ARMY AVIATION

SEPTEMBER, 1955
VOLUME 3, NUMBER 9

THE GOODYEAR
GA-400R
ONE SEATER
LIAISON VEHICLE
(See Page 4)

Beechcraft

SAFETY SUGGESTIONS

PUBLISHED AS A SERVICE TO PILOTS

A WORD OF ADVICE TO GAMBLERS!

(Condensed from Beechcraft Safety Suggestion Number 7)

Note: This safety article is the fourth in a series to be published in Army Aviation. They are short recaps from Beechcraft Safety Suggestions which have been published as a service to pilots since 1939. A Beechcraft Customer Service Program.

The American businessman and our forefathers have traditionally been gamblers. We gamble on our farm crops, our potential markets when we develop a new product, our volume of business when we expand our industries; yet in each of these enterprises we analyze carefully our potential gain and our chance of successfully completing the project before we venture into it.

Yet some of these same successful businessmen in the biggest gamble of their lives, don't even look at the cards in their hands before they bet their own lives and the lives of their friends, as the stakes in a flight through instrument conditions without the personal experience and training or the instrument and radio equipment needed to safely make the flight.

Remember you can regain your fortune if you lose it on a gamble but you can't regain your life, in this world at least, once you've lost it.

If you insist on gambling in instrument weather with your life as the stakes, be sure you have these five cards before you place your bet.

Don't Bet Your Life Unless You Have a Pat Hand!

HILLER DEVELOPMENTS
...designs for greater mobility

PRODUCING: Army H-23
Jet Powered YH-32

PIONEERING: New Flight Principles
Advanced Propulsion Methods

Watch Hiller pace the industry in new developments.

HILLER HELICOPTERS PALO ALTO, CALIFORNIA

ARMY AVIATION

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COVER PHOTO: The Goodyear GA-400R one-man, courier-liaison vehicle. With speeds up to 60 knots, the 400-lb. craft utilizes a water-cooled, 2-cycle engine that drives its motor through a belt and pulley arrangement. (Courtesy AHS).

YH 16

Piasecki helicopter corporation

MORTON, PENNSYLVANIA
TELEPHONE: SWARTHMORE 6-4000
CABLE ADDRESS: PENHELICORP

Gentlemen:

Since the Army is programming procurement of the H-16 type helicopter to fulfill its 5-ton payload requirement, you may be interested in a brief run-down on the status of this project and our scheduled program.

As you know, the first aircraft of this series (the YH-16), which is powered by two (2) Pratt & Whitney R-2180 piston engines that develop 1650 horsepower each for take-off, made its initial flight in October, 1953. It has since completed its Phase I and Phase II test programs and will soon be re-built to accommodate the higher powered turbines and dynamic components of the production version. It will then undergo additional testing as the production prototype.

The second aircraft of this series (the YH-16A), which is powered by two (2) Allison T-38 type shaft turbines, made its first flight on July 14, 1955. Results of the flight test program on this world's largest twin shaft-turbine helicopter will be most beneficial to the detailed design of the higher-powered YH-16B production version.

Results of testing on the H-16 type helicopter to date indicate that there are no technical problems attributable to the size of the aircraft. This fact leads us to believe that this type helicopter has tremendous potential for further growth.

Sincerely,

Ralph M. Tuttle

Ralph M. Tuttle
H-16 Project Engineer

PIONEER BUILDERS OF TANDEM HELICOPTERS

YH 16A

YH 16B

Direct From De Havilland

An engine failure on a wheeled De Havilland Otter set the stage for one of the most unique engine changes ever encountered in the history of Army aviation.

On July 5th, Major John J. Walters engaged in survey operations with the 30th Engineer Group (Topo Survey) executed a skillful forced landing on a gravel bar in the Sagavanirktok River, 85 miles east of Umiat, Alaska, after the rocker arm on number one cylinder broke causing a partial power failure.

Major Walters and his crew were picked up and returned to the base camp at Umiat in an H-19 and L-20 Beaver.

It became evident later that an engine change would have to be made on the gravel bar in this bleak wilderness. First Lieutenant Bobby J. Fleming was placed in charge of a detail composed of Sgt. Stanley Trillip, Cpl. Robert Behrendt, and PFC Harold Luton. Mr. Ben Cox, the De Havilland Representative, was called in and quickly joined the detail to provide assistance.

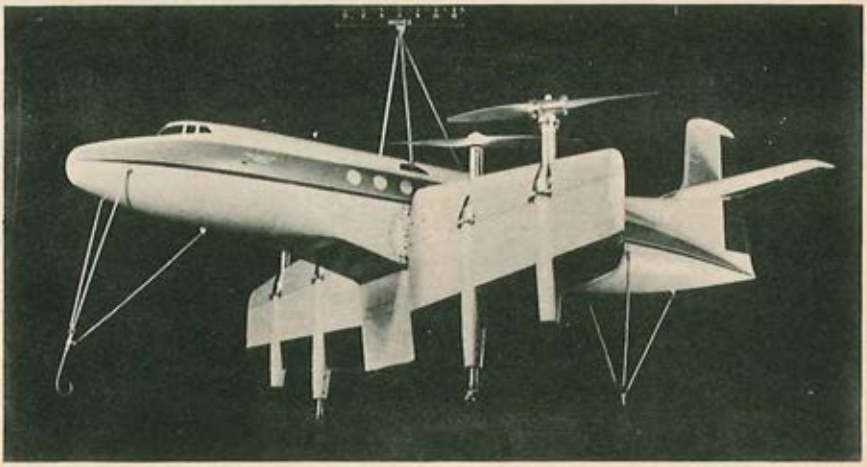
Two H-19 exterior sling loads, one containing the engine replacement and the other containing steel pipe for the construction of a tripoid, were flown directly to the gravel bar.

The tripod and chain hoist were rigged by Mr. Cox and the operation then began. Exactly four days later the De Havilland Otter arrived at Umiat with Lt. Fleming at the controls. As far as can be ascertained, this replacement was the first Otter engine change in the history of Army aviation—the gravel bar and primitive countryside notwithstanding.

Pictured at the upper right is PFC Harold Luton of Arlington, Texas, fastening the hoist sling on the engine. Photo at the left shows the crew just prior to lowering the engine. (U.S. Army Photos)

Research scientists at the NACA Langley and Ames Laboratories strive to lower takeoff and landings speeds and eventually . . .

Reduce Airport Cost



Vertical takeoff and landing, boundary layer control, high speed seaplanes, flying platforms, helicopters—these are some of the ideas under investigation by NACA to find solutions for the nation's costly airport construction problem.

All airplanes must take off and land, and as their top speed in a decade has jumped to more than twice the speed of sound, there has been a corresponding boost in their minimum speeds for takeoff and landing. Such fast ground operations—some research planes top 250 miles an hour—are hazardous, and they demand more skill in pilots; larger, more expensive airports and naval aircraft carriers.

Research scientists of the NACA Langley and Ames Laboratories have attacked this problem with the objective of learning how to reduce speeds, to permit flight operations from unprepared surfaces, and ultimately to attain vertical takeoff and landing in high speed airplanes.

Control of the air flow about a wing, commonly known as boundary layer control, has been under considerable research effort for many years in NACA. The problem is a matter of maintaining smooth air flows at low speeds over a wing, to retain effective lift.

One solution is to remove the disturbed air flows through porous wing surfaces. An equally effective solution is to blow air through the surface to speed up the disturbed air. Both methods are used principally to improve lift effectiveness of simple flaps.

The arrival of the jet engine has intensified interest in boundary layer control. The turbojet, in contrast to the piston engine, offers a convenient pump for control air. Furthermore, the application of boundary layer control to the modern thin wing eases the aggravated design problems of flaps as means toward lower speeds in landing, approach and takeoff.

Research on boundary layer control has included tests with scale models in the laboratory and with high speed military fighter planes in flight. Results of these studies show that boundary layer control can reduce landing and takeoff speeds by a significant amount.

VTO as Solution

Vertical flight appears to be another solution to the airport length problem for high speed aircraft. In the extreme, vertical flight means takeoff, hovering and landing in a conventional airplane.

The direct lift of VTO may be achieved by several means, among them turning the wings and propellers to the vertical, or redirecting the slipstream through sets of extra wings and flaps (arranged like the venetian blind), or setting the entire airplane on its tail.

The Langley research group has conducted investigations to develop a simple wing-flap system which can turn the air stream with reasonable efficiency. At the same time, such a system must retract readily to form a clean wing for normal flight. Applied to a scale model of a transport plane, this system permitted hovering, takeoff and landing, while the fuselage was nosed upward a maximum of 15 degrees from the horizontal.

(Continued on the Next Page)

Stability and control problems of VTO have been studied by NACA more than 10 years. These tests started with simplified research models. The program later was extended to include tests of models of the tail-sitting types of the turboprop fighter being developed by Lockheed and Convair for the U.S. Navy. Turbojet VTO now is being investigated in the NACA program.

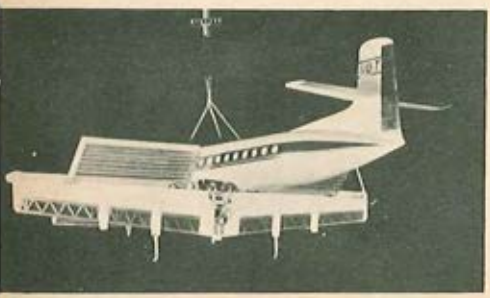
Probably the simplest type of vertical flight—the simplest of aircraft, in fact—is the thrust vector or so-called "flying platform" made public earlier this year. This concept of flight utilizes lift forces attached to a man's feet. It was first investigated with attached jets of air supplied from a tank on the ground. The principle was developed further in a platform incorporating a rotor system for lift

In flight outdoors in gusty winds as high as 16 knots, the experimental platform proved stable and controllable—to hover the flyer stands stationary, to cause movement he merely leans in the direction he wishes to move. It was found that the average person could use his normal sense of balance to fly the platform without much instruction or practice.

The helicopter, capable of efficient vertical flight performance, is a prime example of VTO and the NACA Langley Laboratory is continuing studies of rotary wing flight. However, the top speeds of rotary wing systems appear too limited for application to high speed aircraft.

NACA research has attacked another solution to the runway length problem by seeking ways to improve the performance of seaplanes. One of the major developments in this area since the war is the hydroski, a planing device projected below the hull or fuselage. The hydroski planes on the water surface to support the aircraft load during all but the lowest-speed part of a takeoff or landing. As the plane becomes airborne, the 'skis are retracted like landing wheels into the fuselage. The water ski can be used on rough seas, sand, snow, ice and sod.

Hydorskis have been studied with a variety of models, including operational jet fighters and high speed research aircraft such as the Douglas D-558-II. The Navy's F2Y Sea Dart, a fast fighter type being developed by Convair, is a water-based airplane equipped with hydroskis.



ABOVE: A one-tenth scale model of a four-engine transport vertical take-off airplane design is shown in flight at the control line test facility operated by the Free-Flight Tunnel at the Langley Aeronautical Laboratory. In free-flight, power is supplied to the model by slack flexible cables. It is prevented from crashing by a safety cable. The model utilizes a large flap and extensible vanes for redirecting the propeller slip-stream to provide direct lift for hovering flight.

Recent laboratory work with hulls of flying boats also has produced interesting results. Whereas the flying boat of the past was slow and cumbersome because of its wide hull, the new narrow hulls and sharp "vee" bottoms are making possible big gains in speed and performance.

Not only do the new hull shapes have less aerodynamic drag; their impact loads upon landing are likewise decreased. It is possible, in fact, to cut landing loads by as much as three-fourths. The advantages of these new shapes can be realized without significant loss in hydrodynamic characteristics.

The design ideas produced by research with water-based aircraft suggest that this type of airplane will offer a worthwhile solution to the problems of huge airports required for the extreme high speeds of the future. (NACA, Washington 25, D.C.).

LEFT: NACA scientists are studying vertical flight problems with airplane models such as this four-engine transport, which derives lift through a system of large vanes and flaps. This "venetian blind" system is capable of directing the propeller slipstream downward for low-speed or hovering flight, and is retracted to form a clean monoplane wing for normal forward flight.

An informal report to the aviation officers of the major commands by Brig. Gen. Hamilton H. Howze underlines the recent assignment of a . . .

Flight Safety Inspector

I have recently returned from an extensive and very instructive trip to the Air Force's Wright Field and Edwards Air Force Base (Muroc), and to the Army installations at TCAAFSO, Fort Leavenworth, Fort Riley, Fort Carson and Fort Sill. Included also was a visit to the NACA clambake, labelled "Triennial Inspection", at Ames Laboratory, Moffett Field, and visits to the following aircraft corporations: McDonnell in St. Louis, Hiller in Palo Alto, Hughes Tool Company (Aircraft Division) and Rotor Craft in Los Angles, Bell and Temco in Fort Worth, and Cessna and Beech at Wichita.

Major impressions of the trip are these: (1) Air Force development and procurement people at installations visited and Air Force representatives at aircraft plant are cooperative and helpful to the Army in our developmental and procurement programs. (2) Army Aviation installations are manned by personnel who are dedicated to doing a good job. Nothing is more important than this. (3) The Aviation industry is extremely interested in the Army Aviation program, and very anxious to do everything possible to assist us. In my visits to the several aircraft plants, I saw lots of new gadgets, heard lots of new ideas. In this area, the future looks very hopeful.

One of the most important recent actions is the assignment of Colonel J. F. Wells to this office as Flight Safety Inspector. It will be Wells' job to coordinate his activities with those of the G1 safety people, and with the activities of the Accident Review Board at Rucker. His primary function, however, is that of visiting Army Aviation units, during which he will inspect facilities and maintenance, check pilots' knowledge of safety regulations, check training programs and flight practices—all from the viewpoint of safety.

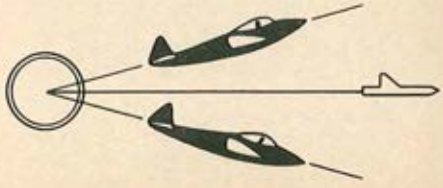
It is very necessary that all Army aviators in command or staff positions recognize the value of the function of a flight safety inspector. They should welcome his visits. He will take care always to notify Army Headquarters of a projected visit to an installation within that Army, and will invite the Aviation Officer of the Army staff to accompany him. A copy of his report will be rendered to the Army headquarters. His report and recommendations should be carefully studied with a view towards improvement of operations from the point of safety. However, I wish to make clear that this emphasis is designed to decrease our accident rate, but it must not be allowed to decrease the proficiency of Army aviators in flying under combat conditions. Operations of Army aircraft from unimproved fieldrs will continue to be practiced on maneuvers and exercises, and as commanders may direct for training.

I think it is time we all recognize that Army Aviation has matured to the point that it can no longer afford to present anything but a top flight impression to visitors to one of its installations. While it will always be essential that Army Aviation be practiced in operation from unprepared airfields with the most primitive facilities, there is no point in keeping our temporary or permanent installations in any but first class condition.

Of particular importance is the overall appearance of the airfields. These must be neat and pleasing to the observer, trash, derelict aircraft, shacks and other offensive items being removed, and installation's signs, parking rails and utilities painted and kept up in the best possible fashion. It is very important that senior rated officers make frequent inspections of installations over which they have jurisdiction, with the constant objective of improving appearances.

In order to interest young men in an aviation career, the Army and Air Force have legislation before this session of the 84th Congress to authorize flight instruction during ROTC programs at selected colleges and universities. The flight training program—if approved and passed by Congres, and chances of passage appear favorable—would be initially implemented by providing for a maximum of 35 hours of flying instruction for pilot applicants.

Upon successful completion thereof, the cadet would be eligible for a CAA private pilot certificate. Major objectives of this program are to motivate a young man to an Army career in aviation during his impressionable college years and to lower wash-out rate at flight school after call to active duty.



Flight Safety Inspector

(Continued)

I furnish you further information on the recent TWX requesting that operation of the L-20 be restricted to essential missions. As you know, our resupply of spare parts for this aircraft are programmed almost on a day-to-day consumption basis. Further to aggravate the situation, a large consignment of parts ready to be shipped was caught at the DH factory by the strike. In order to be able to support the requirements of Operation SAGEBRUSH for aircraft and spare parts, limited flying elsewhere of the L-20 is considered necessary.

I shall now sound a lot like a special regulation, for a bit. Forgive the stuffy wording of the following paragraphs, but do read them.

Annual flight requirements for Army aviators were recently published in AR 95-32, which supersedes SR 95-15-8. Particular attention is invited to the last paragraph on waivers where the minimum flight or written examination requirments have not been met. Commencing Fiscal Year 1956, aviators who fail to meet the minimum flight requirments for the second consecutive fiscal year will be removed from flying status by DA.

Greater latitude of clearance authority has been given by C2, AR 95-8. This should be brought to the attention of all Army aviators.

Under provisions of AR 95-31 (which supersedes SR 95-15-5) co-pilot time may now be logged by a qualified pilot acting as safety observer in any dual-controlled aircraft, including those with throw-over type controls, when the first pilot is performing hooded flight.

The high cost of Transportation Corps secondary air items makes it imperative that these items be closely managed to insure adequate supply with minimum shelf stock. Stockpiling of air items by using units is a practice contrary to all forms of supply economy. Due to limited shelf life and the probablity of engineering changes, stockage must be limited to short range requirments.

Reparable Transportation Corps secondary air items which are removed form next higher assemblies and major components must be promptly returned for repair at designated Air Force depots. Considering their high cost, accumulation of these items for consolidated shipment is false economy.

In recent months, TSMC (formerly TCAAFSO) has organized an Area Activities Division. The mission of this division is to provide liaison assistance to major commands, activities, and using units on matters concerning the logistical support of Army Aviation. This division is not an inspection office, but performs its liaison missions solely for the purpose of rendering advice and assistance. The liaison officers are Army aviators with broad backgrounds in aviation.

Successful conversion from helicopter to conventional airplane flight was recently announced by the McDonnell Aircraft Corporation of St. Louis. The flight was achieved by McDonnell's XV-1 Convertiplane, an experimental liaison reconnaissance and research aircraft development for the Army by the Air Force.

The flight, first of this nature ever achieved, was made at Smartt Field, near St. Louis. The pilot of the XV-1 was John R. Noll, Chief Test Pilot of the McDonnell Helicopter Division.

A revolutionary aircraft, the fourplace XV-1 embraces a new concept of flight which combines the vertical flight characteristics of a helicopter with the speed and range of a conventional fixed wing aircraft. An overhead rotor similar to those on conventional helicopters is used for vertical flight while a pusher type propellor and the airplane's wings permit airplane flight.

Development of the XV-1 is sponsored by the Department of the Army and directed by the Air Force Air Research and Development Command. The development program provides both a prototype aircraft for Army liaison reconnaissance type missions as well as research aircraft to explore this principle for possible use in large troop and cargo carrying aircraft.

In changing over from helicopter to conventional airplane flight, the pilot takes off and flies forward as a helicopter until he exceeeds the stalled speed of the XV-1's wings. Power then is shifted from the rotor to pusher propellor and the flight controls are shifted from rotor to conventional aircraft type. Lift is provided by the XV-1's wings while the overhead rotor is allowed to "windmill".

The rotor of the XV-1 is driven by McDonnell developed pressure jet engines located at the tip of each of the three blades. The pusher propellor is powered by a Continental R-975-19 reciprocating engine. This engine also is used to drive compressors which supply air to the pressure jets during helicopter flight.

McDonnell development of the XV-1 is being done in conjunction with the Wright Air Development Center at Wright-Patterson Air Force Base. Air Force personnel from

The desired objective of Area Activities Division is to include a visit to each Army area once each quarter of the fiscal year, and a visit to each overseas command on an annual basis.

In so far as possible, the same liaison officer will visit continental and overseas areas on a recurring basis so that a continuity of personalities will be maintained. In addition to the regular visits which are scheduled through the transportation officers of your commands, these liaison officers are available on call should you have any special problems which arise between normal visits. As you know, Army Aviation in its present state requires a great deal of personal contact between all agencies. I, therefore, recommend that you make use of the services of the Area Activities Division so that timely elimination of any misunderstanding in the areas of aviation supply and maintenance can be assured.

We have noticed that the nature and place of duty of aviators frequently preclude their participating in the physical training programs of their parent units. Flying is a sedentary job, so physical conditioning must be extra-curricular. Flying does not require any great degree of strength, but good physical condition is needed to remain alert and responsive and to withstand fatigue.

The maximum work load on the pilot occurs during the prelanding and landing phase; unfortunately, this is usually the time of maximum fatigue. To help assure safe flying, the Flight Safety Inspector advises each aviator to discipline himself to an appropriate conditioning routine, to include: (1) *Frequent exercises requiring mental-muscle coordination;* (2) *Plenty of sleep;* (3) *Moderation in diet and in the use of liquor and tobacco.*

Some doubt exists as to whether Warrant Officers who are Army Aviators may enroll in Officer Candidate School and upon graduation serve on active duty as a comissioned officer. Answer: Yes. Those who meet the prerequisites established by SR 350-350-20 may undertake this training and will be required to maintain flying proficiency while in OCS. Graduates will be commissioned Second Lieutenant and must agree to serve on active duty as a commissioned officer for a minimum of two years. Arrangements will be made to send these officers to the Army Aviation School for fixed wing instruction as soon as possible after graduation.

On some occasions in the past, Army helicopters participating in public demonstrations have blown mud and gravel over the audience. Not recommended. After one goes to all the trouble of preparing for the demonstration, it is not desirable to mar the effect by dirtying up the customers.

With best personal wishes,
HAMILTON H. HOWZE
Brigadier General, GS
Chief, Army Aviation Division, G-3

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the Convertiplane Weapons Systems Project Office at WADC direct the project. They are Paul L. Haueter, Chief, and 1st Lt. Truxtun R. Baldwin, Air Force Project Officer, both of the WADC Rotary Wing and Liaison Division.

McDonnell engineers instrumental in the development of the XV-1 include Fred L. Doblhoff, Project Director and Kurt H. Hohenemser, Chief Aerodynamicist of the Helicopter Division. Over-all supervisor of the project is C. H. Hurkamp, Chief Engineer of the Helicopter Division. (Delayed Release).

★ Irony

How many times have Army aircraft participated in a demonstration, air show, or review with the subsequent report in the morning papers carrying this message: "In yesterday's air show visitors were treated to a fly-by of Air Force aircraft...?" Let's just say that it has happened often enough to perplex all echelons of Army aviation.

Do you want solace? Take a good look at the cover of the August 1955 issue of "Air Force"? Big as life is a photo of a giant Piasecki H-21 moving out over the heads of personnel evacuating the Pentagon during "Operation Alert." In GIANT letters on the side of this H-21 are these words: "U.S. ARMY."

★ Story at Sill

FORT SILL, OKLA—I know that many of the readers have gone through Army Aviation Training at Fort Sill when the Army Aviation School was here, and thought perhaps they would be interested in the training soon to be given at Post Field in the H-34 Sikorsky helicopter.

The H-34 is a new, heavy duty, cargo and passenger carrying helicopter capable of carrying 14 fully-equipped combat troops, or one and one-half tons of equipment and supplies.

So far five of the big 'copters have been delivered to us and others are epected in a few days. Actual flight training will begin as soon as more helicopters arrive. Pre-flight training got underway on Monday, August 8th when the 40 officers and 94 enlisted men of the 587th Trans. Company begin classes and orientations. The Company is commanded by Major Carl F. Slumpff, and will be the first unit to train with and use the new H-34 Helicopter.

The 587th is one of the three companies of the 45th Transportation Battalion, commanded by Lt. Col. Charles Ernest who also commands the Army Aviation Helicopter Unit Training Command. Headquarters for the Battalion and the training area for the companies is at Post Field, formerly used by the Army Aviation School. Your Correspondent, WO-1 Jerome McEntee.

Mr. Sikes. Will you now proceed to give your presentation on budget item 2241, "Tuition at civilian institutions (except medical)."

I would like to point out to the committee there is a material increase in this item. You have already told us in substance the reason for that increase, General Adams, but for continuity of the record, I think it would be well for you to go into it in more detail at this time.

TRAINING OF HELICOPTERS PILOTS

Rotary wing primary flight training—These estimates propose, for the first time, that the rotary wing primary flight training of cargo helicopter pilots be accomplished by contract with civilian flight training institutions. Sharply expanded requirements for these pilots exceed present in-service facilities of both the Army and the Air Force. A choice must therefore be made as to whether such in-service facilities should be expanded to cover the requirement, or whether it should be met through contractual services. Since contract training of cargo helicopter pilots can be conducted by civilian institutions at considerable savings, and would parallel the system now used by the Air Force for their primary fixed wing pilot training requirements, it is considered that this means of accomplishing the training should be utilized. Available Air Force experiences and studies indicate that it is more economical to conduct this training by such contract. The amount of $1,800,000 for cargo helicopter pilots is based on informal cost estimates furnished by qualified civilian operators. It is proposed that the Army's helicopter pilots will be trained by two methods.

(1) The Air Force will conduct short (5 week) cross-service training courses for rated Army aviators, and,

(2) Cargo helicopter pilots will be given primary flight training by contract.

Thi plan generates the following requirement within this subproject:

Course title—Primary Cargo Helicopter Pilot:	
Student load	225
Cost	$1,800,000

Mr. Sikes. This might be carried on in several institutions? Would it not be more economical to concentrate training at one facility?

General Adams. I believe it would probably be one institution, the reason being we would have to provide the helicopters ourselves.

Mr. Sikes. How many students will participate in the training program?

Colonel Allcorn. We will enter 900 students in this course.

Mr. Sikes. How will the students be selected?

Colonel Allcorn. The students volunteer for the training. They are enlisted people who become warrant officers at the completion of the course. Of course they must meet certain prerequisites.

Mr. Sikes. What are those prerequisites?

Colonel Allcorn. He is an enlisted man and must be an E-4 and have an aptitude area score of 8, and must pass suitable stamina or similar type screening. In other words, they must be in the upper brackets as far as intelligence is concerned.

Mr. Miller. Will the gentleman yield?

Mr. Sikes. Yes.

Mr. Miller. Do you have any requirements as to the length of enlistment after you train them so that they must stay with the Army a certain length of time?

Colonel Allcorn. Yes; they must stay a minimum of 30 months.

Mr. Flood. If you get wings in the Air Force you are an officer and a gentleman, whereas in the Army you are a warrant officer. Why is that?

General Adams. We believe for the type of flying we are speaking about here, it is unnecessary to make a man an officer when you know the bulk of his principal duty will be to fly an aircraft for you.

Mr. Flood. The Air Force people line up the boys, give them wings, and right away they are lieutenants.

General Adams. They work with faster aircraft and bigger aircraft than we are speaking about here. We are speaking about helicopters, L-19's, L-23's, that type of aircraft. These people are helicopter pilots solely.

Mr. Flood. Does not the Air Force have pilots who fly the same category of aircraft you are talking about, and in many instances do nothing but fly that kind of aircraft?

General Adams. If you will turn to page 138d, you will observe that we have programed $1.8 million for pilot training. That request is to obtain the funds necessary for contracting with civilian flying schools to give helicopter training to Army helicopter pilots.

Mr. Sikes. Where is that work going to be done?

General Adams. We would not be prepared to say at this time. There are a lot of flying schools over the country that are competent to handle it, and we believe we would be out of order to start talking seriously to anyone until we knew it was approved.

Testimony

on Contract Helicopter Training

Testimony before the Subcommittee of the Committee on Appropriations, House of Representatives

General Adams. They work up to more complex aircraft.

Mr. Sikes. Off the record.

(Discussion off the record.)

Mr. Sikes. Do any warrant officers fly planes?

General Hightower. They did in Korea.

Mr. Sikes. What about now?

General Hightower. I am unprepared to tell you that now.

Mr. Ford. Off the record.

(Discussion off the record.)

Mr. Flood. I am trying to find out who is right and who is wrong. I think in the armed services there should be some kind of uniformity or some kind of a joint board set up to determine that men with the same qualifications serving in like capacities will have the same rank no matter what branch of the service they are in. I do not like the Air Force having a lot of officers running around when men in the Army doing the same thing are warrant officers.

General Adams. The chief means of conducting a fight in the Air Force is in an airplane. In the Army the airplane is an auxiliary to our fight.

Mr. Miller. They serve the same function, except in a different way, as your truck-drivers?

General Adams. It is a means of transporting people and things.

Mr. Flood. I cannot accept the truck driver analogy, although that is a highly skilled operation in time of war. I can drive a truck to some extent, not very well. But since you people want to beef up your air arm—and I think that is a good idea—regardless of what the purpose of an air arm is going to be it will carry some armament sooner or later. You want an Army air wing and I hope you get it. That is all right. But when you do, I do not like the idea of 50 fellows getting off a bus at point X from the Air Force doing the same kind of stuff that the warrant officers are doing in the Army, but in the Air Force they are second lieutenants and they go into dining room A, then another bus comes with 40 men from the Army flying the same kind of aircraft, but they are not wearing the blue uniform and they are not officers and they go to the basement to dining room B. I do not like it.

Mr. Sikes. Will the gentleman yield?

Mr. Flood. Yes.

Mr. Sikes. How was it determined to make warrant officers of them? Why do you not learn the basis for this and submit it to the committee for further study?

General Adams. I shall be glad to do so. The basis is that the possession of a pair of wings per se does not give a man the full qualifications to be an officer. Colonel Allcorn can fly airplanes pretty well, but he can also command a battalion of artillery; he can serve on the General Staff; he is a qualified officer and can do a lot of things. He is not just an airplane chauffeur. I will have to say the Air Force fly more difficult ships than we are talking about, and I am sure it takes more training and generally a smarter man to navigate a ship across the ocean than to fly the type of aircraft we are speaking of here.

(In response to request the following information was supplied:)

The Army presently must obtain all commissioned officers from the following sources:

(*a*) United States Military Academy
(*b*) Reserve officers
(*c*) Officer Candidate School

The personnel utilized as warrant officer pilots, in order to obtain a commission would be required to attend an OCS in addition to flight school.

Analysis of organizational tables for transportation helicopter units indicates that 2 categories of helicopter pilots are necessary for the successful accomplishment of the 12 battalion transportation helicopter program. Both categories of pilots must be fully qualified in the operation of rotary wing aircraft but only command helicopter pilots need possess the broad qualifications normally associated with commissioned officer rank. The duty helicopter pilots are technical specialists who perform duties within a comparitively narrow area of specialization, performance of which requires a level of skill substantially higher than that found in the enlisted grades, but below that of the commissioned officer. Duty helicopter pilots should be classified as warrant officers. Utilization of warrant officers positions has the added advantage of providing personnel who would be available for flying duty as long as they meet the physical and flying proficiency requirements. Continued use of commissioned officer personnel in other than command positions would result in the periodic loss of a relatively large number of highly qualified pilots because of rotation to ground duty in accordance with current career management concepts. Further, the warrant officer pilot concept permits the utilization of personnel possessing the necessary aptitude and skills to be a helicopter pilot but who do not possess the prerequisites for officer training and/or the desire to become a commissioned officer. Cognizance should also be taken of the fact that Army warrant officers are extended the same social privileges as commissioned officers.

It is Air Force policy that all rated personnel will be commissioned officers. The Air Force has not granted ratings to other than commissioned personnel subsequent to 1946. Rated personnel who are serving in other than commissioned status are not authorized to exercise their rating.

Mr. Miller. Off the record.

(Discussion off the record.)

Mr. Ford. Off the record.

(Discussion off the record.)

Mr. Flood. Of course the British and the French have pilots who are NCO's and have had for some time, as I recall. I think that is true; it is not?

General Adams. I have been so informed.

Mr. Miller. In the middle of World War II there were more British and French NCO's in some areas flying planes than commissioned officers.

Mr. Flood. Of course they still have those old continental class distinctions that we do not have.

Colonel Allcorn, what do you hear around your outfit about this thing I am talking about? Is there any sqawking about it?

Colonel Allcorn. No, sir. These warrant officers get the pay of a major. We feel we provide within the Army a very attractive

grade structure. We give an enlisted man a chance to become a commissioned officer who, by the prerequisites we now use, could not attend OCS. We have no problems as far as getting aplicants to take this training. Our warrant officers have proved to be very satisfactory. Of course they are commanded by officers who are either artillerymen or infantrymen and we try to maintain a little different type discipline.

Mr. Flood. The analogy was drawn that the Navy pilots must fly jet aircraft. Is it not true we will soon have our aircraft with jet engines?

Colonel Allcorn. Yes, sir.

Mr. Flood. So that it is just a question of degree whether you fly 800 miles an hour or 400 miles an hour, you are still flying jets; and anyone who thinks one of those egg beaters is not a difficult thing to fly does not know what he is talking about. Is that true?

Colonel Allcorn. That is true, and we think we can train the best helicopter pilots in the world. The warrant officer we have has been proved capable of flying cargo-type helicopters.

Mr. Flood. I am sure he is just as capable as the Air Force man and he is just as entitled to be an officer. One does not have a thing more than the other except by degree, and I have trouble recognizing the degree as being the determining factor. I can see where a man who is going to take our new 52 bombers so many miles and back, you can argue me out of that, but at these other levels—but maybe they are satisfied.

Colonel Allcorn. They are people who, first, could not become officers.

Mr. Flood. And there are a lot of warrant officers who would not take a commission if you gave it to them with gold braid.

Colonel Allcorn. Our application rate reflects it is a popular course.

....*Mr. Sikes.* How does it happen that you are beginning this rather large program of this particular type of training for helicopter pilots just at this time rather than having it distributed over a period of years?

Colonel Allcorn. We have been training helicopter pilots since 1947. This is a little greater than the input for 1955, but this year we wanted to do it by civilian contract.

Mr. Sikes. How long is the actual training program?

Colonel Allcorn. It is a 22-week course now. We propose to have a 17-week course by civilian contract and then a 12-week advance course.

Mr. Sikes. We will recess until 10 o'clock tomorrow morning.

Testimony by:
Rep. Daniel J. Flood, Pennsylvania
Rep. Robert L. F. Sikes, Florida
Rep. Edward T. Miller, Maryland
Maj. Gen. Paul D. Adams, OAC of S, G-3
Brig Gen Louis V. Hightower, OAC of S, G-3
Lt. Col. Ford E. Allcorn, Army Avn Div, G-3

Congratulations

Going to have to put the "Congratulations" in paragraph form this month. Short on space and many people have "Congrats" coming. Promotions? More than you think. Lt. Cols. Curtis L. Hankins, Claude L. Shepard, Jr., and Robert R. Williams are all FULL colonels now. Up to Major went William H. Thomas, James H. Staggers, Robert H. Reynolds, Richard L. Poulos, and Daniel Thomas and a host of others who now wear the leaves but won't drop us the card to tell us they do.

Captains? Earl K. Wooley, John T. O'Keefe, William R. Lupton, James L. Guion, and Lewis Miller sent us the good word. William J. Maddox, Jr. sent a belated "To Major" card... CHIEF Warrants Herbert H. Kraus and Shelly O. Schilling expect mail to now read "CWO." From SFC to WO went Raymond Woodruff and John A. Brem (Sp 3/c) and William D. Byrd (Cpl.) complete this month's promotions (or at least those of which we have been informed).

Capt. Lawrence V. O'Flahavan took on a co-pilot (Mildred) as did Lt. Daniel E. Muschott (Sally)...

Babies? "Prolific," thy name is Army aviator. Maj & Mrs. Clarence H. Ellis have a daughter (Michele Annette—7 lbs.); Capt. & Mrs. Henry L. Smith have a son (Alexis Michael); Lt. & Mrs. Clarence B. Brooker, Jr. a junior AA (Gary Michael—8 lbs. 6); Capt. & Mrs. Robert Prater, a son (Corwyn Robert); Lt. & Mrs. Wiliam M. Norgren, a son (Kent Steven); and Maj. & Mrs. Frederick C. Goodwin, a daughter (Michele Ann—6 lbs. 6).

More? To Maj. & Mrs. William H. Gardner, a daughter (Marianne—7 lbs. 13); Maj & Mrs. Carl A. Colozzi adopted 3¼-month Janice Louise; Capt. & Mrs. Kenneth E. Glover, a Junior AA (Designation missing); Mr. & Mrs. John C. French, a son (John C. II); CWO and Mrs. Herbert H. Kraus, an aviatrix (Laura Jean—TEN POUNDS); Mr. & Mrs. Russell W. Cunningham, a son (David Charles); Lt. & Mrs. Lawrence B. Scheer, a spanking new daughter; and TWIN GIRLS to Sgt. and Mrs. George Ingram (Bernita Jene and Renita Dean). Grapevine (confirmed) has twins at the Bragg household of Capt. & Mrs. William E. Black (son & daughter, one each). This makes #4 and #5 for Captain Black who left Bragg the day after the births to pilot a chopper in the New England flood evacuations.

If you have "Congratulations" coming, why not send us a card? Some 4,300 persons will read this issue and subsequent issues and you may wind up with an air-mail, stale cigar or a fifth and entirely unnecessary blue bonnet for that new daughter... Your ed.

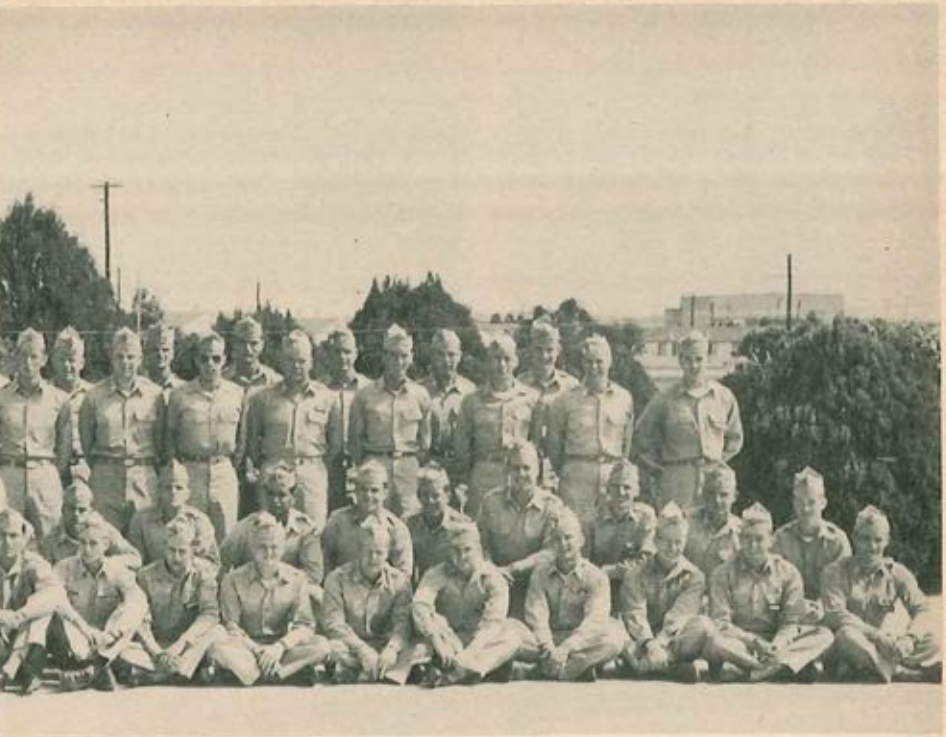
FT. HUACHUCA, ARIZ.— Lt. Col. John L. Wilson, Jr. (left), Chief, Aviation Section, Office of the Chief Signal Officer, is shown Libby Air Field's unique television method of reporting weather conditions by Maj. Leroy M. Northrup, Deputy Chief for Aviation, Aviation and Meteorological Department. Lt. Col. Wilson, who inspected equipment and facilities and conferred with officers of the Post Aviation Section, was highly pleased with the job the Section is doing at Fort Huachuca as an integral part of Signal Corps aviation. (PIO Release, U.S. Army Photo, Ft. Huachuca).

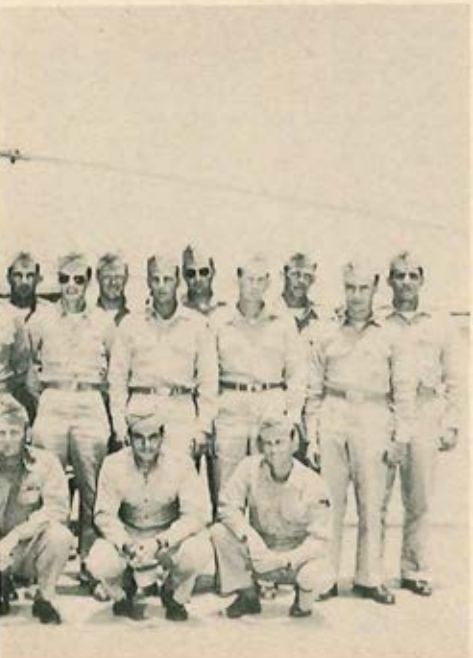
IFC 55E — FRONT ROW, L. to R.: Lt. Clapp; Capts. Aufill and Hargett; Maj. Pierce; Mr. Chisholm; Capt. Rodrique; and Maj. Moore.
MIDDLE ROW: Capt. Swink; Lt. Chappell; Capt. Miller; Maj. Abbett; Capts. Laber, McPhail, and Askins.
BACK ROW: Lt. Hafers; Capt. McGarvey; Maj. Tillery; Capts. Achee; Reid, Hancock, Baggett, and Williard; Mr. Stockwell; and Capt. House. (Photographed and submitted by Lt. Lawrence Scheer, member of the class.)

CLASS 55 I-P, FRONT ROW: 2nd Lts. E. J. McMillen, D. L. Gorae, R. L. Kaufman and E. R. Miller; 1st Lt. W. T. Hatch; 2nd Lts. J. C. Harvey, Jr., R. Moore and D. E. Bliss; 1st Lts. J. F. Fletcher, D. C. Woodward, Jr., and E. J. Gatley; 2nd Lts. R. A. Meyerhoff, R. H. Boehnke, R. J. Hardy, and G. W. Robertson; 1st Lt. N. G. Laumeyer; 2nd Lts. J. M. Hopkins, F. M. Ash, and T. B. Palmer.

SECOND ROW: 2nd Lts. P. G. Drew, A. T. Shankle, J. W. Quint, and R. G. Cummings; 1st Lt. C. A. White; 2nd Lts. H. A. Andrews, and W. D. Vieth; 1st Lt. K. H. Sack; 2nd Lts. J. D. McManus, R. L. Holliday, J. R. Ottley, L. J. Iversen, E. E. Lee, J. R. Mellish, C. I. Stoner, L. E. Timmons, P. H. Bernard, H. L. Silvey, and E. D. Baker.

THIRD ROW: 1st Lts. K. E. Smouse and R. R. Moe; 2nd Lts. R. D. Duerr, and Z. Przedpelski; 1st Lt. R. D. Bayne; 2nd Lts. C. W. Miller, M. B. Olson, J. L. Thomas, C. J. Wing, J. E. Hester, A. H. West, and C. R. Pitts; 1st Lt. R. C. Hensley; 2nd Lts. R. H. Jennings, and Lt. B. B. Forester; 1st Lt. W. Ackerman; 2nd Lt. W. L. Olsen. FOURTH ROW: 1st Lt. R. C. George; 2nd Lts. R. M. Ferguson, H. A. Andrews, and





A. L. Sheider; 1st Lt. W. J. Meehan; 2nd Lts. R. R. Farrar, C. H. Gillman, C. M. Blackman, E. J. Nelson, J. E. Kilgallen, and G. W. Whiteside; 1st Lt. R. N. Thrower; 2nd Lts. R. A. Demmer, D. L. Steinwinder, Kenneth S. Arnold, and O. J. Hierholzer. (Photo submitted by Maj. Francis J. Stevens, Adv. for AA Trng, Gary AFB.)

55 RH, FIRST ROW: Capts. James E. Kennedy and Capt. Orville Y. Lyon; 1st Lt. Gail D. Mayberry; Lt. Col. Curtis L. Hankins; 1st Lt. Carlos Gonzales; Capt. Homer R. Roth.
SECOND ROW: Capt. Louis D. Kish; 1st Lts. Donald Reed and Jose R. Mena; Capt. Charles E. Robinson, Jr.; Major Edward B. Blackman; 1st Lt. Albert L. Smith; Capt. Howard G. Groth; 1st Lts. Henry J. Victor, and 1st Lt. Carl G. Johnson.
BACK ROW: 1st Lts. Leonard J. D'Eon and 1st Lt. Eugene K. Prosser; Capt. Burdette J. Nygren; 1st Lts. Robert C. Cook, Jr., Kirby D. McIntosh, R. C. Barnes, Jr., Felix J. Bessler, Thad K. Wynn, Jr., John M. Hassler, and Michael L. Baldasare. (Photo submitted by Maj. Francis J. Stevens, Adv. for AA Trng, Gary AFB, Tex.)
Both of the classes pictured on this page graduated Gary AFB on 29 July.

Bell Flight Simulator

A device to help train helicopter pilots quickly, inexpensively and safely without leaving the ground has been developed by Bell Aircraft of Buffalo, N. Y., under contract with the Special Devices Center of the Office of Naval Research.

The flight simulator is scheduled for installation at the Navy's flight school in Pensacola, Fla. It will provide the equivalent of four hours of primary flight instruction.

As the pilot moves the controls and "flies" the simulator, the scenery projected on a panoramic screen changes just as if he actually were in the air. The equipment is so efficient and the effect so realistic that the student can collide with buildings on the ground and even get air sick.

The trainer, designated Model 2-FH-2, consists of three main components; a projector, a pilot's compartment and a computer.

The illusion of flight over, around and by terrain and objects has been accomplished by a technique called "point light source method."

This involves, in simple terms, a small, extremely brilliant light projected through a colored landscape built entirely in minature in a six-foot square plastic transparency over the pilot's head. The light is so bright that models of trees, houses, walls and fences stand out in vivid and authentic detail on a wide-view panoramic screen.

As the student pilot operates the helicopter controls and the terrain and sky move on the screen, he unconsciously becomes convinced he and the helicopter actually are in flight.

The pilot's compartment, a replica of an actual Bell Model 47 helicopter, is equipped with dual controls and a standard instrument panel.

Fuselage vibration is built in, as are engine and rotor noise, rough air and actual control forces. The intructor can vary the extent of these conditions and can even cause engine failure.

A military pilot dramatically illustrated the authenticity of the trainer during tests at Bell when he could not bring himself to step out of the cabin while the altimeter registered an altitude of 50 feet. (*Reprinted from Bell "Rotor Breeze"*)

New Training Command

FORT RILEY, KAN.,—A directive from Department of the Army has been received at Fort Riley for the activation of an Army Aviation Unit Training Command, the first of its kind in the Army, on August 1.

Personnel for the unit will be from the 71st Helicopter Battalion at Fort Riley to be augmented by about a dozen officers and a similiar number of additional enlisted men. Lieutenant Colonel Gerald Shea, who has command of the 71st Helicopter Battalion for the past year, will assume command of the new unit in adition to retaining his command of the 71st.

The Aviation Unit Training Command at Fort Riley is the first of its type in the Army at this time, but at a later date one is slated for activation at Fort Sill, Oklahoma, Col. Shea indicated. The chief difference between the two will be that the one at Fort Riley will handle Pilot Transition Training for "Twin Rotor Helicopters" while the one at Sill will deal with the single beater jobs. The Riley unit at present will be conducting a transition course in the U-1 Otter, a fixed wing cargo craft, but whether or not Fort Sill's Command will have some type of fixed wing course was not known at this time.

Shortly after the directive arrived at Fort Riley, Col. Shea stated that his interpretation of the order was that physically things would remain about the same at Marshall Field as they are now with a few exceptions. He pointed out that the 93rd Helicopter Company and the 80th Helicopter Field Maintenance Detachment would undoubtedly be relieved of the responsibility of supporting the Transition Training Program and would immediately go into unit training.

The added officers and men for the Training Command would fill instructor and mechanic slots to support the Helicopter and Otter Transition Courses.

At a later date more helicopter and fixed wing aircraft companies might be activated at Fort Riley and trained under the supervision of the Army Aviation Unit Training Command at Marshall Field after completing unit training the outfits would move on to either overseas or state-side assignments. (PIO Release).

★ **Submit Copy for Publication on the 5th of the Month!**

Informal, voluntary articles on current Army aviation happenings as they occur in the line outfits scattered throughout the world . . .

★ All Trial, Few Errors

FORT RILEY, KAN.—The 14th Army Aviation Company, Fixed Wing Ttctical Transport, Commanded by Maj. Aaron G. Atkisson, has already become an operating unit at Marshall Field, Fort Riley, Kansas. Despite the fact that it is only a few weeks old and still in the crawling stage, the progress of the unit is most encouraging. In view of the many essential details and problems that confront a new organization, Maj. Atkisson expects the unit to be one of the sharpest at Fort Riley by the time we receive our first U-1 Otter in September.

The TO & E calls for 21 U-1 Otters, 45 Officers, 1 Warrant Officer (4823) and 61 Enlisted Men. The breakdown of the enlisted personnel ratings are as follows: 3 E-7's, 5 E-6's, 14 E-5's, 19 E-4's and 20 E-3's. This presents many opportunities for the advancement of the enlisted personnel in the Company. Local recruiting is now underway for qualified enlisted Mechanics and quotas have been requested for the mechanic's course at the DeHavilland Aircraft Corporation of Toronto so that the mechanics may be properly trained for maintaining the U-1 Otter.

Maj. Atkisson has also requested quotas for the Instrument School at the Army Aviation Center, Camp Rucker, Alabama for the pilots now currently qualified. Capt. Drummond, our Engr Off, is up to his neck with requisitions for TO's and setting up his Maintenance and Service Section and he is doing a bang-up job.

Maj. Atkisson has sent a letter to the 30th Engr. Gp. (Topo Survey) requesting information regarding the U-1 Otter; also advice as to the applicable Tech Orders, type and quantity of parachutes for passenger seats, special tools, type of tie-downs, loading procedures and problems, take-off and landing characteristics when fully loaded, and anything about the aircraft which may be of help to us based on the experience and problems the 30th encountered with the Otter so that we may be able to eliminate many of them in the near future.

The Major has also requested from Fifth Army that one (1) Officer and one (1) mechanic from this unit be placed on TDY to the 30th in Alaska to observe the operation and get first hand information on the U-1 Otter. We in the Company feel that we want to be familiar with the idiosyncrasies of the Otter so that we will be prepared for it is based on the experience of the 30th. Our Company Commander has also sent a letter to the Adjutant General, Department of the Army requesting information as to the colors for a unit, such as the 14th (FW-TT) that is branch immaterial.

The 14th, at present, is comprised of sixteen Officers, namely: Maj. Aaron G. Atkisson, Capts. James D. Blauert, John Campbell, Jr., George J. DuPont, Louis E. Durand, Charles H. Drummond, Jr., Willard A. Ratcliff, Jr., and Henry L. Smith; and Lts. John E. Ahern, Albert J. Barber, Ray R. Moran, Warren A. Strong, Robert M. Testerman, Lyman W. Vassey, Paul S. Walker, and James R. Beach.

Capts. Eugene Thomas and Arnold . A. Young assigned to the 14th are presently on TDY at Camp McCoy, Wisc. Assigned to the 14th and enroute to this station are Capts. William J. Cleveland and Wayne E. Woltz; Lts. Frank J. Kakuk, Robert Kitzbacker, William D. Melton, Marvin M. Morgan, Delbert J. Ott and James H. Paul.

At present, the Company is composed of Officers and enlisted personnel of the following branches, Infantry, Artillery, Armor, Engineer, Transportation and Signal. Therefore the Major was at a loss as to the color for the guidon, neck scarfs, braid for the garrison cap (EM), etc., all of which couldn't be located in any printed publications (food for thought).

We are all proud and happy to be assigned to this infant Company. Cooperation and morale of the members of the 14th Aviation Company (FW-TT) is excellent. We will keep you informed on our activities as often as we possibly can or as often as new problems arise that may be of interest to Army Aviators. Your New Correspondent, Capt. George J. DuPont.

★ Birthday

FORT RILEY, KAN.—The 71st Transportation Helicopter Battalion on duty at Fort Riley's Marshall Field celebrated its first birthday on July 19 with the Commander for the past year, Lieutenant Colonel Gerald Shea, complimenting the men of his battalion on a job well done.

Looking back over the year, the personable Colonel summed the year up by saying "we have had our ups and our downs but the ups overshadow the downs." (PIO Release)

Effective July 4th, 1955
our address changed to:
"ARMY AVIATION"
Westport, Connecticut

★ The Once-over!

FORT BELVOIR, VA.—Tactical Army Aviation got a once-over from over 650 ROTC cadets representing 33 colleges and universities, at Davison Air Field, Fort Belvoir, Va.

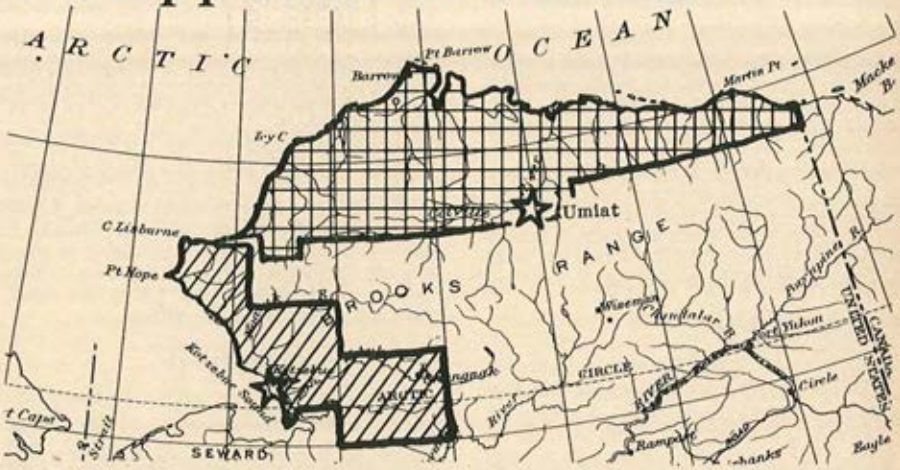
The demonstration was presented by the Aviation Engineering Section, Department of Training Publications, The Engineer School at Fort Belvoir. It took two hours to show the cadets some of the latest developments in light aviation manuevering.

The cadets left Davison Air Field with ears ringing, after watching nine aircraft in use by the Army, make sizzling maximum performance take-offs, landings, fly-bys, some standard air-ground manuevers used by the Army, and later after watching the planes taxi directly in front of the stands in which they were sitting, they looked over the individual planes in static displays.

Mr. W. G. "Dusty" Rhodes, factory representative of the Cessna Aircraft Corporation in Wichita, Kansas, showed the cadets some real hot stuff in what the Army calls a Super L-19. This little job is not in use by the Army, but was given a showing by the manufacturer. It has a cruising speed of about 155 miles an hour. (PIO Release).

30th Engineer pilots and crewmen are blazing new trails and breaking all performance records in their Arctic Circle survey operations . . .

It Happened in Alaska!



We regret to report that 1st Lt. Harry M. Spellman, 33, and his two surveyor passengers, Pfc. James Shaheen, 28, and Pvt-2 Earl George, 23, were killed instantly when Lt. Spellman's helicopter crashed and burned in a dry river bed approvimately 90 miles east of Umiat on July 14.

At the time of the fatal carsh, Lt. Spellman was being accompanied by Capt. Story C. Stevens and 1st Lt. Vernon L. Sawvell in two other H-23 helicopters. A native of Chicago, Lt. Spellman is survived by his wife, Harriet and their two children, Janice and David. While stationed at Presidio, Lt. Spellman made his home at 281 27th Ave., San Francisco 21, California.

Medical Evacuations

Two H-19 medical evacuations, one L-20 medical evacuation, and one pilot rescue highlighted aviation operations during July. Maj. John L. Briggs and Capt. Elswick Newport, in rather patchy weather, flew an emergency appendectomy case to Ladd Air Force Base in an L-20. Capt. Newport in an H-19 also chalked up an evacuation from a survey camp and picked up a downed pilot. Lt. Donald A. Smith responded to an emergency call from a survey camp in the Brooks Range and flew over 270 miles in a H-19D in foggy marginal weather to bring a patient to a survey site, where he was evacuated by float Otter to Umiat. Capt. Robert F. Young completed the list of mercy missions when he evacuated a hernia victim to Ladd AFB in a L-20 Beaver.

On the Lighter Side

It looks like summer is just about over on the Arctic Slope. The AA's officially began logging night time on July 25th. With the coming of sunset the temperature plunged from the summer's high of 85°F to 40°F overnight. On the 26th, snow showers were reported at two of the Group's eastern subcamps. An unidentified AA submitted this bit.

"The tundra's brown, the wind is colder;
My date of rank is one year older."

More (Yet!) Pilots

Ten recent graduates of the AAS at Camp Rucker have been assigned to the Group as of 1 August. This addition brings the pilot total to a staggering 91. This, plus the fact that Group aircraft flew over 13,000 hours during the last fiscal year, should decisively establish the 30th as the largest and flyingest Aviation unit in the Army. Any volunteers?

Largest Army Float Operations

While dealing in microscopic figures, we'd like to report ten fixed-wing aircraft operating exclusively on floats now. This figure includes four Otters, two Beavers, and four L-19's. We believe this to be the largest number of float planes operated by any Aviation seceion in the Army today. Any disputants? Your correspondent, 2d Lt. William F. Gabella.

★ **Submit Copy for Publication on the 5th of the Month!**

★ Experience

FORT HOOD, TEX.—Here at the 4th Armored Division Aviation Company (Prov.), we are continuing to support units in the field along with a few administrative cross-country flights. Experience gained on two Corps CPX's have helped us develop some good liaison and operations policies. We're still looking for a new Division Aviation Officer to replace Maj. Gean Reynolds whose new assignment is Far East. Capt. Donald Bockbrader, our company CO, is filling in for him until the new one arrives.

We have some new talent with us now. Lts. Zesch, Lee, Brown and Schuster from Class 55E and Lts. Anderson, Woodbridge, and Hurlburt from 55D. Captain Faucheux just returned from KMAG to join us. Your Correspondent, Lt. Dave Sanders.

★ Big Splash

FT. CAMPBELL, KY.—Things at Campbell are comparatively quiet due to the fact that sixteen of our 11th Airborne Aviators are in school preparing for Operation Gyroscope.

Campbell AFB was the scene of an Army Aviation Demonstration held for the seventeen hundred ROTC cadets presently taking summer camp training at Fort Campbell. Highlighting the show was our Aviation Officer, Capt. R. D. Baldwin, in his Helicopter, "Dumbo the Clown". In addition to a Barrel Rolling Act and Maneuverability Demonstration, the Captain delighted the crowd by dumping a pail of water on the narrator, one Lt. Bill Conroy. Various pilots of the section participated in the demonstration of short field characteristics of the L-19 and L-20, followed by Lt. Dick Grube, "The Old Pilot", soloing in a wheel chair and attired in a civil war uniform complete with sabre.

Two new additions to the section are Lts. William Spurlock and David Jayne. With Capt. Kilman, our Training Officer, having returned from leave and clearing his desk for action, things should really start jumping at the 11th Airborne Aviation Section. Your Co-Correspondents, Lts. Bill Frye and Bill Conroy.

★ Changes

EUCOM—No hot news from here (APO 28) other than a few changes of address. All of the personnel who were previously assigned to the 41st Trans Bn (AAM) have been re-assigned to the units indicated below.

Lt. Clair Heinbach (now Capt—I hear) who went to the ZI about 3 months ago on an emergency leave, has been re-assigned to the 509th Trans Hcptr Co (at Belvoir). Capt. Fred Gill (recent Exec of the 41st) now commands the 45th Trans Acrft Maint Co. Capt. James Bragg who recently had a maintenance detachment in Austria has been asgd to the unit. We moved into our new hangar and warehouse last week, turning over the old hangar to the 45th. CWO Walter B. Feuerstein rotated to Ft. Bliss. Incidently, the "S" in UTAASC now stands for "Supply" rather than "Service."

Here's the crew: At the 7703rd Army Unit, UTAASC (APO 28): Lt. Col. A. J. McDermott; Maj. M. L. Hummel; Capts. John R. Brown, Harry O. Davis, Corydon Eastwood, Harold K. Hall, and Clarence Fuller; Lt. Roscius I.P. Bal and Capt. Harold W. McGrath.

Located at the 45th Trans Acrft Maint Co (AAHM & S) (APO 28): Capts. Frederic G. Gill, Leonard T. Bolton, and Donald W. Leedham; Lt. Frank P. Nascimbeni; CWO Clarence V. Blackburn; M/Sgts. Edward J. Adams and Shores; SFCs Druckenmiller, Eustis, Lopez, Pitman, and Fisher. No "Clobbers" this envelope. Look for a "fat one" soon. YC, Capt. John R. Brown.

★ Recommended

FT. LEE, VA.—I'm currently attending the Army Supply Management Course, Class 55-4, and will graduate on 16 September 1955. This is the most outstanding and knowledgeable course I have ever had the pleasure of attending. Both Col. Allen, the Director, and Col. Lange, the Deputy Director, have done an outstanding job in their fields of organization, supervision and implementation of the phases of Supply into the curriculum offered here at the QM Training Command, Ft. Lee, Va. I highly recommend this course to anyone desiring a better background into the never-ending problems faced with while performing an assignment relating to the Supply or Logistics Picture.

As you no doubt know, the QM Training Command here at Ft. Lee, Va. has been authorized 3 Planes (1 ea. of the Otter, the Beaver, and the Bird Dog) with 4 pilots. Should be another source of info for "Army Aviation".

The only disadvantage to my attendance at this course here at Ft. Lee, Va., is the fact that I am the only Army Aviator in attendance. I have a difficult time (in some of the problems we aviators are faced with) orienting the layman in the class. Would like to recommend that a minimum of two Army Aviators be in attendance in each future class.

More Gossip? Do you have as a subscriber one each, Lt. Col. Walter D. Bowden? His address is: Lt. Col. Walter D. Bowden, MAG, Cambodia (Phnom Temh), Box S, APO 74, San Francisco. I am sure Col. Bowden will be glad to hear from anyone desiring any information relative to Cambodia, or perhaps anyone wishing to exchange assignments???

Enough of this chit chat for now; must get my fishing gear and go catch my dinner. This is the best fishing assignment known to me at the present time. As ever, Lt. Col. Robert Boatright.

★ Retirement

MAAG-J, Japan—The last of the long line of L-17's passed recently in the Far East. On the 23rd of June at Chofu, Japan, Maj. William J. Maddox Jr., Admin Asst to Chief of MAAG-J turned in the last L-17 operational in the Far East to Capt. Myron W. Little, Supply Officer of the 247th Transportation Co. (AAM). (See photo.) Witnessing the turn-in were Maj. Kennedy G. Ward, CO 40th Trans Bn. (AAM), and Capt. Harry L. Jones, Maint Off, MAAG-J Flight Det.

When the MAAG-J Flight Det was activitated in October 1954 three L-17's were issued in lieu of L-20's. Month after month they covered the length and breadth of Japan logging fifty to sixty hours each month giving faithful service, but finally they were getting tired and parts were becoming critically short so it was without regret when word was received that they were not long for this part of the world.

We salute the L-17 for its long and faithful service but now that they are gone, send us our L-20's. YC, Capt. Lawrence M. Flanagan.

MAAG-J, JAPAN—As this is being written the inspecting group is down in the hangar giving us the fine tooth comb routine for our semi-annual inspection. Lt. Stowe flew in this morning with his group from the 40th Transportation Bn. (AAM) at Chofu.

In preparing for these twice a year visits the weather has been a consistent plague. In February we fought a 60 mile-an-hour wind the day before that really covered the field and aircraft with salt water. Yesterday, we were harrassed with numerous squalls that were pushed up this way by the two or three typhoons currently cavorting south of Japan. So far, I haven't heard any real loud screams from the hangar so things must be progressing satisfactorily.

Just before quitting time last night Air Weather Central hoisted the typhoon flag and Fran was heading our way packing a 115 MPH wallop. There was a mad scramble around the Kanto plain tieing down or evacuating aircraft. The Air Force at Tokyo International (Haneda) gave us room in one of their hangars for our three fixed wing and one of the 1st Cav. Div. on RON. Both of our H-13's looked rather forlorn without tail rotors in our shaky hangar. However the big blow turned north and calmed down so all we'll get today is 92° of sunshine.

The 30th of June brought Maj. William J. Maddox Jr. back off the hill to be C.O. again. Capt. Laddie J. Roark assumed the executive position. I still retain my swivel chair behind the operations desk while Capts. Harry L. Jones and Leo C. Bryan reign in the Maintenance and Supply Offices down in the hangar. Two much needed mechanics have joined our detachment, both in from Ft. Campbell, Ky. SFC Lorin E. Gregory is our new line chief and Sp-2 Fred P. Fischer is crew chief on one of our H-13's, giving SFC Liscinski some much needed assistance.

Maj. Martin's arrival is anticipated any day with a nice cool spot waiting for him on Hokkaido. Capt. Bob Parks departed for a brief rest and then to Camp Rucker. We have an inbound on Capt. Oral D. Miller who will be with us in Tokyo. Two of the Japanese students that just returned from Camp Rucker were in his flight and are looking forward to his arrival. YC, Capt. Lawrence M. Flanagan.

SUBMIT NEWS COPY BY THE 5th

★ Airlift

JAPAN—Recently, the 6th Trans Co. (Lt Hcptr) (personnel and equipment) was airlifted via organic H- 19C helicopters (14) and a C-54 Transport to Camp Haugen, Japan. This is a distance of 186 nautical miles. This was the first move of its type to be successfully performed.

On recent maneuvers with the 7th Cav Regt, the "6th" staged a spectacle in ground-air team work. Individual combat-ready battalions were transported at odd hours re-monstrating the rapid movement of troops and equipment under conditions similar to combat and exhibiting a high degree of unit ("6th") versatility and co-ordination.

The 7th Cav Regt is known in the Army for its extremely high level of esprit de corps, having an additional title (the Garry Owen Regt). Garry Owen is an integral part of the 7th Cav Regt's life. "Garry Owen" is used in all terms concerning the Regt and has even been inserted into a song. The term "Garry Owen" has a history dating all the way back to the days of General Custer. Of course, not wishing to be out-done, the 6TH TRANSPORTATION COMPANY (LIGHT HELICOPTER) has adopted its own calling card—IGOR SIKORSKY ! ! ! We predict that *Igor Sikorsky* will become as well-known as the 7th Cav Regt's Garry Owen. (PIO, 6th Trans Co).

Memorial

On the afternoon of the 25th of May 1955, W/O Wayne L. Penick (pilot) and crew-chief Milner Cleghorn took off on a routine flight with four passengers. One hour later, Japanese witnesses reported that an H-19 helicopter had crashed off the fog-bound shores of Gamo, Japan. An extensive search was carried on utilizing the helicopters of the 6th Trans Co (Lt Hcptr), a Navy Underwater Demolition Team and surface craft of the Japanese Nationals. On the morning of the 27th of May 1955 the wreckage was discovered in 45 feet of water about 275 yards off-shore. Five of the original six occupants still remained in their seats. A daily shuttle search by air was organized by the 6th Trans Co (Lt Hcptr), but this search proved unsuccessful in its attempt to locate the body of the missing occupant; the pilot, Wayne L. Penick, WO W-1 is still missing and presumed dead. (PIO, 6th Trans Co.)

★ North of North

THULE—Just received this month's copy of "our" magazine, after having anticipated its arrival for several days. It's the greatest!!! (*Ed. Note: A photo of the unit, the Trans Arctic Gp, appeared in this issue—you too can be happy by remitting your UNIT photo.*)

Lt. Robert E. Morris arrived in July 1955 with a look of great disappointment on his face. The first words that he uttered were, "If the good Lord will help me through this one, I'll get through the next one by myself". He is over the initial shock now, but he's still sort of feverish; he is improving though. He is the new Operations Officer, and he is doing a very good job.

We just completed a record breaking mission; it was a milestone in Army aviation. We flew two L-20 and two H-19 aircraft 250 miles over the ice cap. This was the first time that Army aircraft and pilots ever went that far out over the cap. The mission was for the purpose of testing both types of aircraft at that altitude (7400 feet). The altitude plus the fine powdery snow presents an additional hazard for good ski operations. Longer ground runs and maximum power are required for the L-20 type aircraft when carrying loads. We are presently conducting extensive tests to determine how we may attain more power in our aircraft for future missions in that area. The H-19D's performed exceptionally well at that altitude, although in future missions maximum fuel loads will not be used. Our present SOP is to refuel enroute. We took off from Thule with a minimum load, 1800 pounds of cargo and passengers. We consider the flight one of the great steps in the Army's stride to further the aviation program.

An article appeared in this issue of Army Aviation that was entitled "Top of the World". In this article an Army aviation unit in Alaska was credited with being the farthest north of any of the Army aviation units. OUR unit is operating farther north than any other Aviation group in the Army. We are approximately 700 miles south of the North Pole.

Our flying season has just ended. Several of us expect to be coming back to the United States shortly. Of course, that will break our hearts! Our summer was on Thursday this year, a sweltering 49 degrees. WHEW! We are looking forward to being lit up at night; I mean, we are looking forward to seeing the sun come up and go down below the horizon; it sure is an odd feeling to have the sun shine 24 hours per day. Sincerely yours, WO-1 Raymond C. Bowers.

THE WHY: Perhaps you've wondered why your unit has received little or no coverage in these monthly issues. You may also have wondered why some group photos of some units appear and yours does not. The truth of the matter is we can only publish what we receive. We're pinned down to this Westport address and cannot rifle your "In" box at will. We rely completely upon submitted information. Send it in. We'll be glad to publish it.

PERMANENT CHANGES OF STATION

5x) Alexander, Richard A., Lt.....903 Valley Road, Killeen, Texas
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51) Barr, Arthur W., Major.....914 Jackson Drive, Williamsburg, Virginia
53) Barrios, Willie W. J., Maj.....Student Det, C & GSC, Fort Leavenworth, Kansas
55) Barron, John W., Lt.....336 N. Dougherty Avenue, Fort Bragg, N. Carolina
89x) Black, William G., Major.....3440th SU, Fort Benning, Georgia
95) Boatright, Robert L, Lt. Col.....3516 Boulevard, Colonial Heights, Va.
101) Bolton, Leonard T., Capt., 45 Trans Acrft Maint Co (AAHM & S), APO 28 NY
101) Bolton, Leonard T., Capt., 45th Trans Acrft Maint Co (AAHM & S), APO, NY
128) Brite, Byron H., Captain, KMAG Avn Section, 8202 AU, APO 102, S. F. Cal.
137) Brown, John R., Captain.....7703rd AU, UTAASC, APO 28, New York, N. Y.
198x) Cherne, Milton P., Captain.....106 Fairview Drive, Ozark, Alabama
224) Cook, Morris G., Lt., 3461st SU, Army Avn School, Camp Rucker, Alabama
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266) Dempsey, Marvin E., Captain.....1511 Oak Drive, Dothan, Alabama
307) Eastwood, Corydon M., Capt.....7703rd AU, UTAASC, APO 28, New York, N. Y.
311) Eliasson, Arne H., Major.....72nd F.A. Group, APO 800, New York, N. Y.
368) Gilbert, Leslie H., Capt., Army Avn Detachment, 7071st SU, Ft. Belvoir, Va.
383) Grady, William H., Captain, 1107 South 18th Street, Arlington, Virgina
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Drotor, Harry W., Lt.....690 Asheville Highway, Spartanburg, South Carolina

(Continued on Next Page)

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Williams, Edwin L.....28 D Battle Park, Columbus, Georgia

NOTE: "PCS" is a monthly column published as a subscriber service. So as to facilitate mail, we would appreciate subscribers remitting a RESIDENCE or QUARTERS address, rather than a unit address. It has been found that Army Postal Personnel repeatedly return mail to the sender when mail is addressed to a UNIT and the addressee leaves his unit for a short period of TDY.

1955 "WHO'S WHO"

In the centerfold of next month's issue, you will find a "Who's Who" Personal Questionnaire similar to the Questionnaire sent to subscribers for the 1954 Yearbook. The '55 Edition will sell for either $1.00 or $2.00; we lean toward the lower figure for at $1.00 a larger number of listings will be secured. The photographic material in the '55 Edition (if at $1) will be minimized so as to make the '55 venture a BLACK ink proposition. The '54 job was a decided red ink affair. The Questionnaire will be repeated in the November, '55 issue; the Deadline will be Jan. 1st; and with over 4,000 personnel as potential listees, listings in the '55 Edition will be limited to current subscribers.

TOP TWENTY

1—Capt. Robert J. Lessard 100
2—WOJG C. M. Hulett 87
3—Capt. Max E. Young 60
4—Lt. Col. Harry T. Shiveley 52
5—Maj. Lloyd O. Borgen 50
6—WOJG Orin D. Havens 49
7—WOJG Paul W. Bass 46
8—Capt. Arthur G. Keith 44
9—Lt. Col. Raymond H. Murphy 42
10—Capt. Woodrow W. Brown 39
11—Mr. Jackson E. Beighle 37
12—Capt. Charles F. Kieffer 34
12—M/Sgt. Thomas D. Ward 34
13—Capt. Samuel E. Tillery 33
14—Maj. Gerald L. Hough 32
14—Capt. James A. Smith 32
15—Mr. Frank K. MacMahon 31
16—Lt. Klein J. Leonard 30
17—Capt. Robert E. Brizee 25
17—Capt. John R. Brown 25
17—Capt. Michael Cullen 25
17—Lt. Edward J. Sumek 25
18—Lt. Col. E. P. Fleming, Jr. 24
18—Maj. Morris G. Rawlings 24
18—Maj. James O. Townsend 24
19—Capt. Perry C. Atkins 23
19—Lt. James R. Cook 23
19—Capt. John E. Gilroy 23
19—Capt. Wayne E. Woltz 23
20—Lt. James A. Boyer 22

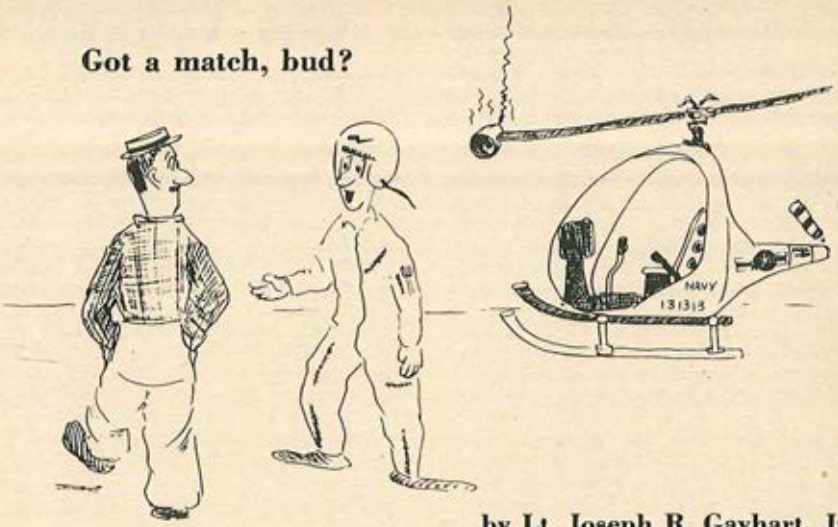
21—Maj. William G. Kilmer 21
22—Capt. Story C. Stevens 19
23—Capt. Afton Dare 18
23—Capt. Harold L. Howell 18
23—Lt. John L. Yunker 18
24—Capt. Robert J. St. Aubin 17
25—Capt. Harold L. Baker 16
25—Capt. John L. Dekker 16
25—Capt. Lesco G. Kaufman 16
25—Capt. Walter C. Pitt 16
25—Lt. Allen E. Scholz 16
26—Lt. Harold L. Burr 15
26—Capt. Billy D. Carter 15
26—Capt. Raymond C. Kerns 15
26—Lt. Dean R. Paquette 15
26—Maj. George Tillery 15
27—Maj. Raymond I. Clement, Jr. 14
27—Capt. John P. Westphal 14
28—Maj. Harold Grossman 13
28—Lt. Robert W. Koepp 13
28—Capt. Joseph F. Kunz 13
28—Lt. Claude L. Razey 13
28—Capt. Willis G. Strawn 13
29—Maj. Aaron G. Atkisson 12
29—Lt. Harold T. Campbell 12
29—Capt. James P. Dowling 12
29—Lt. Paul W. France 12
29—Maj. Milford L. Juhl 12
29—M/Sgt. Henry J. Lusignan 12
29—Maj. Karl S. Patton 12
29—Capt. Clarence E. Preble 12
29—Lt. Darrell C. Slevin 12
29—CWO Glenn E. Spaulding 12
30—Lt. Edward J. Davis 11
30—Lt. E. C. Elliott 11
30—Maj. John W. Givens 11
30—Capt. Virgil A. Henson 11
30—Lt. Col. Harry J. Kern 11
30—Capt. Henry R. Mangum, Jr. 11
30—Maj. Raymond A. Miller 11
30—Capt. Edward F. Smith 11
30—Lt. Col. James L. Townsend 11
30—Capt. Thomas A. Walpole 11
30—Lt. Robert W. Warner, Jr. 11
31—Lt. Charles W. Betz 10
31—Lt. Col. David Bisset, Jr. 10
31—Capt. John C. Hunter 10

ACES CLUB

31—Capt. James E. Ingram	10
31—Capt. A. T. Pumphrey	10
31—Sgt. Charles H. Schultz	10
31—Maj. Samuel E. Stanley	10
31—Maj. Henry S. Wann	10
32—Lt. Edward H. Aldrige	9
32—Lt. Col. Donald F. Cassidy	9
32—Capt. Clyde J. Dillon	9
32—Capt. Eugene Dow	9
32—Lt. William R. Griffin	9
32—Lt. Edward L. Johnson	9
32—Capt. M. D. Lord	9
32—M/Sgt. Leonard A. McMichael	9
32—Capt. Homer T. Montgomery	9
32—WOJG Claude J. Moore	9
32—Lt. Raymond E. Moore	9
32—Capt. Jowarren B. Shively	9
33—Capt. William F. Armfield	8
33—Capt. John R. Beler	8
33—Capt. William R. Chaires	8
33—Lt. H. Marshall Claybourn	8
33—Capt. Jack V. Davison	8
33—Maj. Robert D. Dearth	8
33—Lt. John R. Dome	8
33—Lt. William F. Gurley	8
33—Capt. Hunter G. Harbison	8
33—Capt. Robert J. Jeffrey	8
33—Lt. Herbert A. Johnson	8
33—Lt. Col. Charles W. Lefever	8
33—Col. Robert M. Leich	8
33—Capt. John E. Murphy	8
33—Maj. Thomas J. Sabiston	8
33—Lt. Lawrence B. Scheer	8
33—SFC Walter I. Shermer	8
33—Lt. Raymond W. Truex	8
33—Capt. Isidro S. Valdez, Jr.	8
34—Maj. Keith J. Bauer	7
34—Maj. William H. Brabson	7
34—Lt. William C. Carter	7
34—Lt. Byron L. Clark	7
34—Lt. James C. Crouch	7
34—Lt. George A. Crowell	7
34—Capt. Henry W. DeBoer	7
34—Capt. Herbert R. Eder	7
34—Capt. L. W. Fladmark	7
34—Capt. Charles Fournier	7
34—Lt. Gerald F. Franciscovich	7
34—Lt. Edmund L. Fuchs	7
34—Maj. William H. Graul	7
34—Maj. Jack E. Harbour	7
34—Lt. Robert H. Jacquot	7
34—Lt. Walter Leach	7
34—Capt. Billie D. Marsh	7
34—Capt. O. G. Mullins	7
34—Lt. Col. Miller T. Nesbitt	7
34—Capt. Ivan M. Peller	7
34—Lt. Robert A. Richardson	7
34—Lt. David H. Sanders	7
34—Maj. John S. Sarko	7
34—WOJG Nathan Schultz	7
34—Maj. Henry D. Shellhart	7
34—Capt. William R. Swift	7
35—Maj. Russell T. Blair	6
35—Lt. Dale W. Buffington	6
35—M/Sgt. Claude M. Butler	6
35—Lt. John C. Collins	6
35—Maj. Arne H. Eliasson	6
35—M/Sgt. Walter M. Elliott	6
35—Lt. Joseph R. Gayhart	6
35—Capt. Jack H. Gerber	6
35—W/O Leonard A. Gifford	6
35—Capt. John W. Hammett	6
35—Capt. Joseph W. Hely	6
35—Lt. Roy E. Hoyt, Jr.	6
35—Capt. Herman E. Leach	6
35—Capt. Carl H. Loveland	6
35—Capt. Thomas F. McNamara	6
35—Maj. Bernard B. Mackell	6
35—Lt. Frank R. Mettner	6
35—Capt. Robert N. Peterson	6
35—Maj. Robert H. Reynolds	6
35—Maj. William A. Richards	6
35—SFC Paul A. Simon	6
35—Capt. Wallace H. Traver, Jr.	6
35—(Mrs.) Millie Watson	6
35—Capt. Jesse L. Wilkinson	6
36—Capt. James M. Archuleta	5
36—Lt. Robert A. Baney	5
36—Lt. Col. B. A. Bache	5
36—Lt. R. C. Barnes, Jr.	5
36—Lt. Jimmie D. DeLoach	5
36—Lt. Charles O. Delp	5
36—Capt. Glenn Ebaugh	5
36—Capt. Chris Erhardt	5
36—Lt. Carlos Gonzales	5
36—Lt. Richard A. Humes	5
36—Capt. John W. Humphreys	5
36—Maj. Richard J. Kennedy	5
36—Lt. Col. Lewis W. Leeney	5
36—Maj. William J. Maddox, Jr.	5
36—Capt. Homer O. Robbins	5
36—Capt. Richard C. Smith	5
36—Capt. Howard Stiles	5
36—Capt. Maurice A. Wilson	5

How do YOU become an ACE? Clobber four others into subscribing (and with your subscription) you have the normal Ace "Bag" of five. The 3-color, 8½ x 11 Ace Certificate pictured on the previous page is then yours . . . . . Your periodic Clobber standings will appear in this column.

Got a match, bud?



by Lt. Joseph R. Gayhart, Jr.

★ Spotless

USAREUR AVIATION DETACHMENT—Due to the work load, the Engineering Department as well as the Operation Section has had to reorganize into two shifts. Operations is covered by clerks and radio operators from 0700-2200 hours daily and maintenance from 0700-2000 hours. This creates the feeling of an air base operation what with our alert crew meeting all aircraft in their bright yellow and black checkered jackets and the Air Force Weather Detachment standing by prepared to give forecasts and sign clearances from 0700-1900 hours daily.

Now that the fiscal year is ended and all minimums have been met we can get a good word picture of wha-hoppen. We now have a total of 13 airplane drivers in this outfit, Capt. Ralph Paxman being the latest addition. Paxman is an inter-theater transfer coming to us from Salzburg, Austria. In addition to our thirteen officers we have fifty-four enlisted men.

Looking over the flight time for last year we find this section flew 341 hours of actual weather. Figured out for thirteen pilots we feel this is doing pretty well. The section flew a total of 5199 hours last year. The total time for all the pilots is 36,257 hours which figures out at an average of 2,789 hours per pilot. Again, it's been an accident free year of flying of which everyone is justifiably proud. YC, Capt. Frederick W. McGowan.

SUBMIT NEWS COPY BY THE 5th

★ Nothing Static Here

TSESS, CAMP GORDON, GA.—We've been keeping pretty busy lately, practicing for a big air demonstration which went off without a hitch on 3 August for 750 Signal Corps ROTC Cadets. We gave them a two-hour show, primarily with the L-19, but with static displays of most other Army Aircraft. We hope it stirs some of them into applying for aviation training when they come on active duty.

The air section has also been doing some high flying on weekends this summer. Namely, on surfboard and water skis at nearby Clark Hill Lake. I think all who have tried it did pretty well on the surfboard, but there are still a few who just can't seem to solo those tricky skis.

Seems like we only get around to sending in a letter after many people leave us—so here is the August report on personnel changes. Maj. Raymond Miller, our former AO, has moved over to Third Army Hq. as deputy AO there, leaving Capt. Clifford Shaffer the new AO here at Gordon. We're wishing both of them luck in their new jobs. Lt. Ken Neiderbrach has left us for the new 14th Aviation Company at Fort Riley. Lt.—pardon me, MISTER—Walt Stewart left us on 31 July for civilian life and medical school. Lt. Raymond Bouas has checked in from Fort Hood, filling the chopper pilot slot left open by the departure of Lt. Garland King to Rucker to become an instructor. And Lt. Colvin Newman is on six weeks TDY to Fort Monmouth. Your reporter, Jack D. Boman.

On Guard!

★ Mum's the Word

HARTFORD, CONN.—Pilots and mechanics of the 43rd Division (Conn-NG) really 'sweated out" their 2-week summer field tour at Camp Drum, N. Y. It was HOT and stayed HOT. Although we were the first unit at Drum for field training, the early period didn't help and later units can expect to swelter. All of the 43rd's pilots finally got together. Being a 3-state Division doesn't allow for much fraternization. But Maj. Larry Louth, DAO from R. I., is planning to hold combined drills between Conn. and R. I. this year anyway so we'll at least see each other in the future.

This is the first year since the Division was de-activated that the Division and the Air Section were together at a summer camp. The higher ups didn't realize we were there but we look for the deluge of flights next year. The Conn. Air Section is really growing. Here are the personnel currently asgd: Capts. Al Johnson, Charles Robinson, and Edward Polanski; Lts. Harold Burr, Bill Walsh, Francis Morrisroe, Ed Farrell, Tollie Thurston, Allison Charles, and John Bates; M/Sgts. Gilles Metiver and Walter Rasmussen; Sgts. Joseph Asselin and Arthur Boglisch; SFC Norman Sterling; and Cpl. Michael Gassner.

Over strength pilots include Capt. Ed Schleier and Lt. Nelson Wainman. Our Army Advisors include Capt. Stanley L. Chambers and M/Sgt. Vincent Witkowski. All in All, our encampment was a success. No accidents, good training, and all got home safely. One thing for sure. . . . The helicopter is not a good cross-country aircraft. The cars were passing me along the N. Y. Thruway below. Must be an easier way to earn flight pay than battling a chopper with litters on it. YC, (Capt.) Ed Polanski.

★ On Our Own

(Dear Editor): During my 2 weeks at summer camp I managed to get squared away on the annual examination. I did some studying before taking the exam and I am of the opinion that it is a good thing, all in all. I do not claim to speak for all Civilian Component pilots but for one thing—it made me study.

There were so many things to be covered during the exam that I just had to dig into things and do some learning and relearning. That in itself is sufficient to make me a better pilot and therefore the examination is a worthwhile thing. There were many, many things I had forgotten or just didn't plain know. I believe that I passed all of the sections except weather but I'll know more later when I get my grades.

Although I feel that the examination was handled satisfactorily, I honestly believe that a book (or a series of books) should be prepared by the Army (and revised and kept up to date) to cover the general field of Army aviation. At the present time, there is absolutely no easy or good way to secure the informational background or the review needed to intelligently prepare for the exam. As Reserve pilots, we have to fend for ourselves.

I do not think that the D/A personnel are aware of the fact that our unit meeting places and study halls as well as fellow unit pilots are ofter many miles distant. If we hit a particularly rough question in the workbook, the answer is not given and unless we can catch an AD pilot or another Reserve pilot before we take the exam we enter into it with many a wrong conception.

I had my file of instructional material from Ft. Sill days but it was only a token. As long as D/A expects us to act like the fly-boys in blue, then I think they should accept the responsibility of getting the instructional material directly to the troops and without red tape or delay. If individual distribution to Civilian Component pilots is not feasible, then a library of information should at least be given to each unit to be shared by the unit pilots. I do not know what percentage of Civilian Component Personnel passed the examination but I do know that they did so with much difficulty and with little help from D/A in the way of pre-examination material. Name Withheld on Request.

★ Amen

(Dear Editor): As the Div Arty Air Officer of a National Guard Division, I speak for the pilots in my own particular unit. Yet, I cannot help but feel that our legitimate gripe—and it is legitimate—is echoed by National Guard and Reserve pilots throughout the entire country.

I read with considerable interest Gen. Howze's recent statement in "AA" that "the uinform worn by some aviators is not up to snuff... and properly has only one fate, and that is immediate consignment to the garbage can."

Like our brethren in the active forces we buy our own uniforms. However, certain essential flight clothing and equipment is not available through commercial sources. I refer specifically to flying suits, both winter and summer, and authorized flying jackets. We have attempted to requisition these items through our unit supply officers and their requests have been repeatedly ignored by active Army agencies.

We shall continue to buy our own khakis, OD's, and I suppose, in the near future, a new set of greens. But in the meantime, so that Civilian Component pilots will not step

out of Army-marked aircraft this winter in plaid mackinaws, AF trench coats, OD raincoats with liners, or just plain civilian overcoats, how about printing this letter so that the D/A will be aware of the fact that we also influence public opinion when we land at Army establishments and commercial facilities? Name withheld on request.

★ Big Switch

AUSTRIA—As I said in my last report things are in an uproar. We finally got word from D/A and then things really did get moving. We were pretty well set as far as equipment and units were concerned so after the Big Word, the aviation part of Austria moved out in a hurry. I was the last to leave except for Lt. Col. Phillips and he, of course, will be there just as long as Gen. Arnold remains. There are still five pilots besides Col. Phillips, but they will stay in Europe with the residual forces—probably in Italy.

Plenty of changes of addresses: Here's where they went: Maj. William G. Black, 3440 SU, Ft. Benning; Maj. John A. Bollard, ARMAV; Capts. Ralph S. Paxman, 7787 Avn Det, APO 403, NY; Charles Morrow, 4050 SU, AA&GM Cen, Sill; George W. Aldridge, Jr., 32nd AAA Brig, Bushy Hall, England, APO 125, NY; Donald L. Miller, 3420 SU, Bragg; and James A. Barrett, ARMAV.

Capts. James E. Childers, Hq, 7th Army, APO 46, NY; Thomas K. Turner, Mo-NG, Warrensburg, Mo; Glenn E. Darrough, 3461 SU, Rucker; James T. Dickson, 82nd Abn Div, Bragg; Evan F. Magney, 1243 SU, NJ-NG, Trenton, NJ; Charles L. Grandelli, 8576 DU, Bd #2, Knox; William K. Toothill, ARMAV; Thomas O. Finley, ARMAV; and Robert J. Lessard, 14th Avn Co, Riley.

Maj. Frederick O. Gauthier, 14th Avn Co, Riley; Lts. Robert L. Truax, 9470 TU, AEPG, Ft Huachuca; John W. Barron, 3420 SU, Bragg; Darwin E. Yoran, 3440 SU, Benning; Meddie C. Sullivan, 3420 SU, Bragg; John M. Cummins, ARMAV; and Cecil H. Grimes, 1275 SU, Ft. Hamilton, NY.

Think that takes care of all the pilots and as you can see everyone seemed to get good assignments. I'm sure tickled about mine at any rate. Your correspondent, Capt. Robert J. Lessard.

Randoms

No doubt, many of you have viewed the insertions by the various manufacturers with interest. Primarily solid public relations material, the manufacturers' pages are designed to do one of two things: to keep you abreast of current news at a facility or to help you perform your job more efficiently by disseminating interesting aviation information.

We are indeed grateful to Piasecki, Beech, Hiller, De Havilland, and Bell for their advertising support of your publication. It is a known fact that military procurements are based upon product evaluation and are not based upon consumer advertising directed towards procurement personnel in the military.

These five firms are cognizant of this fact and actually did not have to render any support to your publication. And yet they cheefully did so when asked. Needless to say, this additional support over and above the normal subscription funds available will go a long way towards improving your publication . . . and, of course, this support provided us with needed incentive.

Although many of you may already be aware of the government support of this publication, the fact isn't too well known. A substantial number of issues are purchased each month by the government and are sent to various Army Aviation Officers as Recruiting Publicity Material. These issues ultimately are read by potential Army aviation pilot candidates.

This government support was entirely unexpected and, of course, deeply appreciated. It is a prime factor in keeping us on the ball in trying to turn out the most professional publication that we can with the funds available.

Occasionally, editorial copy has been submitted, copy that perhaps should not reach a potential candidate. The government wanted a "true to life" AA picture with its benefits and misgivings, placed the order on this basis, and despite the occasional "unrosy" picture of AA in some issues has neither cautioned us nor given us any indication that they desire a pat hand . . . and don't think that this isn't a source of considerable encouragement. In an obvious desire to please, we could very easily bring you a "Bed of Roses" each month. . . . But who would the both of us be kidding? There are thorns and we might just as well talk about them.

We're happy to give our thanks to both the manufacturers and to those personnel in the Pentagon instrumental in securing the government support; in fact, we're in a happy frame of mind. . . . It will only be a matter of a few months or so before we can extend an Open House Invitation to all to visit our little plant. . . . It will be an easily recognized facility with its rapidly browning lawn. . . . Neither THE publisher nor the editor can agree on who should wield the hose each night.

Your editor, Art Kesten

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