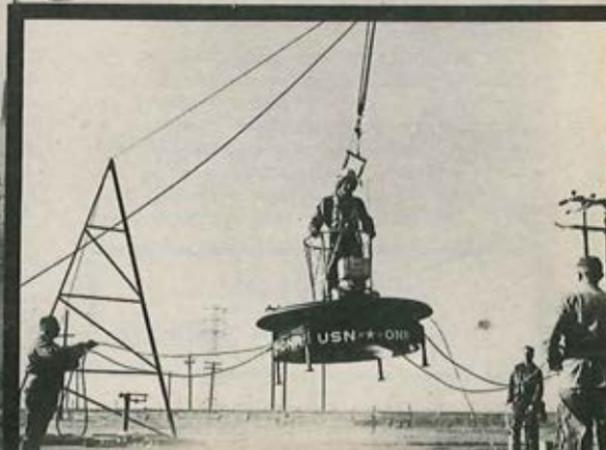


ARMY AVIATION

MAY, 1955



Flying Carpet, 1955 A.D.

The Office of Naval Research in early April revealed the existence of one of the most unusual aircraft yet made public. It is a small wingless "flying platform" which has made short successful flights carrying a pilot.

Man's dream of flying has always included the idea of flight so simple as to be instinctive. The concept of the "Flying Platform" stabilized and controlled by the same instinctive reactions a person uses to stand upright, more closely approximates this ideal than any aircraft ever built.

The machine is a research tool and is now undergoing modification to further explore the principle involved. Designed and built by Hiller Helicopters, Palo Alto, California, under the direction of the Office of Naval Research, the one-passenger "flying platform" is almost literally a flying carpet which the pilot controls merely by shifting his weight instead of using manual or mechanical flight controls. Thus conventional controls and instruments are virtually eliminated. This new type of control utilizes the same instinctive reactions a person uses to stand and walk. Directional flight is achieved merely by leaning in the direction one wishes to go.

The small circular device, or "platform," on which the pilot stands uses a new principle of lift and propulsion called the ducted fan. The Hiller machine, which combines the principle of control by weight shifting with the ducted fan, definitely establishes the feasibility of radically simplified flight. From this experience, it appears reasonable that additional types of "Flying Platforms," both larger for long-range missions, and smaller for short-range missions, may be successful. Continuous extensive research and development will be necessary before these principles can be applied in the production of military aircraft.

In awarding the contract to Hiller, the Office of Naval Research wanted a one-man device. The principle, however, is applicable to different types and sizes of machines. Although technical details will not be released at the present time, the feasibility demonstrated by the "flying platform" indicates that this principle has

many possible applications in small and large vertical flight aircraft.

The primary advantage of such aircraft would be the extreme ease of flying and learning to fly, and their low cost. In addition, they could be carried fully assembled in a ground vehicle. The machine may be operated out of extremely confined areas. Maintenance would be relatively simple because of the inherent simplicity of the aircraft.

The ONR "Flying Platform" built by Hiller Helicopters is the first ducted fan type of VTO aircraft to fly carrying a man. Variations of this principle have been flown while tethered, but this aircraft is the first such vehicle to achieve piloted free flight.

No altitude or long-distance flights have yet been made with the "Flying Platform." Before this step can be achieved there must be further extensive testing and knowledge gained through carefully conducted free flight experiments at low altitudes.

A forerunner of the present flying platform was developed by Charles H. Zimmerman and tested by Hiller Helicopters in 1947, but free flight was not then achieved. In early 1952 the National Advisory Committee for Aeronautics flew a tethered device of this type with Charles Zimmerman and Paul Hill as project engineers for NACA. The De Lackner helicopter recently pictured at Westchester, N. Y. is one adaptation of this work. In 1954 Hiller Helicopters was awarded a contract by the Office of Naval Research for the development of a free flight platform. Present activities are confined to research only, directed to further development of kinesthetic control and the ducted fan principle.

Cover Photos

CENTER: "FLYING PLATFORM" — New vertical take-off "Flying Platform" built by Hiller Helicopters, under direction of the Office of Naval Research, shown in free flight at Palo Alto, California.

TOP: Looking at Hiller Helicopters' "Flying Platform" are (l. to r.): President Stanley Hiller, Jr., Lt. Cmdr. Hugh F. McLinden, Bureau of Aeronautics Representative at the Hiller plant; Phil A. Johnston, test pilot; Arthur Robertson, project engineer; and E. T. Bolton, Executive Vice President.

BOTTOM: The "FLYING PLATFORM" shown in tethered flight.

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BY THE 5TH OF ANY MONTH

ARMY AVIATION

100% Units

Five or more Rated Personnel

The units below are all 100% subscribed to "Army Aviation." If you have 100% of your rated personnel with us and we have neglected to list your unit, drop us a note and we'll be happy to carry your unit on this permanent listing.

Army Aviation Division, G-3
9th Infantry Division
18th Field Artillery Group
C Flight, 521st Engr Avn Co
93rd Signal Battalion

Special Missions Group, AAS
9th Signal Battalion (Opr)
Headquarters, First Army
N. Y. Mob Des Det # 1
17th Signal Battalion (Opr)
TCAACO

NEXT MONTH

"Tech Reps"

TCAACO Report

First Use
of Grasshopper
Insignia

Lucky Finners
by the Dozen

Creation of a
Separate Magazine
for Line Personnel

Helicopter Forum

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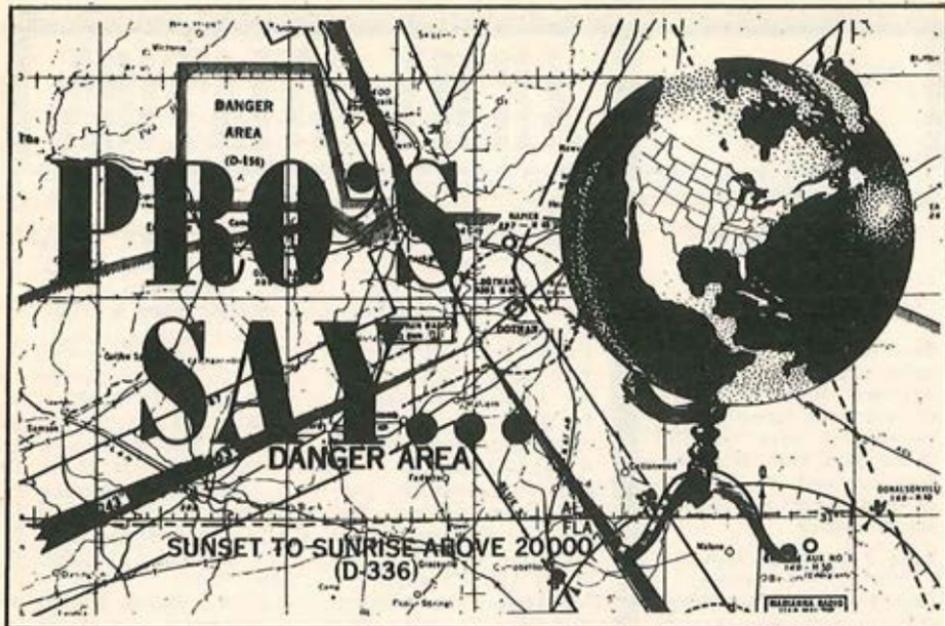
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RENEWALS

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

FREE-LANCE STAFF ILLUSTRATORS

Major Lloyd O. Borgen Lt. Joseph R. Gayhart, Jr.
Captain Robert Skimin Lt. Robert W. Koepf
Captain Raymond C. Kerns



Delivery of H-34

Delivery of the Army's first Sikorsky H-34 helicopter was made in late March at Bridgeport, Connecticut, the Department of the Army announced. The big helicopter, first of a large number to be used by the Army, was flown from the Sikorsky Aircraft flight field at Bridgeport by Captain Claude E. Hargett, U.S.A., to Camp Rucker, Alabama, the site of the Army Aviation School.

A four-bladed single main rotor aircraft, the H-34 is powered by a Lycoming-built Wright R-1820 engine of 1425 horsepower. Although exact specifications remain classified, the H-34 represents a substantial size boost over the famed H-19, which carries

from eight to ten fully-equipped troops. The H-34 can carry from 12 to 14 fully-equipped troops or 3,000 pounds of cargo. During early March, Army pilots were given extensive training in operation of the H-34 under the direction of D. D. Viner, Sikorsky chief test pilot. The training course consisted of ten hours of actual flight time in the H-34.

At the completion of the course, pilots flew the aircraft to their home bases where the aircraft will be used to train additional pilots. Eventually, as more units are delivered, the Army's training of H-34 pilots will be conducted at Fort Sill, Oklahoma. Two of the Army's H-34's will undergo complete phase testing by the Air Force at Edwards Air Force Base, California. (DD Release, OCINFO, Maj. F. X. Burgasser).

Rugged

GERMANY—We are enclosing two photographs taken while this organization flew in support of the combined British and American war games in Austria. Our H-19s and crews spent five weeks on missions over Europe's most rugged and beautiful terrain. In four hundred forty sorties we carried everything from gas cans and rations to 105 howitzers and Bailey bridges. Topping it off was an amazingly successful rescue operation of



MEMO

British troops burned in a blazing barn. The unit is commanded by Major Frank G. Brown, Major Norman Goodwin is Exec and Captain Bill Rinkle handles maintenance. Sincerely yours, WOJG Allen K. Pepin.

H-34 Outfit

FORT SILL, OKLA.—Just a word of casual info . . . The unit of which I am the CO, the 45th Trans Bn, Light Helicopter (H-34) was activated in ZI by orders published 5 Jan. '55. At that time I was Exec. and Rear Detachment commander of the AAS at Sill, so of necessity, wore two hats for a few months. Personnel were very slow in being assigned to the unit and for a long time it was little more than a "Morning Report" outfit. However, the pace is speeding up somewhat and at the moment I have assigned and present for duty the following personnel: Maj. W. R. Mathews, (Exec.); Major Marcus Sullivan (CO, 587th Helicopter Company); Maj. Louis Atens, (S-3). Warrant Officer personnel include: CWO Anthony Cominos, CWO Billy Wester (the record holder of speed and altitude for helicopters). In addition, Capt. Bob Lowe has reported in from Korea the past few days. Will keep you up to date as personnel report to us, having turned over the responsibility of corresponding to Lt. O'Connor of the "3" section.

CWO Cominos and CWO Harry Fletcher have just completed a factory check out at Sikorsky and delivered two H-34's to us here at Sill. These aircraft have not been flown as yet at Sill pending completion of acceptance check and maintenance, hence, no performance data can be given at this time.

Our program here will be strictly one

To insure "current" news we ask that you forward your news or personals by the FIFTH of the month. By doing this, your article will reach us between the tenth to the eighteenth & we can plan our pages accordingly. Articles that are received between the 20th to the 30th of the month are "shutout" of the issue and by the time the next issue rolls around are no longer "current" copy. We extend an open invitation to YOU to serve as a correspondent.

of a training nature. All transition and tactical training in the H-34 will be conducted at Sill, so you may expect a steady source of interesting news items from us. As this is considered to be a "hot" outfit, you will no doubt recognize many old names formerly associated with AAS and Army aviation in general. Cordially, Lt. Col. Charles Ernest.

Notice On Cost Study

The Transportation Research and Development Command at Fort Eustis, Va. is conducting a continuing study to determine the costs of operation and maintenance of Army Aircraft. This study includes fuel and lubricant consumption, spare parts consumption, and maintenance manhours expended directly on aircraft. All costs are being expressed in terms of flying hours.

While as many available sources of data as possible are being covered, it is felt that perhaps some valuable data is being passed over. If any of you have data which might be of help in such a study, please send it to: Commanding Officer, Transportation Research and Development Command, Fort Eustis, Virginia, Attn: Army Aviation Division. The more data, the better we are able to determine costs, with result—better aircraft at reduced cost. Maj. Hal P. Crane, Jr.

OKAY/OKAY! SO IT IS 'CAVU' FROM THE TOWER -
BUT IT'S SOCKED IN SOLID OUT HERE!



UNIFICATION - A FRAUD?

In his "Washington Merry-Go-Round" under the topic heading of "Unification Myth," Drew Pearson summarized the unification of the armed forces as "one of the greatest frauds put over on the American public." He depicted the various services as drawing farther apart rather than unifying.

As one example, he offered this illustration. Since unification, key Army officers have been plotting to regain control of the air. Assigning Army light aircraft as artillery observation craft, incorporating helicopters for rescue and supply missions, and attempting to place tactical fighter-bombers and transport planes under Army responsibility are part of the overall scheme.

Mr. Pearson pointed out that the Army has now created an Army Aviation Division under the General Staff and quoted liberally from "the directive setting up this new Army air corps."

As a footnote, he commented that the Air Force was initially created to "consolidate all air activities under one command," and then stressed that each of the services today has its own separate air arm.

In letters sent to the Editors of the Washington Post and the Philadelphia Bulletin, Mr. Frank K. MacMahon (Col., USAFR) had this to say:

Dear Sir: In his "Washington Merry-Go-Round" column dated March 26, Drew Pearson included some rather disparaging remarks concerning Army aviation under the caption "Unification Myth". He was

undoubtedly reporting what he believed to be facts, but it is apparent that he was not in possession of all the facts.

Army aviation was born in 1941 during maneuvers in Louisiana. The then "Army Air Corps" was so engrossed with the high priority mission of strategic bombardment and fighter cover for its bombers, that the aviation needs of the ground forces were receiving little attention. In an effort to fulfill these needs, the Army Ground Force leased off-the-shelf light planes with civilian pilots from two or three manufacturers to test the usefulness of these small aircraft, primarily for artillery spotting and liaison missions.

The "Grasshopper" operations were so successful—operating as they did from any open field or straight stretch of dirt road—that thousands of light planes were purchased subsequently by the Army. They performed invaluable service in all theaters of war, indirectly saving the lives of countless American GI's.

The "Key West Agreement", dated 21 April 1948, assigned specific functions to the Armed Forces in accordance with the National Security Act of 1947. This act, as amended in 1949, provides "in general the Army shall include land combat and services forces and such aviation and water transport as may be organic therein." On 2 October 1951, a "Memorandum of Understanding" was signed by the Secretary of the Army and the Secretary of the Air Force delineating the phrase "such aviation as may be organic therein", in order to insure that the U. S. Army might employ aircraft necessary for its internal requirements in the conduct of operations on

Sikorsky H-34, a 4-bladed single main rotor aircraft powered by a Lycoming-built Wright R-1820 Engine of 1425 horsepower. Capable of carrying 12 to 14 fully-equipped troops or 3,000 lbs.



land, without infringement upon the functions assigned to the U. S. Air Force.

This "Memorandum of Understanding", as subsequently amended, provides in general that "Army organic aviation will consist of aircraft primarily utilized by the Army within the Army combat zone . . . for the purpose of expediting and improving ground combat and logistical procedures subject, however, to the limitation that such aircraft will not duplicate the functions of the U. S. Air Force in providing the Army . . . close combat support, assault transport and other troop carrier airlift, aerial photography, tactical reconnaissance and interdiction of enemy land power and communication. . . ."

Army aviation operates under the terms of this joint Army-Air Force agreement and under the provisions of the National Security Act. The fact that Army aviation is growing, in terms of the quality and quantity of its organic aircraft, is a tribute to the progressiveness and foresightedness of our top Army commanders. In this era of tactical atomic weapons, it is mandatory that our ground troops be dispersed on the field of battle so that they will not present a lucrative target for atomic attack.

On the other hand, these dispersed units must have the capability of concentrating rapidly to close with threatening enemy forces at the proper time and place. Tactical air mobility within the

Army combat zone is therefore tantamount to successful land campaigns. The Army has the responsibility for providing its own tactical air mobility within the Army combat zone. Failure to provide proper organic Army aviation to fulfill this responsibility would constitute dereliction of public trust.

To decry Army aviation as "one of the greatest frauds ever put over on the American public" is an act of journalistic misrepresentation. Very truly yours, Frank K. MacMahon, Providence & Farnum Roads, Media, Pennsylvania.

**IF
YOU
DON'T
SEE
IT**



**YOUR
UNIT CORRESPONDENT
DIDN'T SEND IT!**



A "Happy" Crew, the Avn Department, Transportation School, Ft. Eustis: 1ST ROW (L to R): Majors John J. Martin, Harold Grossman, Robert M. Berry, Jr., and James H. Scheer; Lt. Cols. William B. Dyer and Kenneth H. Paulhamus; Majors Joseph L. Koloski and Peter L. Strennen. 2ND ROW: WOJG Clarence M. Hulett, Capt. Glenn W. Chitwood, Jack D. Van Meter, Paul O. Bailey, John R. Emery, Jack B. Del Porte, Todd M. Barth, and Richard McCormack. 3RD ROW: CWO Harvey L. Stephens; Lt. Albert M. Zack; WOJGs Willie H. Windham and Arthur J. Poole; Lt. Nesbert L. Miller; CWOs Durant Wadsworth and Ralph T. Higdon; Lts. Theodore A. Gullia, John D. Barringer, and James W. Grimes.



The Kellett Aircraft Corp., under contract with the Office of Naval Research, has built a research helicopter, utilizing an entirely new system of stability control. Nicknamed "Stable Mabel" by Kellett's experimental department, the KH-15 took to the air on its initial flight after only eight minutes of "tethered" flight. This short period of restrained testing is probably a record in the flight of experimental helicopters.

This one-man helicopter is a flying laboratory for investigating the theories of Dr. G. J. Sissingh, chief of aerodynamics for Kellett Aircraft Corp.

Dr. Sissingh's studies show that the stability and control characteristics of any helicopter can be improved by the gyro-stabilizing controls developed for the KH-15. This control system acts as an "automatic pilot", to hold the ship steady against disturbing forces without loss of control response. The initial application of the theory to a small one-man helicopter was undertaken because current similar types were understood to suffer from either too little stability, excessive control sensitivity, or a combination of these undesirable characteristics.

"Stable Mabel" is a single place jet-driven two-bladed single rotor helicopter. A conventional variable pitch tail rotor provides directional control. The fuselage is an open steel tubs structure to which are attached a fixed tripos landing gear, the main rotor, rotor controls, and an open truss tail boom which supports the tail rotor. Power is supplied by hydrogen peroxide rocket motors, mounted one on each rotor blade tip. Two fuel tanks are mounted, one on each side of the pilot. The fuel system incorporates a pilot-operated control manual throttling control.

Normally, small helicopters are oversensitive to the controls and skittish as young colts, forcing the pilots to work constantly to maintain control. While larger helicopters are also unstable, they usually respond to the controls. Positive response of the controls to the pilot's will is unique in a helicopter which also has a high degree of inherent dynamic stability. Usually, one or the other is

FLYING LAB

sacrificed.

Although the ultimate in helicopter stability and control has never been realized, flight tests of the KH-15 indicate this goal is being approached. It is already apparent that the control system results in a helicopter having positive dynamic stability without loss of control response throughout the speed range. The Kellett system can be adapted to any type or size helicopter.

(Ed. This is a delayed release.)



"IT"

EUCOM—"Not much in the line of news to report from Hqs, VII Corps for the present since things are pretty much status quo.—If the "IT" mentioned in the issues is what I think it is, I'm sure that the stormy weather ahead will later lead to smooth flying. Sincerely, Lt. Col. Lloyd J. Swink.

TURKEY—About this "IT" project. If I have "IT" pegged right, IT is one of six things—at least, that's what we here have narrowed IT down to. But unfortunately, the six things are all so "hot" you had better not publish them if you wish to continue in the good graces of D/A. VTY, Lt. Col. James L. Townsend.



◀ An Artillery Battalion Aviator ▶

This man is wanted badly—but he is becoming increasingly difficult to find, and that is little wonder. Here is a partial list of the qualifications we require.

Our wanted man is a perfect physical specimen with the eyes of an eagle and the ears of a hawk. He must have a desire to emulate a bird in many other respects also, but these can be determined only by personal interview and succeeding check flights.

Applicant must be an army officer in every sense of the word; erect, disciplined, immaculate in appearance; a model for enlisted men; able to shoulder responsibility and shed personal problems; never caught carrying bundles nor pushing baby carriages—a gentleman, by golly!

He must be an artilleryman par excellence: capable of surveying, emplacing, loading and pulling the lanyard on the weapon of his unit. It is helpful to have memorized FM 6-40 and the appropriate firing tables so as to conduct school-solution problems each time his unit fires.

Applicant must, incidentally, be a pilot. He must be capable of flying in and out of strips unusable by civilian standards. Needs a phenomenal memory in order to recall and obey Civil Air Regulations; Air Force Regulations, Department of the Army Regulations, Army Directives, Corps Directives, Corps Artillery Requests, Group Artillery Demands, and his own Battalion SOP. Should obtain, as a bare minimum, a commercial pilot rating with an instrument

ticket, but will be considered effective only when his ratings include single—and multi-engine land and sea with an Airline Transport Rating. Must know what to do when the tetrahedron revolves while on final approach; to understand the meaning of white light from the tower while in flight; and to unscramble the garbled transmissions of a harried radio operator—all while making a mental calculation of a 1/10th T over R in fire for effect.

Must maintain proficiency in four or more types of aircraft while studying for the Annual Army Aviator's Examination under the dim light of a link trainer one-half mile from the low cone on a low frequency approach. Must remember, while changing into Class A uniform in preparation for early guard mount, to use Able, Baker and Charlie when shooting artillery and Alpha, Bravo and Coca when shooting a landing.

Applicant will find it helpful to have legal training for courts and boards; accounting, in order to properly conduct inventories of P. X.'s etc; and public speaking in order to conduct recruit classes in hygiene, meteorology, and as a fill-in during Commander's Hour.

It is recommended that the applicant develop his tact and diplomacy to State Department level, since it will become necessary to please many superiors—both real and assumed. He must quickly determine who will fill out his efficiency report—S-3 or Aviation Officer—and devote much

"LUCKY FINS"

Last 3 digits on Fin. Submit head and shoulder snapshot. Crew chief MUST be included. Either the pilot or the crew chief MUST be a subscriber as of the first of the month of the date of the issue. 12 gratis copies go to first Fin# submitted. Duplicates will be published. . . . and let's see those pearly teeth. We won't publish frowns. Lucky Fins for May, 1955:

606
505
485
584



"Joe's giving Senator Foggel-Smith a ride; the Senator is against the increase in hazardous duty pay!"

effort to placating that individual—always bearing in mind that conditions may rapidly change, and that the snub today means the stub tomorrow on the promotion gauge.

We highly recommend that the applicant be, and remain single, but if he insists on marriage, it must be to a girl who enjoys card parties, sewing circles, and being alone. These things she must find pleasant, since her husband's weekends will be spent flying members of his unit who wish to go home, and who are sure that their pilot doesn't mind flying on Saturdays and Sundays.

We also recommend that each applicant be a capable mechanic, a skilled penman, and an accomplished typist. (This is a purely selfish request: our mechanics are either at T. I & E or on guard, barracks orderly, or K. P. Our Forms 1 are practically illegible, and our converted mechanic-to-typist punches with two fingers on the wrong keys!)

To the man who meets these specifications, we offer an additional hundred bucks a month—subject, of course, to income tax, unexpected RON's and battalion charities.

We also offer "clank" stories galore, hangar flying in bad weather, and an odd assortment of old flying suits.

One more thing.

We'll give him the sky—clean and clear—free of taxes and toll bridges. We'll give him a world of his own—a world shared only by the goblins and gremlins who talk of mysteries between heaven and

earth—and we promise him that once he has lived in this world of his own, no power on earth can make him forget or willingly give up, his ability to climb closer to the stars than the ordinary mortal who stumbles in dust."

—Maj. Morris G. Rawlings

Ceremonies

MORTON, PA.—At the invitation of Lt. Col. Ted Schirmacher, C.O. of the 8th Transportation Battalion (Helicopter), Fort Bragg, N. C., I was privileged to witness the ceremonies in connection with the first anniversary of the activation of that unit at Smith Lake Army Air Field on 1 April 1955. Major General Joseph P. Cleland, Commanding General, XVIII Airborne Corps, made awards to three soldiers of the battalion and then reviewed the unit on the flight ramp at Smith Lake.

Following an inspection of the unit's aircraft and equipment, a half-hour flight demonstration convinced the several hundred visitors who were present that the pilots of the battalion were really proficient in handling the H-25 and the H-21 cargo helicopters. It was a fine performance—one of which Col. Schirmacher could be justly proud. Sincerely, (Col.) Frank K. MacMahon.

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BY THE 5TH OF ANY MONTH**

"Pogo Stick"

Five U.S. Army H-19s left Bridgeport in early April on the first leg of a multi-stage flight operation which eventually will wind up in South America.

The copters will fly to Camp Rucker, Alabama, thence, in 15 stops enroute, to Fort Kobbe, Canal Zone, where they will be delivered to the Army's 937th Engineer Company (Aviation) (IAGS).

The long delivery flight, officially tabbed "Operation Pogo Stick," includes flight demonstrations for high governmental officials of various nations dotted along the route. The H-19s will stop at Havana, Cuba, Guatemala City, Guatemala; San Salvador, El Salvador; Tegucigalpa, Honduras; Managua, Nicaragua; and San Jose, Costa Rica.

Scheduled to leave Camp Rucker on or about April 15, the H-19s are to be in Fort Kobbe by May 2.

Ultimately, the copters will be used on the Inter American Geodetic Survey, an operation being carried out by the Army Map Service. The Army mapping group will survey sections of all South American countries with the exception of Argentina, Paraguay and Uruguay.

Longest single hop on the way to Fort Kobbe will be the 205 over-water miles

between Miami, Florida, and Havana. Shortest hop will be the 45 miles from Rio Hato, Republic of Panama, to Fort Kobbe.

The H-19s will be accompanied enroute by an L-20 and an L-23. On hand for the flights over water will be an SA-16 of the USAF's 26th Air Rescue Squadron, based at Albrook AFB, Balboa, Canal Zone.

The aircraft will be ferried from Bridgeport to Camp Rucker by Air Force ferry pilots. They will be flown to South America by pilots of the 937th. The latter will pick up the H-19s at Camp Rucker and undergo a two-week transition training course. (Sikorsky Release).



"WHO'S WHO" Yearbook

A word of thanks to those who have dropped us a card and acknowledged the receipt of their Yearbook. We have received a sufficient number of messages to assure us that the book arrived in good shape. Still have 183 on hand by the last count. AA's don't pose readily — so if you'd like the only compilation in existence send us a dollar and we'll hubba-hubba one to you.

RW 55-K; (Kneeling, L. to R.): Capts. Anthony J. Taddeo, Robert H. Burrus, Everdus H. Hackett, Perry Townsend, and Robert B. McFeeters. (Standing): Lts. Donald W. Phillips, Herbert M. Smith, Alfred L. Dove, Bobby E. Bogard, and Loial B. Haas; Capt. Carl Sawls; Lts. Dennis R. McMahon, John R. Ford, and Richard D. Schlicher; Capts. Willis B. Anderson and William A. Roehl; Maj. Wayne E. Hanselman; Lts. Robert Burkhardt, Jr., Kenneth R. Thompson, Velvin R. Watson, and Charles Sigler, Jr.; Capt. Milton P. Cherne; Lts. Francis J. Kadonsky and Raymond T. Thompson; Capts. Arthur A. Gehrki and Walter R. Reeve.



FT. RICHARDSON, ALASKA—The spring thaw has finally hit us here in Alaska and our Post is now in between slush and mud with the water standing 2 ft. deep in places. Soon the frost line will give away and we will have the DUST. The flying weather has been getting better all of the time with the following stations reporting on a recent XC to Fairbanks and return: Anchorage, clear, 125V; Talkeetna, clear, 75V; Summit, clear, 50V; Nenana, overcast, 30V. We are starting to get those long summer days and soon we'll be able to fly VFR all 24 hours.

Patter: We had the Grand Opening of our new officers' club last night and it is one of the plushest that I've seen anywhere in the service. Some of us are feeling might loooow this morning. We invite all of you AA's to come up and visit it as our guests. (Ed. *I'll take your word that it's plush*). A possible "First" for the Scratch Sheet: A subscription from Lt. Burton D. Hart, an Alaska Civil Air Patrol man. 'Nother new one from Capt. Bob Ratayczak (of Spec Tr, USARL), YC, Capt. Billie D. Marsh.



The helicopter is the ideal vehicle for Command Liaison!

SUBMIT NEWS COPY BY THE 5TH OF ANY MONTH

TIC

TIC, FORT BENNING, GA.—Current poop on the Infantry Center Aviation Detachment is as follows: Maj. R. M. Barendse is back from Leavenworth C & GS to head up the Detachment, Capt. J. L. Chambers has departed for "Mufti in Missouri," but not prior to becoming a "Papasan" of a little daughter. Along the same line, Capt. Bob Swann also managed to eke out a new female (with a little assistance from the Mrs. of course)... Recent graduates of "AAS" who now call Benning "home" are Lts. G. C. Clancy, J. M. McMahon, W. E. McMurry, and D. L. Knotts... we're all working 'em over to let loose of a few frogskins each for 12 issues... got a new "Dial Pilot" in Lt. J. L. Graham who is now at Twin-E School. Your correspondent, Capt. O. G. Mullins. P.S. "Bagged" two of the four above; Maj. Barendse came through on his own; and start sending a regular issue to the CG of the Infantry Center.

I Like It!

FORT KNOX, KY.—Well, I finally fooled the experts—I graduated. . . . I'm now flying out of Godman Field, Ky. Incidentally, if this isn't the sweetest set-up for an aviation section, then I'd like to hear about one that's better. . . . We're having our share of weather here. . . . Rain, hail, snow, and you name it. . . . Lt. Col. Booth is our AO (and leaves for hcptr-school shortly). We have three pilots attending chopper school (Capt. H. D. Hawley and Lts. W. R. Koch and L. A. Barber) and at least two more attempting to become instrument qualified. We reluctantly said "Farewell" to Capt. C. B. Harris who's going to give civilian life a nasty ol' try. It's our earnest desire to send tidbits of info and let you know that we're alive and kickin' at Godman. As Jackie Gleason says, "we're a good group." Incidentally, I ran into Maj. Arne Eliasson as he was finishing I-School at Rucker. Your reporter, Capt. Donald E. Treat.

100 Years and 2 Months

TOKYO—A note on the status of the Military Assistance Advisory Group, Japan, Flight Detachment, at Tokyo Army Airstrip (Z Avenue) that was activated 15 October last. MAAGJ operations extend throughout the Japanese islands, so there are many RONS for all. One aircraft each is assigned to the local advisory groups in Hokkaido and Kyushu. The rest operate from Z Avenue, which has been improved considerably as a strip and will be the site of an International Trade and Industry Fair in May. New piers are being constructed on one side of the island and it may be only a matter of time before the whole area will be returned to the Japanese control. The Detachment would then move to Chofu Airfield on the other side of Tokyo.

We have a strength of eight aviators and 11 enlisted men. We are authorized four multi-passenger, three L-19s and three H-13s and are awaiting an L-23 from the United States. Although all L-17s were supposed to be out of FÉCOM by today's date, we still have three and are rolling up over 50 hours a month on each, which may be the reason that we have not lost ours yet.

Personnel-wise, the detachment is commanded by the undersigned. Capt. Laddie J. Roark, is Executive. Capt. Leo C. Bryan is Operations Officer while Capt. Harry L. Jones, ex-KMAG, is Engineering Officer. Capt. Lawrence M. Flanagan has all the special projects and Capt. Robert H. Parks is Supply Officer. In Sapporo, Hokkaido, is Capt. Carl E. Goldbranson, Capt. Melvin W. Rorick flies out of Itazuke, Kyushu. Line Chief and subscriber is M/Sgt. James M. McDaniel, ex-PaNG advisor where he served with another old Japan-hand, Capt. Murray S. Pinckney.

M/Sgt. Jacob R. Creighton is Transportation Parts Specialist.

Other EM are SFCs Robert C. Moon and Dickson J. Bennett; Sgts Aimo A. Ahola, Dominick L. Careccia and Ivan J. Smith; Cpl. Charles J. Yates and Pfc Philip M. Tetreault.

In the front office is Lt. Col. Carl E. Bobo, Aviation Advisor to the Japanese Ground Staff Defense Force, who leaves shortly for the U. S. His replacement is Lt. Col. Henry H. McKee, who has been advising at the Japanese Aviation School at Hamamatsu. Capt. Alma Chamberlain is Transportation Aviation Advisor.

We would like to point out that there is quite a bit of talent in this group. The eleven aviators in MAAGJ have a total of 100 years, 2 months of flying military aircraft with a total of 28,200 flying hours. Nine are senior aviators; five of us have passed 3,000 hours. Sincerely, (Capt.) William J. Maddox Jr., Detachment commander.

Air, Give Me Air!

JAPAN—Main activity here at the 1st Cav Air Section is supporting the preparations for the All-AFFE Rifle Matches which are to be held in the Ojo Training Area during the month of April. The 6th Helicopter Trans. Company (from Matsushima) is also involved. A great many choppers are being utilized in this operation because of the fact that the majority of the roads in the area are impassable. The pilots call it "Operation Boggs" in that a Col. Boggs from the Division Engineers is in charge of the building program at Ojo and he is always calling for more and more air support. All in all, we are getting a good workout. The Okasan is calling me to supper. Savonara. Your correspondent, Lt. Allen E. Scholz.



MAAG-J
Flight Detachment
(Left to Right)
L. M. Flanagan
Harry L. Jones
Robert H. Parks
Leo C. Bryan
Laddie J. Roark
W. J. Maddox, Jr.

Honeymooners

CAMP DRAKE, TOKYO—This being the first article from the IX Corps Artillery Consolidated Aviation Section since its move from the "Rock" to Camp Drake, Tokyo, I'll try to bring the readers up to date on our present set-up. We are working off of a new PSP strip located about a Stone's throw from Tokyo. The strip has been completed and, when the Operations building and hangar are finished, we will have a "No. 1" set-up. We have five battalion air sections plus the organic IX Corps Artillery planes and pilots. So you see, we have quite a few L-19's plus a Beaver and a chopper to add to the Tokyo Air Rat Race, and we do hold our own against the many other aircraft that fill the sky every day.

Housing here is poor but most of the "jocks" have rented private homes, so that now everybody is anxiously awaiting their wives. After separations of nearly a year, there will be some second honey-moons "more sukoshi."

To keep things going we have Capt. John W. Campbell as our Aviation Officer, so we can't go wrong. For those of you who are wondering where your fellow birdmen are look close at the following list of Lts. (all 1st's) and maybe some of them will appear with our gang. Charles S. Kettles, Phillip J. Hoebler, James J. Tufty, Thomas E. Anderson, Billy R. Montgomery, Jack W. Branning, Charles A. Hail, Thomas K. Fogler, John M. Kalina, Claude L. Razey, Richard H. Sharpe, Walter J. Werner, John D. Young, and "Watashi". And the man who keeps

the planes in the air is Line Chief SFC Thomas Fields, Lt. Robert M. Moulthrop.

(Ed. Don't know how this crew will ever read their "report." None of them currently get the mag. Will some kind-hearted ACE (carring a big bat) fly a copy to them?)

SUBMIT NEWS COPY BY THE 5TH

Busiest

FORT HOOD, TEX.—We profess to be the busiest Aviation Company going. From the handful of aviators and airplanes that we had in September, the 4th Armd. Div. Avn. Co. has grown to a bustling 30 aviators and 28 aircraft. The "growing pains" associated with activating and building an aviation company have kept our officers and men really "jumping", but we're proud of what we've built in the first few months and now we point with pride to our efficient engineering, operations, supply, and administrative sections. Our excellent inspection records reflect the effort put forth by everyone.

Maj. Gean Reynolds is our DAO, and Capt. Donald Bockbrader commands the company. Our aviators range from wise, experienced pilots to ones as new as 54-J graduates. Most of our flying missions are tactical, but there are a few juicy cross-country trips to give us variety.

We've been able to "show-off" recently to about twenty "ground pounders" who attended our observers school. Much of their time in the air was spent observing how well the instructor pilot could spin or split-S. Many of their faces presented interesting color schemes ranging from white to a pale green, but they learned a lot, and are much wiser as to the use of aircraft in combat.

We challenge anyone to match the passionate color scheme in our spacious "Pilots Ready Room" often referred to as the lounge. We also donned the "Aggressor greens" for Blue Bolt and gave the 1st Armored pilots a bad time with dogfights when they came across the MLR. This, however, wasn't in the script, but it sure broke the monotony of circling and looking. The air force jets were playful at times, coming alongside with dive brakes on, or making fake passes at us. Unit Correspondent, Lt. Dave Sanders.



PERMANENT CHANGES OF STATION

8) Allen, James M., 1st Lt.....323 Byxbee Street, San Francisco 27, California
 58) Bass, Paul., W/O.....ARMAV, R/W Section, 3461st SU, Camp Rucker, Ala.
 101) Bolton, Leonard, Capt.....41st Trans Bn (AAM), APO 28, New York, N. Y.
 125) Briggs, John L., Major.....521st Engr Co (Topo Avn), Ft Scott, Pres, of S. F.
 149) Bublitz, Karl E., 1st Lt.....6629 Overhill Road, Kansas City 13, Missouri
 194) Chambers, Stanley L., Capt.....27 Green House Blvd, West Hartford, Conn.
 318) Ernest, Charles, Lt. Col.....Hqs, 45th Trans Bn (Hcptr), Fort Sill, Oklahoma
 406) Haley, Robert W., Lt.....8066 AU, APO 547, San Francisco, Calif.
 433) Hartwig, Louis, Mr.....General Delivery, Hurst, Texas
 495) Johnson, Albert A., Jr. Capt.....Hqs, 8th US Army (Fwd) TC, APO 301, S. F.
 506) Jones, Charles W., Capt.....217 Searight Drive, Fort Bragg, North Carolina
 511f) Jones, William O., Sgt.....29th Engr Avn Sec, JUSMAG, APO 74, Box B, S. F.
 528) Kerr, James T., Jr., 1st Lt.....ARMAV, Camp Rucker, Alabama
 539) Knowles, Robert B., Capt.....Hq, 4th FA Bn (Pack), Air Sec, Ft Carson, Colo.
 586) Livingston, Richard E., 1st Lt.....9470-5, AEPG, Fort Huachuca, Arizona
 591) Lord, M. D., Capt.....521st Engr Co (Topo Avn), Ft Winfield Scott, Pres. of S. F.
 615) McSpadden, Billy M., Lt.....Air Field Opns Unit, 3461st SU, Camp Rucker, Ala.
 747) Paulson, Eugene C., Capt.....9th Signal Company, APO 111, New York, N. Y.
 780) Powell, Louis G., Sgt.....Headquarters Co, CONARC, Fort Monroe, Virginia
 782) Prater, Robert M., Capt.....4134 Timberlane Drive, Columbia, S. Carolina
 827) Robbins, Ernest P., 1st Lt.....9260th TU, TC Fld Serv Off, St. Louis, Mo.
 920) Stevens, Francis J., Maj.....Box 309, Gary Air Force Base, San Marcos, Tex.
 1051) White, William G., Lt.....563 South Franklin Street, Wilkesbarre, Pennsylvania
 1086) Ziegler, Harry E., Capt.....Hq, Seventh Army Avn Sec, APO 46, New York, N. Y.
 Babykin, Anatole G., Lt.....Glann Road, Appalachian, New York
 Bowdoin, Arthur C., 2d Lt.....6021st SU Personnel Cen, OS Rep Cen, Ft. Lewis, Wash.
 Crowell, George A., Captain.....555th Engr Group (C) (Air Sec), APO 164, N. Y., N. Y.
 Davis, Edison L., Captain.....Headquarters, 555th Field Artillery Bn, Ft. Lewis, Wash.
 Dodson, Donald J., Major.....Structural & Rigging Gp, Avn Dept, T-Sch, Ft. Eustis, Va.
 Grigsby, Doyle, Mr.....47 East Watts, Enterprise, Alabama
 Hicks, John W., M/Sgt.....Hq & Hq Co (Special Troops), 3461 SU, Box 21, Camp Rucker
 Hochella, Michael F., Major.....Det #1, 9470th TU, Fort Huachuca, Arizona
 Holcombe, Albert M., CWO.....Post Offire Box 34, Fort Eustis, Virginia
 Killett, Ernest B., Captain.....5502-F Geronimo Road, Fort Sill, Oklahoma
 McMahon, Dennis R., Lt.....Antilles Avn Sec, USARFANT & MDP, APO 851, N. Y.
 McQueary, Charles W., Captain.....111 North Colony Road, Denbigh, Virginia
 Miller, M. P., 1st Lt.....3420th SU, USAH, Box 325, Fort Bragg, North Carolina
 Paquin, Jean C., Captain.....9403rd TU, SCEL, Acft Sys Engr Staff, Ft Monmouth
 Parkinson, Gilbert N., Captain.....10th Division Flight Detachment, Ft Riley, Kan.
 Peterson, Noel C., Cpl.....Hq, 9th Infantry Division Air Section, APO 111, N. Y.
 Rosa, Frank Y., Jr., Lt.....937th Engr Co (Avn) (IAGS), Ft Clayton, Canal Zone
 Sontag, Paul D., Lt.....Box 150, Off Stud Co, AAS Regt, 3461st SU, Camp Rucker
 Silver, Frederick L., 1st Lt.....Green Island Hills, Columbus, Georgia
 Yamagata, Fred T., Lt.....Regimental Hq Co, 4th Inf Regt, APO 731, Seattle, Wass.
 Yunker, John L., Lt.....206 Jeff Street, Dothan, Alabama

CONGRATULATIONS

Lt. & Mrs. Robert A. Baney.....900 9th Ave NE, Minot, N. Dak. (A New Daughter)
 Lt. & Mrs. Billy McSpadden.....AAS, Camp Rucker (A New Daughter, Connie Jean)
 Capt. & Mrs. Robert Swann.....TIC, Fort Benning, Georgia (A New Daughter)



Recommended Reading

Issues are being held for all of the personnel listed below. In all instances the Post Office has returned the issues marked "Removed, Left No Address:"

Capt. MGB	Lt. ELF	Lt. CLK	Capt. ETR
Cpl. EJB	Capt. CRG	Lt. ADK	Capt. RTR
Sgt. FCC	Capt. JWG	Capt. JOL	M/Sgt. MES
Capt. ERD	Lt. WCH	Lt. KLL	Lt. CLS
M/Sgt. CJD	Lt. JDH	Capt. RBMc	SFC HHS
Capt. RHD	Lt. JBH	Lt. BRN	Lt. HES
Mr. SSD	Lt. RMJ	Pfc. JJR	Lt. WES
Lt. JRE	Sgt. CLJ	SFC GR	Capt. WIT

Issues and/or "Who's Who" Yearbook have been returned to the publication address and are being held for the following personnel:

Maj. A. P. Bolding, Jr.	Maj. Frederick C. Goodwin
WOJG Craig R. Burroughs	1st Lt. Fred G. Harris
WOJG Harold F. Brown	Lt. Col. Rollie M. Harrison
WOJG Charles J. Dye	Capt. Burdette J. Nygren

Jungle Hoppers

PHITSANULOKE, THAILAND—Just to let you know the 29th Engineer Company (Survey Base) aviation section is still operating. We are not only supporting our own company but also rendering support to a Geodometer (system of measuring distances by bouncing light off a mirror) party operating in the Malayan Peninsula and a Philippine Contract Survey team as well as the Thai Army Survey units. As a result our operation is spread over an area of 750 miles from the north end at Chiang Mai to the south end at Nakhon Si Thammarat and from the Burma border eastward 200 miles to include the Laos border (of Indochina). Due to a distinct lack of radio facilities, one operating station at Bangkok and two other part-time stations outside our operating area, we fly VFR pilotage exclusively except for trips into Bangkok. About half the area is dense jungle while the other half is mile after mile of rice paddies. Amazing how similar one rice paddy or tree looks to another!

Most of our work is liaison and support, including air drops to the scattered units via Fixed Wing or short hauls by Helicopter to move survey parties, since there are practically no roads available. The temperature ranges in the low hundreds, Fahrenheit that is, and the wind is practically nil, 5-10 MPH, most of the day. This makes load carrying a bit on the interesting side, especially when operating out of tight areas.

With our base of supplies being Clark AFB Phillipine Islands, our maintenance personnel are doing a No. 1 job on "making do" with what we have. Ingenuity is a major factor in their maintenance (30th Engrs don't have an exclusive on it) and so far we have no time lost due to maintenance.

Shouldn't mention it but our present strength is now 8 pilots and SEVEN aircraft. Yours truly tangled with one of those "Korean" hazards, an unmarked wire, on take-off—and wound up playing

submarine in an inverted position in the Mae Nan (River). I'm still trying to figure what part of the Helicopter bubble I came out through—all I remember is that it was awfully wet.

Incidentally, I'm filling in for Capt. Leslie H. Gilbert who is going thru the motions of packing for his return to ZI. He is the first of nearly all of the section's pilots to rotate this year. Leaving soon after him will be Capts. Warren H. Moore and Charles S. Francis and Lts. Don C. Bush, Carl L. Faulkner and Charles W. Race. That will leave only myself and Lt. Hugh M. Black to carry on about the time the company returns to Japan to get out of the rain here in Thailand. Sfc Leroy T. Collins, our line chief since activation of the section in March 1954 (Korea), just left for the ZI and we will be losing several others of the mechanics for the "Big R" soon. (Pfc Thomas L. Bryan, Pfc Roy E. Brockmeier, Pfc James D. White).

The new line chief is Sgt. Cyril D. Frost, who is doing the job of continuing the past high standards of maintenance in a commendable manner. Lt. Hugh M. Black volunteered (?) to stay here with the one aircraft (L-20) we are leaving for next year's operation while I will return to Japan with the other aircraft (1 L-19 and 5 H-13's) and attempt to shanghai some more Peelots and Mech's. ANY VOLUNTEERS? Your correspondent, (Capt.) James A. Mulkern.



ACES CLUB

As a current subscriber, you can join our growing "ACES CLUB" by simply remitting under your signature a combination of four new subscriptions and/or subscription renewals. With your subscription as the fifth, you have the normal ACE bag of five. A 3-color ACE CERTIFICATE is yours as is alternate-month listing on the ACES' Page. Here are the Area ACES who have accounted for over 2,100 separate subscriptions. It is a fact that without the help of the 125-odd people listed below there would be no publication:

FIRST ARMY

M/Sgt. Thomas D. Ward	38
Mr. Jackson E. Beighle	37
Maj. Gerald L. Hough	33
Capt. Michael Cullen	25
Capt. Edward C. Jellison	10
Capt. John R. Beler	8
Capt. Charles Fournier	7
Lt. Robert A. Richardson	6

SECOND ARMY

WOJG Clarence M. Hulett	67
Mr. Frank K. MacMahon	31
Lt. Col. Edw. C. Podworny	21
Maj. Harold Grossman	13
Lt. Col. David Bissett, Jr.	10
Capt. Robert J. St. Aubin	10
Maj. Henry S. Wann	10
Capt. Hunter G. Harbison	8
Lt. Edward L. Johnson	8
Capt. Jesse L. Wilkinson	6
Lt. Richard A. Humes	5

THIRD ARMY

Lt. Col. Harry T. Shiveley	52
Capt. Arthur G. Keith	43
Capt. Woodrow W. Brown	31
Capt. Samuel E. Tillery	25
Capt. Billy D. Carter	15
Maj. Morris G. Rawlings	14
Maj. Raymond A. Miller	11
M/Sgt. L. A. McMichael	9
Capt. Clyde J. Dillon	9
WOJG Claude J. Moore	9
Capt. Obra G. Mullins	7
WOJG Nathan Schultz	7
Lt. Dale W. Buffington	6
Maj. Arne H. Eliasson	6
Lt. G. F. Franciscovich	6
Capt. Ivan M. Peller	6
Maj. Henry D. Shellhart	6
Lt. Harold T. Campbell	5
Capt. Isidro S. Valdez, Jr.	5
Capt. Maurice A. Wilson	5
Lt. John L. Yunker	5

FOURTH ARMY

WOJG Paul W. Bass	40
Capt. Lesco G. Kaufman	16
Capt. John P. Westphal	14
Lt. Robert W. Koepf	13

Maj. Karl S. Patton	12
Lt. Darrell C. Slevin	12
Lt. Edward H. Aldridge	9
Lt. William R. Griffin	8
Capt. Robert J. Jeffrey	8
Lt. Edmund L. Fuchs	7
Maj. John W. Hammett	6
Capt. Herman E. Leach	6
Capt. Robert N. Peterson	6
Lt. David H. Sanders, Jr.	6
Maj. Russell T. Blair	5

FIFTH ARMY

Capt. Walter C. Pitt	16
Lt. Dean R. Paquette	14
Capt. James P. Dowling	12
Lt. Col. Harry J. Kern	11
Capt. Virgil A. Henson	8
Capt. John L. Dekker	7
Maj. Keith J. Bauer	6
Capt. Robert H. Reynolds	6
SFC Paul A. Simon	6
Capt. Glenn M. Ebaugh	5

SIXTH ARMY

Lt. Klein J. Leonard	29
Capt. Robert E. Brizee	25
Lt. James A. Boyer	22
Capt. Story C. Stevens	19
Capt. John E. Gilroy	18
Capt. Harold L. Howell	18
Capt. Raymond C. Kerns	15
Maj. George G. Tillery	15
Maj. Aaron G. Atkisson	12
W/O Herbert Kraus	9
Capt. Jowarren B. Shively	9
Capt. William R. Chaires	8
Lt. William F. Gurlay	8
Capt. Herbert R. Eder	7
Capt. Thomas F. McNamara	6
Lt. Jimmie D. DeLoach	5

USAREUR-USFA

Capt. Robert J. Lessard	94
Maj. Lloyd O. Borgen	46
Lt. Col. R. H. Murphy	42
Capt. Max E. Young	34
Lt. Col. E. P. Fleming, Jr.	24
Maj. James O. Townsend	23
Capt. Wayne E. Woltz	23
WOJG Orin D. Havens	22
Capt. John R. Brown	21

Capt. Afton Dare	13
Capt. Willis G. Strawn	13
Lt. Paul W. France	12
Capt. Clarence E. Preble	12
Capt. H. R. Mangum, Jr.	11
Lt. Col. J. L. Townsend	11
Lt. Robert S. Warner, Jr.	11
Capt. A. T. Pumphrey	10
Capt. H. T. Montgomery	9
Capt. William F. Armfield	8
Lt. Raymond W. Truex	8
Capt. George A. Crowell	7
Capt. L. W. Fladmark	7
Capt. Jack E. Harbour	7
Lt. Col. Miller T. Nesbit	7
Capt. Carl H. Loveland	6
Maj. Edgar L. Parker, Jr.	6
Capt. W. H. Traver, Jr.	6
Lt. Col. B. A. Bache	5

AFPE

Capt. James A. Smith	32
Maj. William G. Kilmer	15
Capt. Joseph W. Kunz	13
Lt. Allen E. Scholz	13
Capt. James E. Ingram	10
Lt. Raymond E. Moore	9
Lt. William C. Carter	7
Lt. James R. Cook	7
Lt. James C. Crouch	7
Lt. Robert H. Jacquot	7

USARAL-USARCIB

Capt. Charles F. Kieffer	27
Capt. Harold L. Baker	16
M/Sgt. Henry J. Lusignan	12
Capt. John E. Murphy	8
Maj. Thomas J. Sabiston	8
Capt. Billie D. Marsh	7
Capt. William R. Swift	7
Lt. Joseph R. Gayhart, Jr.	6

USAR-NG

Lt. Harold L. Burr (Conn)	15
Lt. Edward J. Davis (Okla)	11
Capt. Tom Walpole (O)	11
Maj. B. B. Mackell (NY)	10
Lt. H. M. Claybourne (Tex)	8
Maj. John S. Sarko (Wisc)	7
Lt. Col C W Lefever (Calif)	7
Maj. William H Graul (Md)	6
Maj. W. A. Richards (O)	6

IT'S NO CINCH, BUB!



1) Easily identified as a:

- Hiller H-23
- Bell H-13
- Sikorsky H-19
- McDonnell XV-1

2) Mil. Liaison for PHC:

- Mr. F. K. MacMahon
- Mr. J. E. Reigle
- Mr. Bryce Wilson
- Mr. Russell Bannock

3) Now in AA bullpen:

- H-41
- XV-2
- XV-1
- H-40

4) "Great White Father"

- Lt. Col. J. L. Rowan
- Lt. Col. L. W. Leency
- Lt. Col. J. B. Gregorie
- Lt. Col. O. G. Goodhand



5) Key factor in AA:

- Brig. Gen. I. S. Morris
- Maj. Gen. L. W. Prentiss
- Brig. Gen. H. H. Hossar
- Brig. Gen. W. W. Ford

6) Closeup of a new:

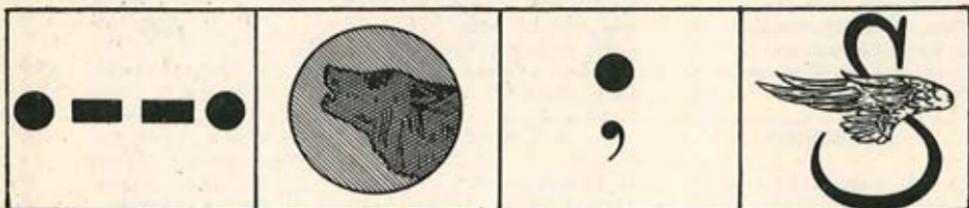
- Sikorsky test stand
- Bell cradle assembly
- Hiller landing gear
- Piasecki winch gear

7) CE rep at Pentagon:

- Maj. R. W. Reischer
- Maj. D. R. George
- Lt. Col. R. M. Rawls
- Maj. T. J. Sabiston

8) Tail end of an:

- L-20
- LC-126
- U-1
- YU-1



9) First letter in:

- Free-Loader
- Borrower
- Pecker
- Rider

10) Unit insignia of the:

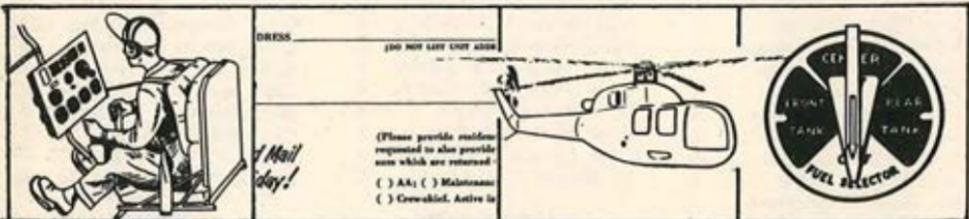
- 101st Division
- 98th Division
- 97th Division
- 104th Division

11) Symbol denoting:

- Droplets
- Semi-Colon
- Slight rain and dust
- Slight rain and drizzle

12) On rooftop at:

- Tulsa
- Bridgeport
- Fort Monmouth
- Southeastern Sig. Sch.



13) Our back-seat pilot is:

- confused
- worried
- sweating
- in a left gliding turn

14) Seldom used AA form:

- UR
- RBI
- RIP
- Subscription blank

15) AA's Ferrari:

- H-56
- H-59
- H-57
- H-58

16) Integral part of an:

- L-19
- L-20
- L-23
- L-17

The monthly "PICTURE PUZZLE" will not qualify you for "Break the Bank." It is intended to acquaint you with several AA personalities each month and at the same time to show you that you can never "put the books down." We welcome suggestions and contributions to the "Puzzle"; send them to the publication address. Photos should be cropped to 2" wide by 1-3/4" high. This month's solution may be found on Page 29.

Carrier-type Barriers

JAPAN—Biggest news item from here is the fact that the AFPE Detachment's semi-annual Inspection came and passed with the final rating of "SUPERIOR" being ours. Recently departed Maj. Briggs and our present C.O., Maj. Zeppenfeld, are both deservedly proud.

With the advent of warm weather we're once again bringing out the I-cards and sticking them up in the windows of our 23's and Go! Go! Go! What with the Arc 1 and the Arn/6 installed in all of them now we have a pretty pleasant little instrument aircraft. Yeah, pleasant! Get D. B. High or your writer to tell you a good hangar story about just how pleasant it can be when you rush the season too much, find yourself at 11,000, AI, -2° and . . . Oh! Well! What's a little ice!

Construction around the field continues in a never ending improvement program. Latest completed projects are the Link room (complete with 2 Links) the radio repair room, and the large cement wash rack complete with steam jenny. Newest projects are the construction of carrier-type barriers for emergency use on the field, and beautification of Ops. The crash barriers are still pretty much in the study stage, but for anyone who hasn't operated in and out of Zama this is the closest thing to carrier operation we hope to see in the Army.

A very interesting letter is forthcoming from our official correspondent on the trip Capt. Russ Johnson took last month. Somewhat of a record ferry trip, I imagine. He and Maj. Wilhelm took an L-23 to Thailand by way of Okinawa, Philippines

and Borneo. I'll say no more for I know Roy Caudle is writing the whole trip up for the readers.

Maj. John L. Briggs has been re-assigned to the 30th Topo at Crissy Field and his ex-exec has assumed command, with Capt. Hal Snyder moving into the exec slot. Only other changes in personnel are (by way of the pipeline) Capt. Bill Crichton and P. G. Helton outbound and Lt. Roy Caudle inbound. Chilly Willy Crichton is heading for Fort Sill (I think DA had forgotten that the School had moved when they issued those orders!) and PG is bound for Hq, Second Army. A pair of fine pilots that will be welcome assets to any organization. Lt. Caudle comes to us from the 1st Cav Div and brings a very welcome current Instrument ticket with him.

Got a question for you. This may have been answered a dozen times before, but not being particularly interested in the past I did not pay any attention to it. I have several pictures I'd like to send if I can have them back, but I hate to lose track of them. Do you operate like most publications and keep pictures submitted or could I have them back? Sincerely, (Capt.) Jim Smith.

(Ed. Photos will be returned if the request accompanies the photos. When submitting photos, place a stiff insert in the envelope to prevent crushing and mark envelope: "PHOTOS—DO NOT CRUSH!" In many instances, failure to take these two precautions has resulted in damaged photos and has prevented their use.)

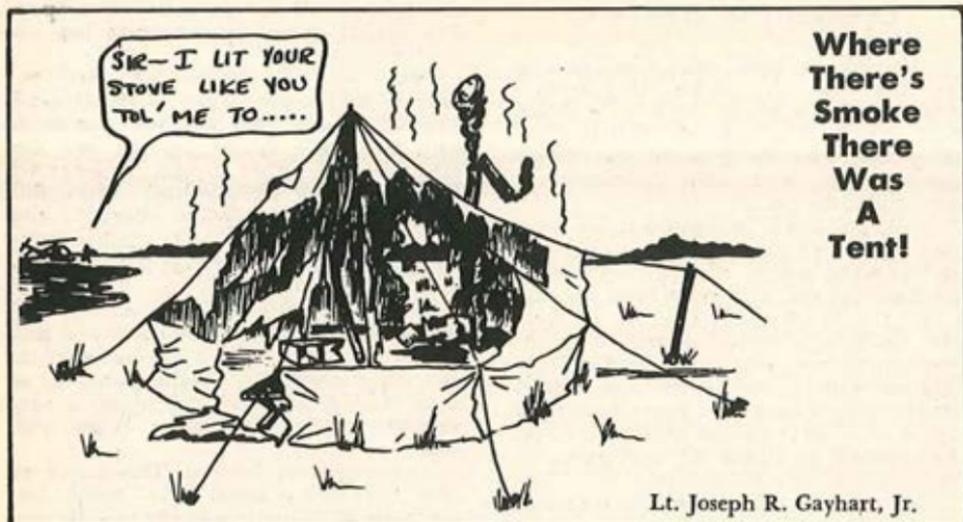
SUBMIT NEWS COPY BY THE 5TH

100% Units

SUBSCRIPTION AWARD

Do 100% of the rated personnel in your unit subscribe to this publication? If they do and you have 5 or more rated personnel in the unit, send us a quick postcard and we'll dispatch a 14 x 17 inch, three-color Award Certificate to your C. O. in the unit's name. It's a KING-size job and will brighten your Base Ops no end. Has room for plenty of "John Hancocks" too. We're mailing the first batch on May 15th and hope their receipt nets us a few good group photos. If you have just one or two men in your unit who are "dragging anchor," scuttle 'em.





Small But Powerful

FORT EUSTIS, VA.—Greetings from the Transportation Arctic Group (Aviation Branch). I guess I have been delegated as correspondent for our little kingdom here; where we're going we'll need a kingdom to survive. Our mission is to support the 1955 Cap Operations in the land of the "Blue Noses" and "Ice Snakes". We have a small but powerful little section. The aircraft we presently have are 2 L-20's; 2 H-19's; 4 H-13G's.

The Commanding Officer is Captain Robert J. St. Aubin, Opns—1st Lieutenant John O. Morris, Supp—1/Lt. Daniel P. Rosenson, Maint-WOJG Harold D. Herring. The other pilots assigned are WO's Hadley F. Kittredge, Michael N. Antoniou, Burnie B. McRea, Luama W. Mays, Robert E. Northcutt and your truly. Our line chief is SFC Eugene V. Carpenter. Sincerely, (WOJG) Raymond C. Bowers.

Lt.
Frank L. Treece
ARMAV,
Camp Rucker
First
Lucky Finner
on
"Triple O"

New Faces

KOREA—Having been recently appointed P.I.O., I think it is necessary to get the people interested and up to date about the goings on in our unit. Our mission is to support 8th Army Headquarters and its subordinate units. Once in a while, we hear a scream from someone else, so, we give them a helping hand. 8th Army (Forward) Flight is composed of several Units temporarily merged; the largest Unit being the 8085th Army Unit. Closely associated with 8th Army Flight is Lt. Col. CURTIS L. HANKINS, 8th Army Aviation Officer. Also in his office are Major JAMES INGRAM, Captain JOHN TODD, and 1st Lt. JAMES D. HAYS.

Incidentally, the 8085th Army Unit recently celebrated its 4th Birthday. We had a skoshi Air Show led by Lt. R. M. JACKSON, formerly of the SCHOOL. From the comments and my personal observation, I



think it was one of the best in the far East. We have 3 L-23, 7 L-20, 11 L-19, and 5 H-13 type aircraft. Also, we have our own Instrument Trainers, ANL-19. Every pilot is checked out in at least two types of aircraft.

We have Commanding, Captain JOHN G. CLEVELAND, replacing Major FRANCIS J. STEVENS, who returned to the states on Big "R". Captain JAMES S. KISHI is Ops Officer, Captain GEORGE V. JARRARD, (Shorttimer) is Engr O, and the following Officers; Lts. R. M. JACKSON, W. E. BASS, J. A. JOSH, H. W. DROTOR, F. J. KAKUC, H. E. LAWSON, J. D. PASSANO, N. C. PETREE, D. C. RUSSELL, R. M. STRAUGHAN, R. T. WALKER, and yours truly. Also, we have with us Captain J. D. GILLESPIE, and Captain J. C. MINCHEW, who fly for KCAC (Korean Civil Assistance Command). YC, (Lt.) Ralph J. Griffis.

Wind Tunnel

FORT CARSON, COLO.—The pilots at this station are probably logging less time than any other group at any station. The reason is 60 to 70 mph winds. Almost everybody is carrying a check from some insurance company for replacing the glass and painting their car (all caused by storms). While the rest of the west is reporting 25-50 mph winds with blowing dust, we are reporting 25-50 mph (conservative) with blowing stones. Really!

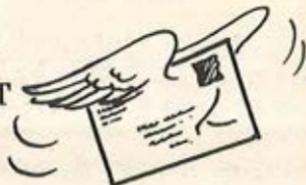
Capt. Lou Durand is starting his classes for reviewing the annual written. We must complete it by the 10th of May. Capt. Morud (Rudy) and his crew are laying

DOUBLE-TAKE DEPT. . . .

(Excerpt from letter): Oh, yes. Today, I received my March issue and I noticed Lucky Fin #749. I wish to confirm having this number. It's an H-13 asgd to Hq Co, 1st Cav Division. Will secure a photo as soon as possible and forward it along with the crew chief's name so that he might receive the 12 gratis issues. Sincerely, . . . Lt. Allen E. Scholz.

(Ed. *Somebody's doing a little night "painting." That's the 2nd Lucky Fin submitted by Lt. Scholz in two months. With 999 combinations from which to choose, TWO of them wind up in the 1st Cav. . . . HmMMMM!*)

**IF
YOU
DON'T
SEE
IT**



**YOUR
UNIT CORRESPONDENT
DIDN'T SEND IT!**

the plans for their annual trek to Camp McCoy this summer. Major Woolf and his recruiters are making a small dent in the quota of possible future aviators. Approximately 20% of the qualified people interviewed are interested. Your correspondent, (Lt.) Eugene K. Prosser.

Recommended Reading

Here's one I think everyone will enjoy, regardless of how much or how little he may know about meteorology, navigation, and just general aeronautics. The title is SONG OF THE SKY. The author, Guy Murchie, is a former news reporter who turned navigator for ATC and certain commercial airways and served practically all over as such from 1942 till 1953. His technical knowledge, poetic imagination, and dramatic writing make it the most interesting book I've read in ages. It's published by The Riverside Press, Cambridge, 1954.—(Capt.) Johnie Kerns.



One Year!

FORT RILEY, KANS.—April 6—Approximately 300 enlisted men, warrant officers and officers were on hand April 1 to help celebrate the first birthday of the 93rd Helicopter Transportation Company and the 80th Helicopter Field Maintenance Detachment. Although the day was another normal work day for men and officers of the two units the group took time out at noon to celebrate with a 75 pound birthday cake, topped with an H-21 helicopter and one candle, and turkey with all the trimmings.

Looking back over the first year for the two young "Chopper" units the year opened slow and came to a close with every man "working his head off". On April 1, 1954, when the two units were activated at Fort Riley, only a few men were on hand to fill the positions in the units and the equipment had yet to arrive. Unit training occupied the time of the men and officers for the next several months.

The first craft for the unit was received in July, 1954. It was not until September that seven Piasecki H-25-As were received by the 93rd and shortly after their arrival pilots began racking up hours and with the machines in the air mechanics, clerical personnel and others found their jobs already cut out for them.

October might be considered a red letter month for the 93rd Helicopter Company for it was during this month that the first H-21-C "Army Work Horse" Helicopters arrived at Marshall Field direct from Piasecki's Factory in Morton Pennsylvania.

During the next few weeks, more machines arrived to be assigned to the Company. In the meantime the 71st Helicopter Transportation Battalion had been assigned the mission of conducting an H-21-C Pilot Transition Training Course with the 93rd Helicopter Company and the 80th Helicopter Field Maintenance Detachment designated as supporting units.

Pilots of the 93rd finished 1954 fast logging up a total of 1,592 hours in the air during the period from the first of November to the last of December. With the big "Work Horse" galloping through the air men of the 80th Field Maintenance Detachment were on the run to keep the machines in first-class flying condition.

The year 1955 was started with the first class of 12 pilots on hand to take the three-week Transition Training Course followed by similar classes of comparable size. The first month of the year the 93rd's machines were in the air a total of 1,038 hours which required that pilots keep the machines operating on a near round-the-clock basis. For the mechanics of the 80th Maintenance Detachment the story was almost the same, some one was working every of the day and night keeping the machines serviced and in repair. On the first birthday of the two units the work load remained near its all time high but the job was done with the same technical precision as it was when only a few ships were on hand for instructional flying and maintenance.

Commanding Officer of the 93rd Helicopter Co. is Maj. Walter S. Makuch. Lt. Willis L. Canaday commands the 80th Helicopter Field Maintenance Detachment. (PIO, HQ, X Corps).

Lining up
to cut the
cake!
(L. to R.)

Maj. Byron Sheppard, Actg CO, 71st Hcptr Bn;
M/Sgt. Elbert Wright, 1st Sgt, 93rd Hcptr Co;
M/Sgt. Frank F. Gable, 1st Sgt, 80th Maint Det;
Maj. Walter S. Makuch, CO, 93rd Hcptr Co.
(U. S. Army Photo)



Shortimed

5TH AAA GROUP, CAMP HANFORD, WASH.—Hate to admit it, but I didn't even get my hours in last month. The first six days our one chopper was grounded for maintenance. On the 7th "Rocky" Rhodes flew it about 5 hours (I got 10 minutes) and then she conked out with him. With two passengers aboard, his landing midst the sagebrush and sand was not entirely successful and the rotor hit the dirt. It is generally agreed that this is bad for helicopters. Lt. Gale Cornwell came down from Ft. Lewis as a member of the board, giving us a chance to see an aviator from the outside, so the accident was not without its benefits.

As soon as the board had grilled him, Rocky left for Georgia, hoping to be on hand for the arrival of his first-born. He doesn't know it at this writing, but as soon as he gets back (about the 9th) he's taking right off for Stockton, Calif., to pick up a chopper and come back to Yakima for Exercise Applejack. At about the same time, I expect to be going somewhere (probably Stockton) to pick up our second H-23B. Then if I can manage to keep it in action until our first one gets out of Dr. Schell's chopper clinic at Lewis we'll be fully equipped for the first time in history.

We've been promised the loan of an L-19 for four weeks effective 1 May, for the purpose of getting out annual hood time. By all signs, May should be a very busy month for both Rocky and I—and our crew—and it will be a welcome change from the past few months. While we have the L-19, we hope to find an opportunity

to convince the CO that it can replace the helicopter on more than half of our missions, and simultaneously widen our operating area to include a great many places which now require him to travel by car. Your correspondent, (Capt.) Johnie Kerns.

(Ed. Capt Kerns sent in two cartoons, both of which you'll find elsewhere in this issue. Army aviation is not without its humor so how about sending in your doodles too. The way we look at it—the more you laugh at the cartoons the less you'll laugh at our typographical boners.)

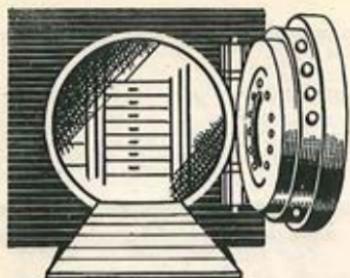
Correction

CAMP RUCKER, ALA.—Re: "Der Fluzzel." P. 18, March issue, Question 16. Flashing Red says: Your answer is ABLE. Would like to call your attention to ATC Procedures, Page 68, Flight Information Manual, May 25, 1954: "Flashing Red—On the Ground: Taxi clear of landing area—runway in use." Is this a Fuzzel or a Fluzzel? Sincerely, Capt. Marvin E. Dempsey, Asst Instrument Division Commander, AAS.

(Ed. Note: Apparently we spent too much time reading Yalta Reports and not enough time reading our Zweng. We acknowledge Capt. Dempsey's correction and wish to thank him for taking the time to let us know. Most readers would ignore our "rocks." However, even Capt. Dempsey ignored a far more serious error in the "Fizzle." The bottom paragraph reads: "Solution (if you feel a solution is worthwhile) is found on Page 29." Completely forgetting this jocular ad lib, we then inserted photographs of two TOP AA's in the puzzle. We're still wincing.)



Solution
on Page 29



LOCATOR FILE

Listed below are the names of new subscribers who joined us recently. We have a "line" on their current address. If you have a friend listed below on whom you wish an address, send us a stamped, return-addressed envelope and we'll send you his address within a day.

Generals

Brig. Gen. W. W. Ford
Brig. Gen. H. H. Howze

Lt. Colonels

Edgar C. Wood

Majors

Hal P. Crane, Jr.
William C. Edler
Jerome B. Feldt
Edward E. McCollum
Edward C. Vernon

Captains

William L. Alford
Thomas J. Booras
John F. Ferguson
Lee W. Graham
Samuel Gurke
Vernon T. Judkins
William A. Kale
James S. Kishi
Ernest W. Krause
Charles H. McLaughlin
James McNulty
Jack G. Morrow
John N. Newbern
Eugene V. Norris
Jean C. Paquin
Eugene Passarelli
W. A. Ratcliff
Robert A. Roseberry
R. J. Schaefnocker
R. G. Shanabarger
Bernell V. Shaw
Dewey H. Smith
Howard H. Van Zante
Douglas F. Wainer
Lane Westberg
Deverne R. Yost

Lieutenants

George T. Abowd
Charles N. Allgood
Joseph K. Andrews

Joseph R. Bajec
Hugh G. Beebe
Harold O. Bourne
Howard N. Bowman
John Brandenburg
Edward M. Browne
Henry P. Capozzi
John Clements
D. W. Cowles
James A. Coyle
Leland R. Crum
Frank F. Dorey
Albert J. Dornseif, Jr.
Walter Duke, Jr.
Wallace A. Franklin
George H. Goodfellow
Richard T. Harrison
Edwin J. Heathcoe
Boyd G. Hess
Richard A. Humes
Frank L. Jensen, Jr.
Richard A. Johnson
Douglas E. Johnston
Frank J. Kakuk
Donald E. Lutz
Jack B. MacDougall
James H. Mapp
George H. Merrill
Ercell B. Miller
George S. Murry
James M. Nolan
Kenneth R. Porter
Darrell F. Rishel
Carl C. Ritz
George A. Rizoe
Gerald C. Ross
James O. Rymus
Charles E. Smith
Loyce N. Smith
Raym. M. Thompson
Richard T. Walker
Benard Warren
Dean C. Wesner
William H. Williams

Warrant Officers

Fredrich Burk
Richard G. Forman
William Haskins

Albert M. Holcombe
Nathan Schultz
Cecil R. Simmons
Robert L. Tanner
James R. Townsend
Raymond C. Wilde
D. R. Woodmansee

Master Sergeants

M. A. Fesler
Richard A. Seymour

SFC's

Lynvoy Alldredge
Charles H. Burke
George H. Ecker
Carlton Hubbard
Maurice J. Lindsey
Horace A. Thacker
Jean L. Wade

Sergeants

Frank C. Haldeman

Corporals

Charles W. Cathcart
Edward F. Erickson
Carl Flagg, Jr.

PFC's

Richard Castillo
Norman V. Polizzi
Thomas L. Ratliff

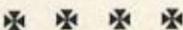
Privates

Robert M. DePerro
Marvin D. Eckstrom
LeRoy A. Grochock
Roland Leist
Paul E. McKenney
Richard C. Sayers

Friends

Eldon J. Boller
Edward J. Davis
William B. Deegan
William F. Denny
Raymond E. Furniss
John P. Moynahan
Dale I. Ringer
C. G. Stockwell
Mrs. W. O. Jones
H. S. Gregory#
M. J. Wege#
Elmer J. Wheeler
R. Wilson**
T. F. Begley*
W. G. Berzosky*
J. D. Brighton*
R. B. Chesney*
J. J. Christopher*
R. M. Dussaigne*
G. W. Finn*
F. A. Garbaly*
F. M. Grignon*
R. W. Hampton*
J. Ross Hunter*
John Keaveny*
J. J. Kerner*
V. T. King*
J. P. Kowalski*
H. L. Lake*
W. Mickiewicz*
C. A. Milla
C. A. Millward*
E. L. Ozog*
M.C. Pfeiffer*
R. D. Powers*
H. W. Reed*
F. S. Ricketts*
I. A. Smith*
R. Sprinski*
E. Vasquez*
H. H. Venable*
J. Walker*
F. R. Wentz

*Piasecki
#Beech
**DHC





(Above)

An "ACE" with thirteen kills. Lt. Allen E. Scholz, Headquarters Company Air Section, 1st Cavalry Division, APO 201, San Francisco, California.

(Below)

Capt. Maurice A. Wilson, 3rd Combat Aviation Company, Fort Benning, Georgia. A new "ACE" with five notches in his belt.



Four More Shots!

DESERT ROCK—Just launched a little recruiting drive that netted four more prospects for "Army Aviation." Major Feldt led the way and Capt. McLaughlin, Lt. Jensen and Lt. Dorey were carried away by the spirit and joined up too. That makes the Desert Rock Air Section 100% behind the cause. We have twelve pilots from sixth Army. Major Feldt and Capts. Durych, Goodwin, Grady, McLaughlin and Noah, Lts. Grubb and Jensen TDY (all Fort Lewis) and Lts. De Loach, Dorey, Siegert and Sorensen (AWOL from Fort Huachuca).

AEC is setting off a series of 14 atomic devices here this year; so far they have touched off ten of them, and every one is sweating out the last four and rotation back to our home stations. Our missions include aerial monitoring, local recons and passenger runs to San Francisco, Los Angeles and Las Vegas.

The welcome mat is always out to all AAs passing thru Desert Rock to settle down on our four thousand feet of road oil, rocks, and roentgens and spend an hour, a day, or a week at this tropical paradise nestled at the foot of picturesque Charleston Peak. YC, Lt. Jimmy D. DeLoach.



On the Way!

WRIGHT-PATERSON AFB, OHIO—Just produced an "Army Aviation Pictorial" which covers AA aircraft in photos down through the years. . . . We're sending Milton Caniff a copy of the "Pictorial" so that when he uses Army aircraft again, he will at least have an accurate picture as a model. We never were able to identify the ship he used as a glider in the "episode." We'll make a sincere effort to submit some articles for the readers relative to the projects that we are monitoring here at AMC and WADC. Maj. Bill Brabson is working on this. . . . Please put us on the list for the "100% Subscription Award Certificate." All seven of our pilots are with it, including Col. Warren Hamill, our C.O., who is non-rated. Sincerely, Maj. William H. Gardner, Exec Officer. . . . Ltr #2: Sign up Maj. William C. Edler. He's the CONARC Liaison Officer at WADC and AMC and is the only pilot outside of the TC here at WP-afb. News on the operations of Army Project Officers at this Base and the projects on which each officer is working will follow soon. Sincerely, Maj. (Bill) Brabson, E & D Office.

(Ed. *The Army Aviation Pictorial* is prepared by the TCAACO, Wright Patterson AFB, Ohio.)

Lava

HAWAII—The 25th AA's have been going strong since our report. You've no doubt read of the volcano action on the island of Hawaii. It really has stepped up our flying time. For ten days we had Lts. D. W. Kinkle and Jay Tipton on TDY over there flying surveillance for the Civil Defense Commission. I think all the AA's have been able to get some good pictures by now and the thing is still pumping lava all over the place. Quite a sight to see and one that can hardly be explained.

And pilot rotation has started hitting us. Last month, Lts. Quinton Marshall and Gus Meisenheimer left for the mainland and civilian life. We also understand that Mister Marshall is taking on a co-pilot.

Capt. Jack O. Jarvis is at Rucker now for Instrument School and also is going to pick up a co-pilot while there. Lts. James Chappell and Ernie Hafers are set to take off for same course this month. By the way, you and I almost came to a parting of the ways with some twenty-seven other AA's. Seems you doctored my last letter a bit, and I caught the blame for saying the 25th Air Section wasn't the best. Finally got everyone quieted down, but please watch it in the future or you'll be resting beside Corporal Caniff. Your Correspondent, (Lt.) Robert S. Swinney.

(Ed. Confess to the surgery. When we called the 25th "not the biggest, or the best, but the happiest" we bused this re-

write on their Korea-to-Hawaii transfer. Hey, fellows! Go easy on this bus-driver, huh? Only 11 of 27 have paid the fare!)

GOEPPINGEN, GERMANY—Mein Frau reminded me that "Army Aviation" has ceased to charm the eyes of this household for several months . . . we've moved around so darn much within this community during the last four months there's been little time to read anything except the bulletin board . . . hope the issues catch up to us. . . . I'm no longer with the 516th Signal Group—that's the unit with an Aviator who was shortstopped on the way to a subordinate battalion (me); an airplane on M/R from the battalion, and maintenance by a mechanic on TDY from the battalion. Brother, you can imagine what a pleasure it is to be away from such a shaky set-up! That's a first class lesson on how "command prerogative" can louse up Aviation and everything associated with it.

Am with the 9th Signal Company of the 9th Infantry Division at Goeppingen, Germany. Capt. Max Young (one of your darn TOP TWENTY) nailed me for \$2.40 before we finished introductions on the day I reported in. Wow, what a recruiting staff you have! The fact that I told him that I had just mailed in my \$2.40 two months before and was a lodge member DIDN'T stop him. What do you feed these people? Sincerely, Capt. Eugene C. Paulson.

(Ed. It isn't the food; it's the competition. Some people just thrive on competition. Max is one of 'em.)

An "ACE" with a Bag of 15, Captain Harold L. Baker, now enroute with a flight of five H-19's for the 937th EAC, IAGS, Canal Zone.

Capt. Isidro S. Valdez, Jr. who picked up his "ACE" rating by clobbering five at the 506th Transportation Company, Ft. Benning.



Commercial Jet by Beech

Beech Aircraft Corporation, of Wichita, Kansas, announced that it has added to the company's trio of propeller-driven executive transports a new, four-place, twin-jet, pressurized airplane with a high speed of 405 mph.

The airplane is the M-S 760 built by the old-time French aircraft manufacturer, the Morane-Saulnier Company with whom Beech Aircraft is working to bring the new twin-jet to North America for demonstrations throughout the United States and Canada this summer.

Commenting on Beech Aircraft's entry into the jet field of aviation, President O. A. Beech stated: "One of the most important aspects of Beech Aircraft's working agreements with the Morane-Saulnier Company is the fact that there is nowhere in the world another airplane of this type available for actual demonstration. Our Beechcraft organization, comprising the factory and the distributors, are going to present an amazingly fast, new four-place airplane, something that has never been offered before and cannot be duplicated by anybody else at this time."

"Our planned nation-wide demonstration tour of this new twin-jet executive transport will present an airplane that will be a giant step forward in executive transportation."

The announcement of Beech Aircraft's plans to sponsor throughout North America the M-S 760 represents the first official knowledge of this company's research activities into the field of jet trans-

ports, a development of Beechcraft's programming which aviation observers have been curious about for many months.

Outlining the general features of the M-S 760, Beech Vice President and General Manager Jack Gaty stated: "In the first place, the M-S 760 stands alone as the first and only twin-engine jet aircraft in the four-place field available now for demonstration. First flown as a prototype more than two years ago, this airplane with hundreds of hours of successful flight operation to its credit has been tested in actual demonstrations under all sorts of climatic conditions.

"The M-S 760 is a four-place, twin-jet, low-wing monoplane which has a fully pressurized cabin and offers the same cross-country speed as the most advanced airline transports. It will offer the same cruising speed as the DC-7; in fact, a little higher cruising speed. It will operate out of medium-sized airports. It will provide a type of transportation never before made available any place in the world for private use.

"It will have visibility that has never previously been offered in any civilian airplane. All the occupants sit forward of the leading edge of the wing and are surrounded by a one-piece pressurized bubble canopy. The four passengers are protected against excessive sunlight by adjustable curtains overhead.

"The airplane has a useful range which will enable it to make non-stop flights between New York and Chicago, St. Louis and Washington, Seattle and San Francisco, and like distances. Its maximum range is almost a thousand miles.

"We are not yet certain of the cost of the airplane when made in the United States, nor are we certain when deliveries can be accomplished.

"We do feel that proposed delivery dates will be reasonable, in view of the fact that the M-S 760 has been well tested. We don't believe the price will be high enough to stop the prospects who can use this type of super-transportation."

(A Beechcraft News Release received April 21, 1955).



Rear Area Flying



There was no such thing as rear-area flying in Korea, as AA vets will attest. The Army pilots fought the Reds, the terrain, and the weather regardless of their station.

Capt. Sidney Achee of Salinas, Calif., was called from his desk in the personnel section of the EUSAK aviation section in Taegu on 3 March '52 to engage in a mission as rough as any on the fighting front.

On a day when Army aircraft in many sections of the Korean peninsula had been grounded because of high winds, a call to EUSAK from the 49th Fighter Group at K-2 asked that a helicopter be dispatched to pick up a pilot who had bailed out of his burning jet aircraft.

Achee, who was the only helicopter pilot available on short notice in the Taegu area, volunteered to make the flight despite the report that winds up to 60 mph were being recorded. High turbulence was also to be expected in the mountainous pick-up area. He was accompanied on the flight by his mechanic, Cpl. Donald P. Bjarkman of San Francisco, Calif.

The position of the downed pilot, Lt. Jack Sturm of Phoenix, Ariz., was confused by reports placing him in three different areas within a 30-mile radius of Taegu.

Achee took off, anyway. He finally got the coordinates of Sturm's position from a flight of six AF jets which was in contact with Sturm through the emergency VHF radio set he carried as part of his escape kit.

The Army pilot found the wind at altitude of such velocity that his helicopter was held almost at a standstill. He had to descend to low altitude and to fight the turbulence through the valleys. At one time, he flew under high tension wires strung between two hills when his chopper could not be lifted over them.

As a result of being forced to fly at such low altitudes, navigation for the chopper pilot was difficult. The jets which had located their downed wingmate made passes at the helicopter to point out his direction of flight to reach the pick-up area. The blasts from the jets were tremendous.

After flying an hour on a trip which would normally take 25 minutes, Achee spotted Sturm in a deep and narrow gorge into which the wind had drifted him. With the control of the aircraft difficult in the high wind which tunneled through the gorge, the AA managed to land the chopper on the brink of a steep cliff.

Achee and Bjarkman picked their way through the rocky ground to find Sturm surrounded by about 50 Koreans who had been trying unsuccessfully to fashion a litter from the pilot's parachute. Because of the wildness of the terrain, the heli-



copter could be brought no closer than 400 yards to the injured man. The two Army airmen carried a litter to Sturm, whom they found bordering on shock as a result of a painful break in the upper part of his right leg. With the help of the Koreans, Sturm was carried to the chopper. The trip over those 400 yards took a half hour. Meanwhile, the jets continued to circle over the rescuers and the rescued.

When the litter had been placed in its pod on the side of the helicopter, Achee found that the wind conditions would not permit taking a passenger. Corporal Bjarkman was sent to a neighboring village to contact the National Police for transportation to Taegu. He was picked up later by an Air Force ground party which had been dispatched to locate the distressed aircraft.

After a 30-minute flight, Lt. Sturm was taken by ambulance to the 25th Evac. Hosp. for treatment. The entire operation, from the mission's request to completion, took two and one-half hours under dangerous flying conditions.

It had been Sturm's first ride in a helicopter and his first bail-out in Korea in the short month there. But he had been a veteran of two jumps during world war II.

Achee insisted that his mission was routine. But his feat merely proved that there was no such thing as rear-area flying in Korea.

—Dario Politella

Three Pals

Ole 373 was a good ole ship,
Her wings were stout from tip to tip.
Her engine purred or gave a roar,
If throttled back, or given full bore.

She'd been around for quite a while,
The hours were there, logged in her file.
In Colorado she'd soared on high
Truly she was a queen of the sky.

A pine had been growing for twenty years,
In a group of trees all its peers.
Through rain and drought it had stood
sublime,
Had even been tapped for some turpentine.

The tree was green, and straight and tall,
It had watched all the trees around it fall.
T'was stout of trunk and strong of limb,
Really a prince in the forest dim.

And now appears our Hero bold,
His eyes were clear and his bar was gold.
He had been to school and learned a lot.
How to fly a pattern and land on a spot.

He had been out for about a year,
Had flown low with never a fear.
He'd gone on many a trip,
Had put hardly a scratch on a single ship.

These are the actors in our scene,
A tree, a man, and a flying machine.
All were there to keep a date,
The day arrived and so did fate.

The day had dawned both clear and bright,
A plane and pilot were ready for flight.
There was a buzz from a telephone,
The plot was thickened, the mission flown.

The pilot and plane were quite a team,
A mortal man and a flying machine.
About this mission they had no doubt,

A message drop; just push it out.

The spot was found where the poop should
go,
But our woodsy pal was there below.
Close by were the men who should get the
word,
Their eyes were glued on the metal bird.

Back to our Hero, this was his hour,
He lowered his nose and reduced his power.
On the first drag everything was fine,
The team hadn't met our friendly pine.

The plane was still strong, but our hero
rash,
On the next low pass he heard the crash.
All three had played their parts quite well,
But the plane still flew, it never fell.

Of our three friends, two paid the cost,
A few top limbs and a wing were lost.
Fate was kind or our Hero too,
Who had played his part, would have got
his due.

Times do change, as do the scenes,
But men remain with their flying machines.
Each flight must end dead or alive,
On a Form I part II or a 285.

Now heed this tale and listen all
To a man, a plane and a pine so tall.
A plane can't talk nor can a tree;
But our Hero can; and I was he.

Solution

(1) a; (2) b; (3) c; (4) b; (5) a; (6) c;
(7) c; (8) d; (9) c; (10) d; (11) d; (12)
b; (13) a, b, c, & d; (14) d; (15) b; (16)
b.

"STRIP TEASE"

chip-yong



"Man of the Mountain"
1st Lt. Harry G. Fox, Hq Btry,
61st FA Bn, 1st Cav Div Air
Sec "putting the finger" on
Mt. Fuji. Photo taken at Camp
Fuji; submitted by Lt. A. E.
Scholz.

randoms:

During a recent expedition into the wildest part of darkest Africa, a group of explorers came upon a village of primitive savages. In an attempt to make friends, the leader of the explorers tried to tell the natives what it was like in the civilized, outside world.

"Out there," he said, "we love our fellow man."

To this, the natives gave a ringing cry: "Harruba."

Encouraged by this, the explorer continued: "We treat others as we would want them to treat us."

"Harruba!" exclaimed the natives with much enthusiasm.

"We are peaceful!" cried the explorer. "Harruba!" cried the natives.

With a tear running down his cheek, the explorer ended his fine speech: "We come to you as friends, as brothers. So trust us. Open your arms to us, your house, your hearts. What do you say?"

The air SHOOK with one long, mighty "HARRUBA!"

Greatly pleased by the reception, the leader of the explorers began talking with the natives' chief.

"I see that you have cattle here," he said. "They are a species with which I'm unfamiliar. May I inspect them?"

"Certainly, come this way," said the chief. "But be careful not to step in the harruba."

Does this tale have a point? It most certainly does. This explorer has been asking you (on the opposite page) to "open your hearts," circulation-wise, for months.

As civilized persons, you haven't mailed us any "harruba" postcards, but the overall results of our pleas amount to the same thing.

What's the outcome?—We're converting Page 31, an apparently meaningless page, to a regular news page in eleven of the twelve issues of the year and will only address you as "brothers" in one issue.

Next month, on Page 31 this explorer will make his only speech to the tribe for fiscal '55. It should be ob-

vious to you that we must continue to grow in circulation so that we will have room for the added "copy" that we're now receiving each month and to return to you a 40-, 48-, 56-, and eventually, a 64-page monthly periodical.

The "pitch" will simply ask you to sell one person. By doing so, your "once-a-year" effort each June will help our growth immeasurably and will certainly return a dividend to you, more book for the money.

And by doing so, you'll have made this job far more pleasant for us. We won't have to write a monthly harruba page for circulation help and most important of all, you won't have to read it. We'll mail you the 'fixin's" (subscriber card, return envelope) within the month. Line someone up NOW, get him in your sights, and then with envelope in hand, lower the boom on him in June. Do this and we'll bring you that BIGGER book.

Your editor,
Art Kesten

PS: Lucky Finner, Maj. George Daniels, wearing Captain's bars in the April photo, IS a Major and now a civilian. In addition to being our longest future subscriber (5 years for \$10), he's the author of "Care and Handling of VIPs." George is now working as an Investment Counselor for a firm in Charleston, South Carolina. His message for you appears this month on the back cover of the magazine.

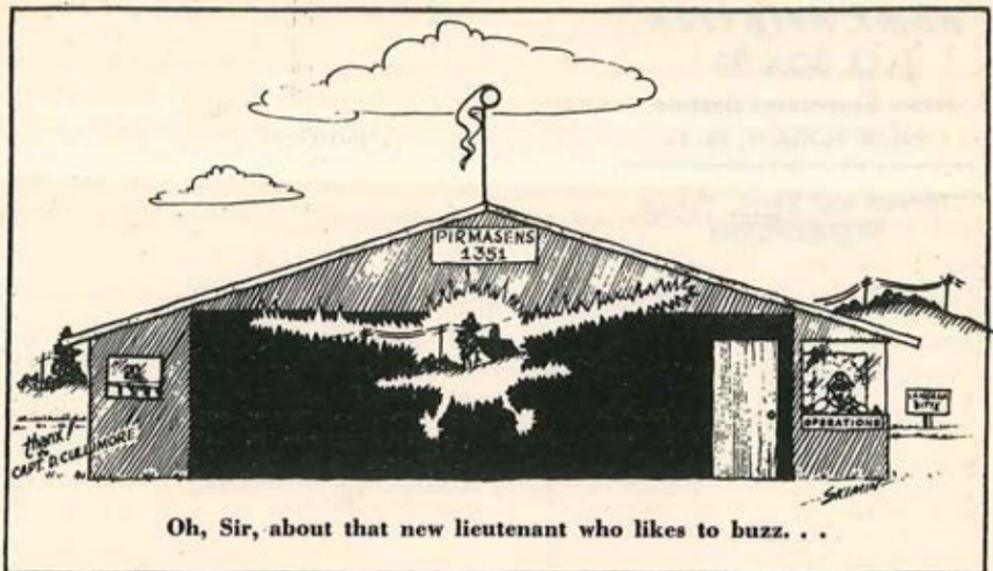
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Next month we hope to have word on a separate magazine for Maintenance Personnel.



Effective July 4th, 1955,
the publication address will be:
"ARMY AVIATION"
Westport, Connecticut

In the interim, the P.O. Box address appearing on the back cover should be used for the submission of NEWS copy.



Oh, Sir, about that new lieutenant who likes to buzz. . .

Scrambled

TSESS, CAMP GORDON, GA.—We now have an LC-126C on loan from AAS to use in our local instrument training program. Lt. Newman is IP'ing it and Lt. Boman runs the L-19 instrument trainer, so we're getting hood time with both barrels. Five of us are concentrating on getting our instrument tickets within the next couple of months.

We've had beau coup scrambles in personnel lately, from the top on down. Major Raymond Miller, our AO, is on TDY to chopper and twin-engine schools, leaving Capt. Clifford Shaffer as acting AO. Lts. Oley Olson and Jack Boman have returned from missile-chasing at White Sands Proving Ground. Lt. Bob Shirey returned from

chopper school with orders for Fort Huachuca, so we didn't see much of him.

Lt. Garland King is also back from chopper school, receiving a rousing (no doubt) welcome from Lt. Colvin Newman, who has been our only eggbeater operator since October. Lt. Tom W. O'Connor is our latest arrival, just back from Korea. Lt. George Stumpff and Cpl. Delbert Norrell are back from TDY with the "Follow Me" Flight Detachment. The 229th Signal Co., (Spt) which was also at "Follow Me", is back—the Aviation Section includes Lts. Bill Berry and Ken Niederbrach and Cpls. Parker, Smiley and Cordes. If you call Gordon Tower and a girl answers, don't get confused and think you're at Camp Rucker, because we, too, now have a WAC Tower Operator. Your reporter, Lt. Jack D. Boman.

IT!

The "IT" project may or may not have been sabotaged. The next issue may tell the story. Ostensibly, the project was an Army aviation undertaking at the outset. However, from the latest reports received, the Air Force has fully captured this classified document and it is pure conjecture as to how and when it will be returned to Army aviation jurisdiction. In the meantime, it is receiving "high priority" from Air Force officials in widely-scattered parts of the country. Here are the latest comments received:

(20) Capt. Paul R. Ewing

(Gary): "IT's come a long way." — Capt. William R. Clark (Gary): "Just like those tight Yellow Hats!" — Lt. Homer L. Hite (M & S Sqdn): "TARFU!" — Lt. Merrill R. Hinckle (AF): "Not exactly a box lunch." — Lt. Virgil L. Domini (AF): "Just checking!" — Lt. Richard H. Ward (Gary): "It didn't blow up!"

(21) Maj. Orval H. Sheppard (Instr. Div., AAS, Rucker) reserved comment.

Reports from Gary AFB, Texas; Keesler AFB, Mississippi; and Stewart AFB, New York were then received and will be carried in the June issue.

"ARMY AVIATION"

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