

"ARMY AVIATION"



march 55

A Message from ...



helicopter corporation

MORTON, PENNSYLVANIA
TELEPHONE: SWARTHMORE 8-4000
CABLE ADDRESS: PIHELICORP

Gentlemen:

In recent issues of "Army Aviation" you have read of H-21C Work Horse helicopter deliveries to various activities. H-21's are now in active service at Fort Riley, Fort Bragg, Fort Huachuca and Camp Rucker. We are proud of this largest helicopter now in service with the Army, and are confident that it will live up to expectations.

As is usually the case with a new model, discrepancies in the aircraft have been experienced. These have been corrected or are in the process of being corrected. In addition, PHC has a continuing program to constantly improve the H-21.

Our Service Department is following closely all Army field operations of the H-21's. You may be sure that we will assist in every possible manner in order that you can realize the maximum potentialities of this helicopter.

In your hands the H-21C will add significantly to the Army's tactical mobility which is so essential in this era of atomic warfare with its attendant necessity for dispersal.

PHC is proud to be a member of the Army Aviation team.

Sincerely,

A handwritten signature in dark ink, appearing to read "Don R. Berlin".

Don R. Berlin
President



Advertisement

COVER

The Bell XV-3 converti-plane, a four-passenger, tilting-rotor aircraft, shown in the vertical and horizontal "blade" positions.

"ARMY AVIATION"

VOL. 3, NO. 3

MARCH, 1955

ARTICLES

Official News	Releases	5
Army Aviation School	Capt. John D. Newbern	7
"Collective Pitch"	Lt. Col. Charles E. Hollis	8
Notam from "Steve Canyon"	Milton Caniff	8
"It"	Editor	10
Headquarters, Third Army	Maj. Luther B. Botts	11
Headquarters, Fifth Army	Joanne Ward	12
UTAASC	Capt. John R. Brown	13
Lucky Fin #777	Maj. John W. Elliott	14
Southwestern Air Lines	Lt. Marvin M. Morgan	14
313th Signal Battalion	Lt. R. A. Humes	14
Aviation Department, T-School	WOJG C. M. Hulett	19
Base Sec, USAREUR Com-Z	Capt. Fred S. Kuttisch	19
Fort Campbell Aviation	Lt. Theodore K. Wright	20
9th Infantry Division	Capt. Arthur Hall	20
937th EAC, (Honduras)	Lt. Joseph M. Balint	20
23rd Infantry Division, C.Z.	Lt. James E. Claunch	21
Holloman AFB	W/O Herbert Kraus	21
50th Signal Battalion	Cpl. Theodore E. Bell	26
Idaho-NG	M/Sgt. George G. Major	26
Fort Devens Aviation	Sgt. Jack O'Grady	26
Remember When?	Lt. Col. Thomas E. Haynes	27
Michigan-NG	Capt. Denver Sizemore	28
Maryland-NG	Lt. Robert Miller	28
South Carolina-NG	Maj. Clifford S. Athey	28
Aviation in Laos	Maj. Leland F. Wilhelm	29
16th Signal Battalion	Capt. Jack D. Tamplin	29

DEPARTMENTS

Hopscotching	General News	4
PCS	Changes of Address	15
Congratulations	Promotions, Ratings, etc.	16
Aces Club	The Hucksters	17
Ten Most Wanted	Takeoffs	18
Lucky Fins	Aerial Bingo	18
Chain Gang	One Gets One	23
On the Line	Ye Crewchiefs	26
"Clank Stories"	Dario Politella	27
Randoms	Editor	30
New T/O	Trial Offer	31
"Strip Tease"	Where is it?	32

"ARMY AVIATION MAGAZINE," 726 Eleventh Avenue, New York 19, N. Y. Issued monthly. Subscription price, \$2.00 a year to Continental U. S. and Canada addresses; \$2.40 a year to APO addresses; \$3.20 a year to foreign addresses. Publisher and Proprietor, Dorothy Kesten; Editor, Arthur H. Kesten. Application for Second Class Permit at New York, N. Y. pending. Copyright 1955, by Dorothy Kesten.

RENEWALS

Check your back cover. The month listed on the line over your name is your expiration issue.

This space is reserved for the names of those units whose rated commissioned personnel support this publication 100%. Any unit with five or more assigned pilots may qualify for the "100% Subscription Award Certificate." Where 100% of the rated personnel and additional NCO and Maintenance Personnel total 36 or more in one unit, the kingsize, three-color Certificate will be laminated on a mahogany-grain solid oak plaque ready for wall mounting. We'll take you at your word if you claim "100% Subscribed" during any point in 1955. The 14x17-inch Certificate will be printed April 1st for mid-April distribution.

HOPSCOTCHING



Department of the Army officials stress that the recent contract for the Beech XT-37A "jets" does not constitute an entry of Army aviation into the field of tactical aviation.

A reliable Army spokesman confirmed that Brigadier General Hamilton H. Howze was "hand picked" by his superiors for his new position as Chief of the Army Aviation Division, G-3, in the Department of the Army.

"Grapevine" reports indicate that some Camp Rucker personnel wince whenever a bulldozer tears up another plot of ground in the vicinity of the installation. No credence should be given to "new move" rumors. The move to Camp Rucker is permanent, according to the most reliable sources.

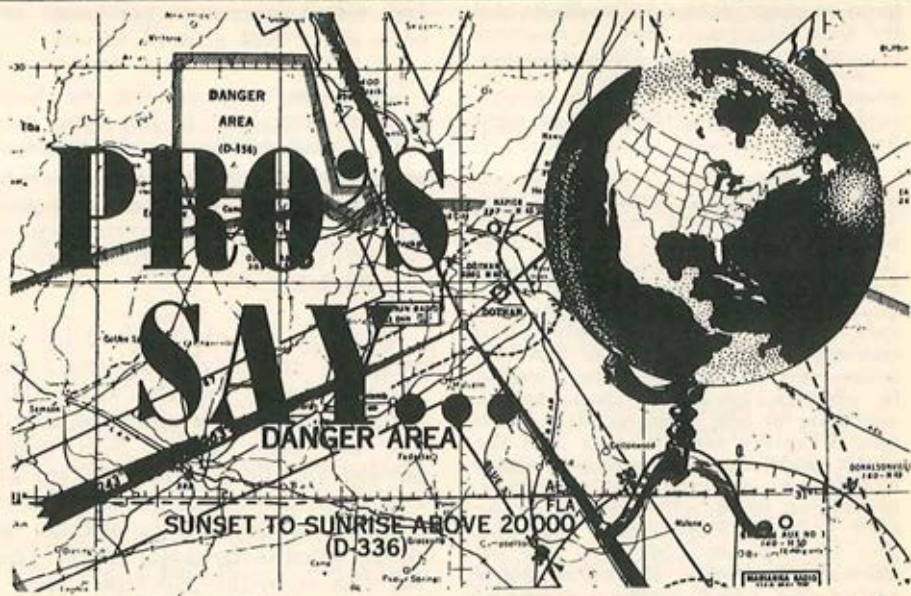
Highly understressed in the news that Bell will produce a new utility helicopter is the fact that the Bell design contemplates an aircraft that will be fully capable of instrument flight.

Several general officers may shortly undertake a course in flight training. Current indications are that they will not assume a position in the Army Aviation field upon completion of the training.

Foreign observers who have viewed instrument training in the U. S. feel that American pilots "lack confidence." They stress concurrent IFR-VFR training in primary, the placement of flight training schools in areas with few "sunlight" days, and a major proportion of all flight training at night. By "forced" IFR training at marginal weather training bases, European pilots produce a low "clutch" ratio.

Consolidation of effort in Army aviation's "testing" responsibilities is underway. A Department of the Army team is studying the degree of "duplicate effort" by the various branches.

Fourteen fatalities in a very short period—twelve of which were suffered by rated personnel—considerably dampen the buoyancy that marks all AA circles today.



FORT WORTH, TEXAS (Special to "Army Aviation Magazine")—In the minds of military officers assembled at Bell Aircraft Corp., Helicopter Division plant last month to witness the unveiling of the Bell XV-3 convertiplane, the event signalled bigger and better things for Army aviation.

Assistant Secretary of the Army Frank H. Higgins remarked at the brief ceremony that the Army is faced with a great problem of the necessity of getting "not only manpower, but weapons and equipment as well to the spot where it is needed in the least possible time."

"Here today," he said, "we see the first results. Maybe this is it. Maybe it's just the covered wagon of what's in the future. . . . But it is a start," Higgins said, "and we feel certain it is going to help get us there 'fustest with the mostest.'"

The Bell XV-3 was developed by Bell and the USAF Air Research and Development Command for the U. S. Army. A tilting-rotor type convertiplane, the new craft is designed to combine the preferred features of the helicopter and the airplane.

Three-bladed combination rotor-propellers are mounted near the tips of a stubby fixed wing, which operate as conventional lifting rotors in take offs and landings, and as airplane propellers for cruise and high speed flight.

Conversion from the rotor to the propeller attitude is a smooth, gradual operation which is completed in 10 to 15 seconds. The pilot can stop or reverse the conversion operation at any point, with steady, stable flight possible with the rotor-pro-

pellers in any intermediate position.

Brig. Gen. T. S. Riggs, Army deputy chief of information, who attended the rollout ceremony, remarked that "as an old cavalryman, long displaced from my once-favorite means of transportation, I believe I'll come nearer accepting this (XV-3) as a replacement than anything I've seen yet."

Maj. Gen. K. F. Hertford of the Army chief of staff's office, said that the Bell convertiplane represents one of the big jumps the Army is always trying to make. "Not piecemeal improvements and little advances, but big jumps," he emphasized. This is comparable to the jump from the Model T to the Model A in automobiles," General Hertford added.

Lt. Gen. I. D. White, commanding general of the 4th Army, said, "I'm intensely interested in this addition to our arsenal. I have spent enough hours in the air in helicopters, both here and in Korea, to be thoroughly sold on the vertical ascent-descent principle. This craft, he said, adds lateral speed.

The new craft is all metal. A single Pratt and Whitney engine is mounted behind the wing. For landing and take-offs the rotor-propellers are locked in a vertical position so that the rotors turn in a horizontal plane. Cruising and high speed flight is made with the blades thrust forward in a vertical plane, similar to conventional airplanes.

Although the XV-3 is just a four-place craft in its present form, it is readily adaptable for development in larger assault

transport cargo versions, which should give the Army hitherto unknown flexibility of operation even under battle conditions.

Exhaustive "tie-down" ground tests are scheduled for the XV-3 at the Bell Aircraft plant at Fort Worth before actual flight tests begin.

HEADQUARTERS, CAMP RUCKER, ALABAMA—"Civilian helicopter pilot instructors are needed at the Army Aviation School, Camp Rucker, Alabama. For a GS-9 position, basic entrance salary \$5,060 per year, applicants must hold at the time of filing application a currently valid CAA license with instructor rating for rotary wing aircraft. In addition, applicants must show a minimum of 500 hours as first pilot's time in rotary wing aircraft. For the GS-11 position, basic entrance salary \$5,940 per year, applicants must have, in addition to the requirements of the GS-9 position, 1,000 hours helicopter first pilot or solo flight time. For additional information, applicants should contact the Chief, Civilian Personnel Division, Camp Rucker, Alabama." Ltr 5-USCSRO, 29 Sept 1954.

JETS!

An Army spokesman revealed that the Army has placed a contract with Cessna Aircraft for ten XT-37A jet aircraft. Expected delivery of the jet aircraft is early Spring of 1956.

The contract calls for Cessna Aircraft to train approximately 20 pilots

and 40 maintenance personnel in both flight and ground schools.

The Army is procuring the XT-37A to determine if this type aircraft is desirable as a reconnaissance and observation plane. The XT-37A will be used to complement the present observation and reconnaissance capabilities of Army aviation, including the L-19.

With the present depth of fire of weapons such as the 280 mm., the "Honest John," and the "Corporal" placed at 20-30 miles, observation of fire has been carried 5-10 miles beyond the lines. Pilot survival at this distance beyond the front lines dictates an observation aircraft in which speed is the major factor. The XT-37A is in the 350 mph class.

The spokesman emphasized that the XT-37A will be an unarmed and unarmored aircraft and that its purchase should not be construed to mean that Army aviation has entered the field of tactical aviation.

(Ed. Pending security limitations, we hope to carry further details and photographs of the XT-37A in the April issue).



red X

BY LT JOSEPH R GAYHART

NEW DIVISION

The Army Aviation Division, OAC of S. G-3, Operations was established on 1 February 1955. Brigadier General Hamilton H. Howze was announced as Chief of the new Division that formally replaces the Army Aviation Branch, O & T Division.

The new Division, acting under the general direction of the Assistant Chief of Staff, G-3, is the General Staff Agency charged with performing all staff work related to the discharge of the functions and responsibilities assigned to the Assistant Chief of Staff, G-3, as they relate to Army Aviation.

Also assigned to duty with the new Division are Col. Warren R. Williams, Lt. Col. Ford E. Allcorn, Lt. Col. O. G. Goodhand, Lt. Col. John L. Rowan, and Lt. Col. Edgar C. Wood.

DESIGN COMPETITION

WASHINGTON, D. C.—The Department of Defense announced in mid-February that the Air Force will award a contract to the Bell Aircraft Corporation of Buffalo, New York, for the development of an Army utility helicopter designated by the manufacturer as the Bell Model 212. It will be developed at The Bell Aircraft Corporation's Helicopter Division Plant at Fort Worth, Texas.

The Army will utilize this helicopter for front line evacuation of wounded, general utility missions and as an in-

strument trainer. The Bell design was selected for further development from among design proposals submitted by eight aircraft manufacturers. Announcement of the design competition was made in February 1954. The initial phase of the contract will provide for preliminary engineering and the construction of a mockup. Current plans call for a later contract to include procurement of a limited number of the new utility helicopter for test evaluation.

Bell's design proposal provides for a light weight closed cabin, single rotor aircraft. The aircraft will have a payload of 800 pounds, cruising speed of 100 nautical miles per hour, hovering ceiling of 6,000 feet and a 1500 foot per minute rate of climb.

ON THE WAY

CAMP RUCKER, ALA. — Guess I have been one of these so called peekers, so perhaps the \$2.00 I enclose will make me an official member of the 3,000 brother Army aviation people.

I am a member of the Publications Department here at the Aviation School and we are quite busy getting together a number of new publications of benefit for the other flyboys out in the field. The list includes a new instrument manual due to go to the printers by next July. Also, a series of extension courses on all phases of flying much the same as taught here at the School. These courses will become mandatory some time in the future for all new pilots who will wish to attend the School. The idea behind it all is to cut down the time that they will have to spend in class, and more time can be spent on actual flying.

That bugaboo, the annual exam, will soon be coming around again to face all Army Pilots. Right now it is undergoing a complete overhaul with new questions that are better prepared. The old set of questions had been put together in a big hurry, so many of the questions were not as well prepared. The new exam will be distributed Army wide by the end of next May.

Capt. John D. Newbern

Scattered throughout this issue are cartoons by our two "regulars," Bob Koepp and Joe Gayhart. Bob Skimin is a newcomer who contributes a new brand of satire. Lloyd Borgen is an "off and on" voluntary cartoonist. If you can "put it down on paper" why not send your "doodle" along to us. Share your laughs!



But, I just don't understand, Captain — you say you are a pilot — but you are not in the Air Force!

collective Pitch

LT COL
CHARLES E HOLLIS

MODIFICATION

When an aircraft leaves the assembly line it has supposedly met all requirements of performance specifications. It is then turned over, through channels, to an operating activity.

Soon the aircraft begins to accumulate flying hours. As a result of prolonged use certain items of equipment will cease to perform in an accepted manner. At such time remedial action will have to be taken.

Maintenance personnel come into the picture at this point. An Unsatisfactory Report on an aircraft indicates that something is wrong. Consequently, an investigation as to the source of the difficulty must be made.

Often the difficulty lies in a particular item or accessory. To bring about a change or modification in equipment the usual procedure is to request the contractor who manufactures the equipment to initiate an Engineering Change Proposal. This is a form used by the contractor to obtain formal permission from the procuring agency to perform an engineering change which he, or the government, feels should be made.

An Engineering Change Proposal must be reviewed by the services concerned to determine whether adoption is desired or not. An Engineering Change Proposal will include a section on the nature of the proposed change as well as the reason for it. After the Engineering Change Proposal has been approved by the Chief of Transportation it is forwarded to the prime Air Material Area, which then contacts the contractor and coordinates with him until the modification is accomplished.

When any type of modification or change is made in air items an implementing technical order is issued as soon as possible. If the modification entails adaption of a kit the technical order is not issued until kits are available for distribution. A copy of the technical order is packed with kits for distribution through regular supply channels.

Modification seeks to integrate safety and convenience factors for the pilot and crew of Army aircraft. If difficulties are clearly reported as soon as possible after they are found this objective can be attained.

I've
had it!



(Dear Editor),

My sincere thanks to you for your pleasant response to my letter, which I will be happy to have you publish in your March issue of ARMY AVIATION.

I really enjoyed seeing the issues you passed along, including the one for February which I will add to my reminders of the time I blew my bit with AA.

MILTON CANIFF

Mr. Canyon's letter (mentioned above) follows and it is obvious that a "rhubarb" resulted from a misinterpreted compliment. Whether you mailed a Poison Pen letter or not, the adjoining cartoon and his warm letter indicate some of us owe him a word of cheer. How about dropping him a note and telling him the "Welcome Mat" is out at your field? If enough of us send him a word on AA, we may get "Steve Canyon" to work out with the Army for a change. Send him a postcard today. He can be reached at the N. Y. Daily Mirror, 235 East 45th Street, N. Y., N. Y.

(Dear Editor), Your letters, grouped with the ones that have reached me direct, should prove some sort of a milestone for the advance of Army Aviation. One irate Engineer pilot said that "Army Aviation does not have as good a Public Information set-up as the USAF", but I am convinced that ODAF through its individual members is an extremely effective lobby.

I have been called every kind of Dry Run Commando and there have been dire hints that I must have my head up and locked, with my tail down and welded, to have treated the Upstairs Army so badly.

As so often happens in situations like this, what was initially meant to be a compliment got flipped over on its back at about 40,000 feet. It was this way, coach...

I told Phil Cochran (who was Flip Corbin in TERRY) that I was looking for a gimmick to get the two AF lieutenants off the ice. Phil suggested that a glider (because of the short landing and takeoff) could be made by modifying an old L-type aircraft, which the Army was likely to have

"Steve Canyon"

DON'T MIND CANIFF...
HE MADE CORPORAL IN
OHIO STATE R.O.T.C. AND
THINKS HE'S A GENERAL
OF THE ARMIES!

ARMY AVIATION IS
COMING UP HOT- AND
EVERY U.S.A.F. JOCKEY
KNOWS IT AND IS
GLAD OF IT!



Best wishes
to "ARMY
AVIATION"

MILTON
CANIFF
FEB, 1955

Copyright 1955, Field Enterprises, Inc.

in that part of Alaska. Shortly afterward I sounded the idea out on Bill Mauldin, who is a neighbor of mine. He has recently learned to fly, but he is still a muddslogger G.I. at heart. Bill thought it would be fun to have the Army pilot kid the Air Force tower people and modification crew on the ground (who, of course, would kid back). It was Bill who suggested that a salty old crew chief be on the mike coming in and use the term - "Army Air Corpse" just to iggle the Blue Boys. (The pilot would be an officer, of course, but even that fact got lost somehow). You know that rest, but one

curious irony of the incident is that I have received one lone letter from an Army Aviation man which did not give me seven kinds of Drop Dead invitations. This was from an Army tower operator who got a kick out of the exchange of pleasantries over the air.

I'll probably have a chance to use Army Aviation again soon and I shall attempt to mirror the full-of-beans attitude which seems to prevail in this expanding arm of the Ground Forces.

Cordially, MILTON CANIFF



Endorsements of the project continue to flow in from widespread sources. A highly controversial subject, it has not met with universal approval from high-level spokesmen, although all admit it has a direct effect upon Army aviation. From a long-range point of view, its general adoption by Army aviation personnel in toto may not be feasible but with each passing month it is becoming more far-reaching in nature. Reviewing the draft this past month were the following personnel, all of whom expressed some form of concurrence.

Reserve Components: Capt. Billy Wood (Adv, NH-NG): "It definitely will be given recognition." — Capt. Robert Doolittle (77th Div, NY-USAR): "I haven't seen anything similar since Korean days." — Capt. Lloyd A. Murray (26th Div, Mass-NG): "I accepted it wholeheartedly." — Maj. Francis W. Holden, Jr., (Adv, NY-NG): "Radical in concept."

Brig. Gen. E. C. Itschner and Brig. Gen. Howard Ker (OCE) both reserved comment. Col. David McCoach (OCE): "Thought it was a bomb — it is."

Reviewing the draft and returning "No comment" were: Mr. R. W. O'Neal (OCE), Col. Richard D. Meyer (Dep C/S for Log, Req. Div, D/A), and Lt. Col. John L. Klingenhagen of the same office.

Lt. Col. Robert R. Williams, Armed Forces Staff College, had this endorsement: "This is too hot for Washington although it may come back through the lang halls of the Pentagon."

From the Army Aviation Division, G-3, Department of the Army: Lt. Col. Edgar C. Wood: "I pass." — Lt. Col. Ford E. Allcorn: "Never but clever." — Col. Warren R. Williams (Chief): "Send this to the Action Officers on Equipment." Lt. Col. John L. Rowan (Action Off on Equip): "I got it."

Lt. Col. Glenn O. Goodhand: "In Army aviation, we need 'IT,' almost made 'IT,' and still hope for 'IT.'"

Lt. Col. Lewis W. Leeney, CMD, TAGO, took a dim view of IT: "IT shouldn't happen to a dog." Lt. Col. Richard L. Long (R & D, D/A) took the opposite view: "Getting it shouldn't hurt a bit."

Naturally, a project such as "IT" would be subject to Research and Development. After a thorough study by R & D officials, these comments were available for publication:

Col. Jackson S. Lawrance, Jr. (GS): "A revolutionary new project." — Lt. Col. Charles S. Beaudry (GS): "IT's got me sold!" — Lt. Col. William F. LaHatte (GS): "Just right for a rough flight!" — Maj. Gen. Kenner F. Hertford (Chief, R & D Office, C/S): "This IT appeals to me more than Clara Bowl!" Mr. Frank H. Higgins (Assistant Secretary of the Army for Logistics and R & D): "Let's have more of 'IT' now!" — Reviewing it for the SECOND time, Lt. Col. Richard L. Long (R & D, D/A) commented: "On second thought, IT's bigger than both of us!" At publication time, the original draft was being reviewed by Brig. Gen. Carl I. Hutton, Commandant of the Army Aviation Center.

● ● ●

Observation: Several technicalities complicate the project. Par. 1 (c) pertaining to the minimum time requirements was expected to be highly endorsed, but many of the personnel reviewing the draft apparently do not agree with the 8-hour minimum. Par. 6 (c) concerning the degree and frequency of missions advocated a high-ratio but the endorsements in many instances clearly indicate a concentration on administrative procedures with their consequent delays to the flight programming suggested. Par. 11 covering mandatory endorsements and comments has met with mixed favor.

● ● ●

Reports from the field and typical "field" comments will again be carried in the April '55 issue. Prompt replies (stating full name, position, and comment) are to be returned on the DF's provided.

PRO'S SAY

FORT McPHERSON, GEORGIA—Not too much news from Third Army this time as we've all been busy preparing for Exercise FOLLOW ME which jumps off on 1 Feb.

For the FOLLOW ME Flight Detachment to transport VIP's and visitors, we've rounded up 2 L-20's, 6 L-19's, and 12 reconnaissance helicopters. In addition to this, we've beefed up to the 506th Transportation Company (Hcptr) with 9 additional H-25 helicopters from Ft. Bragg. (This will give the company a lift capacity of approximately 21 H-19 helicopters for the test). As you know, the Combat Aviation Company, 3rd Infantry Division, is fully operational with 51 aviators, 4 L-20's, 14 L-19's, 7 H-19's, and 14 H-13's. We should have plenty of aviation activity during the month of February, and will attempt to keep the readers briefed on the highlights.

The 509th Transportation Company (Hcptr), at Bragg are receiving their new H-21 helicopters. By now, they should have 14 or 15 on hand. Current plans are not to utilize aircraft during FOLLOW ME. Lawson Army Airfield, Fort Benning, Georgia has recently been turned over from Air Force to Army control. Army aviation personnel will assume full operational control of this field on 1 Feb. 55. With hangar facilities (a roof over our heads) for all Army aviation units at Fort Benning, and a base operations run by Army Aviation personnel, Lawson Army Airfield should well be rated one of the top Army airfields in the ZI.

Inclosed is a list of a few problem areas on aviation matters experienced in Third Army area. We welcome comments from other Army areas on their ideas towards solving some of these problems. Your Correspondent, MAJ. LUTHER B. BOTTS.

1. There are problem areas that exist in the Army aviation program over which Army commanders have little or no control. 2. These immediate problems which have affected, are affecting, or will effect aviation within Third Army area are as follows:

a. Lack of adequately equipped instrument training aircraft: (1) The L-19 instrument trainer currently in use is inadequate for other than basic instrument training. No advanced instrument training or instrument flight examinations can be conducted in the L-19. (2) The use of the L-20 multi-passenger aircraft as an advanced trainer is uneconomical. The aircraft is designed for load and passenger carrying. It is wasteful to use a 6-place aircraft as an instrument trainer.

b. Lack of adequate instrumentation in presently authorized multi-passenger aircraft: (1) Although instrument flight is being accomplished as routine in this Army area, there is a definite need or de-icing equipment, oxygen equipment, better communications, and ADF equipment in Army aircraft. (2) In order to have an all weather capability, the equipment enumerated in subparagraph (1) above, is an absolute necessity.

c. Lack of any instrument trainer aircraft or equipment for Army Aviation Sections of National Guard units: Although National Guard Army aviators are required by regulations to maintain the same minimum flight proficiency as aviators on active duty, no instrument training equipment has yet been provided so that National Guard Army aviators can maintain instrument proficiency.

d. Insufficient load carrying capacity of currently authorized utility and command type aircraft. (1) A definite need exists for a utility and a command type aircraft at Corps and Army level that will transport 6-10 persons besides the pilot and co-pilot. For safety reasons, this aircraft should be multi-engine, fully instrumented, and be equipped with oxygen and de-icing gear; and by all means, with the crew compartment separated from the passenger compartment. (2) Numerous occasions have developed in the past, and will develop in the future, where teams or staff groups of 6 or more persons had to utilize 2 or more Army aircraft for transportation where one aircraft could do the job if the Army had utility or command aircraft similar to the one described in subparagraph (1) above.

e. Excessive time required to obtain depot maintenance: (1) On occasion, the down time on aircraft from date aircraft is in need of depot repair to date aircraft is returned to using organization has been in excess of 6 months. (2) The above is particularly true of helicopters, and may in part be attributed to the following reasons: (a) Excessive time required from date of notification until an Air Force team inspects aircraft at home

RENEWALS

Check your back cover. The month listed on the line over your name is your expiration issue.

11

"It Could Happen!"

BY LT JOSEPH R GAYHART



station to determine parts required and where aircraft is to be shipped for maintenance. (b) Excessive time lag between date Air Force team inspects aircraft and date actual shipping instructions are received by using organization. (c) Excessive time required to requisition, locate, and obtain necessary parts from the enormous Air Force depot supply system. (3) The Army should take over and operate its own depot maintenance and supply programs.

f. Need for Army school courses: (1) A definite need exists for Army school courses on the following subjects: (a) Link trainer operator—repairman. (b) Tower operators—Air traffic controllers. (2) At the present time quotas for schooling on the above subjects must be obtained from the Air Force. This method is time consuming at best. Courses should be conducted at the Army Aviation School.

g. Need for enlisted aviation specialist career field: (1) A need exists for a definitely established and workable career field for enlisted aviation mechanics and other specialist personnel. (2) More pay and higher rank should be offered as inducement for school-trained personnel upon graduation. All too often, highly trained school personnel go through an enlistment as a Pfc or corporal in an aviation section. As a result, the reenlistment rate for Army aviation mechanics is low and the required input replacement ratio of desirable type personnel is hard to fill.

h. Need for utility type aircraft at posts, camps, or stations: A need exists at most posts for at least one utility type aircraft.—For instance, Camp Stewart, Georgia, commanded by a general officer and far removed from Army headquarters. The Commanding General and staff of this post could well use a utility Army aircraft to advantage. The monthly hours flown on such an aircraft and the training derived by the crew would more than justify their assignment. Both the Commanding General, Fort Jackson, and the Commanding General, Camp Gordon, could also use a utility type Army aircraft to advantage.



HEADQUARTERS FIFTH ARMY, CHICAGO, Ill.—Well here I am again, from the windy city, trying to find a little news to add for our Headquarters. The pilots haven't had a change to get in too much flying time of late due to the bad weather around here. However they have had a chance to get in their link time since the arrival of a link operator, Sgt. VerNiel Waggoner. We are happy to have her as a member of our group.

Maj. Richard J. Kennedy, CMD, Department of the Army, discussed plans for extensive enrollment of officers in Army Aviation flight training here last month with Major Barrios, Army Aviation Officer and other officials of Fifth Army Headquarters. Maj. Barrios then accompanied Major Kennedy on a tour of Fifth Army

installations including Fort Sheridan, Illinois; Fort Leonard Wood, Missouri; Fort Riley, Kansas and Fort Carson, Colorado, to explain the expanded mission of Army Aviation and the greatly increased need for Army Aviators. We feel sure that the tour through this area has greatly stimulated interest in the Army Aviation program and will prove to be a great success.

A static display of aircraft, with 4 different types of helicopters and 4 different types of fixed wing planes, was held on 24 January 55 at Lambert Field, St. Louis, Missouri, for the Asst. Secretary of Defense Burgess and his party. Commanding General of Fifth Army and other dignitaries from the Fifth Army Area also attended the display. Capt. Abbett, the Operations Officer from this section, coordinated and supervised the display. Planes were brought from Ft. Leonard Wood, Ft. Riley, the Transportation Corps Army Aviation Field Service Office, St. Louis and from the Third Army Area. We would like to take this opportunity to publicly thank Third Army for loaning us one of their helicopters and crews for participation in the display. Capt. Harold L. Baker, pilot of the H-13 helicopter from Third Army displayed initiative, enthusiasm and greatly cooperated with us throughout the display. Cooperation of this type does much to cement inter-Army relations. We would also like to say that by their untiring effort, interest and enthusiasm, all personnel who worked to present the display contributed substantially to its success, and wish to express our sincere appreciation to all participants for their fine performance.

Major Ned B. Baker reported in on 23 December and was assigned as Executive Officer of the section and pilot for the Commanding General. Another couple of new arrivals are Capt. Orrin H. Duell and Capt. Donovan M. Beadle, both fresh from the Far East just full of info about the goings ons in that part of the world. They are a pleasant addition to our happy group.

Looks like I spoke too soon concerning the departure of Capt. John Clark. He is still assigned to us but left on TDY to Instrument and Instrument Examiner Schools the first week of January. He will probably head our instrument program upon his return.

Congratulations to Lt. Col. Earl B. Kelly, Aviation Advisor to Illinois National Guard and Capt. Otto W. Huebner, Commanding Officer, Fifth Army Flt Det, on their successful completion of helicopter school. They have now joined the ranks of helicopter pilots in our area. Another type of congratulations are in order for Capt. Huebner. He is the proud father of another future Army Aviator, their second son, born the 28th of January, named Christopher

Guess that's about all we have for now. Your correspondent, Joanne Ward

THAT'S FOR ME

EUCOM—Here's the quick note I promised when I left GINY. Arrived in Germany January 7th and wound up with an assignment which I am sure will be a pleasant one. I tell you this Ole Army has been treating this AA right—Received concurrent travel and had an apartment waiting for me when I arrived—Stayed in my quarters at Wadsworth almost till the day I boarded the ship. I've always said Uncle Sam didn't have to play any "re-up" music for me, and with treatment like this—I just hope I can repay the Old Boy. (Get in line, fellows, have the pen and paper right here!)

Have been assigned to the USAREUR Transportation Army Aircraft Service Center, (UTAASC) a Class II installation under the TC officer, USAREUR, that has the mission of providing logistical support of all Army aircraft assigned to units in USAREUR and/or as directed by TC Officer, USAREUR. UTAASC also exercises command technical supervision and operational control over the La Roche Sur Yon and Verdun Roziller Storage Sites located in France.

The outfit recently moved up from France and is presently in the throes of re-organizing. Have a hangar for helicopter maintenance and hope to have one soon for fixed wing maintenance and warehouse storage space. We haven't a good coffee pot yet but all AA's are welcome to drop in and tell us their troubles. Another thing that I will not elaborate on now is UTAASC taking over the complete depot mission, for Army Aircraft in USAREUR, in the near future. As you know, there has been some talk lately (Hangar talk as far as I know) of the Army setting up its own air depots and if it comes about I understand we will be the first outfit to tackle the job.

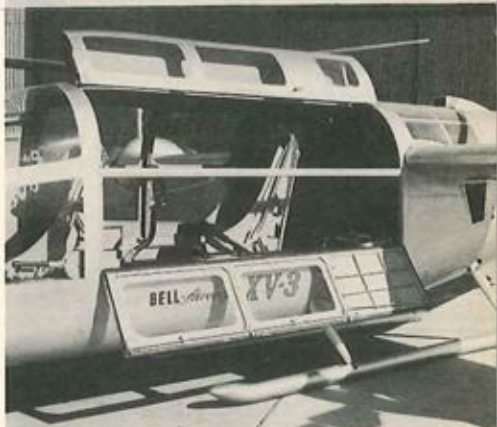
As for the personnel: the Service Center is commanded by Lt. Col. A. J. McDermott with Capt. Fred Gill in the Exec's spot. We have nine rated and three non-rated officers assigned, all of whom, as of this letter, are subscribers to the "Good Book" so will be looking for the 100% certificate right away.

In addition to the CO and Exec we have Maj. Marshall L. Hummel (Non-rated) Capt. Clarence H. Fuller, Donald W. Leedham, C. M. Eastwood; Lts. Roscius I. D. Bal (That's correct—two MI's) Clair Heinbach, Frank P. Nascimbene; CWO Walter B. Feuerstein and WOJG C. V. Blackburn. (Two WO's non-rated) We have a fine group of enlisted men headed by shop foreman: SFC Herbert W. Fisher. If time permits (An old AA saying!) I will try to get in a little poop to you each month. Regards to the gang at GINY.

Your Correspondent, Capt. John R. Brown

Photos

Captions for photos at the right: (1) H-19 of the 328th Helicopter Company (Stuttgart, Germany) assisting in the medical evacuation of a litter patient. (2) Rugged terrain of operation is shown in the background. (3) XV-3 litter configuration showing double-deck litters behind the pilot's compartment. (4) XV-3 depicting typical evacuation seating: medical aide, two litter patients, and pilot.





Captain Robert J. St. Aubin
An "ACE" with 10 Clobbers

ANOTHER "TRIPLE"

JAPAN—Business continues in the Far East—considerable flying being done and many changes in faces. A shuffle is underway and will brief you when completed and squared away.

Quite a charge on "Lucky Fin's", current issue—we have L-19, #777 in the maintenance shop on work order from the Depot for preparation to issue to the GSDF, Japan. Line Chief Hornsby (M/Sgt. Winston D.) is trying to jump up a group photo for you. The airplane just returned to us from IRAN. Your correspondent, Maj. John W. Elliott.

SWAL

OSTU, JAPAN—As President of our Southwest Air Lines, (as we call ourselves) we have *Brig. Gen. Ralph W. Zwicker*; 1st Vice President, *Major Robert R. Dobson*; 2nd Vice President, *1/Lt. Marvin M. Morgan*; and the newest addition, 3rd Vice President, *1/Lt. Asa C. McCranie*. (All Chiefs and no Indians).

We have two L-20 workhorses, driven by the above, and kept flying by the following: Sgt. Bartelheim, Cpl. Tracy, Cpl. Coffield, PFC Kosak, and PFC Hull holding down as paper weight. Our General Offices are located at Otsu, Japan. We have

no branch offices, but we do have pick up stations as far north as Tokyo, and as far south as Sasebo, with flag stops in between.

Our strip here at Ostu is sod (and mud) with a hanger on the south end, housing our two A/C and offices. We have quite a lot of traffic from other air lines here in the Far East, as we are conveniently located as a refueling stop. By the way my wife enjoys "Army Aviation" as much as I do, and we both look forward to each and every edition. Your Correspondent, *1/Lt. Marvin M. Morgan*.

WE AIN'T "WARM"

FORT MEADE, MARYLAND—Greetings from the 313th Signal Bn again; in the land of snow today and mud tomorrow. All due respects to *Bill Marsh*, but he would feel right at home here today. We have about 3 inches of snow on the runway and about 2 3/4" in the hangar, although I can promise at least as much mud tomorrow. The operational status hasn't changed too much, except that we are less one each H-13G, due to a rather severe case of "ground contact" in December (we just refer to it as "Curry's Folly" around here), and also less two pilots—Capt. Harry 'Lefty' Frizzell and *Lt. Don Gnidovic*—both enroute to a gay, carefree, starving existence as civilians.

Also wish to inform all and sundry that our previous invitation is still open, but the address will be Petersburg, Va. from 1 March until about 15 May, supporting Log-X 55. We will have about the same accommodations as before; 3 tents, no hangar, but 3 (count 'em) lanning runways, with helicopter taxi service into Fort Lee. Still expect to have coffee, however, so come along. Last but not least, we now have aboard two new pilots since the last report—*Lt. Lewis Miller* from Ft. Sill and *Lt. Don Reed* from Korea. Have also enclosed a recent photo of our local aviators.

Your Reporter, *Lt. R. A. Humes*

IN MEMORY

Capt. John J. Hayes
Pfc. William L. Prewitt
Lt. James W. Debo
WOJG Robert P. Scott
Capt. Charles W. Cornelius

- 5x) Alexander, Richard A., Lieutenant..... to Box 14, Marion Junction, Alabama
 37) Baker, Harold L. Capt., to 1905 North 32nd Avenue, Birmingham, Ala. (Temp.)
 50) Barnes, Harold E., Major..... to 1709 Floyd, Lawton, Oklahoma
 101) Bolton, Leonard T., Capt., to 41st Trans Battalion, APO 166, New York, New York
 105) Booth, Maynard B., Lt. Colonel.... to Army Aviation Section, Fort Knox, Kentucky
 134) Brown, Edward C., Capt., to Avn Det, 7787 AU, Hqs, USAREUR APO 403, N.Y., NY
 151) Buckwalter, Roy R., Capt., to 2003 South Sheridan Avenue, Colorado Springs, Colo.
 158) Burhoe, John M., Capt., to 1594 C Stillwell Road, Presidio of San Francisco, Calif.
 204) Clarke, Arthur M., Capt., to Hq Company, V Corps Avn Section, APO 79, NY, NY
 234) Covington, Leslie H., M/Sgt., to Headquarters Company, X Corps, Ft Riley, Kansas
 232) Cornelius, Mrs. Charles W., to 214½ N.E. Fourteenth Street, Oklahoma City, Okla.
 261) Dean, Wesley A., 1st Lt., to Flight Detachment, 10th Infantry Div, Ft Riley, Kansas
 307) Eastwood, Corydon M., Capt., to 41st Trans Battalion(AAM), APO 28, N.Y., N.Y.
 311) Eliasson, Arne H., Major, to 4th Co, 1st Student Bn, School Brig, Fort Benning, Ga.
 315) Emery, John R., Capt., to Transportation School, Avn Department, Fort Eustis, Va.
 342) French, John C., (PHC Field Representative), to P.O. Box 325, Daleville, Alabama
 348) Fusner, Bruce, Major, to Hq, 2nd Armored Division Artillery, APO 34, N.Y., N.Y.
 355) Gates, Frederick R., Capt., to P.O. Box 88, Presidio of San Francisco, California
 428) Harlan, James M., Capt., to Transportation Training Command, Fort Eustis, Va.
 451f) Hill, James F., Capt., to Headquarters Company, V Corps, APO 79, New York, NY
 495) Johnson, Albert A., Jr., Capt., to Casual Personnel Section, APO 971, Frisco, Cal
 584) Little, Robert F., Jr., Captain, to 498 Locust Avenue, Washington, Pennsylvania
 591) Lord, M.D., Capt., to Student Off Co, IFEC 55-C, Camp Rucker, Ala (Temporary)
 594) Lukert, Edward P., Jr., Lieutenant..... to 2341 Bell Avenue, Lawton, Oklahoma
 620) Mahone, Worthington M., Captain, to Flight Detachment, OCAFF, Fort Monroe, Va.
 701f) Neeson, James F., Capt., to Headquarters, 537th FA Battalion, Fort Sill, Oklahoma
 710) Nicholas, Robert W., Captain, Student Officers Company, Camp Rucker, Alabama
 750) Payne, Walter L., 1st Lt., to Post Aviation Section, Gray Field, Fort Lewis, Washh
 782) Prater, Robert M., Captain, to Ground Assignment at Fort Jackson, South Carolina
 787) Prescott, Daniel C., Capt., to Headquarters Co., V Corps, APO 79, New York, N.Y.
 907) Spicer, Charles W., Jr., Lt., to 215 North Lucas Avenue, Fort Bragg, N. Carolina
 913) St. Aubin, Robert J., Captain... to TRADCOM Headquarters, Fort Eustis, Virginia
 920) Stevens, Francis J., Major, to 1425 Snow Road, Lawton, Oklahoma
 954) Thayer, George E., Capt., to Avn Det, Hq, USAREUR, 7787 AU, APO 403, NY, NY
 1046) Westermarck, Robert T., Lt., to 63rd Med Det (Hcptr Ambulance), APO 180, NY, NY
 1053) Whitman, Paul R., Lieutenant..... to Gary Air Force Base, San Marcos, Texas
 1059) Williams, Robert R., Lt. Col., to Armed Forces Staff College, Norfolk 11, Virginia

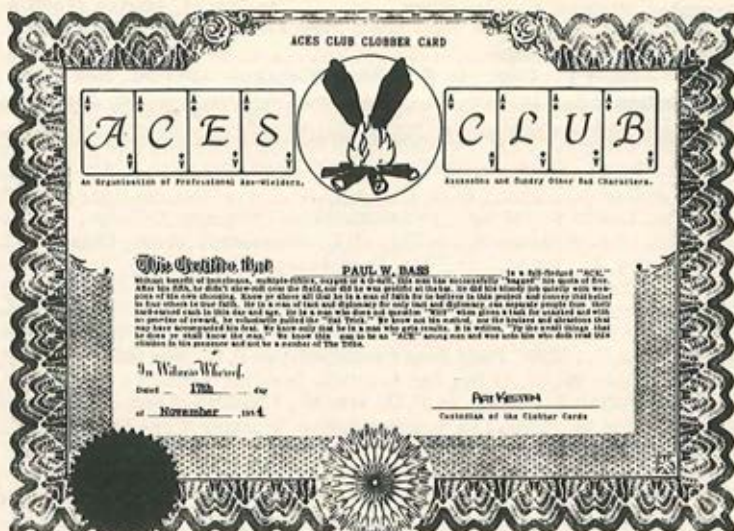
OTHERS ON A "PCS"

Arnold, Glen I., Captain, to 6019th Army Unit Station Complement, Camp Irwin, California
 Beverly, John G., 1st Lieutenant, to 151st TCHFMD, APO 358, San Francisco, California
 Brake, William P., Captain, to 3461st SU, Headquarters & Service Co, Cp Rucker, Ala.
 Brown, Dale E., Lieutenant, to 63rd Medical Det (Hcptr Ambulance), APO 180, NY, NY
 Ciley, Colin D., Jr., Captain, to Quarters 5500-C, Geronimo Road, Fort Sill, Oklahoma
 Ciliberti, Carlo C., Mr..... to 325 Broadway, Bethpage, Long Island, New York
 Davis, Earl J., M/Sgt., to Hq & Hq Co, T-Group Aviation, 9224-5 TU-TC, Ft. Eustis, Va
 Fenton, Thad L., Lieutenant..... to Rural Route # 2, Box 339, Leavittsburg, Ohio
 Fleming, Bobby J., Lieutenant, to 410-B Washington Blvd, Ft Winfield Scott, Frisco, Cal.
 Gill, Frederick G., Captain, to 41st Transportation Bn (AAM), APO 28, New York, N.Y.
 Gillespie, Mrs. J.D..... to 604 B Buena Vista Avenue, Alameda, California

(Continued on Page 17)

CORRECTIONS TO "WHO'S WHO" - PCS listings above are corrections to the 1954 Yearbook. Remove sheet by opening staple in the centerfold (next page) and add this sheet to the back of your Yearbook. Individual listings in the "Who's Who" may be corrected by adding an "A" in the blank line under each of your friends' listings.





The "ACES CLUB" continues to grow in size with seventeen NEW Aces added to the Club since the last listing. The "TOP TWENTY" has settled down to a good DOGFIGHT with the lower five on the list never knowing when a NEW Ace will send in a "good clobber" and drop them right off the list. Competition is keenest among APO personnel where "peekers" have to pay for the freight. How do you become an ACE? Just remit four NEW subscriptions (persons who have not received "AA" before) and your subscription gives you the normal ACE bag of five. A three-color, 8 1/2 x 11 parchment Certificate is yours for the taking as is a continual listing in this column. We ASK that "ACES" submit a 3" x 3" head and shoulder snapshot for our Rogues Gallery but for the most part we're stuck with a bunch of shy assassins. How about joining the CLUB? It is not exclusive and if there's one thing we all like it's a good competitor....

TOP TWENTY

- 1) Captain Robert J. Lessard, 7689th Hq & Hq Co Aviation Platoon, APO 168, New York, N.Y. 94
- 2) Lt. Colonel Harry T. Shiveley, 3rd Infantry Division Combat Avn Co, Ft. Benning, Georgia. 52
- 3) Major Lloyd O. Borgen, Hq Company, Seventh Army Aviation Section, APO 46, New York, N.Y. 45
- 4) WOJG C. M. Hulett, Aviation Department, T-School, Fort Eustis, Virginia. 45
- 5) Lt. Colonel Raymond H. Murphy, Avn Section, Hq Company, APO 46, New York, N.Y. 42
- 6) WOJG Paul W. Bass, Department of Flight, AAS (Rear Detachment), Ft. Sill, Oklahoma. 40
- 7) Mr. Jackson E. Beighle, Sales Manager, Sikorsky Aircraft, Bridgeport, Connecticut. 37
- 8) Captain Arthur G. Keith, Hq Company, 82nd Airborne Division, Fort Bragg, North Carolina. 37
- 9) M/Sgt. Thomas D. Ward, Army Aviation Section, Hq, First Army, Governors Island 4, N.Y. 34
- 10) Captain Max E. Young, Headquarters Co, 9th Infantry Division, APO 111, New York, N.Y. 34
- 11) Major Gerald L. Hough, Army Aviation Section, Hq, First Army, Governors Island 4, N.Y. 33
- 12) Captain James A. Smith, AFCE Flight Detachment, 8029th AU, APO 343, Frisco, Calif. 32
- 13) Lt. Klein J. Leonard, 9470-5 TU, Avn and Met Department, Ft. Huachuca, Arizona. 29
- 14) Captain Woodrow W. Brown, Hq & Serv Company, AAS Regt, Camp Rucker, Alabama. 28
- 15) Captain Charles F. Kleffer, 937th Engr Avn Co, I. A. G. S., Fort Clayton, Canal Zone. 26
- 16) Captain Robert E. Brizee, Aviation & Meteorological Dept, Ft. Huachuca, Arizona. 25
- 17) Captain Michael Cullen, Advisor for NY-NG Avn, Zahn's Airport, Amityville, L.I., N.Y. 25
- 18) Lt. Col. Elmer P. Fleming, Jr., Hq, USAREUR Com-Z, APO 58, New York, N.Y. 24
- 19) Captain Perry C. Atkins, 1st Combat Avn Co, 1st Armored Division, Ft. Hood, Texas. 23
- 20) Major James O. Townsend, Seventh Army Flight Detachment, APO 46, New York, N.Y. 23
- 20) Captain Wayne E. Woltz, Headquarters, 18th FA Group, APO 177, New York, N.Y. 23

Listed below are the names of those "ACES" who have joined us since the last listing. Their names are marked with an asterisk (*). Other names found below are former "ACES" who added a few more punches to their CLOBBERCARDS. If you're a "PEEKER" and happen to run across one of the persons listed below, you'd better start SQUEEZING that wallet if you want to remain a "PEEKER." These boys play for keeps.

- | | |
|---|--|
| Capt. William F. Armfield, EUCOM. 2 | Lt. James R. Cook (*), Hawaii. 7 |
| Maj. Aaron G. Atkinson, Ft. Lewis. 3 | Capt. Afton Dare, EUCOM. 1 |
| Maj. Lloyd O. Borgen, EUCOM. 3 | Capt. James P. Dowling, Fort Riley (*). 12 |
| Capt. John R. Brown, EUCOM. 9 | Capt. Herbert R. Eder, Fort Scott. 1 |
| Capt. Woodrow W. Brown, Camp Rucker. 2 | Lt. Gerald F. Franciscovich (*), Ft. Bragg. 6 |
| Lt. Harold T. Campbell (*), Ft. Benning. 5 | Lt. Joseph R. Gayhart, Jr., Camp Rucker. 1 |



"This may not be read but... Department." We recently approached 6 aircraft firms for PR messages (advertisements). Our lone reply so far has been a Financial Statement of one firm's 1954 year. Now we're wondering if we asked for a mint and are back-checking our carbons.

ACES CLUB

Capt. Jack H. Gerber, FECOM.....	1
Lt. William R. Griffin, (*), Ft. Sill.....	8
Capt. Harold L. Howell (*), Fort Scott.....	4
WOJG C. M. Hulet (*), Fort Eustis.....	45
Lt. Richard A. Humes (*), Fort Meade.....	5
Capt. Lesco G. Kaufman, en route ZI.....	4
W/O Herbert H. Kraus (*), Holloman AFB.....	8
Capt. Robert J. Lessard, USFA.....	3
M/Sgt. Leonard A. McMichael, Ft. Bragg (*),...	5
Maj. Raymond A. Miller, Camp Gordon.....	1
Lt. Raymond E. Moore, FECOM (*),.....	9
Maj. Raymond A. Murphy, EUCOM.....	1
Maj. Edgar L. Parker, Jr., Italy.....	1
Maj. Karl S. Patton, Fort Bliss.....	2
Maj. Thomas J. Sabiston, Panama.....	2
Lt. David H. Sanders, Jr. (*), Fort Hood.....	6
Lt. Allen H. Scholz, FECOM (*),.....	11
Lt. Col. Harry T. Shiveley, Ft. Benning.....	19
Lt. Darrell C. Slevin, Ft. Sam Houston.....	1
Lt. Raymond W. Truex, EUCOM.....	2
Lt. Robert W. Warner, Jr., Iceland.....	5
Capt. Maurice A. Wilson, Ft. Benning (*),.....	5
Capt. Wayne E. Woltz, EUCOM.....	13
Capt. Max E. Young, EUCOM (*),.....	34
Lt. Klein J. Leonard, Ft. Huachuca (*),.....	28
Lt. John L. Yunker, Camp Rucker (*),.....	5

"Now let's see... subscribers times page cost less renewals divided by procurements plus postage over the handling... nope... it's renewals times procurements divided by....."



PCS

Gilliland, Harry E., Jr., WOJG,.....to 603A East Broad Street, Ozark, Alabama
 Gilroy, John E., Captain, to 2nd Aviation Co (Prov), 2nd Infantry Division, Ft Lewis, Wash
 Guffey, Maurice D., Captain, to Army Recruiting Sta, Federal Bldg, Missoula, Montana
 Hawkins, William, Lieutenant, to 63rd Med Detachment (Hcptr Ambulance), APO 180, NY
 Hicks, John W., M/Sgt., to Headquarters Detachment, 3461st SU (Box 21), Cp Rucker, Ala
 Horwitz, Milton, Lieutenant, to 93rd Helicopter Transportation Company, Fort Riley, Kan
 Humphreys, John W., Captain, to 775th Field Artillery Battalion, APO 751, New York, NY
 Kuchera, Earl A., Captain, to 47th Med Detachment (Hcptr Ambulance), APO 177, NY, NY
 Leedham, Donald W., Captain, to 41st Transportation Bn (AAM), APO 26, New York, N. Y.
 Leonard, Klein J., Lieutenant, to 9470-5th T. U., Aviation & Met Dept, Ft Huachuca, Ariz
 Mateer, Charles A., Lieutenant, to 47th Med Detachment (Hcptr Amb), APO 177, NY, NY
 Melbourne, Ralph V., CWO, to 80th Transportation Detachment (FMD), Fort Riley, Kan
 Mitchell, Malcolm L., Major, to 13th Helicopter Company, APO 358, San Francisco, Cal
 Moon, Robert C, SFC, to HAAG(P), MAAG-J, 8065th AU, APO 309, San Francisco, Calif
 Moore, Mr. Philip B.....to 918 South Union Street, Ozark, Alabama
 Murphy, Donald G., Lieutenant, to 50th Med Detachment (Hcptr Amb), APO 358, Frisco
 Oakes, Keith W., Captain, to Headquarters Company, 2nd Armd Div, APO 42, N. Y., NY
 O'Connor, William, Lieutenant.....to 1433 Snow Road, Lawton, Oklahoma
 Parneter, Glenn L., Captain, to Det "L" (Prov), 8202 AU, APO 102, San Francisco, Calif
 Potter, Ira H., Jr., Captain, to Dept of Rotary Wing Training, Army Avn Sch, C/Rucker
 Rice, Robert E., Lieutenant, to 63rd Med Detachment (Hcptr Amb), APO 180, N. Y., N. Y.
 Roberts, J. F., Captain.....to 2nd Field Artillery Battalion, Fort Sill, Oklahoma
 Willcox, William A., Lieutenant, to 63rd Med Det (Hcptr Ambulance), APO 180, NY, NY
 Wilhelm, Leland F., Major, to OARMA - Vientiane, c/o Dept of State, Washington 25, DC

Lucky Fins!

000
898
246
749

"10 Most Wanted!"

Which way did they go? Where are they? Wa doko dess-ka? Donde esta? Eh, paisan, pick uppa da issues, Mon closet est jamme.

Maj APB	Capt CB	Lt CBB	Mrs SLC	Capt ERD	M/Sgt CJD
Lt JJD	Capt RHD	WOJG CJD	Mr. SSD	Lt. JRE	Capt DWF
Capt CRB	Lt FGH	Lt WCH	Lt JBH	Capt SJH	Lt RMJ
Lt C.J.M.	Lt JSK	Capt JOL	Capt EMc	WOJG HEM	Lt WDM
Lt MPM	Lt BRN	Lt DJO	Cpl GPP	W/O RP	Lt LP
Pfc JJR	SFC GR	Capt ETR	M/Sgt MES	Lt EDS	Capt AWS
Sgt DVS	Capt WIT	Lt RLW			

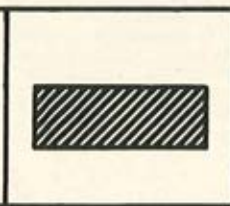
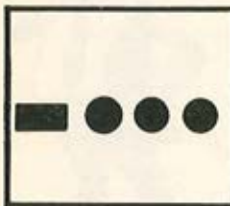
Correction: Be it known that Subscriber #1450, Mr. Billie Timm (Hiller Helicopters), 1632 K Street N.W., Washington 6, D.C. is approximately 5' 3" tall, weighs a trim 115 (or thereabouts), and does NOT use the Mens Room. Billie Timm is not a Mister, but a Miss. When bigger "bloopers" are made, we'll make 'em.

"DER FLUZZEL"

or "You don't have to be a Senior Pilot to get Gray Hair!"



- 1) New weapon in AA arsenal:
a) Missile head
b) Air Conditioner
c) H-37 rotor
d) XV-3 rotor
- 2) Headed for a crash is a:
a) RQ-2 drone
b) Amphibious Beaver
c) Amphibious Otter
d) Amphibious Weasel
- 3) In for overhaul is an:
a) H-21
b) H-25
c) H-37
d) H-16
- 4) 1954 record-breaker is:
a) Joe Mashman
b) Billy Weston
c) Milton Caniff
d) Bob Lexard

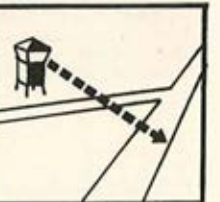
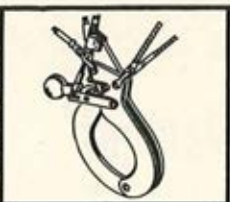


- 5) Moose symbol pictured is:
a) T
b) R
c) B
d) X
- 6) Sectional symbol denotes a:
a) Grassy area
b) Prohibited area
c) ADIZ
d) Inundated area
- 7) Weather symbol portrays a:
a) Storm warning
b) Freezing rain
c) Violent rain showers
d) Rain squalls
- 8) Unit insignia worn by the:
a) 103rd Division
b) AEC Forces
c) 33rd Division
d) Arizona-NG



- 9) Tail shot portrays an:
a) L-17
b) L-20
c) L-16
d) Lucky Fin
- 10) Prominent in AA is:
a) Brig. Gen. C.I. Huston
b) Brig. Gen. H.M. Howze
c) Maj. Gen. P. F. Yount
d) Brig. Gen. I.S. Morris
- 11) Heading for the blue is an:
a) L-20
b) Otter
c) LC-126
d) Waco 150
- 12) An AA top planner is:
a) Col. L. B. Washburn
b) Col. R. B. Neely
c) Col. W. R. Williams
d) Col. W. E. Downing

NO. 7		NO. 8		21. COOLANT CHECKED	22. OXYGEN CHECK
IN	SER.	IN			



- 13) Form used in AA is:
a) Form 41-B
b) Form 5
c) Form 1
d) Form 1a
- 14) Pictured is an H-19:
a) "Sky hook"
b) End pintle
c) Cargo quick release
d) Clutch clasp
- 15) Emergency signal above is:
a) "Roger."
b) "Drop nurses here."
c) "Need blankets."
d) "Negative."
- 16) Flashing red says:
a) "Return to ramp."
b) "Hold position."
c) "Aircraft on final."
d) "Coffee not made."

DER FLUZZEL? Was proof-reading the "untitled" page in a crowded bus when an over-the-shoulder Pecker growled: "Ach, das ist ein Fleiger Fluzzel!" (Pilot's Puzzle). Hence, "Der Fluzzel!" — If you believe this one, you ARE gullible. Fluzzel, puzzle, send your "Guess Whats" to Capt. Tony DiResta, Army Aviation Sec. Hq., First Army, Governors Island, N. Y. Suggestions for a NEW name are also welcome. Solution (if you feel a solution is worthwhile) may be found on Page 29.

THE WHY OF FLIGHT PAY

FORT EUSTIS, VA.—Just a notam or two from the T-School, Avn Dept here at Eustis. . . . Have you heard that WOJG Crietzberg made a precautionary landing one night in an H-13 copter? The backwoods farmer came out with his shotgun leveled at my ex-classmate and said he wouldn't fool around and would just as soon as not "shoot the Space Invader."—No fooling! I interviewed Crietzberg myself and it's the Gospel.

Expect to send an interview with the CO of the first military regularly-scheduled helicopter airlift. OK? . . . Capt. Eugene Wilson, 10 Most Wanted, is now in AMOC #5. Scratch him. . . . Capt. Del Porte is in the I & E Dept, T-School, Avn Dept. . . . Maj. Berry (Chief & Senior Instr, Engine & Power-train Gp) donated a subscription for his Group for whoever succeeds him as chief and I think this was a nice gesture.

I'm out to top the "Top Twenty" so post ten more to my original 31. . . . The T-Sch (Avn Dept) is now 100% "on the wagon" with the names and a photo to follow. . . . I expect 100% from another unit soon, and just as long as each issue keeps improving, there's no reason why Eustis can't go 100%. Your correspondent, WOJG C. M. Hulett.

(Ed. Just as good a time as any to mention that we'll be happy to publish a photo of all the 100 per centers. Like the government, we're troubled with "5 per centers" and from here on in the Lodge Members will take over this publication).

ON OUR TOES

LA ROCHELLE, FRANCE—Another aviation section reporting in. This is home for the 7964 Army Unit, Base Section, Com Z. Capt. FRED S. KUTTESCH is the aviation officer, Capt. Albert H. Becker is the supply officer, and Lt. ALBERT F. GUTMAN is the maintenance officer. Enlisted men are Sgt. William J. Lang line chief, M/Sgt. Hickerson opn sgt, mechanics are Cpl. Ray, Hardin, Marella, Carter, Sgt. Kirkland, Pfc. Wegscheid, Fredrickson and Mead. As for aircraft in the section we have 1 L-20, 1 L-17, two L-19 and one H-13 helicopter. With units of this headquarters spread all over western France we get a lot of flying in each month. We sure could use a couple more good aviators.

Thursday night



"I'm telling ya, this flight pay is the biggest fraud I ever heard of!"

Friday Morning



"Er — ah, no thanks, Joe, I think I'll — ah, take the train today."

b
o
b
s
k
i
m
i
n

The weather changes from good to bad with little warning so aviators have to really stay on their toes to keep from getting trapped. Navigation facilities along the western coast of France are very limited and there are none in the La Rochelle area. The Aviation Section is based at Laleu airfield and any AA's touring France are welcome to drop in and spend a few days in sunny France.

Sincerely, Capt. Fred S. Kuttesch

FEWER OF EVERYTHING

FORT CAMPBELL, KY — Fewer pilots, fewer airplanes, more flying; this is the big picture at Fort Campbell. Winter maneuvers have been bleeding the Air Section of its pilots and aircraft. Distribution is as follows:

To Alaska, Capt. McNutt and 1/Lt Moffet. To "FOLLOW ME," (Camp Rucker) 1/Lt Phillips, 1/Lt Victor, 1/Lt West, and 2/Lt Shelton. To "FOLLOW ME," (Fort Benning) Capt. Dennis, Capt. Dunaway, Capt. Kalagian, 2/Lt Caddell, and 2/Lt Hunsucker.

The 508th ARCT is destined to go to Japan this Summer. Capt. Dennis, 1/Lt Battery, and 2/Lt Doure will depart with them; Lt Doure presently attending Helicopter School. Capt. Baker is leaving for the Canal Zone, ferrying an H-19. Recent arrivals: 1/Lt Sprock from FECOM A-6, and 1/Lts Cumley and Battery; 2/Lt Frye and 2/Lt Grube from the AAS Camp Rucker. Discharged: 1/Lt C. W. Clark, Jr., Good luck in the roofing business, Chester!

The EM have a new home among homes. Thanks to the efforts of the EM and the capable leadership of 2/Lt Arledge, they now have a day room, complete with TV set, tables, stove, and a pleasant atmosphere. Note: Transient crew members welcome. Your correspondent, Theodore K. Wright.

"RELIABLE" IS RIGHT

EUCOM—After a lot of "pushin" by my fellow aviators of the "Olde Reliabilities," (for a while I thought they were going to start "shovin") I've decided that some word from "The Fighting Ninth" should go to press.

We enjoy your rag no end; enjoy it to the extent that by your standards

we have achieved 100% worth of subscriptions. (Let's have that plaque and certificate, "Bub"!)

GIVE! As I was saying, it's a wonderful sheet and we sweat out every issue. Thumbing thru page after page, pleasant periods of nostalgia are likely to assail the reader who runs across the name of a past wingman or the picture of a buddy long past but not forgotten. We feel that it's a wonderful job and want you to know that we have groaned along with you during the periodic setbacks while trying to get the "show on the road."

Our local news scene reflects mostly training by all hands to include instruments, standardization, preventive maintenance, ect. AND up until last week, Capt. Max Young "puttin the arm" on all your "cousins" for that 100% certificate. I would like to pause here to insert a certified (both subscribed and sworn to and at) list of LT. COL. TOM MORROW's hellions. They are:

Lt. Col. T. O. Morrow; Capts. E. Davis, B. Ferro, L. Fladmark, J. Griesse, A. Hall, S. Hamner, J. Miller, W. Nolan, B. Odneal, J. Phillips, M. Pinckney, B. Silver, P. Snyder, J. Tremblay, W. Winters, M. Young; Lts. L. Baltzell, J. Bowen, W. Gorell, H. Louis, W. Middleton, E. Simmons, and L. Terrell.

"So be it." All you junior birdmen! Drop in at the "Olde Reliabilities" anytime and we'll serve you up scintillating, luciferous, sparkling and enlightening conversation along with some of our home-brewed coffee. Your coors, Capt. Art Hall.

OLDTIMER

Am stationed with the 937th Engr. Co. (Avn) which is attached to the Inter American Geodetic Survey with my duty station in Tegucigalpa, Honduras. I happened to make a trip last week to Belize, British Honduras and bumped into an old friend of Army Aviation. He is T.S. Baker,

(Lt. Col. Res.). One of the original Army Aviators and former director of the Flight School at Ft. Sill in '42. He is now operating the British Colonial Airlines in Belize and would like to hear from some of his old friends. Stayed with him for 2 days and told him about "Army Aviation" and the type of information in the magazine and need I say more, enclosed is \$3.20 for a year's subscription for *Col. Baker* and \$3.20 for my renewal. His address is T.S. Baker, Box 320, Belize, British Honduras. VTY, 1/Lt. Joseph M. Balint.

PANAMANIA

FORT KOBBE, C. Z.—Things are pretty stable in the Canal Zone since the forming of the 23rd Inf Div. We aren't consolidated, but all flights are scheduled through a joint ops office, with priority going to the pilots parent organization.

At the present time the line-up here is; *Major "Pete" Barr*, Army Air Officer; *Major Troy Hammons*, 23rd Div AO; *Major Geo. Bean*, Exec; *Capt. Walter Russell*, Ops O; *Capt. James Stegall*, Maint O; and

Capt. Jack Ray OIC Inst Program. *Cpts. Robert McGhee* and *Russell Thompson* are with the 504th FA Bn and *Lt. Sigurd Lund* and myself with the 33rd Inf Regt. *Capt. Ed Walker* of the 45th Recon, since deactivated, is now with the local IAGS air unit. Your correspondent, Lt. James E. Claunch.

MISSILE-MEN

HOLLOMAN AFB, N. M.—Sorry that I wasn't able to meet the 5th deadline, but most of the boys were waiting for the eagle. There has been some change in our pilots. We were rather short on pilots for about 2 months and then we finally got

Fort Meade, Md. 313th Signal Battalion, GROUP PHOTO: Standing, L. to R. Lts. Bill Johnson, R. A. Humes, Don Gnidovic, Bill Smith, and Don Reed. Kneeling (L. to R.): Capt. Fred Swabb (AO), and Lts. Lewis Miller, Bob Curry, and Jimmy King.



some assistance from the Signal Corps. Two pilots came from Ft. Huachuca and two from Camp Gordon, Ga. The pilots from Gordon have completed their desert tour and have returned to their organizations; *Lt's O. C. Olson and Jack D. Boman*. We certainly want to thank them for their help and wish they could have stayed on. *Lt's Livingston and H. S. Sutton* are still with us, but will also be returning to Ft. Huachuca soon. We also have with us now two new PCS pilots who have just completed flight school: *1/Lt's John J. Miller and Gale V. Smith*.

Our mission here is still the same. Chasing guided missiles around. The weather hasn't changed to much, but has been cooler the past few months.

ARMAV, CAMP RUCKER — Just got back to the Home Station after 6 days TDY flying all over the South and Southwest. Exercise "FOLLOW ME" chased us out of Camp Rucker for a week because of high-density air-traffic during the maneuver so we (Dept. of FW Tng) in a cross-country flight of AATC training cranked up our Little Beavers and LC-126's and headed for our old home at Post Field. The class was divided into two sections; Sec. 1 headed by Capt. Garland and Sec. 2 headed by Capt. Woodrow Brown. Main purpose for writing was to confirm that I have a Lucky Fin. During the TDY X-C training I flew an L-20 (#894) which is one of the Lucky Fins for the month. Will send a photo just as soon as I can get my Leica out to the field. My students who received radio range, omni-range, Loop and holding and letdowns under the hood were *Lts. Wheeler, Wheat & James of AATC 55-A*. Sincerely, (Capt.) *Leo E. Bergeron*.



**GIVE IT
A TRY**

I had a special mission the other day and attained an altitude of 10,100 ft MSL, taking movies. Oh yes, that was in an H-13G. Been reading about the 100% subscription award. We think that our goal has been reached. Below is a list of all the peepers in our clan and a money order covering same.

1/Lt. John E. LaFranchise, 1/Lt. Gale V. Smith, 1/Lt. Herman M. Orrell III, 1/Lt. Maurice C. Avery, 2/Lt. Harold L. Sutton, WOJG Ralph M. Fitch, and 1/Lt. John J. Miller. Lt. Glenn W. Bradley, our AO, returned the middle of Dec. 54 from chopper school and is now dual rated. Well, this about does it for this time. Your correspondent, W/O Herb Kraus



"Chain Gang"

BRING ONE NEW
MAN IN

Lt. Donald J. Lewis, 19th Inf Regt, 24th Div, APO 24, Frisco (Lt Thomas W. O'Connor)
Col. and Mrs. K.R. Scurr, 121 So. Washgtn Ave, Pierre, S.Dak. (Capt. Rufus Leggett)
Miss Helen B. Coleman, 1405 Irwin Avenue, Lawton, Okla. (Maj. Alwin R. Hackbarth)
Lt. William C. Moreland, Avn Co, 7th Inf Div, APO 7, Frisco (Capt. Lesco G. Kaufman)
Capt. David G. Emery, 220 Sands Street, WHP, Ft. Bragg, (Capt. Walter E. Banker)
Capt. Edward L. Landry, 3rd Inf Div Comb Avn Co, Ft Benning (Lt Col Harry T Shiveley)
Lt. Kirby D. McIntosh, 3rd Inf Div Comb Avn Co, Ft Benning (Lt Col Harry T Shiveley)
Lt. Donald M. Campbell, 408 E. Main Street, Anadarko, Okla. (Capt. Lesco G. Kaufman)
M/Sgt Raymond A. Wilson, 206 Marshall Road, Fayetteville, NC (Capt. Walter E Banker)
Cpl. Dominic Monaco, 7617th Hq & Serv Co, APO 19, NY, NY (Maj. Edgar L. Parker)
Capt. Robert F. Carter, 3rd Inf Div Comb Avn Co, Ft Benning (Lt. Harold T Campbell)
Lt. Felix J. Bessler, 3rd Inf Div Comb Avn Co, Ft Benning, (Lt. Harold T. Campbell)
Lt. Adolphus A. Millings, 3rd Inf Div Comb Avn Co, Ft Benning (Lt Col H.T. Shiveley)
Lt. Joseph L. Parlas, Jr., Box 215, Conneaut Lake, Pa. (Capt. Lesco G. Kaufman)
Sgt. Max B. Vernon, Route # 1, Bunnlevel, North Carolina, (Capt. Walter E. Banker)
Maj. Kenworthy D. Doak, 3rd Inf Div Comb Avn Co, Ft Benning (Capt. Maurice A Wilson)
Lt. Robert L. Sauberan, 3rd Inf Div Comb Avn Co, Ft Benning (Lt. Harold T. Campbell)
Lt. Carl O Johnson, 2603 Cussetta Rd, Fort Benning, Ga. (Lt. Col. Harry T. Shiveley)
Lt. William B. Long, 3rd Inf Div Comb Avn Co, Ft Benning (Lt. Col. Harry T. Shiveley)
Lt. Cornelius J. Radu, 3rd Inf Div Comb Avn Co, Ft Benning (Lt Col. Harry T. Shiveley)
Capt. Paul O. Bailey, 13 Dwight Road, Warwick, Virginia (WOJG Clarence M. Hulett)
Mr. Ronald E. Ware, T-School, Avn Dept, Ft. Eustis, Virginia (WOJG C. M. Hulett)
Capt. Sherman Smith, T-School, Aviation Dept, Ft. Eustis, Virginia (WOJG C. M. Hulett)
Major J.H. Scheer, 173 Beebe Avenue, Fort Eustis, Virginia (WOJG Clarence M. Hulett)
Mr. C.T. Cannon, T-School, Aviation Department, Ft Eustis, Va. (WOJG C.M. Hulett)
Capt. Jack B. Del Porte, T-School, Aviation Dept, Fort Eustis, Va. (WOJG C.M. Hulett)
Capt. Glen W. Chitwood, T-School, Aviation Dept, Fort Eustis, Va. (WOJG C.M. Hulett)
WOJG Willie H. Windham, T-School Aviation Dept, Ft. Eustis, Va. (WOJG C.M. Hulett)
Lt. Nesbert L. Miller, T-School, Aviation Dept, Fort Eustis, Va. (WOJG C.M. Hulett)
Lt. James A. Thomas, 3rd Inf Div Comb Avn Co, Ft Benning (Lt. Col. Harry T Shiveley)
Pfc. Robert F. Reed, 3rd Inf Div Comb Avn Co, Ft Benning, (Lt. Col. Harry T. Shiveley)
Lt. Harold T. Campbell, 3rd Inf Div Comb Avn Co, Ft Benning (Lt Col Harry T Shiveley)
Pvt. J.C. Thomas, 1416 Dixon Road, Columbus, Georgia (Lt. Col. Harry T. Shiveley)
Sgt. Francis D. Erwin, 10th Inf Div Flight Sec, Fort Riley, Kan (SFC Paul A. Simon)
Lt. Thad K. Wynn, 3rd Inf Div Comb Avn Co, Ft Benning, Ga (Lt Col Harry T. Shiveley)
W/O Benjamin J. Reed, 3rd Inf Div Comb Avn Co, Ft Benning, Ga (Lt Col H. T. Shiveley)
Lt. William H. Edwards, 66 Benning Road, Columbus, Georgia (Lt Col Harry T Shiveley)
Lt. Charles R. Sloan, 2508 Lumpkin Road, Columbus, Ga. (Lt. Col. Harry T. Shiveley)
Lt. Michael L. Baldasore, Dixie Tlr Pk, Cussetta Rd, Columbus, Ga (Lt Col H.T Shiveley)
Lt. John B. Howze, Co A, 24th Signal Bn, Fort Devens, Mass. (Lt. Edward M. Pringle)
M/Sgt Lester Dorsett, 3rd Inf Div Comb Avn Co, Ft Benning (Lt. Col. Harry T. Shiveley)
Sgt. James A. Shepard, 3rd Inf Div Comb Avn Co, Ft Benning (Lt Col Harry T Shiveley)
Capt. Ferman E. Stewart, 724 Crestview Drive, Gadsden, Ala (Lt Col Harry T Shiveley)
Lt. Roy E. Hoyt, Jr., 1115 Winston Road, Columbus, Ga. (Lt. Col. Harry T. Shiveley)
Lt. Victor M. Tilley, 3203 Clay Street, Columbus, Georgia (Lt. Col. Harry T. Shiveley)
Pfc. Carl L. Bostwick, 98th TAAR Detachment, Fort Riley, Kansas (SFC Paul A. Simon)
Lt. Lawrence B. Scheer, Co A, 24th Signal Bn, Ft Devens, Mass. (Lt. Edward M Pringle)
Lt. H.E. Pugh, Hq Battery, 602nd FA Bn, Fort Sill, Oklahoma (Capt. Samuel E. Tillery)
Capt. LeRoy B. Hare, P.O. Box 156, Camarillo, California (Capt. Samuel E. Tillery)
Lt. Theodore D. Benson, Air Sec, 33rd FA Bn, APO 139, N.Y. (Capt. Richard C. Smith)
Capt. O.D. Miller, 10 Byrd Circle, Ozark, Alabama (Mrs. Gerald L. Hough - Kathleen)
Capt. Claude E. Sims, Aviation Section, Fort Jackson, S.C. (Maj. Raymond A. Miller)
Lt. Edward E. Adams, G-3 Air Section, Fort Jackson, S.C. (Capt. Samuel E. Tillery)
Lt. John A. Johnston, Hq & Serv Co, ARMAV, Camp Rucker, Ala (Capt Samuel E Tillery)
Capt. Stanley J. Morud, Hq, 8th Division Arty, Ft Carson, Colo (Capt. Samuel E Tillery)
Maj. Paul A. DeWitt, 11656 Schaefer Road, Detroit, 27 Michigan (Capt. Denvir Sizemore)

CHAIN GANG

WE'RE HAPPY TO WELCOME THESE NEW SUBSCRIBERS AND TO PASS THEIR COMPLETE ADDRESS ON TO YOU. LISTED IN PARENTHESES AT THE RIGHT ARE THE PERSONS WHO SOLD THE BILL OF GOODS. THANK TO BOTH.

Lt. Russell I. Meek, I Corps Arty Air Sec, APO 358, Frisco, Calif (Lt. Raymond Moore)
 Lt. Felton M. Baker, 313th Signal Bn Air Section, Ft Meade (Capt. Samuel E. Tillery)
 Lt. Don Whitney, Lear Inc, 5171 S. Bundy Ave, S. Monica, Calif (Capt Herbert R. Eder)
 Lt. Robert C. Robinson, I Corps Arty Air Sec, APO 358, Frisco (Lt. Raymond Moore)
 Lt. Ephraim Martin III, Air Sec, 75th FA Bn, APO 358, Frisco, Cal (Lt Raymond Moore)
 Lt. Harvey E. Stuart, AA & GMC Avn Br G-3, Fort Bliss, Texas (Capt Samuel E Tillery)
 WOJG Lonnie V. Brown, 116 Scott Avenue, Fayetteville, NC (WOJG Clarence M. Hulett)
 Mr. Melvin H. May, 205 North Rawls Street, Enterprise, Ala (Capt Woodrow W. Brown)
 Mr. and Mrs. D.E. Slevin, 4541 34th Street, San Diego, Calif (Lt. Darrell C. Slevin)
 Senior Instructor, IPTE, T-Sch, Aviation Dept, Fort Eustis (WOJG Clarence M. Hulett)
 Cpl. T. E. Bell, 50th Signal Bn Aviation Sec, Fort Benning, Ga (Lt. Albert L. Smith)
 Lt. Raymond L. Bouas, 4th Armd Div Avn Co (Prov), Ft Hood (Lt. Harvey C. Mayse)
 Lt. Jerry W. Robinson, 4th Armd Div Avn Co (Prov), Ft Hood, Tex (Lt Harvey C. Mayse)
 Maj. Jack W. Duffy, Hq & Hq Btry, 30th FA Gp, APO 165, N.Y. (Mrs. Millie Watson)
 Capt. Clifford Johnston, Hq Co, VII Corps, APO 107, N.Y., N.Y. (Mrs. Millie Watson)
 Capt. James C. Rike, Hq Company, VII Corps, APO 107, N.Y., N.Y. (Mrs. Millie Watson)
 Capt. William H. Noble, Hq, Sixth Army Trans Sec, Presidio of SF (Maj. Aaron Atkisson)
 Capt. John A. Willis, Hq, 25th Inf Div Air Sec, APO 25, Frisco, Calif (Lt. James R. Cook)
 Lt. Eugene N. Jones, 25th Div Arty Air Sec, APO 25, Frisco, Calif (Lt. James R. Cook)
 Lt. Donald E. Gausvic, Hq, 25th Inf Div Air Sec, APO 25, Frisco (Lt. James R. Cook)
 Lt. John P. Brown, 25th Div Arty Air Sec, APO 25, Frisco, Calif (Lt. James R. Cook)
 Lt. Robert M. Stuart, Hq, 25th Div Air Sec, APO 25, Frisco, Calif (Lt. James R. Cook)
 Lt. James W. Grimes, T-School, Aviation Dept, Fort Eustis (WOJG Clarence M. Hulett)
 WOJG Arthur J. Poole, T-School, Aviation Dept, Fort Eustis (WOJG Clarence M. Hulett)
 Brig. Gen. Ralph W. Zwicker, CG, Southwestern Comd, APO 9, SF (Lt Marvin M Morgan)
 Maj. Robert R. Dobson, Avn Off, Southwestern Command, APO 9 (Lt Marvin M. Morgan)
 Capt. Robert Culbertson, Hq, 775th FA Bn, APO 751, N.Y., N.Y. (Capt John W. Humphrey)
 Capt. Richard J. Ellsworth, Hq, 273rd FA Bn, APO 35, N.Y. (Capt. John W. Humphrey)
 Capt. Levon G. Baxter, Hq, 35th FA Bn, APO 111, NY, NY (Capt. John W. Humphrey)
 Sgt. Otis Screws, 25 Bryden Circle, Fayetteville, N.C. (M/Sgt Leonard A. McMichael)
 Lt. Larry E. Terrell, Hq, 84th FABn, APO 35, New York, New York (Capt. Max E Young)
 Cpl. Luciano R. Pantano, Hq & HqCo, 39th Inf Regt, APO 696, N.Y. (Capt Max E Young)
 Capt. Jack R. Phillips, Hq, 39th Inf Regt, 9th Inf Div, APO 696, N.Y. (Capt Max E Young)
 Capt. Paul B. Snyder, Hq, 60th FA Bn, 9th Inf Div, APO 176, N.Y. (Capt. Max E. Young)
 SFC Rufus L. Young, Hq, 9th Inf Div Air Sec, APO 111, N.Y., NY (Capt. Max E. Young)
 Lt. Henry W. Louis, Hq, 34th FA Bn, 9th Inf Div, APO 111, N.Y. (Capt. Max E. Young)
 Lt. William V. Gorrell, Hq Btry, 26th FA, 9th Inf Div, APO 111, NY (Capt Max E Young)
 Capt. James H. Miller, Hq, 26th FA Bn, 9th Inf Div, APO 111, NY (Capt. Max E. Young)
 Capt. Edison L. Davis, Hq, 15th Engr, 9th Inf Div, APO 111, N.Y. (Capt. Max E. Young)
 Capt. Benjamin S. Silver, Jr., Hq, 47th Inf Regt, 9th Inf, NY, NY (Capt. Max E. Young)
 Lt. Wilbur A. Middleton, Hq Btry, 9th Div Arty, APO 111, NY, NY (Capt Max E. Young)
 Lt. Frederick M. Martin, Jr., 8066 AU, AAFM&SD, APO 613, Frisco (Maj John Elliott)
 Lt. John E. La Franchise, P.O. Box 823, Holloman AF Base, N.M. (W/O Herbert Kraus)
 Lt. Herman M Orrell III, P.O. Box 689, Holloman AF Base, N.M. (W/O Herbert Kraus)
 Lt. Maurice C. Avery, 9393rd TU Det # 3, Holloman AF Base, N.M. (W/O Herbert Kraus)
 Lt. Harold L. Sutton, Avn Met, 9470th TU, Fort Huachuca, Arizona (W/O Herbert Kraus)
 WOJG Ralph M. Fitch, P.O. Box 791, Holloman AF Base, N.M. (W/O Herbert Kraus)
 Lt. John J. Miller, 9393rd TU Det # 3, Holloman AF Base, N.M. (W/O Herbert Kraus)
 Lt. Gale V. Smith, 9393rd TU Det # 3, Holloman AF Base, N.M. (W/O Herbert Kraus)
 Capt. James R. Watson, Hq Btry, 5th FA Bn, 1st Inf Div, APO 1, NY (Lt Daniel A. Lenz)
 WOJG Michael N. Antoniou, T-School, Aviation Dept, Ft Eustis (WOJG Clarence M Hulett)
 SFC Arthur T. McLaren, T-School, Aviation Dept, Ft Eustis (WOJG Clarence M. Hulett)
 Capt. J. D. Van Meter, T-School, Aviation Dept, Fort Eustis (WOJG Clarence M. Hulett)
 Capt. Carl R. Anderson, T-School, LR & DO, Fort Eustis (WOJG Clarence M. Hulett)

"ARMY AVIATION, MARCH 1955

Page 24

...AND HERE ARE SOME MORE NEWCOMERS WHO FIND THE "CARRYING CHARGES" ON THIS PUBLICATION NO STIFF BURDEN..WHAT ARE THE CARRYING CHARGES? BRACE YOURSELF, PEEKER..A BIG FAT 17¢ A MONTH.

CHAIN GANG

Lt. Daniel M. Thurman, 4th Armd Div Avn Co (Prov), Ft Hood (Lt. David H. Sanders, Jr.)
 Cpl. James L. Winfree, T-School, Aviation Dept, Fort Eustis (WOJG Clarence M. Hulett)
 Capt. Truitt W. Harris, 4th Armd Div Avn Co (Prov), Ft Hood (Lt. David H. Sanders, Jr.)
 Lt. Jack R. Davis, 4th Armd Div Avn Co (Prov), Ft. Hood (Lt. David H. Sanders, Jr.)
 Lt. Robert A. Jones, 4th Armd Div Avn Co (Prov), Ft Hood (Lt. David H. Sanders, Jr.)
 Capt. Charles F. Ward, 4th Armd Div Avn Co (Prov), Ft Hood (Lt. David H. Sanders, Jr.)
 WOJG Robert E. Northcutt, AMOC #5, T-Sch, Avn Dept, Eustis (WOJG Clarence M. Hulett)
 WOJG Raymond C. Bowers, Trans Group, Avn, Fort Eustis, Va. (WOJG Clarence Hulett)
 Lt. James H. Dickey, 2164-1 US Army Hospital, Ft Eustis, Va. (WOJG Clarence Hulett)
 Capt. Lowell D. Selby, 618 Sunset Court, Warwick, Virginia (WOJG Clarence M. Hulett)
 SFC Vincent T. Horan, T-School, Aviation Dept, Ft Eustis (WOJG Clarence M. Hulett)
 Mr. and Mrs. W. A. Moore, PO Box 116, Duncan, S. Carolina (Lt. Raymond Moore)
 Lt. William N. Robinson, Air Sec, 96th FA Bn, APO 359, Frisco (Lt. Raymond Moore)
 Lt. Carl J. Turner, I Corps Arty Air Sec, APO 358, Frisco, Calif (Lt. Raymond Moore)
 Lt. Sam E. Brown, Air Sec, 75th FA Bn, APO 358, Frisco, Calif (Lt. Raymond Moore)
 Lt. Eddie L. Ford, 3461st Service Unit, Camp Rucker, Ala. (Capt. Samuel E. Tillery)
 Lt. Bob J. Starnes, Air Sec, 17th FA Bn, APO 358, Frisco, Calif (Lt. Raymond Moore)
 Lt. Gen. Henry I. Hodes, Hqs, Seventh Army, APO 46, N. Y., N. Y. (Lt Col Lloyd J Swink)
 WOJG Richard W. Prouty, AMOC #5, T-Sch, Avn Dept, Ft Eustis (WOJG Clarence Hulett)
 Sgt. Wiltz E. Evans, 1173 Horner Circle, Warwick, Virginia (WOJG Clarence M. Hulett)
 WOJG Thomas E. Smotherman, AMOC #5, T-Sch, Avn Dept, Ft Eustis (WOJG C. M. Hulett)
 Mr. John W. Luntsford, T-School, Aviation Dept, Fort Eustis (WOJG Clarence M. Hulett)
 Capt. Thomas E. Smith, T-School, Aviation Dept, Fort Eustis (WOJG Clarence Hulett)
 Sgt. Floyd C. Cox, Hq Co, T-School, Avn Dept, Fort Eustis (WOJG Clarence M. Hulett)
 WOJG Gordon D. Gesell, AMOC #5, T-Sch, Avn Dept, Eustis (WOJG Clarence M. Hulett)
 Lt. Arland D. Boydston, 16th Sig Bn (Corps), Ft Huachuca, Ariz (Capt. Jack D Tamplin)
 Capt. Landon J. Reid, #1 Franklin Avenue, Ozark, Alabama (Capt. Woodrow W. Brown)
 M/Sgt Thomas E. Watson, 6 Newton Ave, Binghamton, NY (Lt. Robert W. Warner, Jr.)
 Lt. James C. Claunch, Box 436, Fort Kobbe, Canal Zone (Major Thomas J. Sabiston)
 Sgt. John I. Sandlin, 64 Rodney Avenue, Ft Riley Apts, Ft Riley (M/Sgt Earl J. Davis)
 Capt. Raymond McLaughlin, 8026 AU, AFPE Ft Det, APO 343, Frisco (Lt James Gulon)
 Cpl. Edwin D. Schauer mann, 98th Trans AAR Det, Fort Riley, Kan (SFC Paul A. Simon)
 Cpl. Noel C. Peterson, 98th TAAR Detachment, Fort Riley, Kansas (SFC Paul A. Simon)
 Cpl. Robert J. Markwiese, 98th TAAR Detachment, Fort Riley, Kan (SFC Paul A. Simon)
 Lt. Donald J. Gnidovic, 210 Schuyler Street, Peru, Illinois... (Lt. Richard A. Humes)
 Lt. Donald Reed, Air Sec, 313th Signal Bn, Fort Meade, Maryland (Lt. Richard A. Humes)
 Lt. Robert D. Anderson, 1624 Spaulding Ave, Arty Village, Lawton (Lt William R. Griffin)
 Lt. James A. Henderson, Hq, 692nd FA Bn, Fort Sill, Oklahoma (Lt. William R. Griffin)
 Lt. Robert F. Grundman, Hq, 692nd FA Bn, Fort Sill, Oklahoma (Lt. William R. Griffin)
 Lt. Cecil G. Christian, Hq, 2nd FA Battalion, Ft Sill, Oklahoma (Lt. William R. Griffin)
 Lt. Jack E. McCroskey, 906 1/2 South 5th Street, Lawton, Okla. (Lt. William R. Griffin)
 Lt. Kenneth L. Lincoln, Hq, 36th FA Bn, Fort Sill, Oklahoma (Lt. William R. Griffin)
 Lt. Henry K. Bradshaw, 2335 Denver Avenue, Lawton, Oklahoma (Lt. William R. Griffin)
 Lt. Col. A. J. McDermott, 41st Trans Bn (AAM), APO 28, NY, NY (Capt. John R. Brown)
 Maj. M. L. Hummel, 41st Trans Bn (AAM), APO 28, N. Y., N. Y. (Capt. John R. Brown)
 Capt. Clarence H. Fuller, 41st Trans Bn (AAM), APO 28, NY, NY (Capt. John R. Brown)
 Lt. Roscius I. D. Bal, 41st Trans Bn (AAM), APO 28, N. Y., N. Y. (Capt. John R. Brown)
 Lt. Frank P. Nascimben, 41st Trans Bn (AAM), APO 28, NY, NY (Capt. John R. Brown)
 CWO Walter B. Fuerstein, 41st Trans Bn (AAM), APO 28, NY, NY (Capt. John R. Brown)
 WOJG C. V. Blackburn, 41st Trans Bn (AAM), APO 28, N. Y., NY (Capt. John R. Brown)
 SFC Herbert W. Fisher, 41st Trans Bn (AAM), APO 28, NY, NY (Capt. John R. Brown)
 SFC Robert E. Wilson, 30th FA Group, APO 165, N. Y., N. Y. (Capt. William F. Armfield)
 Sgt Marion Kennedy, 30th FA Group, APO 165, N. Y., N. Y. (Capt. William F. Armfield)

on the line



"WITH IT"

FORT BENNING, Ga.—Well, here we are; one hundred per-centers; yes, that's right, every officer and man in this 50th Sig Bn air section is an AA subscriber. Of course, that includes only 2 officers and 7 enlisted men, but let's face it, for us that is a cool one 100%. Our section really got on it's feet at Smoke Bomb Hill (Ft. Bragg) under the leadership of our former AO, *Capt. Joseph F. Kunz*, while we were still the 56th Sig. Bn. Since he left us last October, to go to TC, *Lt. G. F. Franciscovich* has been top hauncho in this organization. Since the first of December we've been here at Ft. Benning in full support to Exercise "FOLLOW ME." When I say full support, I mean it in a most extreme way. About the only time we crew members have seen our aircraft is when they are due for a Periodic, or something falls off.

The other day yours truly had the pleasure to be navigator on a courier and mail run. There were times the VFR got strictly marginal and I for one believe that quite a few "Crackers" got one of the closest looks they have had at an airplane in quite a while. But like they say, "The mail must go through." Incidentally, our other "Throttle Jockey" is *Lt. A. L. Smith*, who, likewise, has been flying bookoo hours.

We would like to enclose our regards to *Cpl. Broell* and *Cpl. Stanek* who also left us some time ago to go to Ft. Lewis, Washington. We want all to know how much we enjoy the publication, especially for its keeping us posted as to the whereabouts of many old friends. One thing we would like to see is more articles on the maintenance angle of this thing called Army aviation. — Yours for more flying with less maintenance, *Cpl. Theodore E. Bell*.

SAY, HEY!

BOISE, IDAHO—Just thought I'd let you know that Idaho is still in the Union. I have been up here for a little over two months now; just returned from Japan. My Boss, Major John Givens, is away at Chopper School and will return sometime in March. Am enclosing a copy of a News Bulletin that we worked up for distribution in the Guard here. I used some of the information from your publication; hope you don't start a lawsuit. Signed up *Lt. Walt Huber* of Boise, Idaho. Thanks again

for the "lifted" information that I used, Sincerely, *M/Sgt. George G. Major*.

(Ed. Sgt. Major edits a newsy, informative publication that could bear duplication in other NG sectors.—And there's no gun in his back. We won't sue you, Sgt.; we'd like to hire you).

DATA FROM DEVENS

FORT DEVENS, MASS. — This is to let you know there is still an Aviation Section at Fort Devens. There are four units based here at Devens with a total of 33 aircraft (2 L-17A - 21 L-19A - 5 L-20A - 5 H-13G) belonging to Post (AO Maj Magri), 24th Sig Bn (AO Capt Krakower), 74th RCT (AO Capt Anderson), and Mass-NG (Maint Sup. Capt Brown). Maj Caldwell & Capt Gilly are the Avn Advisors for the MNG. Aviation Personnel from Devens are currently participating in Exercise Shoestring at Camp Edwards. Using Otis AFB for this exercise are Maj. Magri, Capt Anderson, Lts. Chin and Pringle.

The NG AA'S here have already started an Instrument Course and most of the pilots show great improvement already. Yours truly received a CAA Instrument Ground Instructor's Certificate last month and with the able help of SFC Watkins (Sgt Adv) and Sgts. Ralph and Yost (Mass-NG) are handling the Ground School. Maj Caldwell and Lts. Currier, Halle, Turner, and Vasilauskas of Mass-NG run the Flight Checks.

The AD-AA'S are planning a similar course to begin after the completion of Shoestring. Last week, Maj. Magri received a letter from OCSIGO containing information on the requisitioning of Air Traffic Control & Radio Nav. Equipment. The letter said both VHF and UHF tower radios were available; also Terminal Omni, Low Freq Homers, Fan Markers, Intercom Sets, and Weather Teletype were all on the shelves at the Sig Depots waiting for some one to send in requisitions. This is what most people have been waiting and hoping for; now's your chance! This equipment can be ordered through the Post Signal Officer. Your Correspondent, Sgt Jack O'Grady, Sgt Adv, Mass-NG.

The coverage of Maintenance Personnel news could stand considerable bolstering. How about some of you crew chiefs dropping that wrench and picking up a pen? You send it we'll print it.

CLANK STORIES

BY DARIO POLITELLA

The term "Grasshopper" is no longer used with the pride and affection of World War II days. Army Aviation today also frowns on the term "light" plane because the adjective no longer applies. But some of the old timers of the "organie" air observation for artillery" days are still nostalgic over the printable names they were called.

"Air OP." "Flying Jeeps." "Horseflies." "Puddle Jumpers." "Dragonflies." "Maytag Messerschmitts." The derivations of these terms are obvious, but just who used what first and how-come would make interesting reading.

For example.—During the summer and winter of 1941, light plane manufacturers had been trying to convince the War Department that they could provide aircraft cheap in cost and easy to maintain for field operation with ground units. Ten Pipers, two Aeronacs and two Taylorcrafts, manned by civilian pilots, were attached to field commanders engaging in maneuvers. In November, 1941, at Fort Bliss, in the midst of a mock battle, Major General Ennis P. Swift, commander of the First Cavalry, called for "those grasshoppers."

He had seen the little planes flitting from pasture to pasture at tree-top height.—And the name stuck.—It became most appropriate for the L-5 Stinson Sentinel, however, whose fuselage silhouette resembled that of a grasshopper, especially the shape of the tall cone whose streamlining was definitely that of the ovipositor (egg-laying organ) of the insect.

(Any stories about nicknames for AAs (old and young), with sources and dates, will be appreciated for inclusion in this column. Please send your information to Dario Politella, 485 Francis Street, Kent, Ohio).

Strip Tease: Strip 48, Ft. Sill

'Diputs'

27



REMEMBER WHEN?

D.C. — Here's a "Remember When?" snapshot of interest. Of course, you'll recognize the WW II vintage L-4 and the two characters are Maj. Carpenter (right) and myself (l.). Carpenter was sort of a legendary character with the 4th Armd Div and is alleged to have knocked out several tanks with the bazookas (mounted on the struts). My only connection with the deal was that I rigged the ship up in England and Carpenter wanted to take it in to combat with him. My feelings at that time, were as they are now, that close support was not our mission. Not only that — I had postwar plans! The picture, incidentally, was taken in Nancy, France, sometime in Sept. of '44. I don't know where Carpenter is now. More later! Lt. Col. Thomas E. Haynes, OCT, D/A.



On Guard!

MICHIGAN NATIONAL GUARD, 46TH DIVISION—First of all I would like to convey my thanks to an old correspondent of the Army Aviation Magazine, 1st Lt. *Robert Koepp*. Early one morning, he caught me with two dollars and through his sales ability, signed me up as a subscriber to a very fine magazine. *Koepp*, I am not sure whether you would have received my two skins had it not been for the fact you were an instructor and yours truly a lowly student. There is a difference, you know. Any way thanks again, my two dollars were well spent.

Now for the news. Our operations building has taken on a new look. Through the concerted effort of *Major Clair R. Burpee*, and his assistant M/Sgt. *Verl G. Coons*, they have beautified the place with pictures of all Aviators presently assigned and to add a touch of dignity or authority also pictures of the Commanding General, the State Adjutant General, the Commanding General of the Division Artillery and the Division Chief of Staff. It is interesting to note that only one of the Aviators was smiling. 2nd Lt. *Hibbard*, could it be that only the day before Mrs. *Hibbard* presented him with an eight pound daughter? It is hard to believe but true; a pilot recently took off in a Helicopter for a ten mile flight from his home base, and approximately twenty minutes later he phoned his operations for ground transportation back, stating he "weathered in." "One can never tell what the weather will do in Michigan," so states *Major Burpee*.

With the aim of becoming an "Ace" and the fact I was in a position to use Lt. *Koepp*'s method of signing up a new subscriber, I am happy to enroll *Major Paul A. DeWitt*. He is presently assigned to the Inspector General's Office with duty in Detroit. However, he is not a new comer to Army Aviation; he flew with the boys in World War II, but removed himself from active participation in 1946. He remained on the ground until October '54, when once again he was placed on flight status. He is presently undergoing a transition and familiarization phase of instruction conducted by your correspondent. *Koepp*, could this be the reason he so readily contributed his subscription fee?—*Capt. DEN-VIR SIZEMORE*.

29TH INFANTRY DIVISION, MARYLAND-NG—This will begin, what I hope will be a monthly report on A. A. in Md. We have recently organized the 29th Div. Avn. Assoc., composed of all Div. Avn. Personnel in Md. (Pres.-Lt. *Larry*

Williams; Vice Pres.-Sgt. *Chuck Davis*; Sec. Tres.-Sgt. *Ernie Graul*). At present, we are thinking of adopting this publication as our official mouthpiece—by appointing a scribe, and getting monthly inserts in to the readers.

Currently our entire hangar is in the process of being rebuilt. Will forward pictures showing results upon completion. At present, our equipment consists of (2) H-13G's, (2) L-17's, and (9) L-19's. Also, the best doggone group of pilots and mechanics I've ever had the pleasure of working with. More of that next month.—Your correspondent, *Bob Miller*.

Personal note—Just a note to inform you of how much I appreciate the publication's efforts to keep us all informed, and I expect that it will receive evidence of this appreciation in the near future.—Incidentally, I got my "tracks" Nov. 12, '54 B. M.

CLOSE SHAVE!

COLUMBIA, S. C.—Realize it has been quite some time since I've sent any info from the sovereign state of South Carolina, but was laid up for about six weeks last fall with a couple of bone tumors in the legs, and not only sweated out the operation and lab reports, but whether or not it would affect ye ole flying status. Everything came out fine



Capt. Thomas O. Finley
Lucky Finner on #310

though, and am still drilling holes in the blue. Took a trip to Ohio the second week in November, was weathered in for seven days (actually—honest fellows, an instrument ticket coupled to an L-19 still leaves you on the ground) and then ended the trip per the enclosed news clipping from the local scandal sheet. Very embarrassing, to say the least. That's what is known as hitting the front page the hard way.

We have two fellows in school at the present time. One, Lt. Kinnon, assigned to the Div Sig Co is currently finishing up the 7 months of flight training, and is in Aviation Tactics course at the school and scheduled to finish in March. Captain Davis finished Adv Inf Off Course at Benning. To all AA'S who have been past guests of South Carolina, be it known that we were snowed on recently. The yankees all say, "So what!", but to us that is

quite an occasion down here. Upper state got about 4 inches, but here, none of it stuck.

We are still awaiting delivery of two more ole reconditioned, war-weary L-17's (past due), and another new H-13G which is slated for delivery sometime next month. The confederate air force is growing. Hope this will be some help. Those of us down here would enjoy hearing from any past friends, chums, acquaintances, and enemies. Owe a couple of scribbles, but those will be taken care of shortly. As the Governor of South Carolina said to the Governor of North Carolina, "It's been a long time between drinks." Come see us. Maj. Clifford S. Athey, AO.

(Ed. Quick digest of "Front Page:" L-19, XC, engine conked, under power lines, "plunk" on old Camden, S. C. Highway, State Troopers, no jail term).

FROM THE BOONDOCKS

VIENT-TIANE, LOAS—My assignment was changed from AFFE to Vient-tiane and although I was clobbered by Bob Koepp I haven't rec'd an issue as yet. Know this is due to my ZI-AFFE-Laos movement, I'm sure. . . . My duties will include those normally performed as an Asst. Army Attache plus the fact that I will have an L-23 to fly. This country has NO railroads and limited roads so air travel is the only answer. Now that I'm here I really want that magazine so change my address. Will write more when I get settled. VTY, Maj. Leland F. Wilhelm.

OMISSION

FORT HUACHUCA, ARIZ.—We are the 16th Sig Bn, associated with the 303rd Sig Bn to comprise the 505th Signal Group Air Section. You have heard from the 303rd but they somehow forgot to mention their allies, the 16th. We are; 1st Lt. George Rizer (presently in instrument school), 1st Lt. Charles Algood, 1st Lt. Arland D. Boydston and Capt. Jack D. Tamplin. Our line Chief is SFC Caldean Allen, maintenance; Sgt. Neil Soder, Supply; Sgt. Richard Pawling and crew chiefs, Pfc Charles Neil and Cpl. Edward Erisckson. Capt. Jack D. Tamplin, Correspondent.

FORT HUACHUCA, ARIZ. — The situation is looking up more each day here lately. Our big problem is the supply and parts "gizmo". Our great iron buzzard, the C-46, is out West a skoshi now attempting to pick up another load of long overdues. Wells Fargo should never have gone out of business. What's become of all the aircraft spark plugs in the business? Where are all the — well — we can't go into the entire list so we'll let it go and go on waiting and keep resubmitting.

It was a surprise to me to find such a great number of our torque wrench boys who

knew nothing at all about our magazine. I wonder if this condition exists at many other units? Perhaps when the other members of our people return to the dusty, gusty ramp from romping all over the "Sunshine Capital" (so says the C. of C.) and God's Golden West, we may have a few more for you. VTY, Lt. Klein J. Leonard

"DER FLUZZEL" unfluzzled: 1) d; 2) b; 3) a; 4) b; 5) c; 6) b; 7) c; 8) a; 9) d; 10) a; 11) c; 12) c; 13) c; 14) c; 15) d; 16) a . . . and you didn't get 100%? Tch, tch.

randoms:

BIG MONTH

This has been a big month for AA... Creation of the Army Aviation Center, rollout of the Bell Conquest plane, creation of the Army Aviation Division in G-3 with Brig. Gen. Howze as its Chief, new Otters on the way, the announcement about the "jets", and a host of other events.

It's been a big month for us too. We mailed out the Yearbook (a rock-crusher if there ever was one); many units have rang the "100%" bell; our first PAID advertisement adorns Page 2 of this issue; "Steve Canyon" joined us and blasted Cpl. Caniff; and you're reading the first of what we hope to be many "linotyped" issues, thanks to those 100 per centers and an advertiser.

BIG BILL

We dragged "Friday" along with us on a visit to the Pentagon and both of us enjoyed getting lost in the maze After taking one look at those littered desks and loaded "In" baskets, we won't scream for "copy" from that direction anymore. We had the pencil poised for two days waiting for those "pearls" to come but our pad was empty when we paid the Motel bill.

BIG WAIST

Oh yes — we did learn two things. Pentagoners are prone to eat "Rabbit Food." Their sedentary life precludes the French fries for lunch and the main conversation seems to revolve around squash, golf, and tennis. We were introduced to the "Long-Leeney Special," a Manhattan mixed with soda. As a Reserve Captain, how do you go about telling a Lt. Colonel your Bourbon soda is a little on the "dark" side and he done swizzled the wrong stuff in the right glass. We drank it all. Ughh!

We had reports that "IT" was in the Pentagon; at least, we knew IT arrived there in early January. We nearly blew a gasket when we learned that IT was still in the Pentagon on Feb. 21st and in Gen. Hightower's safe. IT should be farther South by now.

BIG CHANGE

One other change with this issue. No longer will we capitalize subscribers' name. With 2,400+ in the files, it's a Rat-Race to continue to do so. This issue is about half and half so don't use any capitalization

or italics as a base.

However, we're going to run a "Country Club" publication as of this date. The course is crowded and it's going to get more crowded. It isn't fair to the Club Members who have paid their Greens Fees to sit it out while "Guests" clutter up the Course. And so, we're going to restrict the course to Members (the subscribers) and our Guests (the "Peekers") will play on a "space available" basis.

That's a drastic step but we simply cannot and will not alienate the people who have supported the publication by buying it. With more and more "Guests" submitting copy each month, we have recently had to shelve a considerable amount of news that was submitted by subscribers. We haven't been "called down" on this as yet and before we do we're taking this step. No one will be hurt by this change for we honestly cannot see where a "Guest" should be miffed if his copy isn't published.

BIG REVIEW

If you don't think AA rates, read this: On a visit to Maj. Frank Burgasser's office in OCINFO, D/A, we asked the Major if he had seen the new "Aviation Digest." He said he had seen only one copy and that was in Mr. Stevens' office. That's what we'd call limited but potent "distribution."

There's one "BIG" thing left — the "BIG Sleep" — and we're taking it right now. One parting word to the young lady who admonished us for not buying "Friday" that new shopping cart. It's true that the 225 Certificates (with cardboard inserts) broke the "Chow Wagon" but it's also true that "Friday" isn't an underpaid, overworked steno — she's my wife and when it comes to "buying", she's no slouch. She's got a NEW one now (It may not have been made in Morton, Pennsylvania, but it was indirectly bought for her by Mr. Piasecki). We'd also like you to know that in ADDITION to the shopping cart, the PHC message on Page 2 went a long way towards bringing this linotyped issue to you, and with someone ELSE doing the typing for a change, don't think we aren't grateful to PHC. See you next month. Your editor, Art Kesten.

TO SUBMIT COPY: For publication, please mail your copy on or about the 5TH of any month. Copy reaching us AFTER the 16th of the month CANNOT be used in the "current" issue and is too "dated" for the next issue. Controversial articles are welcomed.

IT'S YOUR MOVE!

New Trial Offer to crewmen only. Seven issues for a dollar. Subscriber Listing and "AA Certificate" upon joining us as a "regular" at the end of the 7 months. "Ace" credit pegged at $\frac{1}{2}$ for each T/O accepted. We would like to have YOUR crewchief with us. Please ask him today. (If outside ZI, it's 7 for one-twenty.)

TO HAVE A GIFT SUBSCRIPTION SENT:

I am a current subscriber and wish to have a "Gift" subscription sent to the person whose name and address appear below. Please forward the enclosed message along with their first issue. () Payment is enclosed. () Please bill me.

TO SUBSCRIBE:

I would like to subscribe to "ARMY AVIATION" and have enclosed () two dollars in cash (\$2.40, if at an APO), or a check or money order made payable to "ARMY AVIATION".

Trial Offer

☐ I'll try it...
Here's my dollar!

NAME _____

RESIDENCE ADDRESS _____

(DO NOT LIST UNIT ADDRESS)

CITY _____ STATE _____

*Clip and Mail
Today!*

(Please provide residence address unless at an APO. Active Duty personnel are requested to also provide a PERMANENT home address, if available, so that issues which are returned to the sender may be reforwarded to this address.)

() AA; () Maintenance Personnel; () Parent; () Friend; () Unit CO;
() Crew-chief. Active in () AD; () National Guard; () US Army Reserve.

"ARMY AVIATION"

P. O. BOX 99

**Peter Stuyvesant Station
NEW YORK 9, N. Y.**

**APPLICATION FOR SECOND
CLASS MAIL PRIVILEGES IS
PENDING AT NEW YORK, N. Y.**

**Forward and Return Postage
GUARANTEED**

"STRIP TEASE" for March 1955 Issue — Solution on Page 27

