

ARMY AVIATION

August, 1954



===== AAS MOVING! =====

From PIO, Hq, First Army (Released 20 July 54) — The Army Aviation School, now at Ft. Sill, Oklahoma, will be moved to Camp Rucker, Alabama, beginning late this summer, the Department of the Army announced today. This 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 AF 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, Ga., has three large runways and facilities to support aviation training.

Relocation of the school to Camp Rucker will utilize part of an existing Army installation; reduce the requirements 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 requirements 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.

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"ARMY AVIATION"

AUGUST, 1954

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HOPSCOTCHING

Although no "Lindbergh-type Commission" logged extensive mileage looking at sites for the new AAS, selection of the site was not without political implications. State politicians all made their pitch....Extending move over 9 month period indicates AAS training schedule will proceed full blast....Look for additional pressure to have Army instructors take over primary training phase....

Top national weekly points to a new Army with convertiplanes and helicopters widely employed....Convertiplanes are ready to make their appearance and the Army is expected to order a great number....Helicopters will be employed as jeeps or small trucks.... According to statements of General Ridgway and Maj. Gen. James M. Gavin of the G-3 Section in the Department of the Army, atomic war will call for smaller, highly mobile battle groups and static front lines will cease to exist....Emphasis is on mobility with airborne and air-transported troops the soldiers of tomorrow.

New amphibious ski gear has been approved for use on USMC version of L-19....Gear resembles skis and enables pilot to take off from beaches, across water and flit across surface and stop on a dry spot of land. Gear, manufactured by All American Engineering Corp, is also useful in mud operations....

Helioplane, with a military version in the mill, has been fully approved by the CAA....Aircraft embodies crash safety features and extensive speed range; can fly "power on" at about 30 mph; takes off fully loaded in 220 feet; and clears a 50-foot obstacle in 500 feet...

Look for night flying activity by civilian helicopters....NYA, copter service in metropolitan NYC, now has two of its Sikorsky S-55's carrying two 75,000 candle-power flares in the rear of the cabin....NYA officials point out that the day is still far off....New muffler added to National Airlines S-55 employed in Miami Beach-Palm Beach run has reduced noise factor considerably but Miami Beach homeowners still feel S-55 is "landing in their backyard." The public relations outcome here will determine in great part the future use of "shuttle service" copters in heavily populated areas....

BRIEFS FROM THIS ISSUE — Signal Corps authorizes additional communications-navigation equipment for use at Army Airfields....Supersonic copter now in the "discussion stage"Death knell sounded for provisional Army aviation companies.....Instrument letdown and approach approved at USAREUR field.....Storm warnings bring extensive "fly-aways" at Camp Carson, pending completion of new hangar....H-37 use by Army verified (3-ton, twin-engine cargo copter built by Sikorsky.....Instrument Training program completed at USAREUR..... Fourth Army personnel and unit breakdown listed.....Antilles Army aviation logging extensive passenger mileage.....Austrian press "taken for a ride." — in choppers....New helicopter battalion (21st) activated at Fort Riley.....AA active in Thailand....PLUNDERERS now in last 15 days.....AI time being logged regularly at AFPE Flight Detachment and Seventh Army Aviation Section.....USARCARIB pilots busy spraying the bugs....Fort Hood AA's played an extensive part in the recent Rio Grande flood....Topo Aviation pilots cutting survey time in Alaska from 5 years (ground travel) to 3 to 4 months....Southeastern Signal School (Camp Gordon, Ga) engaged in airfield improvements...."DIPUTS" still at it..... Short editorial: "How it feels to eat your own words." NEXT MONTH: An adolescent named "HENRY" views Army aviation.....

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SIGNAL CORPS AND AA

CAPT. DONALD P DICKINSON, OCSIGO, Department of the Army, submitted the following information for the benefit of "ARMY AVIATION" readers. DON plans to remit a monthly article on Signal Corps matters as they pertain to Army aviation. The article has received publication clearance by the DA:

WHAT ABOUT COMMUNICATIONS-NAVIGATION EQUIPMENT FOR ARMY AIRFIELDS?

The Chief Signal Officer has embarked on a program which will provide systems-engineered communications-navigation facilities at Army airfields. The initial phase of this program, which is designed to cover top priority requirements at Army airfields throughout the world, is now well underway. For example, Operational and Development (Class IV) Project material for radio and wire communications facilities is already on the shelves in Signal Corps Depots (in limited quantities) or due-in from equipment manufacturers in time for distribution during Fiscal Year 1955.

Now, to consider our title question, "What About Communications-Navigation Equipment for Army Airfields?" The answer is simple. Those items above may be obtained by reference to the provisions and compliance with AR 105-20 and SR 105-20-12. In addition, T/A-20, Change 1, AUTHORIZES Army Airfields in the United States to have the following items: Clocks, barometers, binoculars, thermometers, signal lights and wind measuring kits. Then, too, leased line circuits for the control of Army aircraft (Plan 62) may now be made available when they are requested in accordance with the provisions of SR 105-20-1. For the benefit of those who are not too familiar with them, Plan 62 air traffic control circuits comprise integrated wire systems with the U.S. Air Force and/or the Civil Aeronautics Administration. Through these circuits Army Airfields are provided with a means of obtaining many flight and meteorological services.

The Chief Signal Officer's efforts in this field are continuing ones. For instance, to further the idea of systems-engineered facilities, equipments are being evaluated daily for suitability and possible standardization action. If and when equipments are so standardized, procurement is then initiated (within budget limitations) to provide complete Army airfield systems pertaining to radio and wire communications, ground aids to navigation and associated miscellaneous facilities. NEXT MONTH: The Department of the Army Flight Information Program - a new role for the Army Signal Corps.

PIX...

"PIX" on any Army aviation subject are welcome. 4 x 5 glossy prints (or any size NEGATIVE) are preferred. Please specify disposition of photos....

- (1) "Lucky Finner" — CAPT HENRY C VINEYARD, USARFANT and Military District of Puerto Rico, Antilles Aviation Section, Fin # 409.....(2) Camp Chaffee, Ark, — Cpl Karl G McGhee (left) and Sgt Robert E Lee, post aircraft mechanics, check equipment on new crash truck at the 5th Armored Division air strip (U.S. Signal Corps photo, courtesy, PIO, 5th Armored Division).....(3) "ACE" — LT. RAYMOND W. TRUEX, Message Center Opr Co, 17th Signal Bn, APO 189, C/O PM, N.Y. — clobbered five.....(4) REMEMBER WHEN? — Capt Ford E Alicorn (now Lt. Colonel) talking off in Maytag #5204 from the desk of the US Ranger on FIRST combat flight of Army artillery aircraft (8 November, 1942) — See "CONTRAST" on Page # 13.....(5) New H-37 twin-engine cargo helicopter (Sikorsky) capable of a 3-ton load, 100 mph speed (Photos #4 and #5 submitted by courtesy of MAJ MELVIN C MONROE).....(6) H-23 Army helicopter which fell into the Republican River, two miles north of Junction City, Kansas, on 17 July, 1954 (Story on Page 7; photo and story by courtesy of PIO, Fort Riley, Kansas).....(7) "LUCKY FINNER" — 2d LT ROBERT J HITSMAN, Hq Btry, 185th Field Artillery Battalion, 34th Infantry Division, Iowa-NG, on # 874.

Supersonic CHOPPER!

(The following story by CHUCK NEWTON of Convair's San Diego public relations staff was cleared for publication in 'ARMY AVIATION' after one request. MR. NEWTON's envelope containing the story contained an odd enclosure: one grain of salt.)

WASHINGTON, D.C.-- It was disclosed officially today that the U.S. has ordered an indefinite quantity of items of an unidentified nature from a manufacturer located in the western part of the United States. The announcement was made by a highly placed government official who requested that his name not be revealed.

Pressed for details, the spokesman told the jam-packed conference that by stretching a point, he was able to say that the items are designed for passage through the air. Asked if the manufacturer's factory was not, in fact, located in California, the official gave only a knowing wink. This concluded the press conference.

Aircraft industry observers believe that today's announcement concerns a supersonic helicopter, known as the 'Gone,' believed to be in production at the Ajax Wheelbarrow and Airplane Works of Frostbite, Calif. Although company officials have been unable to confirm or deny the existence of the project, Ajax is believed to have been actively at work on the craft for the past 12 years.

In 1947, the official Russian magazine "Flizolkivich" printed a 24-page supplement concerning a supersonic helicopter which was described as being in production at Ajax Wheelbarrow in the U.S. The supplement included photographs, detailed three-view drawings and loft lines, and a complete set of performance curves.

(EDITOR'S NOTE: The Aviation Editor of Affiliated Press has had details of the 'Gone' project since 1945. On October 17, 1949, the Affiliated Press submitted to the government a story on the helicopter, requesting permission to release the story publicly. Although facts in the story were generally known in the industry, could be ascertained from a reading of the article in 'Flizolkivich,' or by personal observation through the Ajax fence, to date the government has refused to release the story. In the interval since 1949, Affiliated Press

has written 176 letters on the subject to the government, has rewritten and re-submitted the story 81 times at government request, and has collected a complete set of government regulations on release of security information, now totaling 11 pounds, 12 ounces. These regulations purport to describe the method for submission and clearance of stories for release. Affiliated's corps of librarians, working in two shifts, have so far uncovered 497 specific contradictions in the provisions of the regulations, but have failed to unearth a clear-cut method to submit and clear a story. The latest government response to Affiliated's request to release the 'Gone' story, received just three days ago, admits that the facts concerned do not violate security regulations, but the story is stamped 'Official Information Only--Not for Public Release.' Meanwhile, several toy manufacturers are producing models of the 'Gone,' and the latest Gallup Poll indicates that this aircraft is better known to the man on the street than any U.S. airplane since the Jenny.)

Acute observers have noted that several hundred helicopters resembling the one shown in 'Flizolkivich' are lined up against a fence at the Ajax factory, adjoining a 12-lane public highway. Small boys of the neighborhood, who have climbed the fence and have inspected the ships, report that their airspeed indicators are calibrated from Mach 5 to Mach 27. These same sources report that the aircraft appear to be fitted out for long-distance reconnaissance, as their interiors include large divans and ladies' powder rooms.

In Washington, aviation circles were inclined to agree that today's government announcement referred to the 'Gone' supersonic helicopter. Since 1951, the Official Compendium of Work in Progress of the Bureau of the Budget has listed Ajax Wheelbarrow as having a large government project for 'unusual helicopters,' under the code name of 'Went.' The code name 'Went' is believed to be a security ruse for 'Gone,' although some officials have referred to a Mark II Ajax helicopter, known as the 'Real Gone.'

(Editor's Note: Any similarity between conditions in this report and those encountered by the Staff of the Newsletter is purely coincidental. The publication is not concerned with security material and does not request such material. The Staff does have an extensive Library of Requests (unanswered) for Unclassified personal material.)

FROM THE PIO, FORT RILEY, KANSAS — A helicopter based at Marshall Field, Ft. Riley, crashed into the Republican River north of Junction City, Kansas on 17 July but its pilot and a passenger — both of the 93rd Helicopter Transportation Company here — escaped without injury. The pilot, WOJG George D Brinton, was on a routine test hop with Sgt Everett E Smith in the two-seated Hiller H-23 when an apparent loss of power caused the crash. The craft came to rest on its right side in two feet of water. A board of officers has been appointed to investigate the accident.

8TH ARMY**LCOL H T SHIVELEY**

Comes now a squib from Army Eight, albeit delinquent, in an attempt to keep the readers informed of the news over here. As you note, I'm no longer with IX Corps but have trfd to 8th Army as Dep AO (which is a high-sounding name for chief honcho of the paper-pushing dept). LT COL HANKINS, CURTIS L is the 8th Army AO & in addition to his many varied duties is tied up with dry-firing and wet-firing his pistol in anticipation of the Far East Tournaments. He hopes to get in the Natl Matches since he holds many honors in both pistol and rifle competition. Also in our office we have CAPT OB BUTLER (who just arrvd from the ZI), CAPT JAMES E INGRAM (recently from I Corps & a fellow ACE), CAPT HORACE G COOKE (an oldtimer from way back) and LT FREDERICK W WINKLER (the PIO). Just before departing are Capt Edward Blackman, Capt John Stannis & LT WINKLER. These lucky people are speaking Sinatra (Sayonara) for rotation to ZI on Big 'R.'

Getting back to the Aviation Company (Provisional). As a result of the tests conducted by 8th Army it is recommended that they no longer be considered as being part of the TO/E so we go back to our original status. It was a good try.

Other changes are as follows: MAJ CLARK C BOHANNON was trfd fr comd of the Race Tract to the IX Corps AO Job (he relieved me). CAPT STAN BLUNCK who was my asst as IX Corps was trfd to AFFE where he is chopping one of the generals around in a chopper. MAJ JIM CLARK (recently promoted) was moved from IX Corps to chief advisor to the 1st ROK Field Army. MAJ LESTER FARWELL recently assumed command of the 3rd Inf Div Avn Sec, relieving CAPT JOHN ASCHOFF (who's got one foot on the boat). MAJ FRANCIS J STEVENS (a brand new leaf) assumed control of the Race Track with the following AA's asgd with him: Capts Carl Wilkerson, Francis T Hill, Robert R Dobson, John E Stannis (leaving), HAROLD R SNYDER (just before his transfer to AFFE), RICHARD H SCOTT, JAMES S KISHI, HORACE H COOKE, and Donald S Muttoni (Eng O) + Lt Floyd Petty (twin of LLOYD who is now in AFFE), Lts Hal Forsyth, OLAF ANDERSON, Thomas K Dossett, W.E. Hendrix, Lt F.J. Kakuk, Walter L Payne, W.P. Saunders and W.D. Smith.

(Continued on the Next Page)

PHOTOS: We welcome photos from everyone. Although a 4 x 5-inch glossy print makes for the best reproduction, send in your print regardless of its dimensions. Captions should contain suitable credit line.

In case you're wondering what's going on here, we're up to our elevated shoes in Army aviators. First we are lean and now we are fat. This is the first time since I've been here (10 months) that we have had every T/O slot filled in the Korean peninsula, with extra personnel in most of them. Here's the rundown on the current AO's (or at least, some of them):

I Corps-LT COL DUANE P JACKSON; IX Corps-MAJ CLARK C BOHANNON; 2nd Div-Maj Robert K Cunningham; 3rd Div-MAJ LESTER C FARWELL; 7th Div- CAPT FREDRIC B FRANKLIN; 24th Div-MAJ Willie J Barrios; 25th Div-Maj Donald A Baker; KCOMZ-Lt Col Er-die O Lansford; KMAG-Lt Col William H Byrd; TC-LT COL DONALD F CASSIDY; 40th TC Bn: LT COL DAVID E CONDON; 45th TC Bn-LT COL THOMAS R KIGGINS. The current battling order over in AFFE is, regardez-vous: Chief Honcho-LT COL JACK MARINELLI; Personnel-Lt Col John W Oswalt; Plans & Tng- LT COL JOE MacDONALD Supply-Lt Col Charles Haydock; AFFE Flt Det-MAJ JOHN BRIGGS.

That's all the news for the time being. If you're interested in rosters of the various units we can supply them a few at a time. Sorry to hear that my old friend, LT COL JIM TOWNSEND, is leaving but I know that Turkey will never be the same.

17TH SIGNAL BN

LT RAY W. TRUEX

We're indebted to the 45th TAAM Co for dragging one H-13 and one L-17 out of European cow pastures since you last heard from us. It seems LT JESSE BURCH had a total engine failure with the H-13 while less than 100 ft off the sod. Since he proved to us many times that he was an expert at the 'Hovering Autorotation' during training, it was for real this time and both he and the bubble survived without a scratch. From all reports it was a nasty spot where the 4-inch hole appeared in his crankcase, but all is well NOW. His new drawers are on requisition - Lt Cliff Shaffer had a partial engine flop on one of our newly-acquired L-17's. By the time he picked a nice field, there wasn't enough power in the old boat to make a second pass. Upon landing, wheels down and nary a mark, Cliff discovered that LOUD noise was just one cylinder about to drop off. So TAAM now has 2 of our birds in their boneyard installing engines.

CAPT GENE PAULSON, who uses one of our machines with the 516 Sig Gp, has been sly enough to find some orange glass on the German Economy at 5 bucks per installation & has gone off into the blue for his hood time. First time out with the newly-installed gear, his safety observer (???) let him drift into a big black cloud and some AI - Needless to say, the observer was replaced. (Continued on the Next Page)

BELATED THANKS — The aerial photograph of Post Field and Fort Sill that appeared in last month's issue was submitted by MAJOR RUSSELL N DRAGOO of the 941th TSU, Fort Monmouth, New Jersey in cooperation with the Army Aviation School. ©

We've been lucky enough to have the RCAF boys let us ride their GCA unit for thrills. They've been used to jet-type traffic but are required to keep proficient with conventional type A/C. Procedure is much the same as the USAF, but now and then they will lock you on their beam & really bring you to a spot on the deck. After the 5th run, they proceeded to do everything but tell us when to turn in at the intersection after landing. Real sharp operators and always very cooperative.

LTS JESSE BURCH & JACK SISBARRO both sport new silver bars but they still argue over date of rank. They're somewhat quiet now that they've heard a new 2d Lt is on the way over (The poor fish - we've been waiting for a shiny new one for 4 months for those looooooong courier runs). Noted in the June AA that the USFA boys have been in the whooping cough flight business, according to CAPT BOB LES-SARD. The 17th became involved in the same business when it was stationed in Karlsruhe in '52. CAPT BOB DEMPSTER reports that the outcome and effectiveness of the missions was never too clear, and they didn't last too long. The parents and doctors seemed to think that the altitude helped, but only the most unfortunate and hopeless cases were sent for possible relief through high-altitude flights.

No doubt word has reached the States on LT JACQUES HOFFMAN's recent accident. We're glad to report that JACQUES is no longer on the critical list and seems to have passed the crisis. They say he'll be returned home when he can be moved.

The USAREUR Flt Det at Heidelberg has rec'd approval for an instrument letdown & approach at their field. Along with this, they've had their own radio beacon approved as an aid. They certainly can use it with their HEAVY schedule. We rec'd a reprieve from the warden in the form of a TWX from USAREUR which gives us another 90 days to complete the annual writtens. We understand that there just aren't any exams in Europe - another 3 months to sweat out.

CAPT BOB DEMPSTER left 6 Jul for the ZI & the Regular Advanced Off Crs at Ft Monmouth. We all hope that MAJ RUSS DRAGOO & the gang at Monmouth's aerodrome will be kind & gentle with him until he becomes accustomed to the new world again. If I've been long-winded again, just get out the knife and shred up this book I've written.....

HIGHER EDUCATION!

"Since being transferred from OCOFT, Washington, D.C., I'm presently at the University of Michigan at Ann Arbor doing my best to obtain some worthwhile knowledge on Aeronautical Engineering. I hope to be here for approximately two years. Sincerely,



CAPTAIN JOHN C GEARY"

NOTE: Last two lines of "Laminated Plague Advertisement" appearing in the July issue were screened out by the negative maker. Ad should be amended to read: **
Subscribers - 5¢ per square inch on all sizes.

What with our hangar undergoing extensive repairs and changes so that we cannot use it, hail and storm warnings that force us to fly our planes all over the country in order to hangar them, NG pilots from this area coming here for training, the boys with their last-minute efforts to get their minimums, and that new bugaboo, the annual written exam---this month has really been a humdinger.

It seems that every day or so we've had a storm warning. Hail predicted and winds with gusts of anywhere from 35 to 80 or more knots. And though it hailed only one time, that one time was such a beauty that we were thoroughly convinced of the necessity of hangaring our aircraft. As an interim arrangement while our hangar is being regenerated, we have the aircraft tied down to a cable and to permanent stakes which are imbedded in the concrete ramp. This is fine when the weather is good, but obviously offers no shelter to the planes in bad weather. (We just had another warning, and I had to fly a '19' down to Pueblo - hence the break in the letter). In addition to the repairs in the hangar, we've had installed an entire new floor with radiant heat. The inconvenience we're putting up with now should be more than compensated for in this and succeeding winters.

A rather large group of fellows from the Colorado NG have just finished their summer training here. And under the fine teaching of Major Woolf, AO of our Section, both they and our own pilots completed the annual exams with flying colors. LT EDWARD PHILLIPS is back from H-Sch & is now a full-fledged Chopper-Driver. However, we have only 1 and 1/2 choppers here now, both '23's' - and a '23' is almost useless at this altitude. We have hopes of getting more soon.

Three newly-qualified pilots have reported in since our initial report in the Newsletter: LTS PAUL R WHITMAN, KEITH J RYNOTT, and GERALD L WALDRON, who in addition to being a member of our section, is aide to Brig. Gen. Sherburne, 8th Div Arty Commanding General. Flubbed the dub - Forgot to mention that LT LUTHER S LOL-LAR is also with us as a chopper & fixed-wing pilot. Joining 'ARMY AVIATION' this month are CAPT STUART W REID & LT BOBBIE ROSE. There'll be more.

CAPTAIN WALTER C PITT: 24th Sig Bn, Ft Devens, Mass (TDY to Cp Drum, NY): "Claim the honor of signing up the first FRENCH AF pilot on our rolls...He's Captain (should I say, mon Capitaine?) ROGER G HABERT who takes summer fid tng along with the 77th Div (NY-USAR) each year....You'd better not use any more of your crummy French on us now, bub!"

NEWS COPY: If you have any news copy that you wish to remit for any particular issue, please retain it until about the 5th of the month so that you will be able to add any last-minute happenings as they occur in your unit or locality.

"90 Day Plunder"



AUGUST

SUN MON TUE WED THU FRI SAT

1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

The "90 DAY PLUNDER" is now in its last 15 days with the August 29th deadline just around the corner....If you haven't taken an active part in it, why not help one of "The PLUNDERERS" listed below....First prize is a 3-in-1 barometer, hydrograph and temperature wall trophy (mounted on a "15 x 10-inch" plaque) with a KINGSIZE trophy to the men in the winner's unit....A group photo of the unit and the individual winner's photo will appear in the October issue....If you have a subscriber lined up, you may give CONTEST CREDIT to whomever you choose, but you retain "ACE" credit.....We're out to hit 2,000 by January 1st or BUST! Why not help us and "The PLUNDERERS" too? Use the clip-out form (page 31) for CONTEST CREDIT if you wish.....

CONTEST STANDINGS

- 1) CAPT ROBERT J LESSARD, 7689th Hq & Hq Co Avn Platoon, USFA.....59
- 2) MAJOR GERALD L HOUGH, Army Aviation Section, Hq, First Army.....24
- 3) WOJG ORIN D HAVENS, 328th Transportation Co (Hcptr), EUCOM.....22
- 4) CAPT WOODROW W BROWN, Staff and Faculty, AAS, Fort Sill, Oklahoma.....18
- 5) CAPT WILLIS G STRAWN, 57th Med Det (Hcptr Amb), Ft Sam Houston, Texas.....12
- 6) MAJOR EDWARD C PODWORNY, Hq, Second Army G-3 Avn, Ft Meade, Md.....12
- 7) WOJG CLAUDE J MOORE, 509th Trans Company (Hcptr), Ft Bragg, N.C.....9
- 8) CAPTAIN MICHAEL A CULLEN, Army Avn Section, Hq, First Army.....9
- 9) LT JAMES C CROUCH, 46th Trans Co (AAM), FECOM.....6
- 10) MAJOR RAYMOND H MURPHY, Avn Section, Hq, Seventh Army, EUCOM.....5
- 11) LT HAROLD L BURR, Avn Section, 8th Infantry Div, Camp Carson, Col.....5
- 12) CAPT JOHN W HAMMETT, 274th Med Det (Hcptr Amb), Ft Sam Houston, Texas.....5
- 13) LT EDWARD H ALDRIDGE, 1st Armored Division, Fort Hood, Texas.....4
- 14) MAJOR ARNE H ELIASSON, Adv for AA Tng, Gary Air Force Base, San Marcos.....4
- 15) LT COLONEL HARRY T SHIVELEY, Hq, Eighth Army Avn Section, FECOM.....4
- 16) LT HARRY W DROTOR, 3rd Inf Division Avn Section, FECOM.....3
- 17) LT ROBERT W WARNER, JR, (Unit not known), Iceland.....3
- 18) MAJOR HENRY D SHELLHART, Staff & Faculty, AAS, Ft Sill, Oklahoma.....3
- 19) WOJG PAUL W BASS, Dept of Flight, AAS, Fort Sill, Oklahoma.....2
- 20) MAJOR HENRY S WANN, TRADCOM, Fort Eustis, Virginia.....2

POSTMARK DEADLINE for all ZI entries is August 29th.....Because of the Postal delay in transit of the initial issue announcing the PLUNDER, the APO deadline is September 10th.....We'll list the WINNER and ALL contestants with two or more "victims" in the October Issue.....

BLACKOUT? — We haven't received any news or personals from many units in several months.....and hope that it is just "the heat and the heavy pen." We'd like to hear from the 43d Div, 1st Div, 1st Cav, 82d Abn, SCAAC, The Infantry Center, The Engineer Center, 26th Div (Mass-NG), 50th Armd (NJ-NG), 509th Trans Co (Hcptr), 6th Army, 46th Inf (Mich-NG), 506th Trans Co (Hcptr), 48th Inf (Ga-NG), 44th Inf Div, and a host of others.....The space is there for you to use so let's hear from you.....

CONTRAST

MAJ MELVIN C MONROE

Two photos (page 3) clearly indicate how Army aviation has grown in just 12 years....The L-4 (photo #4) is No. 5204 and is seen just taking off from the U.S. Ranger on 8 November, 1942 to provide aerial observation for the 3rd Infantry Division landing at Casablanca..It is the FIRST combat flight made by an Army artillery aircraft during World War II..The L-4 pilot is Lt Col (then Capt.) Ford E Allcorn, now asgd to the G-3 in the DA....The second photo (#5) shows the twin-engine H-37 cargo helicopter which will soon be flying in Army aviation companies....It can move 3 tons of troops, supplies, or equipment over the battlefield at over 100 mph....When employed in large numbers, they can rapidly shift reserves to critical areas, thereby helping the commander to "git that fustest with the mostest" under modern conditions of wide frontages and special weapons....

Speaking of Col Allcorn, I had the pleasure of serving 2 years with him in Turkey where the maps were poor, radio aids were nil, and weather reports were obtained by watching drifting smoke from dung fires....His first bit of advice when I arrived was, "Hold your compass heading until you know you're wrong." I couldn't see the wisdom of his words until I got lost with a load of brass....NOW, I think those words ought to be engraved on the dog tags of every new pilot as the compass was our chief means of navigation....Col Allcorn seemed to feel that anything above 100 feet and 1 mile was CAVU, so we used to see quite a lot of country from about camel-eye level...All-in-all, that tour in Turkey was quite an education in bush-league operations.....

ICELAND

LT ROBERT W WARNER

ICELAND — Enclosed along with the news are three subscriptions, one of which I think is unique in that it is the first subscription that I've heard of from an Air Force pilot while on A.D.!.....CAPT JULIAN HAWKINS (my CO) and I are the first AA's here in Iceland and we are having quite a time. I have already begun a report on the entire operation and hope to submit it for the September issue, complete with pictures, et al.....It should prove interesting, but lengthy so don't spare the axel...I sometimes get carried away with my enthusiasm for AA, but I find an attitude of this sort invaluable here, due to complete lack of knowledge by the people for whom I am working as concerns our mission. Checking in the net are LT HAROLD FARTHING of the 53rd Air-Sea Rescue Squadron & M/SGT LESLIE COVINGTON & SGT DONALD V STONE, both of the 3d Bn, 278th RCT... With AA's at a premium here, it looks as if I'll have to clobber the AF if I'm to make ACE.

USAREUR FLT DET

CAPT GEORGE E LAWRENCE

HEIDELBERG — Haven't written for quite some time and feel rather ashamed of myself. I feel that if we, the subscribers, don't send in the news the publication will be more difficult to produce (Ed. Note: It won't be difficult, just boring to read)....I have an idea that may cause a few AA's to grab their pens and write (possibly in anger), but anyhow they'll write...I feel that "ARMY AVIATION" is an excellent medium for a modified "B Bag" section in which pet gripes, complaints AND pats on the back could be exchanged...I'll get to my personal gripe later, but what do you think? (Ed. Note: ANYTHING that will get AA's to pick up their pens — for news or for renewals — is welcome. We will NOT print 'retroactive' gripes, the publication of which cannot do any good, but can do harm.... Examples: "They did this in '46 and in '47!" or "I think the T.O. & E. for a Division AO should call for a Lt Col as AO or a Captain in each Battalion." Complaints, like 'pats on the back,' should pertain to current happenings....You write 'em; we'll print 'em!....They will be listed under 'PAN MAIL' for it isn't just this publication that should come in for a panning.)

Without honking horns or blaring bands the Instrument Training Program has been completed here at the USAREUR Air Section....This program has been carried out at a mini-
(Continued on the Next Page)

mum cost to the Army by close coordination between Weisbaden Air Base and the Section here. Pilots were placed on TDY for one week with the Air Force to attend the Instrument Refresher Course and then returned to Heidelberg for further training under the supervision of Capt Lew Solt. They then took their check rides with an AF check pilot.....Our latest changes in personnel: CAPT CLARENCE HOLLIDAY from Second Army and CAPT. JACK CRANFORD from VII Corps...We recently lost Lew Solt to the DA Air Section at Ft Belvoir and our CO, Maj R.T. Trigg, who will attend the C & GS School at Leavenworth... We're hoping that our exec officer, CAPT WILLIAM R DODD, will get the nod and be our new CO...TC insignia are now being worn by CAPT DODD, CAPT FRANCIS F PFEIFER, and Capt William Moren and yours truly has applied for transfer to TC.....Utilization of our aircraft has increased with our instrument proficiency..Our area of travel now extends all across Europe...I recently made a XC flight to Rome by way of Marseilles...I also had an XC to Oslo....While there I met a Capt Hart who knew CAPT BILLY WOOD, now the NH-NG advisor, while both were in Yokohama...The Captain insisted that I pen a note to BILLY and tell him to look the Captain up on his next XC to Oslo....I assured him that with a strong prevailing westerly CAPT WOOD would be there any day.....

Now for my idea of a sample for the "B BAG" that should get the ball rolling; in fact, it might even bounce.....Since June, 1951, I have flown a good many aircraft that have had Lear instruments in them. I have had and observed such bad results, especially with the ADF 14, that I now have a bad taste in my mouth at the sight of ANY Lear instrument. We have replaced our Lear ADF with AF sets (ARN-7) wherever possible & have found the Air Force ADF quite reliable...I have even found the Lear gyro compass to be unsatisfactory. I wonder whatever happened about the automatic pilot that Lear sold the Army for the L-23.

The L-20 is, in my opinion, the finest aircraft that I have ever flown for all-around performance. I find it a good RELIABLE instrument ship and it is easy on the maintenance personnel. For our use in Europe, it should have several more channels on which to transmit. It should have a rudder trim and possibly an aileron trim, then it would be much easier on the legs when climbing to high altitudes. (RUSS BANNOCK: You should sell the Army some of those Otters. I feel that we certainly could use one here.) NOW — to those who own stock in, or otherwise are firm believers in Lear products, write to "ARMY AVIATION" and convince me that it is a fine product...Perhaps I don't tune the stations correctly or say the magic words necessary to make the instrument work for me. To those who DON'T like the L-20, you're touched in the head, so don't bother to write.

(Ed. Note: No doubt, we've written off one potential future advertiser but this doesn't concern us. If any pilot or crewman has any definite views on currently employed AA equipment, we'll welcome his thoughts and publish them here....good or bad!.....We may never get manufacturers to support this publication, but we may get them to read it.....For other references to unreliable navigational equipment, we refer you to articles from Hq, Seventh Army, and the AFPE Flight Det appearing elsewhere in this issue...RE: L-20, Hq, First Army recently received a late model L-20 that possessed rudder trim and dual controls.)

FLY-IN — An official Fly-In Conference is contemplated in the First Army area...The Conference would be held at a centrally-located airfield in the First Army area sometime in late September or early October.....Department of the Army officials have expressed a willingness to attend the Conference and would take part in a Guest Forum.....Details for the Conference are now in the planning stage and further information will be relayed to First Army personnel under separate cover.

COMPLIMENTARY ISSUES — A certain number of "extra" issues are published each month for use as Complimentaries.....If you have a friend in a unit OTHER than your own whom you think would like to IG the publication, send us his name and current mailing address and we'll be glad to send him a CURRENT issue as a Complimentary...①②

HQ, 4TH ARMY

MAJ RUSSELL T BLAIR

Being an old Grasshopper Association* member, I am deeply interested in "ARMY AVIATION" and desire to be both a subscriber again & a correspondent...At the present time, Fourth Army aviation is a unit in the Training and Inspection Branch of the G-3 Section, Fourth Army....COL WARREN R WILLIAMS is the chief 'honcho' & yours truly, the assistant. Maj Tom Evans has occasionally filled in but has spent most of his time as the Aviation 'Boss-man,' Exercise SPEARHEAD (now in instrument school at Sill). The Avn Det is a section in Hq Co, pilots being Payne O. Lysne (OIC), CAPT FRANCIS E CATHEY, Capt Harold Roy and Lt Lewis C Caldwell. The Acft Div, Trans Sec, Fourth Army, is headed by Maj Yancy H Bivings, assisted by MAJ ROBERT E. BRANNAN and Lt MERLE E BOUNDS and Mr. Robert Myers (Lt Col, USAR)...

In addition to Fourth Army Hq, the following units are stationed here at Fort Sam Houston: Med Fid Serv Sch — AO, Capt Joe Bowler; 57th Med Det (Hcptr Amb) — CAPT HERMAN LEACH, AO; 274th Med Det (Hcptr Amb) — AO, CAPT JOHN W HAMMETT; & the 148th TAARD — CO, LT CORYDON M EASTWOOD....Other major installations within the Fourth Army area having avn sections are: the Army Aviation School (Army Air University of the South); 77th, 17th, 52nd, and 41st FA Gps; 29th TAAM Co (Capt Marion Cornell-CO); and the 99th TAARD, all at FORT SILL...The AAA & GM Center is at Ft Bliss with Maj Ralph Newby as AO....Ft Hood has been covered well in earlier issues....Camp Chaffee has the 5th Armd Div (Capt Allen F Almquist-AO) & at the White Sands Pvg Ground, LT GLENN W BRADLEY serves as AO...Give my regards to all the old gang in the First Army area.....

USARFANT



CAPT JERRY HOLSTAD

USARFANT AND MDPB — Army aviation got a publicity boost over WKAQ-TV in mid-July, when a formation of six L-19's was shown flying over Fort Brooke. The fly-over was in honor of Col F. H. Morse, retiring Chief of Staff for USARFANT and MDPB....CAPTS HANK VINEYARD and BILL SWIFT delivered an L-17 to Brookley AFB, Mobile, Ala., during early May and returned (via every Caribbean port) with a new L-20. We finished the fiscal year in good shape — flight minimums and written exams all completed....During the year, 2,761 passengers

were flown, an average of 230 per month, for a total of 201,463 passenger miles..... Capt George Lafferty is arriving in August to replace MAJ JAMES D DAVENPORT as Advisor to the Puerto Rico National Guard....We hit a "LUCKY FIN" last month, CAPT HANK VINEYARD as you'll sadly note....Will close with one promotion, mine....I donned 'tracks' as of 2 July.....

USFA

CAPT BOB LESSARD

AVN PLATOON, SALZBURG DET — We have several movie stars in our midst now....A German movie company came down here and shot pictures on our field for several days last month....They seemed to use all of our equipment free of charge so this flicker should really clear a big profit....They took several shots of our helicopters which were piloted by members of the 58th Med Det (Hcptr Amb) & the 516th Signal Co...LT JOHN BARRON of the 58th even had a line and I quote: "Not now, maybe later perhaps." Several of the enlisted men got in on the act also....Title of the picture?... "The First Kiss." (Ed. Note: Can't pass this one up. Howinell does AA fit into this one?)....Col Gordon, the ex-area comdr left for the Zi the 1st of June...They held a big farewell parade on the airfield for him & the 58th Med Det did a fly-by with 6 copters, including an "Eyes Right" when passing the reviewing stand....Looked pretty darn sharp & from all spectator comments, we believe they stole the show.... (CONTINUED ON PAGE 18)

PCS



If, as a Reservist, you're changing your residence, or if you're an AD-AA on a PCS and would like to have your far-flung friends correspond with you at your NEW address, drop us a Change of Address Card or a postcard and we'll gladly carry the listing here. It cuts down on our 'returns' and assures you of prompt delivery.....There are SIX ways to do it....Use DD Form 415 (free), WDAGO Form 204 (free), PO Form 22-B (2¢), PO Form 22-8 (2¢), a postcard (2¢), or clip out the Form on the inside of the BACK COVER. The last mentioned has your old address and key number already printed for us..... Here are the Suitcase Sorties for the month on which we have received Change of Address Notices.....

- 1) LT WILLIAM C. HAMILTON, to 305 Bloomingdale Avenue, Cranford, New Jersey.
- 2) LT HOWARD R. STAHLMAN, to AMOC #1, 1st Student Off Co, Fort Eustis, Va.
- 3) CAPT EDGAR S. BEAUMONT, to Norman Wells, NWT, Canada.....
- 4) CAPT JOSEPH W. HELY, to 506th Transportation Co (Hcptr), Fort Bragg, N.C.
- 5) MAJOR JACK W. RUBY, to 2321 A Avenue, Lawton, Oklahoma.....
- 6) CAPT GARRISON J. BOYLE, to Trans Sec, Hq, AFFE, APO 343, C/O PM, Frisco.
- 7) CAPT HUNTER G. HARBISON, to 11th Airborne Div Artillery, Ft. Campbell, Ky
- 8) LT ROBERT M. FOWLER, to 47th Trans Co (AAM), APO 358, C/O PM, Frisco.
- 9) CAPT CLARENCE E PREBLE, to 529th FA Obsn Bn, APO 164, C/O PM, NY, NY
- 10) CAPT ROBERT N. TEDD, to Hq Co, 5th Infantry Div, APO 112, C/O PM, NY, NY
- 11) LT WILLIAM B MONTS, JR, to 135 Windsor Drive, Jackson, Mississippi.....
- 12) LT COL EDWARD L RAMSEY, to 69th Infantry Division, Fort Dix, New Jersey...
- 13) CAPT CLIFFORD J KALISTA, to 4050th ASU, Army Avn School, Ft Sill, Okla...
- 14) MAJ MALCOLM L MITCHELL, to 130 San Pablo, St. Francis Wood, San Francisco
- 15) CAPT THOMAS A WALPOLE, to 986 Franklin Avenue, Columbus, Ohio.....
- 16) CAPT JACK E HARBOUR, en route overseas; write: Box 24, Norden, California....
- 17) LT JOHN L CHAPMAN, to 521st Engineer Co, (Topo Avn), Presidio, San Francisco..
- 18) CAPT JAMES Y SHEPPARD, to 9829th TSU, The Engineer Center, Ft Belvoir, Va.
- 19) LT RICHARD H CLARK, to 8th Helicopter Battalion, Fort Bragg, North Carolina.
- 20) CAPT JAMES E DIEBOLD, to Hq, 4th Inf Division, APO 39, C/O PM, New York, NY.
- 21) LT BERNARD R LEFEBVRE, to Trans Arctic Gp, 9223d TSU, APO 23, COPM, NY
- 22) CAPT CHARLES A FOURNIER, to 278th Regt Comb Tm, Fort Devens, Massachusetts
- 23) LT COL O. G. GOODHAND, to 808 Rose Lane, Falls Church, Virginia.....
- 24) CWO DURANT WADSWORTH, to 9224th TSU, Fort Eustis, Virginia.....
- 25) CAPT JAMES E INGRAM, to Hq, 8th Army Avn Sec, APO 301, C/O PM, Frisco..
- 26) CAPT JACK CRANFORD, to Avn Det, Hq, USAREUR, 7787 AU, APO 403, PM, N.Y.
- 27) MAJOR AMORE V JULIANO, to Transportation Training Command, Fort Eustis, Va..
- 28) CAPT WILLIS G STRAWN, TDY to Summer Training Command, Camp Pickett, Va...
- 29) COLONEL JULES E GONSETH, JR., to Hq, Army Aviation School, Ft Sill, Oklahoma.
- 30) CAPT JOHN E MURPHY, to 521st Engineer Co (Topo Avn), Kuskokwim, Alaska.....
- 31) CAPT ROBERT J ST. AUBIN, to Box 473, Fort Huachuca, Arizona.....
- 32) CAPT JOHN M BURHOE, to 1594C Stillwell Road, Presidio of San Francisco, Calif.
- 33) MAJOR DAVID BISSET, JR., to Trans Research & Development Comd, Ft Eustis, Va.
- 34) MAJOR LAURENCE E BALLANTINE, to Sendal Maint Det, 8066 AU, APO 547, Frisco.
- 35) CAPT STANLEY R BLUNCK, to AFFE Flt Det, 8026th AU, APO 343, C/O PM, Frisco.
- 36) MR. LEROY V BOGER, to 1517 Mansfield, Bucyrus, Ohio.....
- 37) CAPT KARL S PATTON, to Quarters 1066A, Fort Bliss, Texas.....
- 38) CAPT HUBERT W OGILVY, to Building 7594A Montpo Street, Ft Knox, Kentucky.
- 39) CAPT GEORGE B DANIELS, to 391 Bennett Street, Mt. Pleasant, South Carolina.
- 40) MR. BENJAMIN V BLOM, to Cactus and High Streets, Benson, Arizona.....

TEN MOST WANTED!



Our "TEN MOST WANTED" column attempts to trace displaced AA's as a subscriber-service...Upon receipt of a stamped, return-addressed envelope, we will forward the address of your lost friend on to you within a day....If the address is not available to us, we'll carry his name here in the hope that "one hand will wash the other" and one of our subscribers will help us out with his address.....We'd like to feel that the publication is of some USE to the subscribers, so please don't hesitate to send us the name or names of those with whom you've lost contact.....

Below is a list of people on whom we have no current address....The number in parenthesis indicates the number of listings in this column....Check the binjos again for us!

- | | | | |
|-----------------------------|-----|-----------------------------|-----|
| 2) LT GERALD R. BEEKMAN | (3) | 19) LT WILTON O JOHNS | (1) |
| 3) MAJ FRANCIS X BURGASSER | (3) | 20) LT RANSOM F LEE | (1) |
| 4) LT CHARLES R CHAPMAN | (1) | 21) LT RICHARD LOWERY | (1) |
| 5) CAPT WILLIAM J CLEVELAND | (1) | 22) LCOL JAMES A McCRD | (1) |
| 6) CAPT LOYAL J COLE | (2) | 23) LT RAYMOND MAGALLANES | (1) |
| 7) LT JOHN J CORRIGAN | (1) | 24) CAPT WORTHINGTON MAHONE | (3) |
| 8) LT WILLIAM G COYLE | (1) | 25) LT HARVEY C MAYSE | (1) |
| 9) LT EDWARD J DAVIS | (1) | 26) CAPT RICHARD J MURRAY | (1) |
| 10) CAPT LEONARD R DENNIS | (1) | 27) CAPT ROBERT M PRATER | (3) |
| 11) CAPT PAUL D DUNAWAY | (1) | 28) MAJ MORRIS G RAWLINGS | (1) |
| 12) LT ROBERT L FELIX | (1) | 29) LT WILLIAM C RODEN | (1) |
| 13) CAPT BENEDICT D FERRO | (1) | 30) CAPT CARL K RUSSELL | (1) |
| 14) LT CYRIL B FUHRMAN | (3) | 31) CAPT MELVIN SCHUMACHER | (2) |
| 15) LCOL JAMES B GREGORIE | (1) | 32) CAPT JOHN P WESTPHAL | (1) |
| 16) LT HAROLD K HALL | (3) | 33) CAPT JAMES W ABBOTT | (1) |
| 17) LT HAROLD J HILL | (1) | 34) CAPT ROBERT A.J. DYER | (1) |
| 18) MAJ ROBERT L HOFFMAN | (1) | 35) MAJ JAMES D DAVEMPORT | (1) |

LAST MINUTE SCRATCHES: #14 and #31...They've both been 'found!'.....That's the Culprit List for this month...If you can dig up one or two, send in their complete mailing address and we'll be appreciative.....

PCS

- 41) CAPT OLIVER P WATSON, to Hq Co, VII Corps, APO 107, C/O PM, New York...
- 42) LT RICHARD T BIRK, to 8th Transportation Co (Hcptr), APO 20, C/O PM, Frisco
- 43) CAPT ROBERT N DEMPSTER, to Advanced Officers Course, Fort Monmouth, N.J.
- 44) MAJOR ERNEST HAMILTON, to Test Board #1, Fort Sill, Oklahoma.....
- 45) CAPT GEORGE W MOELLER, to 8202 Av KMAG Air Sec, APO 102, C/O PM, Frisco.
- 46) CAPT ROBERT F LITTLE, to 1st Company, 1st Student Regiment, Fort Benning, Ga..
- 47) CAPT MELVIN M SCHUMACHER, to Dept of Avn Maintenance, AAS, Fort Sill, Okla..
- 48) LT CYRIL B FUHRMAN, to 13th Transportation Co (Hcptr), APO 358, C/OPM, Frisco
- 49) LT COLONEL BRYCE WILSON, to 5 Salley Ann Road, Orinda, California.....
- 50) "ARMY AVIATION," to P.O. Box 99, Peter Stuyvesant Station, New York-9, N. Y.....

"PCS" enables you to pass along your CURRENT address to your other friends in Army aviation within the month.....If you like to receive mail (and who doesn't?), your best way to keep your friends informed of your CURRENT location is to remit a Change of Address card to us. We list the new address of each Change of Address Card we receive.

General Arnold invited the Austrian press to go for a ride in the helicopters last week and each paper wrote their own views on the subject (Enclosed are English translations)...Referred to as 'Redcaps' in the stories were LITS BARRON & DARWIN YORAN...MAJ WILLIAM G BLACK and CAPT HARRINGTON M GILLESPIE of the 7689th Avn Platoon also 'bugged around' with the reporters...(Ed. Note: Space precludes Austrian thoughts on helicopter flying this month; we'll catch it next issue).....

FROM THE PIO, FT RILEY, KANSAS — An aviation unit to be known as the 21st Transportation Helicopter Battalion was activated in late July at Marshall Field. The primary mission of the unit will be to activate, supply, and supervise the training of helicopter companies to prepare them as combat-ready units for assignment overseas or with units in the U.S. The new battalion will for the present be commanded by LT COL GERALD H SHEA with the assistance of approximately 35 officers and enlisted men....

Mechanics, crew chiefs, pilots, and other necessary administrative personnel will be supplied from the various technical and special schools in the U.S. After arriving here the men will train as a unit, both in the air and on the ground, for approximately three months after receiving their machines. At the end of the training period they will be Army Field Tested and after satisfactorily completing this phase of work will be reported for reassignment. According to COL SHEA, the new battalion will be the first of its kind activated in the Army; however, present planning calls for similar units to be activated at later dates.

The first unit to fall under the 21st Transportation Helicopter Battalion's supervision will be the 93rd Helicopter Company. The company will be equipped with PIASECKI H-21-C helicopters, twin-rotor machines capable of carrying 14 fully-equipped infantry soldiers plus the crew necessary to fly the ship.

THAILAND

SFC R C COOMBS

THAILAND — Suppose you thought that I'd forgotten all about you people back there in civilization....Well — I haven't and so here I am today with nothing special to report except that it's d--n hot here....A hundred in the shade and no shade to get in....The food isn't too bad; we have fish and rice for breakfast, rice and fish for lunch, and for dinner we have a little of both so we don't go to bed hungry....With Chopsticks, I was chasing the rice all over the plate, but now I just chase it into the corner and I've got it made.... Have no trouble catching the fish....When walking down the street, you have to be very careful because of the Samlaws (a three-wheeled bicycle that carries 2 Americans or 6 Thailanders)...Once run over, they won't even come back to see if you're still kicking... Have one L-20 that belongs to the Army Section & a couple of C-47's for the AF....Hope to get an L-23 for the Major General here is very aviation-minded...It's been flying about 20 hrs a week, so the inspections are coming right along...and me with no 60-day stock level or anything else for that matter....I'm back to my WW II scrounging again....Aside from training the Thai people, there isn't much going on.....(Ed. Note: Excerpted from a letter to M/Sgt Thomas D Ward.)

FROM THE PIO, HQ, THE INFANTRY CENTER, FORT BENNING, GEORGIA:

"CAPT JOSEPH W HELY has been named executive officer of the 506th Army Helicopter Company at Fort Benning. He succeeds Capt Paul C Smithey who is now operations officer for the unit. CAPT HELY was chief of the Rotary Wing Division of the Army Aviation School, Fort Sill, Okla., for two and a half years before coming to Fort Benning."

SCRAPBOOK ITEM — Your days in Army aviation as a PRO or a Civilian Component pilot or crewman may NOT be completely filled with pleasant memories but if you are looking for a memento, what better memento could you find than a monthly poop sheet? If you retain your issues as you receive them, we think that you'll find they afford a

pretty thorough picture of AA as it changes from month to month....(This note is primarily intended for the PEEKERS, of which we have many).....



Our AFFE Instrument Flight School is expected to run at least 4 more classes this year, with the last one to start in September. The 'Chiefs' are well pleased with the results of earlier classes, and we are dispatching L-23's on VIP flights to distant points while even our choppers are grounded by weather. The oldtimers, with misty eyes, watch the takeoffs and whisper, 'Twelve years — twelve long years it took....but now we're doing it!' But there are still equipment difficulties —

and the pilots' enthusiasm is somewhat dampened by such things as unreliable ADF's and negative de-icing equipment. AFFE proudly declined to accept a DA offer to extend the period for the annual minimums — but it wasn't easy. An unfortunate circumstance is that the end of the fiscal year coincides with the rainy season in Japan and Korea. The month of June saw a mad scramble around the AFFE Flt Det and some of the hood time didn't really require a hood. It's pretty tough in an outfit where you spend the day flying for pay and then spend the night flying for minimums. But we did it, and we're glad we did....Back in May, a certain AFFE pilot (whose name is not worthy of mention here) had an (UGH!) accident in an AFFE plane on an AFFE strip. We'd flown MORE THAN 16 months and piled up more than 15,000 hours, and . . . Oh! I just can't go on!

Records are inanimate, people aren't so let's turn to people: Newly asgd CAPTS JOHN FERGUSON, Edgar B Sharpe, and HAROLD R SNYDER. Transferred: MAJ AMORE V JULIANO (to TC-Eustis), and CAPTS FLOYD C WILSON & Ronald H Duell (to AFFE G-3 Avn Div). Picking up new ratings: CAPTS John T Berry & JAMES A SMITH (TwinE); and MERRILL E JAMESON (Std-I-Cert). Promoted: Lts Dlay B High & PELHAM G. HELTON, both to Captain. Attending our Instr Refrshr Crs is CAPT STANLEY R. BLUNCK. Picking up new shingles: CAPTS Bernard M Zeppenfeld (new Exec); HAROLD R SNYDER (Sch & Tng-0); Ray McLaughlin (new Ch of I-Tng); JOHN FERGUSON (new I-Flt Instr); ditto for PELHAM G HELTON; and WILLIAM G CRICHTON (new I-Grnd Sch Instr). Mustn't forget....1st Lt (and Mrs) Russell L Wiggs have a brand new daughter, Janey Lee, born in Yokahama, 10 June.

USARCARIB

MAJ PETE BARR

A few lines from the Tropical Paradise down here in Panama....AA's too are like the old WPA workers, som's a comin' and som's a goin.' MAJ ERNEST L HAMILTON (our former AO) recently departed for Test Bd #1 at Sill. MAJ 'PETE' BARR has taken over that, said to be, plush job of AO at Ft Amador....New arrival, Maj Troy B Hammons, is the new CO of the 2d Lt Avn Sec at Ft Kobbe....Capt Jim Proctor left the 'LIFELINERS' to take an interesting job at Wright-Patterson AFB while Lt Jack Ray (he of the smiling face & the wealth of information) should arrive at Sill any day now. Lt Ray and Capt Jim Stegall (who is now attending the IE Crs at Sill) will comprise our initial Examiners Board....Capt Ed Walker & CAPT RUSSELL J THOMPSON are back in the foliage again having completed whirly-bird training.

The reinforced I & R platoon of the 33rd Inf 'LIFELINERS' recently retraced the steps of Balboa in his discovery of the Pacific Ocean. This Operation was 100% supplied by Army aviation flying over the most dense and heavy jungle where headhunters are still in abundance. (They couldn't shrink our heads for we're pinheaded now.)

Now for the LEGALIZED BUZZING....We're back in business with the spray rigs now that the rainy season is here. Before the session is completed we'll have sprayed some

100,000 acres for both mosquitos and sand fleas. The reason you haven't heard from us in the past is that we've just been too darn busy.

1ST ARMD DIV

LT JOHN R. BAIRD

Since the last publication, the 1st Armd Div Air Section has victoriously returned from fierce combat with both AGGRESSOR forces and those rare Texas insects. It's a question as to which was the worse battle....In line with the formation of the 4th Armd Div and III Corps, our Avn Section has become three sections: III Corps under MAJ VERNON L POYNTER, 1st Armd under Maj Melvin F Fields, 4th Armd Div with MAJ GEAN H. REYNOLDS as AO and Opns Officer - MAJ NED B BAKER....Although the 4th Armored has not become fully operational, the Division is adding about a hundred men a day and it won't be too long before we'll have full pilot reports on this new unit....

During the recent FLOOD in the RIO GRANDE area, this unit dispatched many fixed-wing aircraft to transport key personnel to and from the disaster area while our helicopters flew search and rescue and evacuation missions. As you probably know from newspaper and newsreel coverage, the FLOOD was an extensive one and caused untold damage.

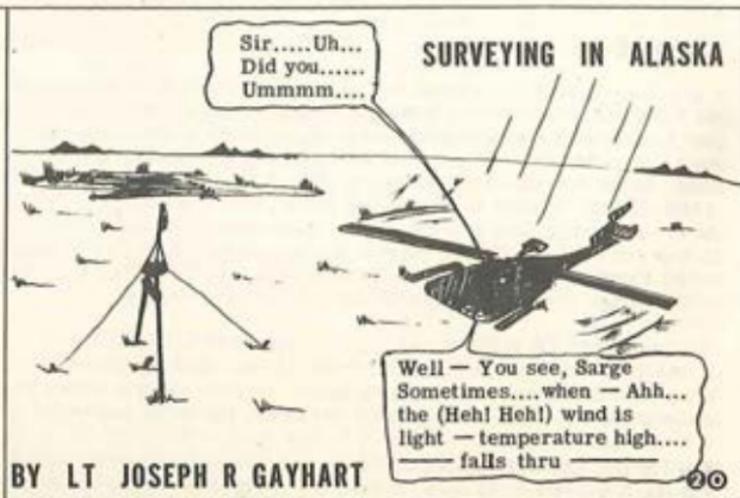
Personnel-wise, we have these 'NEW FACES:' Capt Emmett L Hines, III (just in from Germany); Capt Lucien C Benton and Lts Charles K Amos, DEWEY V CROFOOT, BILLY C HALL, THOMAS W DOWNES: JR, JAMES L STOWELL, JOHN R BAIRD, Bernard W Bruns, Raymond L Bouas, and DANIEL R STEFANOWICH from the AAS. LT ROBERT L MICHELLON (from FECOM) is here as 1st Armd Supp Off. New 1st Lts are EDWARD H ALDRIDGE, JOHN R BAIRD and DANIEL R STEFANOWICH....

521ST ENGR CO - TOPO AVN

CAPT. JAMES E. MONTGOMERY

With our gang getting anywhere from 70 to 120 hrs a month in both fixed and rotary-wing, the 660th Engr Gp (Base Topo), of which we are a part, has already broken all existing records for covering ground surveying in a single season and we're still going strong.... Just to give you an idea of the size and scope of the operation the platoon I am with is now 100 miles from Base Camp....All supplies ARE FLOWN IN by L-20 or L-19....We are one of 3 such platoons operating from this Base Camp and there are 2 other Base Camps

Our apologies to Lt. Joseph R. Gayhart for omitting his 'credit line' from last month's cartoon entitled: "Overloading." Plate-maker opaqued him right out of the issue...



with a similar platoon set-up....In order to supply this far-flung net, the pilots of the 521st fly EVERY type of ship the Army employs, both on floats and on wheels, & sometimes 'around the clock.' This supply run, in a sense, is just the beginning, for when the supplies reach the field they support an operation just as far reaching...A single day's run for a chopper may cover 400 miles & 30 landings....These landings are survey points, most of them in small clearings in the wilderness or on mountain tops never before touched by human foot....It may be swampy tundra or hard rock, but it is seldom level and the pilot never knows until the skids are on the ground whether he's going to sink in a soft spot or slide off a rock into a hole....Then there are trees; trees that ring the landing area and bend away from the blade tips if the pilot has picked his spot well...After he is on the ground in one of these holes, out comes the hatchet and the way is then chopped clear for a safer takeoff, and if necessary, any future landings at that spot....

Everything possible is being done to constantly improve the safety of the operation, but even with the course and the approximate landing areas marked on the search & rescue map at operations, it is hard for anyone's mind to rest until all the ships are in for the night....All of this may sound like a great deal of expense and risk but when you consider that BETTER THAN 5 years of surveying by ground travel can be done in 3 or 4 months by this method it seems more than worth the calculated risk taken...We of the 521st are justly proud of our part in the Operation....PS: Bill Fairchild, our former AAN correspondent, has gone outside to seek his fortune in the cold, cruel civilian world...His fine flying ability and excellent sense of humor will be keenly missed.....

CAPT LLOYD O BORGEN, 7th Army Aviation Section, EUCOM:

'Things are slack here in so far as instrument training is concerned. Actually, the peon pilots are anxious to get some training in instruments and to start 'parting the soup.' And you'd be surprised HOW MANY are actually participating in AI flights, despite the fact that 90% of the navigation is done by ADF. They recently received the OK to install AF ARN 6 (or 7) ADF sets in the L-20's and L-23's & we understand the installation crew to modify the present sets is on the way.'

TSESS

This being the 1st article from the Camp Gordon (Ga.) Army Airfield, I'll try to bring the readers up to date on our many activities and projects....In just a short year, we've grown from (3) L-19's and (1) H-23B to (6) L-19's, (2) H-23B's and (1) L-17....We also have a Beaver & and L-23 on requisition....As for personnel here at the Southeastern Signal School, we have 14 AA's under the able direction of MAJ RAYMOND A MILLER, AO, and Capt George W Cadmus, Opns Off....Our 24 Maintenance personnel all have one thing in common, 'Pride in their Aircraft.'

Now that I've read the morning report, I'll talk about activities. Last month our strip was lengthened from 2,700 ft to 3,900 ft....It's so long now that even I need not make any more hairy go-rounds....At this very moment, the Post Engineer is hammering away, erecting our new 50-ft control tower...We're also set up now to handle 80, 91 and 100 octane....

Lt Doug Kendall, a recent I-Course grad from Sill, has set up a refresher course in the fine art of flying straight & level under a hood....We use the L-19 Trainer on loan from Hq, Third Army, and get about 30-40 hrs a month....Everyone's passed their annual exams, so we're safe for another year....Lt Jean Baker is leaving us for Europe in Oct and Lt Bob Shirey is leaving us temporarily to take a 10-day leave in Bermuda (he must be drawing more flight pay than I am.) Lt Bill Templeton flew 1,400 miles round-trip to Ft Monmouth to bring back 50 CARRIER PIGEONS....After 7 hours alone with the birds all he could do on landing was COO....That's about all....We'd like to extend an invitation to all readers to stop in and see us at any time you are down in Georgia....Come in and we'll swap a few war stories....

SQUEEZE:

As before, we hit the DOLDRUMS early in the month and the greatest part of the news we receive descends upon us LATE in the month. We're forced to overlook some of the data submitted because of space limitations but will catch up on all of its next month.....

MAJOR EDWARD C PODWORYN; Hq, Second Army:

As a correspondent, I make a better Instrument Examiner and that's just what has been keeping me terribly busy lately....This week I was at Indiantown Gap Military Reservation (the I. G. M. R. that puzzled you in the last issue) giving the annual written examinations to the Ohio National Guard pilots during their summer encampment...They are mostly former Air Force pilots and their attitude and spirit in their new avocation (Army aviation) are highly commendable....They would like to know more about AA and I suggested that they produce the deuce and get the magazine....Here are 12 more to join the growing association: CAPT WILLIAM O RIGGS (USN pilot), CAPT CHARLES T STRACHAN (AO of Ohio's 107th Armd Cav Regt); CAPT GRAVES C FOSTER (a Pittsburg, Kansas, alumni); CAPT IRVING M SAUNDERS (USAF); CAPT DONALD H BLODGETT (USAF); CAPT WILLIAM F SCHAER (USAF); LTS ROBERT C MILLER (a '43 AA); HENRY D ZIMMERMAN (107th Armd Cav); and PAUL M BRICKER (USAF); LT WILLIAM J MAHON (USAF); SFC RAYMOND L KOHUS and SGT JOHN E PHILLIPS, also of the Ohio-NG....LT THAD L FENTON is a long-time member.

CAPT WILLIAM J MADDOX, JR, Hq, Eighth Army, FECOM:

It's interesting to note in "ARMY AVIATION" that not a single aviator of the '51-'52 class in the 1st Armd Div at Hood still is on the Post...We have rotated most of the non-Korean vets through Korea...Last year at this time there were 10 of us here....Capt Simon Marks still is here and commands the 5th LAS...Rotating in recent months were CAPT JAMES C SMITH to AFF and CAPT ROBERT A J DYER from the 7th Div.....CAPT STANLEY R BLUNCK left for AFFE & Capt John E Stanis just left 8th Army for the ZI...Capt Richard W Brown left KMAG some time ago & Capt Howard J Barnett was killed in a helicopter accident at IX Corps...Marks and I are the only members of "Wright's Heroes" (Maj Lyle H Wright — now 2d Armd Div AO & still in Kimchi-land)....As for the publication, I rec'd just this morning my THIRD copy of the June issue...one a day for the last three days...One w/stencil address; one longhand; and one w/my former address, X Corps...The Audit Bureau of Circulation (ABC) would never approve of this way of strengthening circulation. (Ed, Note: At least you can say you're "well read." My wife's — pardon! — my secretary's anxiety to keep the readers happy accounts for the triplicity.

SUGGESTION BOX — LT EDWARD H ALDRIDGE, 1st Armd Div, Fort Hood, Texas:

I'd very much like to see a section added to "ARMY AVIATION" on maintenance tips to contain suggestions on acrf repair & preventive maintenance. There are a great many new pilots coming out of school who are asgd as Maintenance Officers and who have no conception of the scope of this position and no previous experience upon which to rely until they complete a thorough maintenance course. "Tips" would be of some help.....Have another: Would like to see a section on "SPECIAL MISSIONS" which would help many units very much...Many units have been called upon to use their ingenuity to perform missions that normally are not Army aviation jobs..Also, on occasion they have had to develop special equipment or techniques to accomplish these missions. By passing this knowledge on to others informally through the media of "ARMY AVIATION" all of us would benefit....(Ed, Note: Our AD columns are entitled "PRO'S SAY..." The space is there & it's up to the PROs to do the saying.)

SFC RAYMOND WOODRUFF, Army Aviation School, Fort Sill, Oklahoma:

"Read in the July issue the WHY behind the new size. I would like you to know that I personally like the new size better. I can now stick it in my back-pocket and be certain it goes to work with me...It's pretty hard for it to lay around the BARBERSHOP as long as it's in my back pocket....CAPT MELVIN M SCHUMACHER (10 Most Wanted) is now with the Dept of Avn Maint here at Sill...I'll tell him in the morning the DRAGNET is out for him."

FROM THE PIO, HEADQUARTERS, SECOND ARMY:

Col Thomas W Anderson, Chief, Army Aviation Branch, G-3, Hq, Second Army, departed this station for leave and schooling at the C & GSC at Fort Leavenworth. Col Anderson's replacement will be LT COL OLIVER J HELMUTH, who is returning from EUROM in late September....The Instrument Examining Board, composed of MAJ EDWARD PODWORN, President, and MAJ DONALD WAGNER and Capt Harley Hungerford, has been active in administering both instrument examinations and conducting the annual written examinations... The 3rd Armd Cav Regt, recently transferred to Ft Meade from Cp Pickett, Va., has increased its aircraft strength at Ft Meade to 24 acft. The 3rd Cav is committed for summer training in support of USAR units at Camp Pickett (79th & 80th Divisions) and Ft Knox annual Reserve training....Operational flying by the Hq, Second Army Flt Sec has increased tremendously during the past several months. The Flt Sec flew in excess of 40,000 passenger miles. The aviation activities of Fort Eustis, Va., are growing daily. Fort Eustis will undoubtedly develop into a major center of Army aviation activity in the near future.

6TH TRANS CO-HCPTR

LT RICHARD T BIRK

Have been here with the 6th since 5 May after a long trip from Stoneman to N.Y. and then to Korea via Puerto Rico and Panama.... We have excellent facilities here, having just built a new tower above our hangar to go along with our asphalt strip, 600 ft long x 500 ft, for our H-19's.....Tower's just being completed and is not operational as yet.....As for equipment, we have 20 H-19's, an H-13 and one L-19. Maj Feldt is our present CO, CAPT EARL J HAMMACK is our Exec, LT DON R DUNHAM is Opns; LT EARL J SCOTT, Lt Reinhart, and WOJG FLOYD H TRUDEAU are our platoon leaders and I am maintenance officer... We (MAJ WILLIAM KILMER and I) wish to shag three of the 10 MOST WANTED: WOJG FLOYD TRUDEAU is here with us; WOJG Marcus D Alston & WOJG George W Dovel are with the 6th Trans Co (Hcptr) at APO 20....30/30.

EXCERPT FROM A EUROM LETTER:

"Sorry to say that in our threesome here, only twosome are subscribers. Capt _____ can't see the magazine for love nor money — claims it's only full of names and places... Don't feel too badly!....THAT is the reason the twosome subscribed!" (Ed. Note: Although it is admittedly difficult, we TRY to please everyone....We can only repeat that what you read is what we receive....We have always welcomed interesting articles from anyone, PRO or otherwise...Our Reserve civilian status precludes our writing about any Army aviation matters with authority and experience. Like the 400-odd other Reserve and National Guard pilots who read what the PRO's SAY with interest, we look to the PROs for these informative articles...BUT, names and places are important too and we can't buy this criticism.)

CAPTAIN CLARENCE E PREBLE, 529th FA Observation Battalion, EUROM:

"There's been some delay, but as promised, I'm taking up my pen again. Finally did get to my permanent station & found myself asgd to an Observation Bn. At present, we're hurting for aircraft, having only one helicopter. Capt Rod Anderson was ram-rodging

BRITISH liaison-type aircraft has Junkers-look in engine design, tops at 127 mph, carries two to three, and uses direct fuel injection.....

DeHAVILLAND "Otter" received a workout from Fort Bragg pilots during recent Exercise...All of the AA's who had an opportunity to fly the aircraft were impressed by its performance.....

CAA has discontinued publishing its Radio Direction Finding Charts (DF-25, etc) and is concentrating on new larger scale charts for jet aircraft use.....

CAPTAIN RICHARD D SMITH, 3rd Armored Cavalry Regiment, Ft Meade, Md:

"Our commitments for USAR summer field training have just about cleaned the home station out. As of tomorrow, we'll have 4 acft and 2 pilots at Pickett (USAR dy) and one acft and pilot at A.P. Hill, Va.....Lt Paul Nelson left the latter part of June for Chopper School (Gary) and I rec'd orders for the Adv Crs at the Armd School in Sept for 10 mo School and I rec'd orders for the Adv Crs at the Armd Sch in Sept for 10 months PCS."

FORMOSA

MAJ DALE W TAYLOR

Sorry I've been so long in writing, but the weather broke & so did the flights...We've been flying 7 days a week, and on top of it my family arrived. Maj Henry Weggeland left for the ZI to attend the 19 Aug Instrument Crs at Sill, and then to the 77th Gp for dy...LT WILLIAM CORNWELL arvd here 2 months ago as a new pilot & is sweating out his issues mailed to Spartan...No doubt, ol' Lafferty is reading 'em free....BILL attended the Chopper Maintenance Crs at Tulsa....I've taken over as AO here at MAAG and have (1) L-20 + (4) L-19's with one more Beaver on the way....Short on both mechanics & pilots so if there are any volunteers for 'THE ROCK' we'll be happy to see them....Certainly could use an L-23 for the over-water flights and rough country, but I'm afraid that would be expecting too much.

Was very interested in CAPT JAMES C SMITH's article on the 7th Div PAAC, and wish that he would have written about it in more detail....It might help to sell the Avn Company to many die-hard pilots and lighten the problems of many division AO's...I, for one, would like to see the T/O & E breakdown..(Ed Note: PAAC evaluation & testing has concluded and the PAAC apparently was found wanting.).....Capt Koons' family also arrived here...The four pilots here (including Maj Weggeland) put a minimum 180 hours on the acft; we also fly co-pilot on C-47's with the AF to Okinawa, Hongkong, and around the island; also as 1st pilot time on the Navy SNB (C-45), both of which help to build up our twin-engine time.

FORT KNOX

LT EDWARD L JOHNSON

News from the "Old Tankers Home" here at Fort Knox...We've had several changes here in the past 60 days....One, the 11th Armd Cav Regt reported in with 7 pilots, and the 547th FA with one....Prior to this there weren't enough AA's on hand to carry on a training program...The coming and going of the West Point Cadets in mid-June saw Knox a hectic spot. Some 12 C-124's and several smaller acft sat down here and for the next three to four days, Godman Field saw more traffic than at any other time this year or at least since the field was assigned to the Army....Big plans are in the future for Godman Field and we'll keep the readers informed as to the developments...Here are our intrepid AA's and a note on how they spend their time: Capts Berry (Post AO); Porter (11th Cav AO); Betti (Opns); MONTEE (asst Opns); WALCH (Supply); Johnson (asst Supply); Bromley (70th TAART); Hovland (Bd #2); Yeonopolus (TDY); and Lts Klem (70th TAART); Barber (Opns); R.L. Johnson (Tower); FOSTER (Safety); Heisel (Eng); E.L. Johnson (Tng); KOCH (Asst Eng); SCUDDER (Airfield Police); HARRIS (I-Tng); and WILKINSON (TAC Instr for AA)...Lt Col Booth is due to report in soon as is Capt. Hawley.....

TRAINING AIDS

The Hq, First Army Aviation Section recently obtained two electrically-operated training aids on an indefinite loan basis....One is an Airways Demonstrator, a 3-dimensional, 8 x 4 x 4 foot device that follows a typical airways flight to a completion at the destination....A tape recording is synchronized to the actual flight with the path of the aircraft being traced against the background map by approximately 200 separate lights. On arriving within the control zone, the aircraft's path is then followed down the glide path on a plastic glide path device with all of the deviations from the glide path being marked by separate lights and separate verbal corrections on the tape recording....The entire flight is also synchronized on two OVERSIZE instruments, enabling the viewer to simultaneously observe the errors, the verbal corrections, and the pilot corrections as viewed by glide path and instrument.

The second training aid is an electrically-operated, 2-dimensional, 10 x 4 device that provides excellent training on VOR and DME.....

APPARENTLY, the Russians aren't afraid observers will glimpse and copy their helicopter designs....Recently released photo shows seven choppers "buzzing" the multitude assembled at a Moscow airport on the Annual Aviation Day....The jets, of course, stayed higher and "poured it on." Oddly enough, the Russian copters strangely resemble Sikorsky's S-55, if "resemble" is the correct word to use here....They're designated the LAR (Lifted and Revised)-3.....

Congratulations



- 1) LT PELHAM G HELTON, AFPE Flt Detachment, FECOM.....Promoted to Captain.....
- 2) LT JESSE BURCH, 17th Signal Battalion, EUCOM.....Promoted to 1st Lt.....
- 3) LT JOHN SISBARRO, 17th Signal Battalion, EUCOM.....Promoted to 1st Lt.....
- 4) LT JERRY HOLSTAD, USARFANT & Mil Distr Puerto Rico...Promoted to Captain.....
- 5) LT DANIEL R STEFANOWICH, Fort Hood, Texas.....Promoted to 1st Lt.....
- 6) LT EDWARD H ALDRIDGE, Fort Hood, Texas.....Promoted to 1st Lt.....
- 7) LT JOHN R BAIRD, Fort Hood, Texas.....Promoted to 1st Lt.....
- 8) CAPT ARTHUR W BARR, USARCARIB.....Promoted to Major.....
- 9) LT ROBERT J ST. AUBIN, Fort Huachuca, Arizona.....Promoted to Captain.....
- 10) CAPT HARRY JENNINGS, AAS, Fort Sill, Oklahoma.....Promoted to Major.....
- 11) MAJ & MRS JAMES O TOWNSEND, Hq, 7th Army Avn Sec, EUCOM...A third daughter....
- 12) SFC RAYMOND WOODRUFF, AAS, Fort Sill, Oklahoma.....Getting spliced.....
- 13) CAPT & MRS JAMES T DICKSON, USFA.....A new son, born Dec 53....
- 14) CAPT & MRS RALPH S PAXMAN, USFA.....A new daughter, born Mar 54....
- 15) CAPT & MRS CHARLES M GRANDELLI, USFA.....A new son, born Mar 54....
- 16) CAPT & MRS EVAN MAGNEY, USFA.....A new daughter, born Apr 54....
- 17) LT & MRS LEO J VELLA, USFA.....A new son, born Apr 54....
- 18) CAPT & MRS JACOB PACKER, USFA.....A new daughter, born May 54....
- 19) LT JEAN R RONDEPIERRE, Avn Det, USAREUR.....Promoted to Captain.....
- 20) LT CHARLES W CORNELIUS, 328th Hcptr Co, EUCOM.....Promoted to Captain.....
- 21) MAJOR DAVID A HILL, JR, State Department, Belgium...Senior Army Aviator Rating....
- 22) LT EMORY T SCHELL, Prov Avn Co, 44th Inf Div, Ft Lewis....Promoted to Captain....
- 23) LT LLOYD J PETTY, 25th Inf Division, FECOM.....Promoted to Captain.....
- 24) LT JOHN E MANTHEI, 9411th TSU, Fort Monmouth, N.J.....Promoted to Captain.....
- 25) LT MILTON P CHERNE, 1st Armored Div, Fort Hood.....Promoted to Captain.....
- 26) LT THEODORE D CRETIN, 32nd AAA Brigade, EUCOM.....Promoted to Captain.....
- 27) MAJ ERNEST L HAMILTON, Test Board #1, Ft Sill.....Senior Army Aviator Rating....
- 28) CAPT JAMES C EVANS, 937th EAC (IAGS), USARCARIB...Senior Army Aviator Rating....
- 29) CAPT LOYAL J COLE, (10 Most Wanted).....Senior Army Aviator Rating....
- 30) LT ALAN H CHENEVERT, 1279th Engr Bn(C), EUCOM.....Promoted to Captain.....
- 31) CAPT JULIAN A HAWKINS, 278th RCT, Iceland.....Senior Army Aviator Rating.....
- 32) CAPT FREDERIC B FRANKLIN, Hq, 7th Avn Co, FECOM....Sr Army Aviator Rtg.....

MAJOR JOSEPH W KILKENNY, 77th Infantry Division (NY-USAR):

"Completed a very active two weeks summer field training at Camp Drum, New York with all of the pilots of the unit logging considerable time in L-19 aircraft...The Old Guard (ANDY BENTLEY, Hq Co; Bill Taylor, Div Arty; BOB DOOLITTLE, 306th Inf; SAL VACIRCA, 307th Inf; and myself) were joined by several newcomers: LT JOSEPH EAGAN, 305th Inf; CAPT ED EDMONSTON, 902d FA Bn; and CAPT JOHN HAYDEN, also of the 902d..... CAPT EDMONSTON was the only one missing; he's at the Communication Course at the Artillery School. Both he and JOE EAGAN are former NY-NG pilots.....CAPT CHARLEY COOLEY, CAPT HERB BASKIN, and LT FRED LOEFFLER of the 414th FA Group were also at Drum with us sweating out the old strips.....Guess who won the "TERRY TROPHY?" BOB DOOLITTLE!....Sure wish Ol' Baldy could have been there to present it....For the incognescenti, the "TERRY TROPHY," 87 proof, is an annual award given to the 77th Division-414th FA pilot who cops the last day short-field contest....We still award it in honor of H.P.BALDWIN TERRY, our former AO, who retired his AA wings last year for an IG desk in the Division.....

Cover Photo: Courtesy of Recruiting Publicity Center, Hq, 1st Army.....

Thanks to You



Listed below are the names and general addresses of the new subscribers who joined us recently. If you wish a specific address on any of the personnel whose names appear below, we'll be happy to forward one on to you upon receipt of a stamped, return-addressed envelope:

WOJG Ken J Flanary(EUCOM)	Lt Boydie E Fereday(FECOM)	Lt John J Kean(FECOM)
Col Lorenzo Adams(Ad-Okla)	Capt Robt N Dempster(EUCOM)	Lt William G White(do)
Lt John R Sisbarro(EUCOM)	Lt Jesse L Burch, Jr.(EUCOM)	Capt Robt F Little(Ad-Ga)
Lt Donald L Miller(Ad-NY)	Capt Martin McInerney(Ad-NC)	Capt Allen S Mou(Ad-NC)
Capt Charles S Easley(Ad-NC)	Lt Frederick L Silver(Ad-NC)	Lt George Lancaster(do)
Lt William L Stephens(Ad-ZI)	Lt Peter K Herring (Ad-NC)	Lt William F Gurley(do)
Lt Emmett D Preuss(NG-Wisc)	Lt/C Gaylord E Shepard(NG-Wisc)	M/Sgt Darold Hoelz(Wis)
Capt Lawrence Marriott(Wisc)	Capt Herbert J Fleming(NG-Wisc)	Capt John J Clark(Ad-Ill)
Lt William H Cox(AD-Wash)	Capt Wm B Tallant(NG-Okla)	Lt Perry Townsend(G-Ok)
Lt Harold J Hill (NG-Okla)	Lt J.R. Rondepierre(USAREUR)	Lt Frank E Brand(NG-Va)
Lt Fred T Yamagata(USARAL)	Lt Clarence J Wangerin(NG-Md)	Lt Josue Figueroa (MDPR)
Lt James M Archuleta(Ad-Cal)	Lt Lawrence E Williams(NG-Md)	Lt Robt C Miller(NG-Md)
M/Sgt George G Major(CHAAG)	Capt Bernard Los Banos(MDPR)	Capt William Swift(MDPR)
Lt Jerry E Holstad(MDPR)	Capt Henry C Vineyard (MDPR)	Capt Fred. A Maurer(do)
Capt Robert C Adams(MDPR)	Lt James L Stowell (Ad-Tex)	Lt John R Baird (Ad-Tex)
Lt Dewey C Crofoot(Ad-Tex)	Lt Daniel Stefanowich(Ad-Tex)	Lt Richard Duckworth(do)
Lt Billy C Hall(Ad-Tex)	Maj Wilbert Armstrong(EUCOM)	Capt Louis Hamner(EUC)
Capt Wm B Larson(EUCOM)	Capt William H Harper(Ad-Okla)	Capt Mack G Bass(NG-NC)
Capt Robt Wittstruck(NG-Neb)	Capt Dale R Wees (Ad-Ga)	Lt Jack J Nelson(Ad-Cal)
Lt Thomas W O'Connor(FECOM)	Capt Charles Coleman(FECOM)	Col Lloyd R Moses(FEC)
Capt Richard H Scott(FECOM)	L/C Harold E Speece(FECOM)	Capt John L Jennings(do)
Capt James F Spalding(FECOM)	Lt Earl C Smawley (USFA)	Lt Leo J Vella (USFA)
Capt Evan F Magney (USFA)	Lt Meddie C Sullivan (USFA)	Lt John M Cummins(do)
Capt Fred. O Gauthier(USFA)	Capt Harrington Gillespie(USFA)	Capt John J Hays (USFA)
Capt James A Barrett(USFA)	Lt Darwin E Yorlan (USFA)	Lt Cecil H Grimes (do)
Capt James F Neeson(Ad-Ok)	Capt Thomas K Turner(USFA)	Lt John D Passano(Ad-NY)



NEW TYPE LISTING



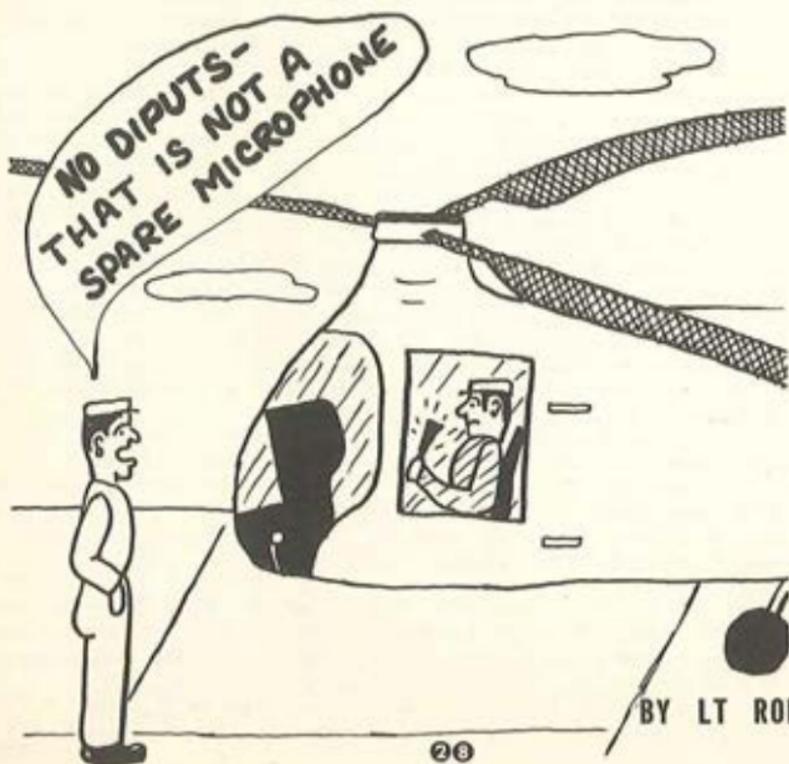
It occurred to us that listing new subscribers (as above) is only a PARTIAL service. Starting with this issue we shall list the complete current address of all new subscribers. We could not do this with those personnel listed above in that their cards were already buried in the file. The subscribers listed below are CURRENT and we can derive this information while their cards are still unfiled. Doing this may take up a little more space in each issue but at least from now on when a person either subscribes or renews he'll know that his address will reach approximately 1,400 other people in Army aviation.

1186 - Admiral J.P.W. Vest (U.S.N., Ret.), 1627 K Street NW, Washington 6, D.C.
1188 - Lt. Robert H. Keyes, 521st Engineer Co (TOPO Avn), McGrath, Alaska
1189 - Lt. Dixon D. Van Landuyt, 521st Engineer Co (TOPO Avn), McGrath, Alaska
1191 - WOJG H. W. Wilson, 1815 North 22nd Street, Lawton, Oklahoma

MORE NEW SUBSCRIBERS

- 1193 - Lt. Robert T. Curry, 521st Engineer Co, (TOPO Avn), McGrath, Alaska
- 1196 - Lt John D. Passano, 151 South St. Austin's Place, Staten Island 10, NY (Now OS) . .
- 1197 - Captain David J. Adams, Ward 43, S Annex, Brooke Army Hospital, San Antonio, Tex.
- 1199 - Lt. John E. Manthel, 9411th TSU, Fort Monmouth, New Jersey
- 1200 - Mr. Clarence E. Preble (Sr.), 9 Currier Avenue, Haverhill, Massachusetts
- 1208 - Lt. Colonel Earle A. Duus, Aviation Dept, Transportation School, Fort Eustis, Va.
- 1209 - Lt. David R. Dillinger, 25th Division Arty Air Section, APO 25, C/O PM, San Fran.
- 1210 - Major Ernest H. Davenport, 543 Trowbridge Street, Detroit 2, Michigan
- 1211 - Lt Marion R. Bradley, TC Aircraft Maintenance Shop, Miller Field, Staten Is, N.Y. .
- 1212 - Lt. Willis L. Canaday, 46th TC (AAM), APO 71, C/O PM, San Francisco, Calif. . .
- 1213 - Captain Alden E. Kincaid, 46th TC (AAM), APO 71, C/O PM, San Francisco, Calif. .
- 1214 - Lt. James C. Crouch, 46th TC (AAM), APO 71, C/O PM, San Francisco, California .
- 1215 - Lt. Marvin E. Humphrey, 46th TC, (AAM), APO 71, C/O PM, San Francisco, Calif. .
- 1216 - Lt. Edward F. Stepich, 46th TC 9(AAM), APO 71, C/O PM, San Francisco, Calif. .
- 1217 - Lt. James V. Sundberg, 46th TC (AAM), APO 71, C/O PM, San Francisco, Calif. .
- 1220 - WOJG Charles L. Brameler, Trans Arctic Gp, 9223 TSU TC, APO 23, C/O PM, NY .
- 1221 - Major J. Y. Hammack, Air Division, TRADCOM, Fort Eustis, Virginia
- 1222 - Lt. E. P. Robbins, Air Division, TRADCOM, Fort Eustis, Virginia
- 1223 - Major William Howell, 2921 Ellis Drive, Montgomery, Alabama
- 1224 - WOJG John H. Greene, Jr., 4050th ASU Hq & Hq Co, Army Avn School, Ft Sill, Okla. .
- 1225 - Lt. Donald G. Murphy, 274th Med Det (Hcptr Amb), Brooke AMC, Ft Sam H, Texas.
- 1226 - Lt. Thomas C. Smith, 274th Med Det (Hcptr Amb), Brooke AMC, Ft Sam H, Texas.
- 1227 - Lt. Dale E. Brown, 172 Twigg's Road, Sam Houston Village #1, Ft Sam Houston, Tex.
- 1228 - Lt. Richard L. Mileham, 409 Forbush, San Antonio, Texas
- 1229 - Lt. Ray P. Bosworth, 274th Med Det (Hcptr Amb), Brooke AMC, Ft Sam H, Texas.
- 1230 - Mrs. Florence Lowe, 19 North 31st Street, Lawton, Oklahoma
- 1231 - Captain T.M. Devine, Army War College, Carlisle Barracks, Pennsylvania.
- 1232 - M/Sgt. Jesse C. Cozart, Army War College, Carlisle Barracks, Pennsylvania.
- 1233 - Captain Charles W. Cummings, 98th Field Arty Bn, 82d Abn Div, Fort Bragg, N.C. . .
- 1236 - Capt. Bernard O. Withrow, Det# 9, 3350 ASU, NG Adv Fla Mil Dist, Jacksonville, Fla.
- 1237 - Captain Jacob L. Packer, 7678th TAAM Det, APO 174, C/O PM, New York, N.Y. . . .
- 1238 - Lt. Robert M. Jackson, Staff and Faculty, Army Aviation School, Ft Sill, Okla. .
- 1239 - Lt. Osa J. Avant, Staff and Faculty, Army Aviation School, Fort Sill, Oklahoma .
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 1287 - Captain Anthony DiResta, Army Avn Sec, Hq, First Army, Governors Island 3



BY LT ROBERT W KOEPP

OPPORTUNITY

WE'D LIKE TO THANK EACH OF THE PEOPLE LISTED BELOW FOR GIVING US THE 'OPPORTUNITY' TO CONTINUE THE PUBLICATION IN ITS SECOND YEAR. ALL ARE SECOND-YEAR MEN WHO HAVE RENEWED THEIR ORIGINAL SUBSCRIPTIONS.

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(EDITOR'S NOTE: The above list all but cleans up our 'renewal' listings and we are sorry to see the listing end. . . . Why? We still have some 220 people who were once 'with it' but who are a fair-sized LOST BATTALION now. . . . Our personal letters to each comprise a rather bulky 'unanswered' file and we still hope it is just procrastination that has prevented their renewing. At any rate, we'll welcome back each with open arms.

RANDOMS FROM THE EDITOR

The difference in the size of the type in the front pages of this issue is NOT for emphasis or to feature certain articles..On the 12th of the month, we looked at the bins & started with a 3-inch column before reduction...By the 18th, we had rec'd far more copy than we had space and we knew we'd never make it unless we started with an 8-inch column before reduction. The squibs at the bottom were added later in the month...We're not anxious to ruin your eyesight, but neither do we wish to have "disgruntled correspondents."

We've reached the homestretch of the '90 DAY PLUNDER' — our last gasp in 1954. Many pitched in like gladiators while other Romans just sat in the stands with 'thumbs down'.... To the victor go the spoils and barring a last minute deluge — highly unlikely — it appears that our FIRST PRIZE will return to Europe from where it was imported....Our top man at present, BOB LESSARD, has been doing it the hard way....His last airmail letter enclosed 45 new ENLISTED members of Army aviation....If we are to succeed in our effort to carry this publication to the Maintenance Personnel in AA, a lion's share of the credit should go to BOB LESSARD and the USFA EM for supporting the publication as is. Ditto for MAJ RAYMOND MURPHY at 7th Army and CAPT M. D. LORD of the 10th Infantry Division, both of whom having taken "ARMY AVIATION" out of the main office and hand-carried it to crewmen....We can't ascertain how he came across the publication, but ADMIRAL J. P. W. VEST (USN, Ret.) recently joined us as a subscriber...It will seem odd to carry a Navy man at the top of our masthead listings in future issues but ADMIRAL VEST is the ranking officer to receive this ARMY publication.....

This issue represents an experiment with an IBM Executive typewriter...We use the word, "experiment," for the IBM rents at an Executive figure....We'll chafe when we have to return it and revert to our old portable....However, it does represent what can be done if the "kitty" builds up a little....As our girl Friday keeps saying, 'If you'd stop giving out a Certificate to every Flyboy who does a wingover, you could cook with electricity.' At any rate, we're sold on an electric typewriter as a '54 project and we hope that you will enjoy the legibility of this issue....

Our NG and USAR coverage could be enhanced considerably by brief monthly contributions from the NGB and OCAFF....We'd like the readers to know that we are aware of this fact and have made inquiries for this information....In the meantime, we invite NG and USAR AA's to contribute whatever personal or unit news they have or desire to see printed.... Our ONLY source of news from ALL components is the individual correspondent who takes the time to sit down at his typewriter and send us a few lines....If you haven't read any news on your unit, don't "put the pox on us." We print everything newsworthy that we receive and the over-all format of the publication represents the components of the correspondents.....

We try not to "go off half-cocked" but last month we pulled a "rock." In print, we promoted MAJ DAVID BISSET to Lieutenant Colonel....Our source: A DA special order listing the promotion....When MAJ BISSET's Change of Address card was received later in the month, it was still signed MAJOR and we knew apologies were in order....We now find that there are TWO BISSETTS in the Army, both Majors, and both named David....TWO Ed Johnsons, Pete Browns, Tom Johnsons, and Jim Blacks are understandable, but we hardly thought there'd be TWO Bissetts and both Majors....We understand the Major had his own difficulties explaining the difference to the people in EUCOM prior to the promotion we gave him....We had to come along and magnify his explanations....We sincerely apologize to him for any embarrassment we may have caused him....There is one way to resolve this solution but it will have to come from the DA.....

Your editor,
Art Kesten

"SCRATCH SHEET"

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