

AAS TO MOVE

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ARMY AVIATION SCHOOL

Training the World's Best Aviators

VOL 3 No 7

Fort Sill, Oklahoma

July 1954

RESULTS OF ANNUAL EXAM

This was the first year the Army required all their aviators, both instrument rated and non-instrument rated, to take the Army Aviation Annual Written Examination. Over 260 Fourth Army Area pilots took the examination this summer. The Army Aviation School at Fort Sill administered it to the Staff and Faculty and also to the helicopter student-pilots at San Marcos, Texas.

The examination consists of five sections. Section I pertains to Air Regulations; Section II to Theory of Flight, Instruments, Procedures, and Techniques; Section III has to do with Navigation; Section IV with Meteorology; and Section V with Radio and Radio Aids.

Of the 260 or more aviators who took the examination, 21% failed one or more sections of the test. When an aviator fails any section or sections of the test, he is given thirty days in which to study and then is given a re-examination on that

(Cont'd on Page 9)

COL GONSETH RECENTLY NAMED ASSISTANT COMMANDANT

Colonel Jules E. Gonseth, Jr. has recently been assigned as Assistant Commandant of the Army Aviation School. AAS welcomes Col Gonseth back after his year's absence while attending the Army War College in Carlisle Barracks, Pennsylvania.

Col Gonseth first came to Ft Sill in 1951, when he was a student in the Department of Air Training, The Artillery School. His second assignment to AAS was in 1953.

The Assistant Commandant graduated from the University of Illinois in 1934, where he received his Bachelor of Science in Electrical Engineering. In 1940, he was assigned to Plans and Operations, Office of the Chief Signal Officer in the Pentagon, where he remained until 1945, when he left for overseas. There, he served as Executive Officer, Signal Section, General Headquarters, Far East Command. While in this capacity, he was awarded the Legion of Merit in 1945.

(Cont'd on Page 2)

ARMY
AVIATION SCHOOL

COMMANDANT

BRIG GEN CARL I. HUTTON

ASSISTANT COMMANDANT

COLONEL JULES E. GONSETH

DEPUTY ASSISTANT COMMANDANT

LT COLONEL C. W. MATHENY, JR

DIRECTOR OF INSTRUCTION

LT COLONEL E. L. HARLOFF

SECRETARY

MAJ A. C. THOMSON, JR (Acting)

AAS COMMAND

LT COLONEL R. S. PRATT

DEPARTMENT DIRECTORS

FLIGHT

Lt Col C. Ernest (Acting)

TACTICS AND GENERAL SUBJECTS

Lt Col E. H. Leer

COMBAT DEVELOPMENT AND PUBLICATIONS

Maj C. O. Bowen, Jr (Acting)

AVIATION MAINTENANCE

Lt Col C. P. Damon

MATERIEL AND SERVICES SECTION

Lt Col C. W. Arey

MEDICAL

Lt Col R. H. Harrison

OPERATIONS SECTION

Lt Col A. L. Robinette

SAFETY

Capt Billy Wright (Acting)

(Cont'd)

Between 1947 and 1950 he served with the 11th Airborne Division and 7th Inf Division with the Occupational Forces in Japan.

Col Gonseth's Army Education has been extensive. In addition to his Army Aviation Schooling he has credit for Basic and Advanced Officer's Course at the Signal School, Airborne Training at The Infantry School, AA and GM Branch, T&S, at Ft Bliss, The Command and General Staff College and the Army War College.

AAS is looking forward to having the benefits of Col Gonseth's service and wide range of Army Education.

COL SWENSON DEPARTS AAS

Lt Colonel J. Elmore Swenson, Secretary of the Army Aviation School departed the School 13 July for Norfolk, Virginia, where he will attend the Armed Forces Staff College. He has been Secretary of AAS since 19 August 1953, when he returned from Korea where he served as Eighth Army Aviation Officer from November 1951, to June 1953.

During World War II, Col Swenson served 34 months in the European Theatre as the 29th Division Aviation Officer. He participated in the invasion of France on "D" Day, 6 June, 1944, when the 1st and 29th Divisions landed on Omaha Beach. Following the invasion, he participated in the battles of Normandy, Central France, Northern France, and Germany.

Prior to entering active service 2 March 1941, the School's former Secretary obtained his Bachelor of Science degree from the University of Utah in Salt Lake City, Utah. Following World War II, while serving at the (Cont'd on Page 11)

AAS MANAGEMENT SECTION

Efficiency in any large scale operation always presents a problem, and the problem becomes momentous when applied to the biggest single operation in the world - The United States Government. After the experience of handling the largest logistical problem in history during WW II, the Government saw the need for promoting coordination and efficiency in its heterogeneous branches.

In the period that followed the war when it was the job of the Department of Defense to keep our fighting forces to the maximum necessary strength and at the same time cut down on defense spending, steps were taken to establish a system of evaluating management procedures in the Services.

In 1949, Amendments to the National Security Act put the Management Improvement Program on an operational basis Government-wide in accordance with the recommendations from the Hoover Committee on the Performance-type Budget.

Since that time, sections of Management Improvement have been established throughout the Army in order to increase the efficiency of the organizations to which they are assigned and thus save tax dollars.

The Management Section of the Office of the Secretary of the Army Aviation School is an example of a Management Section organized to create better efficiency within the various departments. In a recently completed cost study of training here at the School they have put into operation one of the most important functions of a Management Section - identifying areas needing management surveys, work simplification and application of other management engineering techniques. The survey deals with the (Cont'd on Page 9)

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The staff of THE ARMY AVIATOR feels that many of our readers have interesting stories and pertinent information that will be of real interest to others in Army Aviation. This newspaper is published for you and we believe that the things you think are interesting will be of interest to other Army Aviators, and we want information of this kind. So send us an article, or drop us a line about your unit.

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Dear Editor,

Brig Gen Carl I. Hutton, Commandant of the Army Aviation School, recently requested that Regular Army Aviation Officers be reminded of the opportunities open to them in the Civil Schooling Program. Regular Army Officers of Armor, Artillery and Infantry are eligible for application in courses of physical and social sciences.

This program has been set up in order that qualified officers may help meet the needs of the Department of the Army Administrative Area Agencies and Army Field Forces.

Available courses range from Acoustics and Aeronautical Engineering to Journalism and Personnel Administration.

If you are a Regular Army Officer, the requirements are easily met. If you are not over 36 years of age, and have an above-average undergraduate record, then you are qualified to take advantage of the offer that allows you two years of college at an approved institution. If you are an applicant for a field in the physical sciences, you must have an excellent undergraduate average in mathematics. For further information refer to SR 350-230-52.

A similar opportunity is open to Regular Officers in The Transportation

Corps. A range of courses in related fields are made available at recognized colleges or universities.

Individuals selected for this training by the Chief of Transportation will be enrolled as regular students for one year of intensive study and will pursue courses proscribed by the Chief of Transportation. For further details on eligibility refer to SR 350-230-55.

Under both programs undergraduate work as an end in itself will not be conducted. Curricula, whether graduate or special, will be based on requirements of positions to which post-schooling assignments are contemplated.

Gen Hutton, as Commandant of the School, feels strongly on this subject and is interested in having Army Aviators lead the field.

1/Lt Gilbert Bogley
Aide de Camp to
Brig Gen Carl I. Hutton

Dear Editor:

A recent study of the results of the physical examinations done at the Flight Surgeon's Office, MS, Ft. Sill, Oklahoma on students reporting for Helicopter Flight Training shows that 42 out of 262 reporting students were disqualified for physical reasons.

The largest single disqualifying factor is related to eye examinations; defective vision, defective color vision and excessive refractive error, being the principal causes.

The next largest factor is the ARRL score. These disqualifications are based on anxiety reactions, inadequate motivation and questionable records of accomplishments.
(Cont'd on Page 6)



By Maj J.H. Hall, USAF
Air Force Weather Det

On 18 June, 1954, at Maxwell Air Force Base, Alabama, the first radar set to be specifically designed for weather work was unveiled when Air Force representatives accepted for operation the AN/CPS-9 radar storm-detection facility recently installed there.

In a brief ceremony at the Maxwell Base Weather Station, Brigadier General Thomas S. Moorman Jr., USAF Air Weather Service Commander and Colonel James G. Pratt, Maxwell Air Force Base Commander, formally accepted the new weather radar facility for full-time operation. Responsibility for operating the equipment will rest with the Air Weather Service, which provides continuous weather support to U.S. Air Force and Army units throughout the world.

A radar set designed and built for detecting and identifying weather phenomena, the CPS-9 was built by the Raytheon Manufacturing Company of Newton, Massachusetts, under an Army Signal Corps contract to meet Air Weather Service specifications. Earlier radar equipment, built for other non-weather purposes, was not entirely satisfactory for weather use, although it has made many contributions to military and civil meteorology.

Overcoming deficiencies in the APQ-13 bombing radar set used by Air Weather Service and other weather agencies since World War II, the CPS-9

has a maximum range of 250 miles. Unlike the APQ-13, which has an effective range of only 60 miles, the new radar set is capable of determining the tops and bases of clouds, icing level and the stability of cloud masses.

Although the Maxwell detachment now has the only operational CPS-9 installation, Air Weather Service plans additional installations at various sites throughout the United States. In some areas, where increased radar coverage is unnecessary or where terrain obstructions would partially cancel out the 250-mile range of the new set, older radar equipment will continue to be used. Ft Sill is not included in the published schedule for installation of CPS-9 equipment; however, Tinker Air Force Base, 90 miles to the north, and Carswell Air Force Base, 145 miles to the south, are scheduled for installation of this equipment and will provide adequate coverage and reports for our local area. Accuracy of "severe weather forecasts" will, without a doubt, be increased by the use of the equipment; however, it will not decrease the weather phenomena, or the need for proper precautions against such phenomena. The following safety rules, concerning TORNADOES, Oklahoma's most destructive weather phenomena, were published by the United States Weather Bureau.

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USWB TORNADO SAFETY RULES

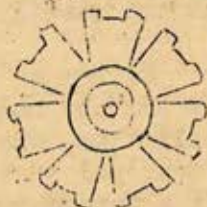
To know what to do when a warning is received, or a tornado is observed, may mean the difference between life and death ! ! !

There is no universal protection against tornadoes except caves or underground excavations. When time permits, go to a tornado cellar, cave, or underground excavation which should

(Cont'd on Page 10)

MAINT-NOTES

By
Capt Clyde J. Dillon
Dept. of Avn Maint, AAS



Investigation of a recent aircraft accident revealed that the primary unsafe act contributing to the crash of an H-23B helicopter was that a fuel separating device or strainer was not in use to remove impurities from gasoline at the time it was put into the aircraft.

Two forced landings of helicopters were attributed to clogged fuel strainers. Although these strainers were of the approved type with fuel separators and strainers, they were not inspected and maintained properly. This neglect allowed contaminated fuel to reach the aircraft fuel tanks.

All aviation gasoline other than fuel from an installed fuel system or fuel servicing vehicle which contains an integral strainer will be strained prior to being placed in Army aircraft. Gasoline tank trucks or trailers used to dispense fuel to aircraft will be inspected, operated, and maintained in accordance with the manual of instructions for the type equipment in use.

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According to SR 750-95-5 the prefix "US ARMY" will be placed on the line above the radio call numbers, or on the same line with the numerals. However, on the H-13 helicopter, the national star insignia, formerly painted on metal plates attached to the tail boom, is now painted on the vertical fin. As a result, the space remaining

on the vertical fin is not sufficient to paint both the radio call numbers and the prefix. The prefix now may be deleted on the H-13 helicopter and SR-750-95-5 is being revised accordingly.

High R.P.M. (Cont'd)

Reasons for disqualifications, given percentagewise, are as follows:

Defective distant vision	35.7%
Unsatisfactory ARMA score	16.6%
Defective color vision	9.5%
Defective near vision	7.1%
Excessive septal deviation	7.1%
Excessive refractive error	4.7%
Sinusitis	4.7%
Failed red lens test	2.4%
Congenital steatoma cystosis	2.4%
Gout	2.4%
Defective hearing	2.4%
Above maximum height	2.4%
Possible coronary occlusion	2.4%

These applicants had all been examined prior to reporting to AAS. Our findings show a need for more careful examinations and closer adherence to the standards set forth in AR 40-110.

Lt. Col R. H. Harrison

Flight Surgeon, AAS



TARGET

By Capt Harold C. Webb
Dept of Tactics & Gen Subj AAS

Experience in World War II and Korea has proven the need for, and the value of, night illumination of a battle area. The Artillery, the Infantry and the other combat arms do not discontinue operations at night; therefore, it is only reasonable for them to expect aviation support during the hours of darkness. The Artillery is charged with the mission of providing illumination at night by the use of illuminating shells and searchlights. In the past the mission of adjusting night illumination has fallen on the shoulders of the ground observer. Army Aviation includes as one of its missions the daylight adjustment of artillery fire. In the future the Army Aviator will undoubtedly be called on more frequently to make night adjustments of illuminating shells.

Needless to say, the transition to 24-hour operation by Army Aviation will take time and experience. It will call for a reorganization which will give us the necessary personnel and equipment to operate around the clock and the education of aviation personnel in the problems peculiar to full night combat operation. Therefore, it will become necessary that the Army Aviator be familiar with the means available for battlefield illumination and the capabilities and limitations of each type illuminant if they are to be used effectively.

The Tactics Section of the Tactics and General Subjects Department believes that in any future conflict the Army Aviator will play an ever increasing role in night operations, including night illumination of battle areas and terrain.

With this in mind, the Department of Tactics and General Subjects is planning to include in the proposed Program of Instruction a short course on battlefield illumination and night operations. The course tentatively will include a two-hour conference on battlefield illumination for the Army Aviation Tactics Courses, which will cover the adjustment procedure for illuminating shells and the organization and employment of the Field Artillery Searchlight Battery. This will be followed by firing simulated missions on the terrain board. In addition, a one hour conference will be given on night operations, which will include complete planning of a night mission.

By giving the Army Aviator this background during his training at the Army Aviation School he will be better qualified to advise the Unit Commander in the employment of Army Aviation during hours of darkness. This will permit the employment of Army Aviation if the need arises for a 24-hour combat operation.

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The following officer personnel changes occurred in this department since publication of the last edition of THE ARMY AVIATOR:

Capt William H. Clopton, of Wichita Falls, Texas, has been assigned to this department as an instructor in the Tactics Section. "Bill" or "Clop" as he is called by his friends, has just returned from sixteen months in Korea, where he was last assigned to the 13th Transportation Helicopter Company.

Capt Earl B. Montgomery was recently assigned to the General Subjects Section of this department and will instruct courses in weather. "Monty" hails from Shreveport, La. and has
(Cont'd on Page 10)

POST FLIGHT

By
1st Lt R. W. Koepf
Dept of Flight
AAS

News this month from Rotary-Wing includes a big warning for Ft Benning, Ga. Major Bill Howell and Captains Valdez, Aure, Maschman and Hely are enroute to reorganize, replace, re-decorate, relax and re-re.

During June many of the Bells were out AACP. All Bell instructors fully enjoyed the daily hassle for aircraft between Captains Lamar, Aure and Holzer. There were no tears shed, but you've never heard such sad pleas.

Captain Dempsey and Captain Kleuver have been lost to Instrument Flight. Captain Langford has returned to Rotary-Wing and Captain Lamar has been assigned to the operations Section.

I won't say they're short on check pilots, but I know one instructor that received his orders for check pilot and two check rides all at the same time. I passed both, mon!

Demonstrations have-yes. Strip No. 15 was the site and again all went well. The occasion was the annual tour of Fort Sill by West Point Cadets.

Speaking of nice jobs brings us to Captain Paul Roundy who filled in the L-23 slot in the absence of Tom Rozga and Jack Ray. The "twin" reacts like an L-19 to the Captain's master touch.

I am not attempting to "blow my own horn", nor try to say who works the hardest, but I feel it is time that several things were made clear to all those who are not members of the Demonstration Team. On occasion when

the team is traveling or even when practicing for local shows, the members are quite conspicuous by their absence from their regular flights. Because they are absent, it has often been assumed that they are "goofing off." Most of our "out-of-town" shows are on weekends which means when the regular flights are home relaxing, we are out flying. Sure we have some fun -----but we're not home! I am not arguing the fact that when we do leave our students do not suffer. This I know is true and there certainly should be a solution. Since a solution is not at hand, however, let's all be fair about it.

From the Fixed-Wing Section comes word that several instructors assigned there are presently enrolled in courses of instruction. Maj Jaubert and Capt Booras are taking Rotary-Wing training while Lt Reid and Lt Ahrens are in Instrument. Capt Dempsey is in Twin engine training. During June, Lt Col Sodergren completed Twin Engine; Capt Kleuver, Instrument; Capt Dempsey, Instrument and Instrument Examiners; Captains McGarvey, Miller and Martin, Rotary-Wing; and Lt Simpson and Lt McClure, Rotary-Wing.

As of 28 June students of AATC 54-H started receiving link training. This institutes a new scope of instruction for the AATC course, and will be given during the Intermediate Phase. It is also contemplated that the students of 54-H will receive cross country training in the LC-126, starting 9 August.

During the month of June the Fixed-Wing Section flew 6,528 hours of student instruction, of which 2,914 were dual; Rotary-Wing Section flew 6,494 hours, of which 3,956 hours were dual; and Standardization Section flew 813 hours of instruction, of which 536 were dual.

Exam Results (Cont'd)

particular section or sections that he originally failed. The governing regulations state that each aviator will be given not more than one re-examination. If he then fails his re-examination, he is suspended temporarily from flying until he passes that portion failed.

The examination is administered by instrument pilot examiners and the results are reviewed by an Examiner Board.

The results of the examination are recorded on the aviator's Individual Flight Record showing the total average grade and the score for each section of the test. If he failed a particular section, no entry is made on his Individual Flight Record until he has taken his re-examination and successfully completed that section which he originally failed.

Of the five sections, aviators had the most trouble with Section V (Radio and Radio Aids) and Section III (Navigation.) This was probably due to the fact that many of the National Guard officers had not had a chance to keep proficient in these aviation matters.

The Examiner Board was very well satisfied with the results. They report that the average score was about 91.2.

Captain Orval H. Sheppard, a member of the Examiner Board, reports that next year's program is set up so that all non-instrument rated aviators will take the examination during the months of May and June. Aviators holding an instrument rating will take the examination during the month they must renew their instrument ticket.

Management (Cont'd)

cost of training students and of aircraft operation, and since it is the first survey of this kind to be made at the school, it has no basis for comparison to show whether these costs are high or low. However, the survey establishes a starting point for cost study comparisons in future periods of time, and will aid in determining if the taxpayer's money is being well spent.

The Management Section not only deals with cost surveys, but also with appraising the need for more power and balancing personnel needs with the work load, and improving organization and operating procedures in which performance effectiveness is low. It identifies groups of workers needing additional training or better supervision, and selects individuals or groups of employees meriting recognition for outstanding performance.

Through cost surveys, recommendations, and by evaluating the monthly reports submitted by the departments of the School on management improvements, the Management Section can help you do your job more effectively and with less cost to the taxpayer. In the future, "THE ARMY AVIATOR" will carry a series of articles from the Management Section that will give you hints on how to solve your management problems.

AAS SGT CELEBRATES 31 YEARS

M/Sgt Dominic Herman, 1st Sgt of Hq&Hq Co, AAS, recently celebrated the completion of 31 years of Army service.

Sgt Herman began his career at Ft Sill with a horse-drawn artillery unit. He has spent 26 of his 31 years at Ft Sill with various artillery units, and has seen the evolution from horses to helicopters.

Target (Cont'd)

just returned state-side from a three-year tour in Germany. His last assignment was with the 16th Armored F A Bn of the 2nd Armored Division Artillery.

Recently Lt Col Edwin H. Leer, Director of Tactics and General Subjects, had the pleasure of presenting baby cups to two sets of parents within the department. Capt Charles B. McAllister Jr. was presented a cup in Col Leer's office to mark the arrival of young Phillip V. McAllister, and Capt and Mrs. Colin D. Ciley Jr. received one for Scott D. Ciley, who joined the family on the 9th of June.

You'd Better Believe (Cont'd)

have an air outlet to help equalize the air pressure. It should be kept fit for use, free from water, gas, or debris; and preferably equipped with pick and shovel.

IF IN SCHOOLS: In city areas; especially if school building is of good steel reinforced construction, stay inside, away from windows, remain near an inside wall on a lower floor. **AVOID AUDITORIUMS AND GYMNASIUMS!** In rural districts: Remove children and teachers to a ravine or ditch if storm shelter is not available.

IF IN FACTORIES AND INDUSTRIAL PLANTS: On receiving a tornado warning, a lookout should be posted to keep safety officials advised of the tornado's approach. Advance preparation should be made for shutting off electrical circuits and fuel lines if the tornado approaches the plant. Workers should be moved to sections of the plant offering the greatest protection.

Keep calm! It will not help to get excited. People have been killed by running out into streets and by turning back into the path of a tornado. Even though a warning is issued, chances of a tornado striking one's home or location are very slight. Tornadoes cover such a small zone, as a rule, that relatively only a few places in a warned area are directly affected. You should know about tornadoes though, "just in case".

Keep tuned to your radio station as long as possible for latest tornado advisory information. Do not call the weather station, except to report a tornado, as your individual request may tie up telephone lines urgently needed to receive special reports or to relay advisories to radio stations for dissemination to thousands in the critical area.

IF YOU ARE IN OPEN COUNTRY: move at right angles to the tornado's path. Tornadoes usually move ahead at about 25 to 40 miles per hour. If there is no time to escape, lie flat in the nearest depression such as a ditch or ravine.

IF IN A CITY OR TOWN: seek inside shelter, preferably in a steel reinforced building. **STAY AWAY FROM WINDOWS!** In homes: The southwest corner of the lowest floor or in the basement offers greatest safety. People living in brick or stone houses should seek other shelter, preferably in a storm cellar or the basement of a frame house. If time permits, electricity and fuel lines should be shut off. Windows on the north and east sides of the house may also be opened to help reduce damage to the building. Standing against the inside wall on a lower floor of an office building offers some protection. Inside doorways also offer slight protection.

CLUTCH OPERATION, H-13 HELICOPTER

Observations by personnel of the Maintenance Inspection Division of AAS have disclosed a large and increasing number of weak clutches in H-13 helicopters with relatively low engine and transmission time.

It is believed that this condition exists due to improper procedures employed when starting and subsequent operation of the helicopter, and is a parallel to conditions reported by civilian operators of Bell Model 47 Helicopters, as discussed in an article in the November 1953 issue of the Bell Rotor-Breeze.

Investigations by Bell Aircraft revealed improper handling of the clutch is the cause of these difficulties. Pilots are therefore requested to comply with the Flight Handbook, IH-13G-1, Section II (Normal Procedures), page 13 quoted in part: "Run engine between 1700 to 1800 rpm until the oil pressure reaches 40 psi. NOTE: Maintain 1700 to 1800 rpm and hold until the automatic centrifugal clutch has completely engaged, which is apparent when the tachometer needles are synchronized. The clutch engages at approximately 1500 to 1700 rpm. Continue to increase throttle until the engine reaches approximately 2200 rpm. (This is to prevent slipping and excessive wear on the clutch.) Maintain this rpm until oil temperature reaches desired range."

Operation at low rpm when starting, after starting with the clutch engaged, ie, confined areas and stage field student-with-instructor discussions, results in unnecessary glazing and wear of clutch shoes. Therefore, it is recommended 2200 rpm be used as a minimum engine speed during these periods.

It is believed that plug fouling, due to low engine rpm and low cylinder

head temperatures, will decrease if this procedure is employed.

Col Swenson (Cont'd)

Pentagon where he conducted studies which led to the current Army Aviation personnel program, he continued his civilian education and obtained his Master of Arts degree in Personnel Administration in 1950, from George Washington University, located in Washington, D.C.

In addition to being a graduate of the Army's first pilot course, he is a graduate of the Officers Specialist Course Number Six, February 1942, and of the Artillery Officers Advance Course, June 1948, at Ft Sill. In June 1951, he graduated from the Command and General Staff College at Ft Leavenworth, Kansas. He has qualified in all types of Army aircraft including single and multi-engine, fixed and rotary wing aircraft.

Col Swenson's decorations include the Silver Star, Legion of Merit, the Bronze Star with oak leaf cluster, Air Medal with oak leaf cluster, World War II Victory Medal, European, Africa, and Middle East Theater of Operations Ribbon with five battle stars, Korean Service Ribbon with five campaign stars, United Nations Service Medal, National Defense Service Medal, and the Korean Ulchi Distinguished Service Medal.

Maj A. C. Thomson Jr. has been appointed Acting Secretary of the school to fill the vacancy left by Col Swenson. Maj Thomson was formerly the School's Asst. Secretary for management.

ACCIDENTS

FLAPS NOT ENGAGED

Type and Model: L-19
Weather and Wind: Not a factor
Injuries: None

Total Flying Time: 204:00
This Model: 106:00
Cost: \$1497.05

On 8 April 1954 a student pilot was attempting a solo landing on a strip. He was making a power approach with 60° flaps and sufficient airspeed. After clearing a barrier at the end of the strip with an estimated altitude of 35 feet the flap handle released and allowed the flaps to return to the zero flap position. Power was added to check the resulting increase in rate of descent, but it failed to take effect in time. Upon striking the ground the aircraft veered to the left about 75° causing the left gear to collapse, which resulted in severe damage to the left wing.

Immediate examination of the aircraft showed the flaps to be in proper working condition.

PRIMARY UNSAFE ACT: Failure of the student pilot to engage properly the flaps mechanism upon applying flaps to the 60° position.

ACTION TAKEN: Checking on the flap operating handle is emphasized to all students. All pilots should check visually to see that the flap operating handle is in the locked position.

SKIDS SLIP ON ROCKS

Type and Model: H-23B
Weather and Wind: Not a factor
Injuries: None

Total Flying Time: 123:00
This Model: 123:00
Cost: \$90.35

On 26 May 1954 a student pilot landed his helicopter in a saddle between two rocky knolls. The pilot left the engine running and dismounted to make a ground reconnaissance. As he was walking away he heard the anti-torque rotor strike a rock. He ran back to the helicopter, turned off the engine, and sat on the right front cross member to raise the tail so as to prevent further damage to the machine as the anti-torque rotor was still turning.

The pilot noted that the right skid had slipped sideways off a small rock. As the left skid was also resting on a rock only 24 inches from the keel of the

skid, the change in center of gravity when the pilot left the aircraft caused it to tilt backwards. The engine vibrations undoubtedly contributed by helping the right skid to slip.

The pilot had been aware of the rocks and had moved his body forward and backward to check the balance prior to leaving the aircraft. He did not, however, perform balance check of fore, aft, and lateral movements of the cyclic control.

PRIMARY UNSAFE ACT: Error on part of the student pilot in that he left his helicopter unattended in an unsafe position.

ACTION TAKEN: It should be stressed to all pilots the importance of making a careful selection of landing points and performing a proper check of balance prior to dismounting from the helicopter when the skids are not resting solidly upon the ground.

APPROACH TOO LOW

Type and Model: L-19A
Weather and Wind: Not a factor
Injuries: Slight Abrasions

Total Flying Time: 166:00
This Model 71:00
Cost \$11,156.00

As a student pilot was making an approach to a strip his left wing struck a tree, which turned the aircraft to the left causing it to strike two additional trees. The L-19 crashed to the ground and turned over on its back. A fire was started in the cockpit and engine compartment completely destroying the aircraft. The pilot was able to clear the aircraft and suffered only slight abrasions.

The pilot stated that the flight path on final would have cleared the trees but as he neared them the aircraft settled rapidly and the application of power failed to take effect soon enough.

The student's instructor, who was on the ground approximately 200 feet from where the aircraft crashed, stated that the aircraft appeared to be too low during the last 200 ft of its approach. He did not observe any change in rate of descent or application of power until after the aircraft had struck the first tree.

A fire extinguisher was installed in the aircraft but the pilot, due to his confused condition, did not remove it after the crash. After realizing that he could possibly have prevented the aircraft from being destroyed, it was too late to secure the extinguisher.

There was no extinguisher in the instructor's aircraft which was parked off the strip.

PRIMARY UNSAFE ACT: Pilot error in that the student failed to maintain sufficient altitude to clear the trees on the final approach.

ACTION TAKEN: The accident was brought to the attention of all students and pilots in the school.

RECOMMENDED FURTHER ACTION: All aircraft should be equipped with fire extinguishers of the A-20 type. If the A-20 type is not available, the A-2 type may be used in the interim.

WORLD WIDE ACCIDENTS

BOMBING TOO LOW

Type and Model: L-19A
Weather and Wind: Not a factor
Injuries: None

Total Flying Time: Unknown
This Model: Unknown
Cost: \$422.45

While a pilot was on a low-level bombing mission, using flour sacks, over a heavily wooded area, he saw he was too far to the right and made a left bank to get into position for the drop. Just before leveling off, the left wing hit the top of a tree which extended above the surrounding trees. The pilot felt that the flight characteristics of the aircraft were not affected so he made two more passes and completed the mission.

PRIMARY UNSAFE ACT: The pilot made his bombing run at too low an altitude to allow sufficient clearance of all obstacles.

STATEMENT OF REVIEWING OFFICIAL: Due to the continued recurrence of this almost identical type accident a summary of this report will be published in "THE ARMY AVIATOR".

ACTION TAKEN: All aviators of the unit were instructed not to descend lower than 100 feet above all obstacles, and to exercise extreme caution and good judgment in missions of this nature.

ENGINE FAILURE ON FINAL

Type and Model: L-19A
Weather and Wind: Not a factor
Injuries: Fatalities 2
Temporary 1

Total Flying Time: 399:00
This Model: 284:00
Cost: \$4,225.00

On 19 April 1954 a pilot on final noted that he would be short of the runway. He added power, but received no response from the engine. He made the normal emergency procedures, but was unable to start the engine. Realizing he would have to make a crash landing, he attempted to extend his glide to just short of the runway. The aircraft struck the top of two houses, knocking the left gear off. His right wing tip struck and killed two Korean women standing in the road. The aircraft then settled into a ditch on the side of the road.

The pilot, who received minor injuries, removed the passenger, who received injuries to her back which may have been caused by the failure of the vertex bar weld releasing the shoulder harness from the locked position. The passenger seat also collapsed.

The pilot had made a downwind check applying carburetor heat and turning the auxiliary fuel pump on. The throttle was closed on downwind opposite the end of the runway.

PRIMARY UNSAFE ACT: None

UNSAFE PHYSICAL CONDITION: Engine failure.

CONTRIBUTING FACTORS: Failure of the pilot to realize the possibilities of the engine loading up when carburetor heat and auxiliary fuel pump were used, and failing to clear his engine during the glide.

ACTION TAKEN: None.

RECOMMENDED FURTHER ACTION: Recommend that Air Officers caution their pilots on the loading up tendencies when carburetor heat and auxiliary fuel pump are used in a glide.

STATEMENT OF REVIEWING OFFICIAL: Do not concur in the findings of the accident board. It is considered here that there is a degree of pilot error in that the pilot failed to clear the engine during the power-off approach. Recommend that appropriate action be taken to determine whether or not the carburetor heat and auxiliary fuel pump increase the tendencies of the L-19 engine to load up during a glide at low RPM.

FLYING IFR. ON A VFR FLIGHT PLAN

Type and Model: L-17A	Total Flying Time: 1388:00
Weather: Low ceilings and visibility	This Model: 320:50
Injuries: Fatalities 3	Cost: \$9,169.00

On 13 May 1954 a pilot obtained a weather briefing for a proposed cross-country flight. He was informed that the minimum weather enroute would be a ceiling of 1,000 feet with 6 miles visibility. Twenty-five minutes after taking off, the aircraft crashed, causing the death of all persons aboard.

Upon investigation, it was found that the ceiling was 50 feet and visibility less than 200 yards at the scene of the crash.

Prior to the crash, the aircraft was observed attempting a wheels up forced landing, flying at a very low altitude and just missing a house. The aircraft, after missing the house, climbed to clear a tree and went into a steep bank to the left, lost altitude, and struck the ground with the left wing tip and drove deeply into the ground 75 feet beyond the point where the wing struck. The aircraft did not burn.

FINDINGS: (1) The primary cause was pilot error in that the pilot entered IFR conditions on a VFR flight plan; (2) a contributing factor was the inaccuracy of the weather briefing in that VFR conditions were forecast along the route when actually IFR conditions prevailed; (3) the fact that the turn and bank indicator was inoperative and no other blind flight instruments were installed precluded the possibility of successful instrument flight.

RECOMMENDATIONS: (1) That the importance of strict compliance with AR 95-10, "Flight Regulations for Army Aircraft" be emphasized to all Army Aviators; (2) that this model aircraft be restricted to local VFR flights until such time as basic blind flight instruments are installed.

ACTION TAKEN: A directive is being prepared for issuance to all Army Aviators of the unit, in accordance with recommendation (1) above.

AAS PROMOTIONS

D/A announced during June the promotion of the following named officers in grade as indicated:

Captain to Major
Wilhelm, Leland F.

2nd Lt to 1st Lt
Mc Spadden, Billy M.
McMahon, Gordon W.
Mullinnix, William

AAS TAKEOFFS

The following officers departed from AAS during June.

S Lt Col Swenson, Elmore J. Armed Forces Staff College
Maj Eckert, Kenneth R. Hq Btry, TAC Ft Sill, Okla
S Maj Howell, Wm A. 506th Trans Co, Ft Benning, Ga.
Maj Livingston, Wm. o/s Repl Sta, 1260th ASU, Pers Ctr, Cmp Kilmer, N. J.
Capt Brite, Byron H. 77th FA Gp-Ft Sill Okla
Capt Merritt, Elmer V. Ft Lewis, Wash
S Capt Hely, Joseph W. 506th Trans Co, Ft Benning, Ga
Capt Mc Carver, Everett Channelview, Texas
Capt Pearson, Neville A. Cp Stoneman Calif
S Capt Teitelbaum, Robert Rel Act Dty
1st Lt Brister, James N. Cp Kilmer N.J.
H 1st Lt Kalmbach, Jack R. Ft Lewis, Wash
1st Lt Wetmore, Frank O. Rel Act Dty
2d Lt Cox, James A. TDY to Gary AFB, San Marcos, Texas
2d Lt Gwin, Walter C. TDY to Gary AFB, San Marcos, Texas
H WOJG Greene, John H. Cp Stoneman Calif

WOJG Moore, Robert M. Cp Stoneman Calif
WOJG Stewart, Chandis L. Cp Stoneman Calif

AAS LANDINGS

The following named officers were welcomed to AAS recently.

Col Gonseth, Jules E., Jr. S
Lt Col Cogswell, David G. S
Lt Col Kyle, David M. S
Lt Col Turner, Clyde M.
Maj Grable, Jack B. S
Maj Goodwin, Frederick O. S
Maj Nugent, Ambrose H.
Maj Webb, Robert M.
Capt Barnes, Harold E. S
Capt Derby, Stanley E.
Capt Kalista, Clifford J. S
Capt Outlan, Wilbur C.
Capt Rodrigue, John L. S
Capt Robbins, Homer O.
1st Lt Chapman, Charles R. S
1st Lt Mullinnix, William S
1st Lt Boling, Donald E.
1st Lt Morrow, Darrel M.
1st Lt Newbern, John D.
1st Lt O'Connor, Wm P. S
1st Lt Sumek, Edward J. S
1st Lt Arthur VanHorne
2d Lt Greer, Bobby O.
2d Lt Johnston, John A.
2d Lt Priems, Charles M.
2d Lt Shields, Roger J.
2d Lt Warner, Ramon K.
2d Lt Vosel, Donald M.
WOJG Bowers, Raymond C.
WOJG Dickey, Kenneth E.
WOJG Gilliland, Harry E. Jr.
WOJG Jackett, Robert W.
WOJG LeDue, Vincent J.
WOJG Phillips, Charles K. Jr.
WOJG Rooney, Charles H.
WOJG Smith, Wayne D.
WOJG Tucker, Arthur R.
WOJG Wright, Richard H.
WOJG Wilde, Raymond C.

AAS INSTALLS LIBRARY

The Army Aviation School Library opened 8 July in the east end of building 5045 and will be open for operation Monday through Friday from 0730 to 1630 and on Saturday from 0730 to 1130.

The new library will serve as the School archives rather than as a circulating library, and will provide staff and faculty personnel of the School with material for instruction, study and research.

Available material will pertain primarily to the field of military aviation with specific emphasis on Army Aviation and will include printed matter of all types on these subjects.

To date, the largest contribution the library has received was a gift of a large number of books from the personal library of Brig Gen Carl I. Hutton, AAS Commandant. The books range in subject from technical to historical and biographical.

Through his contribution, Gen Hutton hopes to stimulate interest in the library and encourage others to give in the future in order that the library will have as wide a range as possible.

UP AND LOCKED LIMERICKS

by PFC Charles Warner

There once was a vory old pilot from
Niles,
Who had flown thousands and thousands
of miles,
But the trouble with Old Pop,
He didn't know when to stop,
Now he's just a name in the mortuary's
files.

///

There once was an Aviator from
Ft Sill
Who operated his own private
still
With spirits of grain,
He'd fill himself and plane,
And off he'd fly like a
Dutch mill.

///

There was a young flyer who came from
Wales,
Who told the most daring of
tales,
But when it came to a crisis,
He was like a litter of lices,
Now his friends chase him with a weapon
that impales.

///

There was a mechanic from Battle
Creek,
Who overlooked any minor
leak,
But irony's light shown,
When he flew in a plane of his own;
Now with the Devil he's playing
hide-and-seek.

///

There was a pilot who hailed from
Groton;
His landing patterns he had
forgotten,
So he tangled sticks
With a B-36
Now he lies growing terribly
rotten.

INSTRUMENT NOTAM

Are all Army Aviators aware of the fact that "letdown" information is being deleted from the Flight Information Manuals? The Airman's Guide will publish only revisions in the current issue to any revised letdown procedure.

A A S TO MOVE

Department of the Army Release #533270

"The Army Aviation School, now at Fort Sill, Oklahoma, will be moved to Camp Rucker, Alabama, beginning late this summer, the Department of the Army announced today. The move, designed to solve a critical training problem confronting the Army, will take about nine months and will be phased so that it will not interrupt training.

Fort Sill, home of The Artillery School, is no longer capable of providing the space and facilities required by the growing Aviation School without seriously interfering with the mission of training Artillery personnel. Over the past two years the Army has surveyed a number of possible locations including Army posts, former Air Force bases and municipal airports before selecting Camp Rucker as the most suitable site for the Army Aviation School. Camp Rucker, until recently the home of the 47th Infantry Division now stationed at Fort Benning, Georgia, has three large runways and facilities to support aviation training.

Relocation of the school at Camp Rucker will utilize part of an existing Army installation; reduce the requirement for construction, material, manpower and operating costs, and entail minimum dislocation and movement of Army troops.

The Army has given high priority to the training of Army aviation personnel and the development and improvement of Army aircraft. Today's modern Army, with its urgent requirement for speed, mobility, and rapid supply and evacuation, makes extensive use of the helicopter and fixed-wing aircraft in its combat and tactical service support operations."