 degrees off course or the Navy will shoot you down." "If enemy fighters pick you up, separate." "Don't shoot the wrong flare over Barfleur, but be sure to shoot one or AA will shoot you down!" And me, the last flare I shot was July 4th in '38. So we all troop out feeling as tho this is it. Out to the line to "man our planes" &

here is what put the cream on the strawberries. One of us boys is very nervous, see...so when we all start our Ft. Sill "self-starting procedure" this guy really gets flustered, & especially so when he sees all the other props turning nicely and the pilots making last-minute cockpit checks. He is still doing a handstand off his strut, pulling furiously at his prop with not so much as a spit. As the first Cub snarled(?) & pulled out into the taxiway our friend hit the panic button. He leaned in & advanced the throttle about half way, grabbed the prop as tho to crumble it, & pulled. That Cub felt the lash for it shook all over & then smoothed out & started perking @ 1200 RPMs. Only thing wrong was that my pal wasn't in it. He and the Cub went circling in beautiful arcs - the Cub leading and himself pleading from the wing end of the strut. Caught up to him & rebuked him for pulling a RODEO at such an auspicious moment & set him in his plane. We were all set now - from here to eternity - here come the guys who're going to win this thing. Everybody makes a last check & my buddy seemed in order - now - into the wild blue yonder - - when a terrific hissing split the air and panic was just a step away. But when the dust had settled - Yup - My boy had sprung his Mae West & there he sat with the thing backing him into his seat, pushing madly at the windshield, out thru the door & sort of boiling over into any available airspace & pleading for more.

Well - we finally did get to France after we pricked his gas-bag but believe me this guy was due a medal long before he was locked in mortal combat. Finis."

Your Correspondent,
JIM MURPHY
AO, 76th Div(USAR)

(ED.NOTE: Sort of wish the Major were a name-dropper. Hate to think that with "panic just a step away," this is a personal report. No doubt we'll receive a hasty Airmail.)

MEMO

WE WELCOME:

1. News Items
2. Personals
3. Experiences
4. Features
5. Cartoons
6. Questions
7. Criticisms

THIS NEWSLETTER
DEPENDS ON YOUR
KEEPING US POSTED.



Send them to:
Army Aviator Newsletter
726 Eleventh Avenue
New York 19, N.Y.

PUT IT THIS WAY

Everyone Makes Policy

A few weeks ago, we were chinning with several other civilian component pilots and during the course of our conversation, several made the point that the Newsletter sadly lacked an "Editorial Page" in which AAs of all components could speak out on their problems. They felt that the Newsletter was remiss in not having editorial "views." As to the former, we go along with them 100%. These pages have been and always will be open to all pilots to express their views on any subject. But we do not feel that editorials, especially from this non-careerist, are in order. We've felt from the outset that "the shaping of policy" is best when left in the hands of those with whom it is entrusted. We have many capable people at the helm & certainly no amount of "editorial needling" by us in a publication which only affects a small segment of Army aviation will alter policy in any way..

If certain regulations, training programs, & T.O. & E's affect you adversely - and no regulation or edict has yet to please everybody - you have a recourse. We welcome you to jot your thoughts down on paper, send it along to us, and we'll give you all the space you require. Our only policy in respect to questions, views, gripes, etc printed in the Newsletter is that we withhold the sender's name. The value of these "ories from the wilderness" cannot be determined, but at least the sender will know that his problem will receive limited cognizance through publication. We're very proud of the fact that we number among our subscribers most of the top men in Army aviation. There are others, to be sure, but you can rest assured that although action on any particular problem may not be forthcoming, it is at least informally presented to these key personnel through Newsletter pages. We've probably wasted your time, we know we've wasted valuable space in saying this, but we felt it was necessary to explain why you'll not find any "blasts" from us in the Newsletter. Quite to the contrary, our editorial efforts will largely be spent upon the "bright"

side of Army aviation and upon repeated pleas for literary, illustrative, & financial help, all of which we realize may make dull reading but is essential if you're to get this "rag" once each month.

Who's on First?

We never thought we'd see the day when subscribers would make "THE 10 MOST WANTED LIST" but that's the situation today. Packing up & moving and leaving us with a deskful of back issues for each of them are the following: LT. COL. HARRY T SHIVELEY(AD); LT. COL. LLOYD J. SWINK(AD); MAJ. JOHN W FUCHS(NG); CAPT J. E. ELLIOTT(AD); and MAJ. SAMUEL P. GORDON(USAR). If in reading this you have knowledge of the mailing address of any of the AAs above, drop us a line and let us know where to mail them their back issues. We'll be grateful. I have a patient wife but my desk at home can only hold just so much. It's a question now as to which will "blow its top" first, the desk or my wife.

Speaking Frankly

We would like to express our gratitude to the following people, all of whom aided us immeasurably in our first photo-offest issue. Mere mention here cannot begin to convey our thanks to these people, but we'd like them all to know our readers will certainly benefit by their help and advice: ROY B. CONNER, Mr. L. E. ABRAHAM, SFC DONALD F HARRINGTON, CAPT. KENNETH BUTTERFIELD, & M/SGT THOMAS D WARD.

Directive

WANTED! Artists! Cartoonists! Illustrators!
NO limit on vacations! NO boss over you!
NO regular working hours! NO tax problem!
No copy used without by-line! NO union dues!
NO deadline to meet! NO ideas but your own!
NO pay!

Somewhere among our subscribers are several AAs who have artistic talent. The Newsletter would welcome art work whether it be in a humorous or serious vein. Any takers? And with this last plug, we'll sign off for this issue. We don't ask much. All we ask is that you read, subscribe, correspond, illustrate, remit, and help. That's not much to ask. Hope that you enjoyed reading it and in some way it was of some help to you.

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ART K

Why not JOIN us now?

- I would like to subscribe to the "Army Aviator Newsletter." Enclosed is (one dollar) (a check for one dollar)* to cover the cost of my subscription. I (am) (am not) an Army aviator. Please send my next issue to the following address:
- I have recently changed my address and desire that my Newsletters be forwarded to my NEW address below:

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SUBSCRIBER'S PAGE

Signing up as Newsletter Subscribers in September were the following Army Aviators. We warmly welcome them all and wish to express our thanks to each of them. From the diversified assignments of many of those below, we can only assume that some of our "old" subscribers are sharing their issues with other pilots. We don't know who our anonymous boosters are, but you have our thanks.

Lt. Dennis J. Whelan(AD) 278th RCT, Devens
 Lt. Anthony Carroll(AD) Gary AFB, Tex
 Lt. Kenneth A. Mason(NG) 26th Div, Mass
 Maj. S. S. Doherty(AD) SCAAC, Ft. Monmouth
 Lt. Merrill A. Posner(NG) 42d Div, N.Y.
 Lt. Charles Nelson(AD) SCAAC, Ft. Monmouth
 Lt. Thomas R. Howarth (Civ) Calumet City, Ill.
 Maj. Arne H. Eliasson(AD) AAS, Gary AFB, Tex
 Capt. Edw. W. Schleiher, Jr(NG) 43d Div, Conn
 Capt. Claud Short(AD) SCAAC, Ft. Monmouth
 Lt. Col. Thomas W Anderson(AD) Hq, 2d Army
 Capt. Clarence E Holliday(AD) Hq, 2d Army
 Lt. Frank R. Mettner(AD) APO 743, PM, NY, NY
 Lt. Robert D. Titus(NG) 42d Div, NY
 Capt. Amadeo J. Duke(USAR) Buffalo, NY
 Lt. Harry Loucks(NG) Hq, 22d Corps Arty, Pa
 Capt. Edward Henthorn(NG) 50th Armd Div, NJ
 Lt. Col. Eric H Osborne(AD) SCAAC, Ft. Monmouth
 Lt. Carl A Washa(NG) 42d Div, NY
 Maj. Henry S Wann(AD) TRADS, Ft Eustis, Va
 Capt. Arthur W Barr(AD) Ft Kobbe, Canal Zone
 Capt. Allie D Calender(AD) Ft Eustis, Va
 Lt. Col. James B Gregorie(AD) SA, Pentagon, DC
 Maj. Edward C Podworny(AD) Hq, 2d Army
 Lt. Col. John L Rowan(AD) G-3, Pentagon, DC
 Capt. W. M. Jordan(AD) SCAAC, Ft. Monmouth
 Maj. William P Gray(NG) Hq, 22d Corps Arty, Pa
 Capt. Wm J Wintersteen(NG) 22d Corps Arty, Pa
 Capt. John W Mordan(NG) Hq, 22d Corps Arty, Pa
 Lt. Donald W Phillips(NG) 22d Corps Arty, Pa

LT. COL. ROLLIE M HARRISON(AD) AAS, Sill
 Mr. John P. Gaty(Civ) Beech Acft, Wichita
 LT. DERWOOD K LIFGREN(NG) 27th Div, NY
 MAJ. MELVIN C MONROE(AD) G-4, Pentagon, DC
 MR. FREDERICK L ISAACS(Civ) SCAAC, Monmouth
 MAJ. ELMER M FOX(AD) Hq, 6th Army
 LT. JOHN W BATES(NG) 43d Div, Conn
 MAJ. DARWIN P GERARD(AD) G-4, Pentagon, DC
 LT. SIGURD A LUND(AD) H-School, Sill
 MAJ. KENNETH O FELTON(AD) AAS, Sill
 LT. JOHN S RUSSELL(AD) 43d Div, Conn
 LT. LESCO G KAUFMAN(AD) H-School, Sill
 LT. JOHN S. RUSSELL(NG) 43d Div, Conn
 CAPT. JACK A JARVIS(AD) H-School, Sill
 LT. THAD M. KEENAN Sill
 CAPT. WILLIAM H. GRAUL(NG) Baltimore, Md
 CAPT. CHARLES T ANDERS(AD) H-School, Gary
 MAJ. FRANK O GREY, JR(NG) 33d Inf Div, Ill
 LT. CLIFFORD M. BERGERON(NG) 43d Div, RI
 LT. JAMES L MYERS(AD) 25th TAAM Co, Bragg
 LT. CHARLES B. ROBERTS(NG) 38th Inf Div, Ind
 CAPT. LEO E BERGERON(AD) 4050 ASU, TAC, Sill
 CAPT. JOHN D McGOORY(NG) Missouri-NG
 MAJ. WILBUR L. LOUTH(NG) 43d Div, RI

Buried in among the names of the other AAs & friends of Army Avn listed above is the name of JOHN P. GATY. We don't intend to embarrass MR. GATY here by mentioning this, but his return clip coupon just carried the modest entry, Beech Aircraft Corp, Wichita, Kansas. We had recourse to check a McKetrick Index just the other day and were somewhat startled to find MR. GATY listed as Vice President & General Manager at Beech. We mention this only to show other subscribers and would-be subscribers that the Newsletter does reach many key people in Army aviation, although we admit that in this case it took some research to prove it to ourselves.

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