

# ARMY AVIATOR

Trade Mark

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## TOP DRAWER

A letter received from MAJOR HENRY S WANN, the current chief of the Operations Branch of TRAD-COM, Fort Eustis, carried an important request. We ask that Newsletter readers in each component digest the request and afford what assistance they can in disseminating the context of this request to the personnel in their immediate units:

"The Transportation Corps is charged with the responsibility for logistical support of all Army aircraft, and that this Division has the Research and Development aspects of this overall responsibility.

The responsibilities of the Air Transport Division are currently in the process of expansion to include service test functions essential to the improvement of maintenance facilities, procedures, and techniques, as well as a general enlargement and definition of our basic R & D mission in support of Army Aviation.

With the expansion of our mission and functions, it is apparent that the present staff of this Division is not adequate for the successful discharge of our responsibilities, and many vacancies for civilian employees will become available. It would be appreciated if this were mentioned so that Army Aviation personnel leaving active service might consider taking Civil Service positions here.

Particularly needed are aeronautical and mechanical engineers, aircraft mechanics (fixed and rotary-wing), engine mechanics, instrument and radio repair specialists, test pilots, and all others in the broad field of Army aviation support and maintenance.

Interested personnel are requested to write directly to the Civilian Personnel Office at Fort Eustis, Virginia, for information regarding the specialties and grades open, or to submit their job applications on Civil Service Form 57 directly to that office.

A Fort Sill article tends to indicate that Army aviation's medical field will shortly be expanded. Seventeen Medical officers underwent a thorough orientation at Fort Sill recently.

## OPENHOUSE!

This publication attempts to serve Army aviation. As a name, Army aviation is misleading. It implies magnitude to the layman. We know that in sheer numbers this just isn't true. If this publication is to be representative of Army aviation, it cannot cater to one branch to the exclusion of the other; to one component to the exclusion of the other; to rated personnel to the exclusion of enlisted personnel. There just aren't that many of us! We hope that we'll never lose sight of this fact!

## HOPSCOTCHING

Recent debate in the House of Representatives lent credence to the fact that Army aviation's growth is well known to many. Chairman Errett Scrivner of the Air Force Appropriations Subcommittee in commenting against a USAF academy had this to say: "I am amazed to find that the Navy fliers will be able to carry on their job so nobly by attending Annapolis without need for a separate Naval Air academy. And what about a separate academy for our rapidly growing Army aviation?"

Active duty Army aviators and Maintenance personnel who shortly will leave the active service have bright prospects if they wish to retain their affiliation with Army aviation. The story to the left carries news of Civil Service opportunities in this field, and National Guard outlook (on page 11) indicates that over 800 vacancies for rated personnel exist in the NG units throughout the country. A proportionate number of vacancies in the NG exist for qualified maintenance personnel. USAR aviation affords still a third opportunity.

The use of widespread media to attract qualified personnel to Army aviation emphasizes the continuing need for flight candidates. Pilots of all components can play an active part in alleviating this "growth" problem by "talking" Army aviation in non-rated circles. ROTC field, NG-USAR units, Maintenance personnel all comprise tailor-made sources.

Gen. Dean's article in a recent periodical mentions liaison aircraft circling overhead while he was held prisoner. Interesting thought: How far behind enemy lines did L-type planes fly?

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



NO LUCKY FINIS?

The "Army Aviator Newsletter" is an unofficial, all-component monthly publication financially and editorially supported by voluntary subscriber/contributors. It is mailed directly to Army aviators in the active service, National Guard, & the United States Army Reserve, & to friends of Army aviation. The views and opinions expressed in the Newsletter are not necessarily those of the Department 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, New York 19, N.Y. Contributors are asked to forward their copy so as to have it reach the above address by about the 10th of each month. A unit by-line in the form of a unit insignia (black on white & measuring 2" x 2") and the correspondent's by-line in the form of a black ink signature (3/4" x 3") will be used with the copy, if submitted by the correspondent. The Editor reserves the right to quote all or part of any material that is submitted unless the correspondent plainly indicates which passages are not for publication. Additions or deletions as are made necessary by space requirements may be made. The Editor assumes that the correspondent has not submitted any classified military material or commercial copyrighted material.

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Correspondents Date.....10th of the Month

# Beechcraft



Beechcraft release provides details on new commercial B50 "Twin-Bonanza." Production for '54 is expected to be well over 100. New Beechcraft has a cruising speed of 192 mph at 10,000 feet at full gross load, 1450 fpm rate of climb, service ceiling of 20,000 feet, range to 1,088 mi, top speed of 205 & a maximum permissible speed of 227 mph. The licensed gross weight has been increased from 5,500 lbs to 6,000 lbs, allowing 447 lbs more useful load without sacrificing performance. Props are all-metal, full-feathering. Two additional cabin windows, eye-ease tinted glass for all 6 cabin windows, a new cabin heater system with an optional arrangement that enables the combustion-type heater to be used to pre-heat the engine compartments, relocated landing lights, an optional nose taxi light, a completely new air vent and ground air circula-

## PRODUCTION



From PHC's  
"TANDEMER"

(Ed. Note: Frank N. Piasecki, Board Chairman of PHC, in an address at a symposium on "The Next Fifty Years of Flight" forecasted an unlimited future for vertical-lift aircraft. We've taken excerpts from Mr. Piasecki's address to illustrate his thoughts in this field. The symposium was conducted at Philadelphia International Airport as part of the local celebration of the 50th Anniversary of Powered Flight.)

"In the next fifty years the principal technical advances in vertical-lift aircraft will occur in three realms: (1) Size and capacity, (2) Speed, and (3) Development of its use. The size and capacity of helicopters shows no inherent technical limit. Larger and larger machines, capable of lifting heavier and heavier loads, can and will be built as the basic workings of commercial economics and military planning dictate. Even today we can foresee the design of helicopters over 200,000 lbs. in weight.

The most dramatic progress in the helicopter field will be increased speed of vertical-lift aircraft. This will come from two directions: helicopter designers will add vertical-lift capabilities conversely, airplane designers will add vertical-lift capabilities to their high-speed craft. The result will be a blending of the two types of flight into machines fully capable of both helicopter flight as we know it today and high-speed flight at velocities far beyond even today's experimental supersonic speeds.

One of the most challenging and promising technical avenues of helicopter advancement is development of their uses, development of equipment and techniques (both ground and helicopter-borne) to permit widest and most effective use of the unique flight characteristics of the helicopter. Automatic flight systems will permit helicopters to operate in all forms of weather, even in obstructed areas such as the hearts of cities. The greatest impact of the helicopter will be its effect upon, and integration with, our social system, transportation network, city planning, architectural design, and location of industry.... For unlike the railroad with its trackage and right-of-way, the automobile with its highways, the steamship with its harbors & its docks, the airplane with its airports, the helicopter requires less supporting facilities than any other vehicle. Therefore, we can expect its development to be rapid. There are no technical barriers to the progress of vertical-lift aircraft in sight...."

ting system, shoulder harness as standard equipment, and a long list of other design & equipment changes mark the new civilian counterpart of the Army's L-23. Beechcraft officials point out that the new model includes the advantages and values resulting from almost 100 design and equipment changes found to be desirable. Beech based these changes on an exhaustive testing program, a continuous study of a few handmade B-50's in service, and reports from a sizeable number of military versions of this model built for and operated by the AFP both in the US and in foreign theatres.

# Problems Of Army Aviation

## In KOREA....

BY

Dario Politella



"American servicemen in future decades will owe a great debt to the dauntless pioneers of Army aviation who learned their skills in World War II and developed them beyond all expectations on the bloody peninsula of Korea."

This tribute, expressed by Gen. Mark W. Clark as commander of the United Nations forces in the Far East, summed up the achievements of Army Aviators in Korea on June 6, 1952, when they celebrated their tenth anniversary.

The record of Army Aviation during World War II was impressive. But it remained for Korea to bring out the best of this small group of men and their tiny aircraft.

When war came to the little Republic in June 1950, Army Aviators in the theater mustered every available aircraft to support ground operations. Hampered by lack of supplies, replacement parts and by their war-weary aircraft - these men were able to write a creditable chapter in the history of military operations.

The Korea campaigns caught Army aviation in the middle of the difficult "transition" periods of development by which the Army has been plagued during peacetime. The obsolete L-5 and L-16 aircraft were weary and unsuitable for operations in a rugged terrain. Despite the lessons of World War II, Army Aviators were still handicapped by unsuitable communications systems, inefficient supply channels and inter-service jealousies.

This article forms the basis for Chapter Eight, "Rotation Reveries," in DARIO POLITELLA's new book, OPERATION GRASSHOPPER... All of the opinions expressed in the article are those of the author, and do not necessarily reflect the views of the Department of the Army or of this periodical.

Although the article concerns the 1950-1952 period it is reprinted here to illustrate some of the difficulties encountered by personnel in Army aviation as noted by the author. It is conceded that many of these problems no longer exist..

The article will be serialized in two parts due to its length.

### A WORD ABOUT THE AUTHOR

The author served as P.I.O. of 8th Army Aviation in Korea... He is a prolific and talented writer and has had many articles appear in aviation and service publications.

Nevertheless, Army aviation was able to play an important part in every event of historical significance which has taken place in Korea.

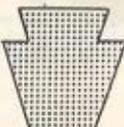
The first aviation section to be committed to the fighting in Korea was the "Dragonfly" group of the 24th Inf Div which began operations during the first week of July 1950 from an airfield at Taejon. Contact with North Korean forces was made for the first time by United Nations forces by a patrol of the 24th Inf Div at a point a few miles south of Suwon on the main Seoul-Taegu artery. It was here too, that for the first time the North Korean soldier saw the Army aircraft flying lazily overhead. His first reaction was to take cover. But no bombs fell, nor was he strafed. He discovered soon enough, though, that the little planes buzzed the overture to mortar and artillery firing.

With ground troops committed to battle, a problem of coordination with Air Force planes that were already in the fighting presented itself. Allied aircraft were flying combat missions from bases in southern Japan. Jets were limited on time in the target area to search, select & attack targets. And because of the fluid situation, it was difficult to differentiate between friend and foe from the air. The only solution appeared to be to provide an airborne controller who could direct the jets to a target, brief them over the area, and adjust their strikes visually. This method developed 2 requirements: observer personnel thoroughly familiar with the

Continued on Page 12



# PRO'S SAY...



## Benning - Monmouth - Sill

"Thought the big outfits would like to get a 1-time report from a source of replacements...At this writing, 6 pilots of the "Gravel Agitators" Advanced Course No 1 at Ft Benning have received their orders & are readying themselves for far-off places. As new meat for the Far East - we have Capt O.B. Butler, 1981-1066 formerly @ Sill, & Capt John A Todd (dual MOS), formerly of the 82d Abn Div.. Going to EUCOM via hoppi-chopper school are CAPT CARL K RUSSELL, a new AA, & CAPT Barton F Richards, ex of the 11th Abn.... Yours truly is jumping from the AFPE Flt Det @ Yokahama to EUCOM direct, having secured whirlybird wings in '51. Going to the AAS Staff is Capt William H Harper, formerly of the 350 Inf in USFA.

In between leading regiments in the attack and defense, we fly from the Inf Center's Air Section at Lawson Field. CAPT. WORTHINGTON MAHONE keeps us supplied with L-19s...For instruments we can scrounge AFF Bd #3's LC-126, but we are out of luck for chopper time....The problem of getting a chopper for proficiency time deserves quite a bit more thought since getting one is as remote as winning the sweepstakes...In the long advanced course here, students are presently restricted to a 50-mile radius for flying. This cramps our style in trying to meet yearly minimums, since, in most cases we may be either en route between stations for one month out of a year or on leave another.

Fort Sill sent their demonstration team to the TIC last week. Starting with a formation flight of (9) L-19s, all types of fixed-wing aircraft were demonstrated in their role of support to the Army. Helicopters were also demonstrated & a few periods of comedy were supplied by the helicopter square dance team & Bozo the clown... About 2400 people witnessed the hour and a half long event which was climaxed by the simulated explosion of an A-Bomb and an actual assault on an imaginary bridgehead.

That's all for now. We'll be knocking on doors throughout the world sometime in May. But until then JOHNY KERNS of the AFPE Flight Detachment can dream that he is secure in the best aviation section in the world. After that his claim will be challenged from the land of the Rhine! Your Correspondent, CAPT HARRY W. TOWNSEND

Low drags, horsepower, & short-field takeoffs once were standard AA "hangar topics." Today, it's minimum this, minimum that, "What are yuh 'bout night time?" Here's a squib about how one outfit terminated its year. Perhaps its "dated copy" but it's representative of many a unit...LT BOBBY WALSER of SCAAC is the reporter.

"As 1953 lay gasping on its death-bed, the procrastinating pilots of SCAAC were "scrambling"



madly for odd minutes or hours of proficiency flying to satisfy the semi-annual Minimums.... Holidays, neaaches, weatner, and maintenance only added to the confusion. However, all of us made it, what with LT DON WIEGMAN spending New Year's Eve shooting night landings in a twenty-five mph crosswind while the foresighted ones whooped it up at Gibbs Hall. Your correspondent found himself an hour shy on Instrument time - AM 31 December. In satisfying this shortage he terminated the flight by spinning into a 3-pt landing from 1,000 feet below MSL... (No sweat, boys; it's a cinch in a Link.)

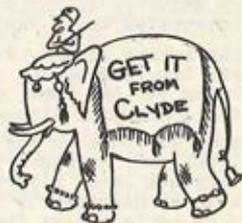
There are some electronic gadgets under evaluation here at BLM that will make 3-1 pilots or better out of all of us in a matter of DAZE... Let's see, you can tune in the Talking Beacon and a sweet feminine voice will tell you the heading to the station. (Relax - she's on tape) You can set this heading on your "Omni-Course Selector" and fly the visual indicator as you double-check it with the Talking Beacon.

The Distance Measuring Equipment will inform you of the actual miles distance from the station and when you get in close the "Radar-Controlled Approach Aid" will bring you in to 400 feet altitude on final approach to the landing runway. It's the cat's donkey, if you ask me.

CAPT RICHARD HALE remains on TDY at AAS Instrument Training; CAPT BOB BRIZEE has returned w/ a Twin-Engine Rating as did LT W.L. PRESTON... CAPT LOYAL J COLE went PCS to Sill where he'll act as Signal Corps Liaison Officer to AAS.. LT J.G. McELHANEY is strutting under Sterling Silver shoulder ornaments now. He says they show better taste than the brassy Gold ones he traded in. Wedding bells chimed for LT LEWIS HOLLADAY recently. Last but not least, Capt. Gilbert N. Parkinson joined the unit in replacing Capt Frank G Cook as Operations Officer. Your Correspondent, LT BOBBY WALSER

"Finally grabbed my copy away from the others long enough to read it. Looks like a good deal to us. I found the new locations of quite a few friends & even more of my old students. Incidentally, whatever became of Andy Bailey who was flying with the 32nd Inf Regt in Japan? Following list of

new subscribers are all from the Dept of Aviation Maintenance: LT COL CHARLES P DAMON, CAPTS CLYDE J DILLON, JOSEPH W HELY, IVAN M. FELLER, MELVIN M SCHUMACHER, RUFUS L LEGGETT, JOSEPH J MUTER, JOHN L GARDNER, and LT CHARLES W. BETZ. CAPTAINS LEGGETT, MUTER, & GARDNER, the last 3 mentioned, are brand, spanking new Captains).. List CAPT ROBERT V STOKES separately. He'd like his issue sent to his Lawton address so that his missus can also enjoy it." Your Correspondent, CAPT CLYDE J DILLON



Send Copy in by the 10th



From Stuttgart, CAPT A.T. PUMPHREY airmails the following. "PUMP" is well acquainted with EUCOM progress having an extensive combat & constabulary background...."Was originally asgd to 7th Army, but was reassigned to VII Corps a day after I arrived here.

In the flight section, we have CAPTAINS RANDOLPH M. PALMER, HARLAN S LUCAS, JACK CRANFORD, and myself. In Headquarters we have LT COL LLOYD J SWINK and CAPT. RICHARD J KENNEDY. Noticed MAJ RAYMOND MURPHY was collaring all and sundry out at the field just after I reported in & was really racking up subscriptions. He must have had twenty or more, & this should put him in an "ACE" class all by himself (No pun intended). (Ed.Note: He's tops with 34). Didn't see much evidence of the publication in the hands of the AAs asgd to the Arm Cav Regts over here & will defer any attempt to rally the Armor boys until I'm acquainted with the new set-up.

LT COL OLIVER J HELMUTH was VII Corps Aviation Officer when I first reported in but he's been reassigned as a Bn Comdr of an Automatic Weapon Anti-Aircraft Bn. As you know, COL SWINK then replaced COL HELMUTH and LT COL THOMAS MORROW replaced COL SWINK as AO of the 28th Division" (Ed Note: Lack COL HELMUTH's new APO...The financial crisis is over, Pump, and if you chase the Armor boys, they won't be backing a fading publication.)

Following letter was sent in by MAJ RAYMOND I. CLEMENT, JR., AO of the 47th Division Air Section (Camp Rucker, Ala)...We'd never heard the word, composite, used in relation to AA and penned a note to MAJ CLEMENT for his rundown. His letter follows: Composite means made up from distinct parts; same thing as an aviation company, but I dislike the word "company" because that infers company grade officers. I will compile the reasons, purpose, and missions of a composite aviation section & mail it to you in the future...As you know, we have some die-hards in this man's army....but I am of the opinion that through the Army Aviator we can outline and compile the many advantages of (such) a section and perhaps sway their ideas. I'm convinced the pen's mightier than the sword. CAPT JOHN E MURPHY, a Korea returnee from the 8th FA Gp & X Corps; CAPT EARL W MILLER (Triple Nickel-555th FA Bn & KComZ); and LT JOE LEVINSON (45th Div & KMAG AA School-Korea) all wish to receive regular issues. JOE, incidently, says it's difficult to go from an "A" frame to an airplane."



# Pro's Say...

Our Roving Reporter, CAPT BOB BRIZEE, who's good for 300 words a month - Bless him - and who appears to use SCAAC as a monthly "jumping off place" sends in this info on Lawton. It makes highly interesting reading especially for AA personnel who have long since made a pilgrimage to Mecca. "Really have been on the go since my return from Fort Sill & twin-Eng Class 54-M. This could just as well have been named, "Simulated Single Engine," and let it go at that. But one thing for certain - when you leave Sill you know your single-engine procedure if you never learn another thing about the L-23. Good course, I thought.



While out at Sill I observed a rare phenomenon in the city of Lawton that should be reported. Brace yourself, for this is a shocker!...A man in uniform is now a welcome customer in the local bazaars! Why, it doesn't seem like Lawton any more. Nobody snarls at you as you walk in and about the city; even had a perfect stranger bid me welcome! I went into shock & had to be aided to the nearest chemist for a sound sniff of smelling salts.

It seems that some of the City Fathers took a look around & discovered that Army people are as human as the next. Given a little fair treatment they respond as nobly as the natives, happily showering the shopkeeper who smiles with coin of the realm....Of course, the local gendarmerie now have to get their workout in the police gym instead of the heretofore practice of getting their track & field chasing GIs.

One of the stoutest and pioneer proponents of the "Soldiers Are Also Citizens" movement is a man well worth the mention. Gus Kouri is his name, a big-hearted Syrian who is the proprietor of a restaurant in downtown Lawton...Calls his steakery, "Lloyd's of Lawton....A nice guy with a soft spot in his heart for the soldiers and a smart enough businessman to realize that soldiers really respond quicker, and remember longer a place that tries to give you a good meal for an honest price. I have yet to see or hear of an AA, or anyone in uniform, who didn't get a good meal and a few kind words at Lloyds.

We all remember what laughingly passes for a steak in Texas and Oklahoma; but you are in for a surprise if you visit Lloyds...Sure, this is an honest-to-Harry plug for Gus Kouri and his eatery, but these are the sort of people that deserve a mention. Next time you are in Lawton, drop in and say hello to Gus, and see for yourself if what I say here isn't true. All for you. Your Correspondent,  
CAPT BOB BRIZEE

## WANTED:

A subscriber in the Ft Sill area who is interested in augmenting his income \$100 to \$150 a month.  
(See Page Fourteen)

It's Your Paper! Write!

# PRO'S SAY



From the Spartan School of Aeronautics, one of Army aviation's key facilities, MAJOR HAROLD GROSSMAN pens this note. "The 13 of us are all from different units - Maine to California-and recently attended Spartan as students....The course here in Tulsa is

designed to train aircraft maintenance officers (MOS 4823) and I must add does a pretty good job of it.

I repeat that we are with it; we like the magazine & sort of get the feeling that it is ours, or we are part of it when we see the bold print on the cover - Army Aviator. Come to think of it, all fraternities have some sort of a publication. You're going to have a time with changes of addresses, but here are the "Unholy 13"

CAPT JOHN H ASBURY (Maine); CAPT WILLIAM J CLEVELAND (Spartan); LT VAUGHN C EMERSON (Bragg); LT WILLIAM E CORNWELL (Spartan); LT. GORDON F MEACHAN (Trans Sec, Hq, 4th A); LT ROBERT W HALEY (Ft. Sill); CWO DURANT WADSWORTH (506th TC, Benning); CAPT RICHARD T ROBERTS (30th Engr, Scott); LT ROBERT M FOWLER (Spartan); LT ROBERT L HEAD (Sill); LT RICHARD H CLARK (Holloman AFB, N.M.); LT R.C. BALWIERCZAK (Spartan); and yours truly, Bd # 1, Ft Bragg."

## Hq, 3rd Army - Ft McPherson

A most welcome letter from Maj Luther B Botts, editor of 3rd Army's Newsletter, summarizes happenings in aviation in this sector... "3rd Army Headquarters now has its full authorization of aircraft assigned, four (4) L-19 instrument trainers, two (2) L-20's, & two (2) L-23's. The L-19's are farmed out to Camp Rucker, Fort Bragg, & Fort Campbell at the present to assist aviators in maintaining their instrument flying proficiency....We plan to continue the rotation of the L-19's in the Army area so that everyone can get a crack at back seat hood time.



Our Instrument Examining Board headed by CAPT. NEELY R BROWN, and assisted by CAPTS John A Murray and HARRY J LANGLEY, jumped off with a bang in January 1954. The first five Standard Army Certificates issued in the Army Area went to Lt Col Curtis L Hankins, former Aviation officer, this headquarters, now enroute to FECOM; Capt. John A Murray, this Headquarters; CAPT. CARLOS E URRUTIA, Ft Benning; Capt Ralph O. Crommett, Ft Campbell; and Capt George W Cadmus, Camp Gordon.

There are approximately 80 aviators, Third Army Area, who must be examined prior to 30 June 54 for Instrument Certificates. Mission will be accomplished by ordering five applicants per week to appear before the Board at this head-

quarters for five days TDY. Applicants stay at this Hq includes supervised study periods on applicable instrument subjects, plus link time & flight time if needed prior to applicant's final exams.

Aircraft being used at present to conduct the flight exams are two LC-126's; however, we lose them shortly to Sill... Plan to use the L-20, L-23, and/or the L-19 trainer for examinations when all LC-126's have departed the Army Area. Applicants to be examined this week are: CAPT. HOMER MONTGOMERY (AFF Bd#1, Bragg); Capt. Martin V McInerney (Bragg); Capt Herschel E. Reynolds, Ft McPherson; and Lt Wilbur Gates, Jr (Camp Gordon).

We have a new Aviation Officer at Third Army - 1LT COL ARTHUR J ANDERSON. Took over the reins on 1 January when Lt Col Hankins departed on leave prior to PCS to FECOM. 1LT COL ANDERSON's just returned from the land of frozen chosen - he was X Corps Aviation Officer there. Prior to Korea, he was Aviation Officer at Hq, 4th Army, & during WWII he commanded an Armored Infantry Battalion. It's take-off time for now & in the future I promise to make every effort to meet publication deadlines."

Your Correspondent,

Maj Luther B Botts

## Operation Longfellow



(Ed Note: Following letter was sent in by CAPT. TOM McNAMARA (SCAAC) while he was attending Chopper Tactics at Sill. His ode is to be sung to the tune of Johnny Mercer's "Glow-Worm." Must be something about this Devil Machine that inspires its would-be conquerors to poetry).

"Found a real talented artist for you who has much pertinent work on file. A fellow classmate, LT BOB KOEPP, daily posted a cartoon next to the "Fly Safe and Be a Tiger" poster... Usually lived up to the theme of his cartoons.

Had so much free time while at Gary hanging around the "ready room" (some called it the bar) composed a class song expressing our feelings - (permission of BRIZEE) toward the "Invention of the Devil." Copy follows:

"Hover helicopter, hover, hover.  
It's hard to fly you'll soon discover.  
Move the cyclic round and round.  
Stay three feet above the ground.  
Overcontrol - you must not - should not.  
You know in a fixed-wing that you would not.  
Just relax and you will find.  
It's all in your mind.

The IP said, "Hey what's up Doc?"  
Gosh I forgot the friction lock.  
It won't move - - I'm in a tizzy.  
Round and round - - I'm getting dizzy.  
Help me IP - we are spinning.  
I am fighting but not winning.  
If you don't help soon - I fear  
We will drop right here.

The IP said "Let's Autorotate."  
We'll both be sorry if you're too late.  
He cut the throttle with great glee.  
I sat there in misery - -  
We were falling quicker, quicker.  
I was getting sicker, sicker.  
Join the needles - - crank it in.  
Take me round again.

Try making the approach a little steeper.  
 Make the blades bite a little deeper.  
 Watch the altimeter and the airspeed.  
 Check the redlines - - never exceed.  
 Maps and radios - - all the gauges.  
 During inversion - - the bubble hazes.  
 With all this I think by heck  
 You're ready for your check.

Now helicopter - now I'm ready  
 to Handle you with hands so steady.  
 No more uncontrolled gyrations.  
 I can handle your vibrations.  
 Let's both be chiefs and work together.  
 I will fly while you flap and feather.  
 Let your engine purr and roar  
 as in the blue we soar.

## Ft Hood

"With everybody moving around these days, life is getting to be 1 hand-shake after another! We say "Sayonara" to Capts Jack Baldwin, & HUBERT A THOMPSON, and Lts I Kelly, C. Getters, and G. Pechar, and "Greetings" to Capt. Reynolds, and Lts. GW Carpenter, J.K. POSTER, & G.P. Ward. Also, Lt Phil Jones is off to Instrument School(Sill) & LT LOWELL F BALTZELL's heading for helicopter school and then to the land of pagodas and kimchi pots(the latter stop a safe bet). All in all, 25 pilots are working out of Ft Hood now and all of us are taking a "daily dose" of instrument flight theory - a prelim to actual flight instruction - as taught by CAPT. RAY KANGAS (late of I-Examiner sch) & his asst, CAPT FRED TILL. As a further aid in that line of instruction, we have managed to scrounge for ourselves one-each link trainer that we should have in opn in a few weeks. This emphasis on instrument tng is aimed towards the day when we can pick up our I-tickets by checking out with an I.E. aboard - in addition to remaining proficient at the game.

And(one might ask)why not work helicopter instruction in the same fashion? Designate helicopter IP's at home stations and let them qualify fixed-wing pilots in basic rotary-wing instruction. Or is this an old bone being chewed on? The shuttle continues early In Feb(Maj VERNON POYNTER enroute from FSI to HLR with a 1066 on his P-66, and CAPT GEORGE DANIELS going the other way in pursuit of an I.E. duoet. These Army-wide, daily migrations to and from FSI, plus the student flying going on there, must give the lads in the tower at Post Field some breathless moments. Well, as CAPT ART J WHITE is wont to philosophize, "C'est la guerre!"

Your Correspondent, LT FREDERICK B WELER  
 (Ed Note: We detect a new rank here..Somebody named ARTHUR J WHITE either got promoted very recently or our Commissioner of Records is fouling up again. She insists he's a First John.)

Changes of Address may be submitted on DD Form #415(Free), PO Form 22-B(2¢), or on a postcard or in a short letter. Although we have belated access to DA Special Orders, many assignments in these orders are changed at the last minute and subscribers must not assume that we will change an address on the basis of these DASO's.

From Headquarters, 7th Army, (EUCOM) LT COL MILLER T NESBITT submits a comprehensive report on that unit's progress in Standardization.... "The 7th Army Board of Flight Examiners is now fully functional. We've graduated our 1st class from Instructor Standardization Course just prior to the holidays and the second class graduated 30 January. These graduate instructors returned to their organizations and are engaged in carrying on a comprehensive course in pilot standardization. On 1 April, the Board goes to the field to conduct a practical check on the progress and results of the pilot standardization program. Up to now our plan has been received with enthusiasm by both commanders and flying personnel and already worthwhile results are indicated by evidence of improved aircraft operation in the field.

Our prime objective, of course, is to achieve a substantial reduction in the 7th Army accident rate. We've attempted to approach the problem on a common sense basis. A great many directives of a restrictive nature have been rescinded. Many of them unduly restricted the practical usefulness of aircraft and really didn't accomplish much in the way of safety anyway. To replace them we're preaching and teaching and trying to promote good judgment, common sense, and adequate proficiency training. Many of our people were dubious when our program was initiated, feeling that we were on a pilot elimination program. But at this point it has the confidence and wholehearted cooperation of all concerned. We're confident the results will justify the effort."

Your Correspondent,

LT COL MILLER T NESBITT



Another "Displaced Person," CAPT GEORGE E LAWRENCE (late of Trieste) has found a new "home." We'll let him tell you about it. "Remitting my renewal from Heidelberg. I'm now with the USAREUR Flight Detachment.. This outfit is commanded by Maj Robert E Trigg, & I believe is the best section in the army today. We have twelve pilots, five L-23's, four L-20's, two H-13's, & 1 L-19. We have our own weather detachment here, & make quite a number of weather flights.... There are more than twenty general officers stationed in this area, including two four-star generals, & flocks of bird colonels. We have the opportunity to fly to all parts of Europe and in that we do a lot of it, this assignment is my idea of an Army Aviator's dream. Our unit consists of the following Sr AAs: Maj Trigg, Maj. Galen L. Curry (who's leaving soon for an OHIO-NG assignment), CAPT WILLIAM R DODD, Capts William R Moran, P.F. Pfeifer, L.K. Solt, and myself. Also assigned to the USAREUR Flight Detachment are: Capt Romaine T Alsbury (leaving soon for a Pre-sidio assignment), Capts A.J. Kapec & John Oihovik, and Lts J.R. Rondepierre & J.A. Ruffin!"

There's an A-Bomb being hatched in Army Aviation circles in DC. It should materialize soon. This one's beneficial.

Seventh Army





## RESERVED!

Long letter from CAPT JACK R RIDGE, DivArty AO of Missouri's 102d Infantry Division(USAR) provides the names of many old-time AAs: "Received a recent edition of the Army Aviator thanks to Maj Donn T Boyd, of Hq, 5th Army. I'd recently heard rumors of the publication through a former NY-USAR pilot, BILL SCHILL, who visited me within 3 days after he left, my Complimentary Issue arrived. It made the old "throttle-hand" start itching & induced a real wave of nostalgia to see some old familiar names in "AA." We have quite a group of pilots in this area; I'm listing them from memory so the following might not be 100% "on course."

Maj Jerrold R Mills(AO,102d Div,KC),Maj Phillip Kuhn\*(USAR Trp Sch,KC),Capt Ralph Hook,Jr (Div Arty,102d,KC), Capt W.M.Symon,Jr\*(379th FA Bn, 102d,KC), Capt Richard Luthy\*(434th FA Gp,KC), Capt Chas.Ashby Shoop(434th FA Gp,KC),Capt Laverne Whiteside(recently released from AD, not sure of present asgmt,KC),Lt Col A.F.Myers\*OIC KC Sub-Office,Mo-Hil District-AD), Capt Edward Sprague(Hq Co, 102d Div,St Louis), Capt Austin Clawson(380th FA Bn,102d,St Louis), Capt Ralph Cox(381st FA Bn,102d,St Louis),Lt Homer Carder (Hq Co, 102d St Louis), and Maj Jared Skidmore (AO, 35th National Guard Div, KC). The (\*) are no longer on flying status.Nearly all of us on flying status are participating in USAR flight training and while the numbers are shrinking the fire still burns bright for Army aviation in this area."

Pen-pal MAJ JOE KILKENNY, AO of NY's 77th Div. Air section & just 26 blocks from us, airmails this quickie: "Is the CAPT MERRILL JAMESON of the 8026th AU (Yokahama) the same hard drinker from Florida that put a Cub together with me in '43 at Camp Gordon & then took off under those wires in the Motor Pool (with 1600 rpm)because we forgot to remove the packing from the carburetor air cleaner? And is MAJ THOMAS E HALL at TRADCOM, Ft Eustis, "Hardhead Hall"formerly of the 9th Inf Division -ETO?"

LT COL SHIVLEY with IX Corps in Korea may be interested to learn that although we weren't a provisional AA company at the time,the 9th Inf Section in the ETO (WWII) had cooks, a switchboard, a motor pool, a wire section, a liquor officer(Non-flying LP who acted as the Air Sec Commandant), and (Can he top this?) a Dentist with FFS." Joe adds the note that the 77th Div (USAR) is now on a 50-50 basis. AAs in the outfit may substitute flying periods in lieu of 12 of the unit's 24 annual drill meetings. Lt. Joseph P. Egan, a former NY-NG pilot, is now asgd to the 305th Inf Regt of the Division.

USAR RANDOMS: Capt Jos. Hoffman, recent AD-AA, joined 1st Army's Mob Des unit, completing its T/ONS; MAJ ENSLEY R. BENNETT having joined the unit as AO shortly before. CAPT RICHARD H CUMMINGS(Iowa),CAPT PAUL M COONAN(Minn). MAJ PAUL G MASONHOLDER(Iowa)and LT STORY C STEVENS(Ind) are new AA readers. How about a story on USAR aviation in your area, fellows?

## Japan



One subscriber at least has re-mailed his post-paid first issue to one of his friends. Here is a "quickie" from LT COL GERALD H SHEA of the TC Avn Div, AFPE, who surprisingly enough rec'd a November issue in the mail. "CAPT GEORGE B DANIELS sent me his November issue from Ft Hood, the first I had seen or heard about,& it served as a very effective Christmas greeting revealing his address as well as the address of many others with whom I had lost contact.Would like to pass on this information to Newsletter readers. AA Supply and Maintenance support for Japan is furnished by the 8066th AU at Chofu, with Lt Col C.E. Hollis, Maj J.B. Crable, Capt R.W. Nicholas, LT JAMES T KERR, Lt P.H. Brown. The 8062nd AU at Sendai has Capt Charles Slott and LT MILTON HORWITZ. Here at Hq,AFPE,we have LT COL JACK L MARINELLI, LT COL JOSEPH E McDONALD, and LT COL CHARLES E HAYDOCK with Maj A.G. Frye and Maj M.F. Hochella leaving this Jan on big R. Inclosed is a genuine GI buck, procured with great difficulty for MPC,which I hope will cover my subscription."

## Old Faces, New Jobs

Temporary and Permanent Changes of Assignments as noted by "Change of Address Cards"submitted:

LT JOHN G DUKE(AD)Marine Sup Anx,Daggett,Calif  
 LT WILLIAM P OLING(AD)City Apt,Plm Sprgs,Calif  
 LT WILLIAM F FAIRCHILD(AD) " ,Plm Sprgs,Calif  
 LT CLYDE K STEELS(AD)GeorgeAFB,Victorville,Cal  
 CAPT GEORGE S BOSAN(AD).....Hcptr C1 54-K  
 LT LOWELL F BALTZEL(AD).....Hcptr C1 54-K  
 CAPT JAMES A SMITH(AD) AFPE Flt Det,APO 503,SF  
 CAPT M.D. LORD(AD).....37th Inf Div, Cp Polk  
 LT RICHARD F HUFF(AD)9460 TSU,Ft Huachuca,Ariz  
 CAPT HERBERT R EDER(AD)30EngrBaseTopoBn, Scott  
 LT GERALD R BEEKMAN(AD)...Cas Off Sec,Cp Kilmer  
 CAPT DAVID H COORS(AD)...37th Inf Div, Cp Polk  
 LT EDWARD J DAVIS(AD),Spartan Sch, Tulsa, Okla  
 LT ROBERT H JACQUOT(AD).....Hcptr C1 54-L  
 CAPT RICHARD J MURRAY(AD).....Hcptr C1 54-L  
 LT JOHN T LAW(AD).OS Repl Sta, Camp Kilmer, N5  
 LT BRUCE CAMPBELL(AD)9405 TSU, Ft Monmouth, NJ  
 CAPT CLARENCE E FREBLE(AD).....Hcptr C1 54-L  
 CAPT RICHARD HALE(AD)...AAIC 54-0, AAS, Ft Sill  
 CAPT LLOYD O BORGEN(AD).....Hcptr C1 54-M  
 MAJ JOHN T LALA(AD)...9400 TSU, Ft Monmouth,NJ  
 LT R.C. BALWERCZAK(AD)...Hq Co, AAS, Ft Sill  
 MAJ ROBT D DEARTH(AD)1119 ASU,RING Adv Gp,Prov  
 CAPT WM CRICHTON(AD) AFPE G-3 Avn. APO 503, SF  
 WOJG ROBERT M MOORE(AD)4050 ASU, AASC, Ft Sill  
 CAPT CLAUDE E HARGETT(AD)Army Surv,Uganda.EAfr

## Fifth Army

CAPT KEITH J BAUER reports that the Hq, 5th Army Aviation Section, recently received(2) L-23B type aircraft and (1) H-130.He listed CAPT ROBT W BLAKELY as high man of the month with 42 hrs. He also reported that on a flight to Camp Hale, Colorado, with Mr. Faurot (328th Hcptr Co), the H-19D operated at a 9200-foot elevation without encountering any difficulty.

Looking for a particular AA? Forward us a return-addressed, stamped envelope, and we'll be glad to forward his address on to you.

## ACES CLUB

Here's a rundown on our top ten "ACES" & the new "ACES" since our listing in Feb. "ACES" are those subscribers who interest four others in this publication. A complete listing will be printed in alternate issues. We've been told there are over 2,000 AD personnel, and close to 800 civilian component personnel who are outside the

fold. In other words, there's plenty of "game" for all and a personal "bag of four" is yours for the taking.

- 1) MAJ RAYMOND H MURPHY, 7th Army Flt Det... 34
- 2) WOJG PAUL W BASS, AASC, Ft Sill.....31
- 3) CAPT ROBERT E BRIZEE, SCAAC, Monmouth...25
- 4) CAPT CHARLES F KIEFFER, USARCARIB.....25
- 5) LT COL E. P. FLEMING, USAREUR, Com-Z.....24
- 6) LT COL HARRY T SHIVELEY, IX Corps, Korea...22
- 7) M/SGT THOMAS D WARD, Hq, 1st Army, NY....22
- 8) CAPT ARTHUR G KEITH, JR, 43d Div, EUCOM...22
- 9) CAPT JAMES O TOWNSEND, 7th Army Flt Det...22
- 10) CAPT JAMES A SMITH, AFPE Flt Det, FECON...19

### "New Aces"

- 1) LT E. C. ELLIOTT, 4th Inf Division.....11
- 2) LT FRANK R METTNER, 53d Med Det, EUCOM....7
- 3) LT JOHN J. COLLINS, 2d Armd Div, EUCOM.....7
- 4) CAPT JACK H. GERBER, En Route Thailand....5

## Les Dix Personnes Qu'on Desire Trouver Les Plus

Our "Private Eyes" slipped up last month, & hence our "10 Most Wanted" list of 15 was only reduced by four. Helluva note. If this keeps up, we'll have to revoke your "Dick Tracy" cards.

### Last Known Address

- 1) Lt Leo Pluta(AD)\* Yokahama
- 2) Lt Leonard Schindler(AD)-Subscriber Request
- 3) Maj Herbert Luckfield(AD)-Subscriber Request
- 4) LT COL EDWARD L RAMSEY(AD) TIC, Benning
- 5) CAPT CHARLES T ANDERS(AD) En Route, EUCOM
- 6) LT LAWRENCE O'FLAHAVAN(USAR) Lowell, Mass
- 7) LT RALPH V STOKES(AD-Civ) 278 RCT, Devens
- 8) LT COL JAMES B GREGORIE(AD) Wash 16, D.C.
- 9) LT THAD M KEENAN(AD) Box 608, AAS, Sill
- 10) LT GEORGE NORTH(AD) En Route, Iceland
- 11) CAPT EDWARD ZIEGLER(AD) M&CWTC, Cp Carson
- 12) LT EUGENE J FODY(AD) 44th Inf, Ft Lewis
- 13) CAPT CLARENCE E HOLLIDAY(AD)Hq, 2d A, Meade
- 14) SPC RICHARD E PRICE(AD)OS Repl Sta, Kilmer

### "Shagged Last Month"

- 1) LT D.J. HAID(AD) by CAPT R.E. BRIZEE
- 2) MAJ BENTON A DEVOL(Civ) by CAPT C.R. COLOZZI
- 3) CAPT NED E DENIER(NG) by Himself
- 4) CAPT WM. J. PEEL(NG) by CAPT E.C. JELLISON

### "New Postmarks"

Newsletter coverage was extended to these new sectors. We hope to have a news story from each of these sources shortly:  
CAPT CLAUDE E HARGETT, Entebbe, Uganda, E. Africa  
MAJOR CHARLES W HANCHEY.....Juneau, Alaska  
MAJOR CHARLES M NEUFELD, USA Sec, JUSMAG, Greece

# Congratulations!

CAPT JOHN D McCORY(NG).....Promoted to Major  
LT COL JAMES TOWNSEND(AD)A Daughter, J. BoFree  
WOJG DUANE J BOUZA(AD)...A Daughter, Lenora Kay  
LT JOHN J MIRRO(NG).....Promoted to Captain  
CAPT BILL RINKLE(AD).....Sr AA Rating  
CAPT MELVIN M SCHUMACHER(AD).....Sr AA Rating  
LT J.G. McELHANEY(AD).....Promoted to 1st Lt  
LT JAMES J. McGOFF(NG)....Promoted to Captain  
CAPT WILLIAM R BROWN(NG).....Hoptr Rating  
LT ARTHUR J. WHITE(AD).....Promoted to Captain  
LT CARLOS E URRUTIA(AD)....Promoted to Captain  
MAJ BERNARD B MACKELL(NG).....Hoptr Rating  
LT JOHN J DOWNEY(NG).....Instrument Rating  
(\*Note-If we've missed you here, it is because we didn't know of your accomplishment. Drop us just a postcard and keep us informed.)



## are you a clock watcher?



Are you waiting for that subscriber to finish his current issue? There is no need to wait. We would like to mail a personal issue directly to you. It will follow you regardless of your assignment or component. It's said that you wait for everything in the Army. Just send us your name and address and two engravings of George Washington, preferably the green ones, and you'll wait no longer. Sharing issues is "murder" to a limited-circulation publication.

## "Lucky Fins" for March

No "snaps" were returned on the basis of last month's four numbers. Shuffled the deck & here are the numbers the GI-NG crew picked for this month:

For Z.I. Only:



Postmark Deadline  
Mar 31, 54

For APO's Only:



Postmark Deadline  
Apr 15, 54

### Rules

Only subscribers as of record of March 1st are eligible to submit above "Lucky Fins." Earliest postmark on each fin received will be printed. Only NG pr USAR Army aviators are eligible to use fins marked with "NG" designation. So that face is discernible, please submit "head and shoulder" snapshot near fin number & not full length snapshot. "Lucky Finner" automatically receives 12 successive "Complimentary" issues. Previous winners are not affected by change...



From Fort Monroe, Va, LT GUY R CLAYBOURN, JR, pens this info: "No volunteer in sight, so I'll take a stab at rounding up the items of interest. Of general interest to prospective users of the facilities here at Walker Airstrip are the following: runways marked with heading numerals ("3" & "21"); inauguration of communications of 2 VHF channels (126.3 & 121.5 mcs, during normal dy hrs & thereafter upon prior arrangement or upon receipt of an inbound flight plan; and installation of a teletype machine for the reception of weather sequences. A call on 126.3 mcs to WALKER CONTROL will give interested pilots landing information of an advisory nature in that erection of a control tower for effective airspace monitoring is pending allocation of funds (Messages have been exchanged at a distance up to 100 miles - with acroft at 10,000 feet.)

Our YL-26 has been flown to OKC to the factory for modification and inspection. Work sheet includes installation of Grimes lighting on a new black crackle-finish instrument panel, power-steering on the nosewheel, new seats with a rearranged seating plan, re-routing the "heater" ducts to de-ice the pilot's feet, plus the annual inspection. One personal: CAPT CARL COLOZZI has his future plans aligned to conform with life as it is lived on the outside in that his category expires in June of this year, and he's chosen to decline a renewal.

Personnel-wise, AAs on the staff at OCAFF are: COL WALTER E BARR, LT COLS LAWRENCE BOWLEY, EDWIN F WHITNEY, Frank G Forrest, Samuel G Swearingin; Majors James D. Bowen, Howard I. Lukens, PAUL R. WAGNER, and Capt Nelson A Mahone. Duty assignments at the Flight Detachment are: MAJ. WILLIAM C HALE, C.O.; CAPT DONALD L WAGNER, Operations Officer; CAPT CARL A COLOZZI, Sup Off; & your correspondent as Maintenance Officer."

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### Korea

Lt James E Crouch, an AA with the 46th TAAM Co in PECOM, missed out on the "Lucky Pins" last month; he submitted Chopper 791 & the centerfold listed 719. Couldn't squeeze in his poop last month, but would like to pass it on now: "Our TAAM Company, the 46th, is presently located at Wonju, Korea, and Capt Billy B. McPhail is the CO. I'm the present Exec, and with us we also have Lts Stipech and Canaday and a new arrival, Lt Sundberg. Enclosed photo isn't a fake; it's merely a double-exposure. For the record, 791 is presently assigned to the 19th Engineer Group here. Lt Strange was the pilot. Glad to offer any information and assistance to the publication."



"It has gotten to the point where I can no longer sleep nights because of the way I have neglected the Newsletter lately. In order to relieve my conscience, here's the poop. (Ed. Note: Who's pulling whose leg?)...." Maj BERNARD B MACKELL returned recently from the AAS where he completed the helicopter course and became a 1066. LT

New York-NG



"Sleep well!"

JOHN J DOWNEY, Hq, 42d Div Arty, completed the Instrument Course at the same establishment... LT JOHN J MIRRO has been promoted to Captain & has moved from the 104th PA Bn to the 165th Inf Regt (Guess the 104th couldn't stand all that brass!) Construction on our new hangar is nearing completion now & we should be in it by Apr (Ed. Note: In one short year, this outfit has really developed an A-1 installation.) We have also written and have had approved a new S.O.P. for the field that is designed to simplify some of the problems in operations and training that we have had in the past. The combination of the two should increase the efficiency of our program here.

The latest word on our helicopter is some time in March. CAPT FRANK ROONEY hopes to get some definite info on this when he attends a maintenance conference coming up next week. As a newcomer, LT KENNETH MASON recently joined us. He is asgd to the 164th Inf Regt & came to us from the Mass-NG. We have only a few spots left now in Div & hope to have most of them occupied by summer camp time. That's all. Maybe now I can get some sleep."

Your Correspondent,

CAPT EDWARD C JELLISON  
Advisor, New York-NG

### First Army

Unusual mission marked month at GI-NY. Ice-jam in Mohawk River between Schenectady and Albany caused a back-up & threatened to flood neighboring countryside. NG troops alerted. Hq, 1st Army H-23 piloted by CAPT MIKE CULLEN reconnoitered ice-jam & help set demolitions. Natl Boy Scout Week saw 2 groups of over 1,000 Scouts take in AA demonstration at GI-NY. In typical Scout enthusiasm, youngsters literally crawled all over 1st Army acroft on display. LT COL JAMES A TOWNSEND & CAPT WAYNE BEST escaped the pummeling. It was a month of handshakes also. COL TOWNSEND (and Mrs T) celebrated the birth of their new daughter, J. BoFree. Sfc Reginald C Coombs received Thailand orders, Sfc Milton Montgomery Austria orders, Sgt D. Duguay Germany orders, & COL TOWNSEND an alert for Turkey. LT PAUL CARPENTER became a "Mr." After many loud noises & not all of them coming from the "Beast," Link-technical Sgt A. Rech got the Monster purring; its whirring sounded the death-knell for the ping-pongers.

### NEW JERSEY NATIONAL GUARD

CAPT JOHN STACY, Adv for the 50th Armd Div (NJ-NG) along with MAJ CHARLES POSZ, reports that MAJ POSZ is due back from Sill I-tng shortly & has written, "Bad weather here has caused much weekend activity." MAJ BOB NICOL, AO, completed the Air-Ground Tng Course at Southern Pines, & CAPT ED HENTHORN, asst AO, is heading there in

March. Sfc Walter Peters, 50th Armd Div Arty, received the highest scholastic grades made to date at Gary's Hcprtr Maint Course. Lt Walt Stewart's back from Sill with a chopper rating. Beacon-markers are now being installed in (2) L-17 and (2) L-19 aircraft to help Division pilots in their Instrument Proficiency flying.



# ON GUARD

The following report on NG Aviation in '53 was furnished to us by MAJ WILLIAM B CAPPS, of the Aviation Section, O & T Branch, of the NGB:

The program of equipping the Army National Guard units with H-23 helicopters progressed during Fiscal Year 1953. Approximately fifty-four (54) H-23 helicopters are scheduled for delivery by 30 June 1954. The L-19 Program is well ahead of schedule, so far as equipment is concerned, because priority has been given to recruiting & training personnel to maintain and operate the helicopters authorized by the T/O&E. New L-19's will not be issued until the programs are equalized. A critical shortage still exists in multi-passenger fixed wing aircraft, although some were received during Fiscal Year 1953. Issue of sufficient additional aircraft to correct this shortage in FY 54 is not expected. The DA has agreed to release some L-17 multi-passenger aircraft early in the Calendar Year 1954 to complete the NG allotment which recently was increased to furnish one aircraft to each State Hq and Hq Detachment. Aircraft currently allotted are used rebuilt planes and it is indicated that during the first half of 1956 DA will replace them with the new L-20 type planes.

The T/O&E for State Headquarters and Headquarters Detachments were augmented by one Army Aviator (MOS 1981) with the rank of Major, eff 5 August 1953. Eff 21 May, 1953, the NGB was authorized to issue flying status orders for NG enlisted men who are filling positions as aviation mechanics.

Young officers in all States are being urged to attend Army Service and Army Area Schools for Army Aviation Training during the coming year.

The training program for NG Army Aviators for FY 53 called for 69,600 hours. Actually, Aviators in the NG flew 69,112 hours. On 1 July 52 the NG had 479 AAs and on 30 June 589 AAs. The program for FY 54 called for 641, and as of 30 December 1953, 678 were on the rolls...Current T/O&E together with 50% excess authorized would permit the NG to increase to 1500 Army Aviators. Each of the 678 Army Aviators (now active) has the opportunity to sell at least one National Guard officer on Army Aviation.

## Massachusetts

CAPT LLOYD A MURRAY of the 26th Inf Div (Mass-NG) reports that CAPT WILLIAM R BROWN, Maint Super, is now a full-fledged chopper pilot... LT JAMES J MCGOFF now only answers to Captain. LT BOB WILLIS (180th FA Bn) has a new spittin' image. Blue blankets, not pink, are in order. Newcomer to Hq Co of the 26th Div is Lt David Clinkenbeard, a transfer from the Wash-NG.

## New York

MAJ FRANCIS W HOLDEN, JR, Advisor for the 27th Inf Div (NY-NG) bemoans the Feb weather. Asked him how the hunting was in the Buffalo area & he came back with a "Very good-also very good

skiing at Orchard Park within 2 miles of our field (Ski tow is operating). Winter weather's not conducive to extended or safe flight, and that right now (Feb 1st) "we're trying to send compasses out on the runway-the snow is 2 ft. deep & still coming down. How does one go about becoming an Advisor to the Florida-NG?". LT STEVEN FORDHAM's now a new pilot with the 27th Sig Co (He's an ex-WW II AF pilot). Awaiting flying status are 1st Lts Robert H. Parks and John Reidy (Parks flew B-24's and Reidy herded B-29's out of Okinawa during the "police action.") LT Harry Weber's playing it smart & is sunning at San Marcos and is learning how to fly a copter to boot. He's Div Arty AO. Lt Adrian Peters will head for Gary in 6 months. No airbase changes reported, but the Major appears anxious to junk his L-17. "How'nell do get a Beaver?" He comments that a promotion's unique to his area, and expects to make MAJSG this Spring. His last comment speaks for it self: "Births? There must be something in the water in Troy, NY. 5 EM's wives (105th Regiment Air Sect) are pregnant, plus 2 officer's wives." With coffee at a buck a pound and the water potent, we suggest that you hit the coke machine on all passenger stops in Troy.....

## Alabama

CAPT RUFUS BARNETT, an AA with the Alabama-NG, sends in these thoughts: "I wish that the Newsletter had a suggestion box for items that pilots might suggest that would benefit the Army aviation program. In our Tank Bn, we are authorized a Corporal as a mechanic. With all the enlisted rank available in a Hq, Hq Co, & Service Co it is difficult to interest good men in the air section. It seems to me that an acft mechanic should rate Sgt at least... Also, some means for the promotion of officers in the Reserves and NG should be made. Regulars who are on AD can receive DA promotions, regardless of the T/O&E. In order for pilots in the Guard or USAR to receive a promotion, they must get out of the Aviation Section. Again, the incentive is lowered for aviation personnel."

## 'Diputs'

DRAWN BY LT ROBERT KOEPP



"DO YOU HAVE ANY OTHER QUESTIONS ON BOTTOM RUDDER, DIPUTS?"



## "AA in Korea" (Continued)

current tactical situation and the terrain, and aircraft equipped with communications sets capable of contact with fighter aircraft.

Ground personnel were therefore trained as air observers. The only Army aircraft equipped with VHF radios at the time was the L-17, a low-wing monoplane which was faster and less maneuverable than the standard Army observation plane. Observation from these aircraft was difficult because of the nature of its construction. The Nation, actually, was a civilian aircraft bought at bargain rates by the Army as an "interim" aircraft to meet the Army's needs for courier service and personnel transport. Army Aviators conducting fighter strikes from the L-17 complained of the "blind spots" they found to exist when looking for other aircraft in the area.

Planes in front of them & at a lower altitude could not be seen; nor could aircraft directly below or above them be detected. A double alert had to be maintained to avert any mid-air collisions when directing high-performance aircraft. In spite of all precautions, however, on 18 October 1950, Lt John Stanton of the Dragonfly air section and his observer, Lt. John Watkins, were killed when their L-17 collided with an F-51 pulling out of a strafing run. The action took place near Simsak, where Stanton was leading a flight of four F-51's in a fighter strike. The fighter pilot was also killed.

Later, the formation by the Air Force of "Mosquito" squadrons using the old T-6 alleviated the air strike control situation by not only guiding the strikes by radio, but by marking targets with color smoke rockets fired from the aircraft. But the Air Force continued utilization of Army personnel as observers for ground support action.

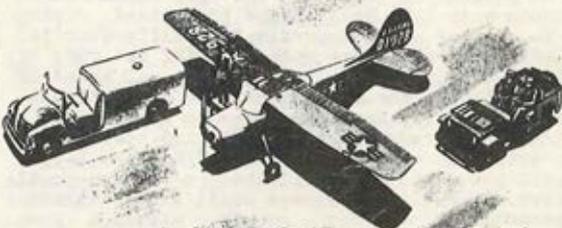
Another problem in communications which the Army still had in Korea was the lack of radio contact with ground units other than the parent units of the observing aircraft. During the early days, the fluid situation during which no definite front lines were established had precluded efficient observation by Army aviation. As a result, Army pilots often used message drops to warn friendly units of the position of aggressor forces. And in many instances they were forced to land to make verbal reports of critical situations.

Meanwhile, lack of aviation fuel and replacement parts posed a dangerous situation for the flyers. Their war-weary aircraft took to the air on every mission on a "last flight" status. The ingenuity of enlisted mechanics was the only thing which kept open the "Eyes of the Army" at this time.

It was during the first week of the 24th Infantry Division aviation section in action that Army aviation suffered its first loss. Lt. A.O. Munson was shot down by ground fire and crashed behind enemy lines. About ten days later, the first victims of enemy air attack were listed. Capt. A. P. Bolding and Lt. Robert Adams were jumped by a pair of Yak-9's which sent their plane crashing into no-man's land. The badly wounded men were rescued by a friendly patrol. The next day Lt. John Dussell was shot down a few miles south of the same area.

The lack of aircraft warning systems at this time had taken its toll.

Because of the rugged Korean terrain, Army pilots found that the short field landing techniques developed in Europe during World War II would not work in Korea. Because of the lack of engineer support during the first weeks of the war, existing landing fields had to be used. But these were scarce, so that portions of the MSR (main supply route) were blocked to vehicular traffic to allow the aircraft to land and take off.



But not all of the Army aviation problems involved flying. The enemy infiltrated behind UN lines dressed in civilian clothing. Once in the rear area, they discarded their civilian garb and lay in wait to ambush UN troops. Their targets in many instances were the aviation sections which were poorly guarded because of the small sizes of the units.

The 24th Div. aviation section reported being overrun by the point of 2 enemy divisions near Hyon-ni during the early hours of 24 Apr 1951. The enemy was beaten off by friendly quad-fifty fire, but not until one aircraft was completely destroyed, another had to be salvaged and a jeep was destroyed. No casualties were reported.

Shortage of flying personnel posed a continuing problem in Korea. It was no unusual during the early months of the war for pilots to log as much as 200 hours in a single month. Missions were carried on a dawn-to-dark schedule. Night missions were infrequent, but they were conducted experimentally on a number of occasions, especially after the arrival of the new all-metal, higher-powered, better-equipped Cessna L-19 in February 1951. The Bird Dog received its first baptism of fire in the ground actions which resulted in the second liberation of Seoul on 18 March 1951.

The Eighth Army aviation section during the initial days of the campaign utilized the services of the only enlisted pilot to fly combat missions in Korea, Corporal A.C. Ewing, a former Air Force pilot, then a mechanic with the EUSAK aviation section, flew 56 reconnaissance missions during July and August of 1950. His efforts played a major part in the plotting of enemy movements of enemy movements outside of the zones of the American divisions.

This is the 1st part of a two-part article by DARIO POLITELLA. The second part will appear in next month's issue. Among other things the article will cover the first night missions in Korea, the failures of many unit commanders to fully understand the capabilities & limitations of organic Army aviation, "the postage-stamp" strip, inter-service and inter-branch misunderstandings, the position of the aviation officer, and the grade structure.

## AO's CORNER

The extent to which Army aviation, its capabilities, and its limitations are still not recognized by unit commanders of all components is a moot question. The Newsletter received two letters recently that tend to indicate that personnel on all levels must continue their long-time task of "selling" Army aviation and familiarizing many as to its capabilities.

"Enclosed are four names who may or may not eventually turn out to be new subscribers... You will note that they are not (rated) aviators - but they use aviation. I have sent their names because, with all due respect to them, they've not gotten the Big Picture yet on Army Aviation. I wish there were some way many more unit commanders to receive and read the Newsletter. It has good material in it - some of the latest in fact. To a lot of people the airplane or helicopter is still a toy. I have made myself unpopular with some of these people in my belief that the helicopter is a weapon, and not a toy. My commanding officer has been a willing pupil and has been an understanding one. But we have not been able to lick the overall problem. I'll eventually leave Army aviation but my heart is heavy for those that remain with it... It will take time and effort to educate the commanders but I feel certain that day will come."

Name Withheld by Editor

"(I) wish there were some solution to teaching a staff and command the importance of an Army Aviation Section in a higher headquarters. The staff here could use more than I am able to sell. I tell them and they think my statements are colored so we go ahead with only watakushi-eo (myself) as the sole Indian to handle Army aviation activities.

What I need is the gimmick (Lt Col) JACK MARINELLI or some of the other boys have used to sell it. When the pressure is on the service of AA is wanted but until that time it certainly takes a back seat to include the ordering of flights over the protest and advice of the A/A officer. I can't get too mad because they just don't know; but yet, I feel they could learn if the desire was there.

I'm sure there isn't one per cent of the CO's or CG's (in the Army) other than Army aviators who could inspect their A/A sections, but they can all inspect a Motor Pool. I wish they were ordered to personally inspect their A/A a minimum of at least twice a year... They don't realize that a 2d Lt or 1st Lt knows how ignorant they are when certain orders are given.

Most aviation sections in Corps and above are buried in a branch of a Division, & the A/A officer never gets the opportunity to present supporting arguments for a project and those that present the problems do not have the background. The project then dies a miserable death regardless of the necessity for its completion.

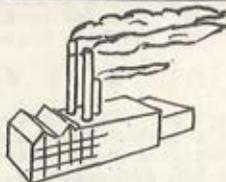
After eleven years I sometimes wonder if it is worth the fight we A/A's have put forth against such odds. I know it is worth the effort but I know a great many of us are tired of such un-

necessary head-butting against this wall of ignorance.

I need help, fellows. Can you dig up something I can use? Name Withheld by Editor

Two letters - same thought. We have intentionally withheld the names of the writers because knowledge of their names is not paramount in a solution to this basic problem, and the publication of their names may cause them unjustified embarrassment. It would be trite to say at this point that individual efforts at indoctrination should be made. It is apparent in both instances extensive efforts were made... What's the answer?

## ARMY AVN SCHOOL



(The following information is digested from a recent issue of the Ft. Sill "Army Aviator" and we are indebted to CAPT JIM HANCOCK for forwarding us the news of Fort Sill events and personnel changes.)

LT COL RICHARD R NEUMANN of the G-1 Div. of DA visited the AAS, & addressed student graduates on "How Much Has Army Aviation Changed?" He was considerably impressed at the growth of the AAS since its separation from the Artillery School.

MAJ ANTHONY ROZGA, formerly with the Dept. of Flight, was appointed Flight Opns Officer. The new hangar was scheduled for a full opening on Feb 1st. Seventeen Medical Corps officers were given a period of indoctrination by LT COL ROLIE M HARRISON, Flight Surgeon, & other members of the AAS. The doctors were given orientation flights, hood time, Link, a thorough tour of AAS Operations, and a briefing by COL HARRISON on the problems they may encounter as Army Air Medical Examiners. Capt. Herschel N. Childers was assigned to the Medical Section of the AAS as Asst Flight Surgeon. A "murder board" composed of officers of various departments of AAS is studying the annual flight examination required of all Army aviators by recent regulation, prior to its submission to the Commandant and the Dept of the Army for final approval... AFF Liaison Office at Wright-Patterson APB announced that four H-21C's were slated for delivery to the Army during March.

Lt Col C.W. Matheny, Jr is the new director of the Dept of Combat Development & Publications; also joining the Dept was Capt Weyman S Carver as Asst Tng Publications Officer. Capt Stanley G Zimmerman assumed command of the Avn Enlisted Student Company.

Concerning the "Who's Who" questionnaires that were mailed to pre-December subscribers, we're still receiving them. There aren't a sufficient number of them to warrant their publication at this time. We plan to use them all but will temporarily hold them until we receive enough of them of these questionnaires to fill one column.

Send Copy in by 10th of Month



# ON GUARD

## Outlook

### Mississippi

"Thanks again for the Introductory Copy of the Newsletter. I know I'm late in sending in the \$ but some of us have to be hit twice between the eyes before we can recognize a good thing. I've enjoyed reading (Oh yes, I can read now, boys) the "Army Aviator" and getting the low-down on some of my old buddies like BUD KELLY in Illinois, Horse Cooke (Did I misspell that name again?), CLARK BOHANNON, Pat Lockhart in Korea, and JOHN STACY in New Jersey. Loads of luck."

MAJOR JEAN L CHASE, Advisor, Miss-NG

### Maryland, Virginia, & W. Va.

"Considering the fact that your first request was dated October 12th, I'd better write...and write a lot. We have a centralized operation in Maryland. We have half of the aircraft of the 29th Inf Div Hq Co in Maryland and the following units: 2 Inf Regts, Div Arty, & 2 Arty Bns. That does not mean that we have all of the aircraft on TO&E for the other units. We have only what is authorized on TO&E as reduced...You're probably confused by Hq Co.. 2 pilots & planes are in W. Virginia (This is a split-State Div.) (Md-Va-&-W.Va). We operate as a Composite Aviation Section authorized by the Div & under the command of the DAO, assisted by the DivArty AO and we operate just that way. In a sense there are no "Air Officers" for each unit.

I think that we have a pretty good set-up down here at Harbor Field (Baltimore). Both the pilots & mechanics do all their drilling at the field. We have our own hangar with classrooms and it's pretty nice. Here's a rundown on our roster and I hope some of the AAN readers will find an old buddy or two in Maryland: Capt W. S. Goodhand (115th Inf), Lt R.C. Miller, and Lt L.E. Williams (both of the 175th Inf) along with Capt G.D.P. Patterson and Lts M.H. Ebaugh and O.H. Kirk (all of Hq Co) are our Inf Pilots. In Div Arty, we have Capt T.L. Prevost (as DivArty AO), Capt E.T. Shifflett (110th FA) with Lt J.C. Shaw and C.J. Wangerin as understudies. The 224 FA Bn has B.R. Cadwalader, a 1st John. Lt Miller left for chopper school on Feb 8th & we've two plbes now in primary, Lt M. Foster (Hq Co) and Lt A.W. White (Div Arty). Our NG-Advisor is CAPT PHILLIP C HEATH who home-bases his type-writers at Harbor Field. Only kidding, he flies too."

Your Correspondent, CAPT WILLIAM H GRAUL, DAO

### Maine

"This is PREBLE speaking...One of your former correspondents, I'm leaving this happy hunting ground (Maine) for chopper school.... There has been no news as to my replacement as yet and I am anxious to know who he'll be. Wish he could have gotten here before I left. At any rate, NG aviation in Maine is certain to be left in good hands."

CAPT CLARENCE E PREBLE, Advisor, ME-NG

The letter in last month's "AO's Corner" pertaining to the annual maximum and minimum flying time regulation represented one view point...We were anxious to obtain the viewpoints of AD pilots on the same question and hiked ourselves out to Hq. 1st Army...Here's one consensus of AD opinion: The purpose of the SR is to define the maximum and minimum flying time requirements for the maintenance of individual flying proficiency for all AAs on active duty. Some misinterpretation seems to exist on reading last month's letter. The regulation does not stipulate that 100 hours a year is the total flying time an AA may fly in one year. The 100 hours serves only as the maximum and minimum time that an AA may devote to proficiency flying during a one year period. Concerning the instrument training, the regulation sets aside 75 hours of mandatory flying by type, i.e., tactical, night, etc. Of the 75 hours, 20 hrs is considered the minimum for instrument training during a 1-year period.

It has been recommended by a Hq, 1st Army Training Circular that the 25 hours over and above the 75 hours of mandatory flying by type be incorporated with the required 20 hrs of instrument flight, making a total of 45 hrs that are available for instrument flying each year. This means that each pilot can fly a total of 4 hrs each month (1st pilot time) on instrument flying. To accomplish this 4 hrs per month 1st pilot time, a man needs a safety pilot to accompany him on his instrument flight. This safety pilot is in essence receiving additional training although he actually is not at the controls. This tandem arrangement should return 8 hours of instrument training to a pilot each month. In that



SR 95-15-B is not concerned with administrative missions, but only flying proficiency requirements, it is difficult to believe that this SR will result in a "rash of in addition to other duties, you are....." This regulation should serve to increase pilot time in that normal administrative flights (which are in no way curtailed) must now be augmented by specific proficiency minimums. Although it is granted that a combination administrative-proficiency flight is most practical, this type of flight cannot often be accomplished. If anything, this regulation should serve to curtail unit commanders from assigning multiple duties on aviation personnel...By SR, he is forced to recognize that the maintenance of proficiency is important, & by dint of the service that Army aviation offers, he'll still continue to employ aviation for normal administrative flights.

**WANTED:** A subscriber in the general Fort Sill-Lawton area to represent this periodical as an advertising agent...Spare-time Saturday basis. Classified advertising is sought primarily for AD editions. We will provide literature & suggested rates & whatever is necessary for you to do the job. Only requirements are a fairly permanent Sill assignment, faith in this publication, a little Saturday leg-work, & the returns are sure to follow. "Account" protection will continue after you change assignments. It's impossible for us to make the personal "contacts" and will reimburse those who do handsomely. For details, write the Editor, AAN.

# RESERVED!

# SUBSCRIBERS!

## SOPHOMORES

Here are some of the "Newsletter Second-Year Men." All have renewed their 53 subscriptions and the listing below is in the order of the renewals received.

Maj H.P.B. Terry.....NY-USAR  
 Capt T.A. Walpole.....NJ-AD  
 Lt E. Polanski.....Conn-NG  
 Lt J.B. Kelly.....NJ-NG  
 Lt S. Vacirca.....NY-USAR  
 Capt G. M. Kovacs.....NY-USAR  
 Maj J.R. Hodge.....Cal-AD  
 Capt L.A. White.....Pa-AD  
 Capt J.M. Bowers.....DC-AD  
 Lt Dario Politella.....Ohio-Civ  
 Capt E.C. Jellison.....NY-AD  
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 Lt C.A. Siamers.....NY-NG  
 Capt E.G. Armstrong.....NY-NG  
 Maj M.C. Light.....DC-AD  
 Capt W.M. Jordan.....NJ-AD  
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 Mr. F.L. Isaacs.....NJ-Civ  
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 Mr. R.B. Conner.....NY-Civ  
 Lt H.H. Newman, Jr.....NY-USAR  
 Maj S. Freeman.....NJ-USAR  
 Maj S.S. Doherty.....NJ-AD  
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 Maj W.H. O'Connell.....Mass-NG  
 Maj T.E. Hall.....Va-AD  
 Capt R.K. Whitehouse.....NC-AD  
 Maj H.S. Wann.....Va-AD  
 Maj E.L. Nielsen.....DC-AD  
 W/O D.L. Wilt.....Ga-AD  
 Maj J.J. Martin.....Va-AD  
 Capt C.E. Preble.....Tex-AD  
 Capt W.J. Wintersteen.....Pa-NG  
 Mr. T.R. Howarth.....Ill-Civ  
 Capt P.G. East.....Va-AD  
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 Maj G.L. Hough.....NY-AD  
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 Lt R.W. Nuttall.....Ga-AD  
 Lt R.L. Easton.....Ill-USAR  
 Lt G.R. Earnshaw.....Mass-NG  
 Capt H.B. Towle.....Me-NG  
 Maj S.P. Gordon.....Conn-USAR  
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 Capt D.P. Dickinson.....DC-AD  
 Lt Col C.V. Taylor.....NC-AD  
 Maj W.H. Brabson.....Ohio-AD  
 Lt R.S. Sweeney.....Tenn-AD  
 Mr. A.L. Breakstone.....NY-Civ  
 Lt R.D. Nace.....NY-NG

Capt D.C. Thomas.....NJ-AD  
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 Lt P.W. McGowan.....NJ-AD  
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 Mr. John P. Gaty.....Kan-Civ  
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 Lt W.C. Hamilton.....NJ-NG  
 Lt O.B. Neff.....Ky-AD  
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 Maj C.S. Athey.....SC-NG

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 Capt D.H. Coers.....La-AD  
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 Lt C.B. Harris.....Ky-AD  
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 Capt A.M. Clarke.....Okla-AD  
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"Don't Be a Clock Watcher . . ."

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RANDOMS FROM THE EDITOR: It is heartening that



each month new NCO & enlisted Maintenance personnel of all components join us as subscribers, despite the fact that from all "outward appearances" the Newsletter is an officer's publication. We're not that naive that we believe that they find this publication highly interesting. Nor are we that foolish as to believe that they would support this publication

on its current basis. We have said this before and we'll say it again: We warmly welcome news and personals from Maintenance personnel of all components. To understand this publication is to know that we can only print the news that's sent to us. If this publication represents Army aviation from a pilots' viewpoint, it's only because these pilots have remitted the news to us.

Our policy of capitalizing subscribers' names stems from our desire to let other subscribers know where the "Ace Material" lies. It is not meant to be discriminatory in any way, but is solely meant as G-2 for our "hustlers." We've never insisted that our correspondents be subscribers and hope that many "would be" correspondents will remit their news, peeker or not. Of course, we'd like to have as many personnel as possible support this publication for only with greater support can we improve the publication. If there's something about the Newsletter

that keeps you from subscribing, we hope to correct it but by all means, send in the copy!

The "Change of Address" message in last month's issue may or may not have brought results...At any rate, the custodian of the card files reports that February's changes of address were down to 47 as compared to 73 in January. Can't stop you people from traipsin'...but don't get mad at us if you don't let us know where you'll be...

This month's cover represents an experiment in coated cover stock. If the Newsletter were to keep its hard cover after it increased the number of its inside pages, we'd be hurting...APC editions are all sent first class now and with the hard cover + more inside pages, our postage becomes prohibitive. Only solution was to use a "coated" cover of lighter weight.

If anyone has any old Pittsburgh, Sill, or Denton class snaps around or for that matter, any photographic data covering the earlier years of Army aviation, send them in...We promise we'll give the material that is submitted 1st class handling and will return it to your scrapbook unhurt. A "Remember When" column is nostalgic, we know, but someone's got to educate the neophytes about "the good old days." If you don't want to tear anything out of a page, send in the whole page. We'll post-pay it back to you.

That's all for this month. Will leave you with one of Emerson's thoughts: "The only way to have a friend is to be one."

Your editor,  
**ART KESTEN**