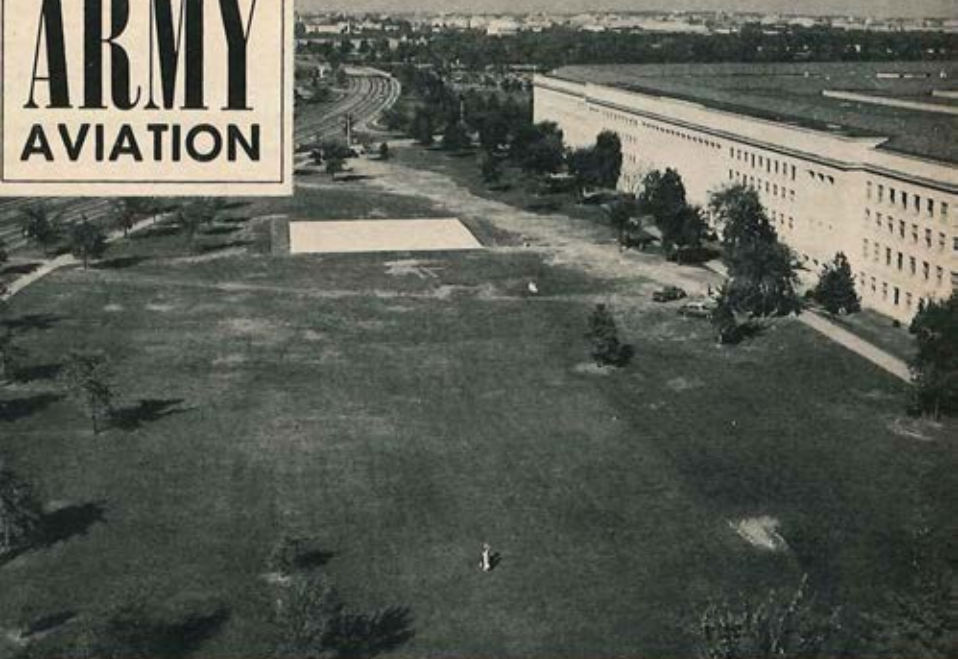


ARMY AVIATION



NOVEMBER, 1955
VOLUME 3, NUMBER 11
(See Page 13)

Beechcraft

SAFETY SUGGESTIONS



PUBLISHED AS A SERVICE TO PILOTS

"Get-HOME-itis!"

(Condensed from Beechcraft Safety Suggestion Number 12)

(Reprinted from Flying Safety with Permission USAF)

Note: This safety article is the sixth 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.

Most pilots occasionally suffer from a malady known as "get-home-itis." The pilot worried with it will do a lot of crazy things he wouldn't ordinarily do. Like flying the worst route home if it happens to be the shortest one, or taking off for home when he's bushed and should have RON'd.

This is the result of "get-home-itis." "Get home for dinner." "Get home on time because we're playing bridge." "Get home for the weekend."

The non-qualified instrument pilot is all too frequently the victim of "get-home-itis" — a malady that causes the pilot to believe that he can stay under the stuff, or if he can't, that he can fly instruments if necessary.

The University of Illinois has completed an experimental program, which was established to test and perfect the procedure for returning the non-instrument pilot to VFR flying conditions in those instances when he inadvertently gets into IFR weather.

The first flying session of this program is devoted to convincing the student that he cannot fly instruments. Each student during the first flight session was placed under the hood and after a few preliminaries

was told he was in the overcast and to use any means he felt necessary to maintain straight and level flight. He was allowed to fly the airplane until it got into a dangerous condition.

In this demonstration to 20 pilots, whose average flying time ranged from 31 hours to 1625 hours, it required a maximum of 8 minutes for the student to reach an incipiently dangerous condition . . . one of which was a stall condition and the remaining 19 were excessive air speeds. None of the 20 was able to keep flying on instruments.

If your "get-home-itis" thinking includes the thought that you can fly instruments if necessary, it would be best to remember that, in this program, control was maintained under instrument conditions for an average of only 178 seconds.

This course strongly specifies the 180-degree turn before trouble is encountered as the first correct maneuver. The first conclusion reached in the 180-degree turn experiment was stated as follows:

- (1) "Pilots who have had no previous experience with instrument flying cannot expect to survive their first experience under actual instrument conditions except by mere chance!"

Further information on the "180-Degree Turn" can be obtained from the University of Illinois, Institute of Aviation, Urbana, Illinois.

We strongly recommend this to every pilot who does not consistently maintain an instrument rating by constant practice.



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 MAGAZINE

WESTPORT, CONNECTICUT

NOVEMBER, 1955

VOLUME 3 — NUMBER 11

"ARMY AVIATION MAGAZINE," Westport, Connecticut. Issued monthly. Subscription price, \$2.00 a year to Continental U. S. addresses; \$2.40 a year to APO, U. S. Territory and Canada addresses; \$2.65 a year to foreign addresses. Publisher, Dorothy Kesten. Second Class Mail Privileges authorized at Westport, Conn. Copyright 1955, by Dorothy Kesten. Display and Classified advertising rates furnished on request. News copy deadline, 10th of the month. N. Y. phone, Columbus 5-1177. Westport phone, Clearwater 9-4752. All Changes of Address submitted on Post Office or Military Change of Address forms will be published in the monthly "PCS" column. Expiration issue is found in code month over addressee's name.

STATEMENT REQUIRED BY THE ACT OF AUGUST 24, 1912, AS AMENDED BY THE ACTS OF MARCH 3, 1933, AND JULY 2, 1946 (Title 39, United States Code, Section 233) SHOWING THE OWNERSHIP, MANAGEMENT, AND CIRCULATION OF "Army Aviation Magazine" published monthly at

Westport, Conn. for October 1, 1955.

1. The names and addresses of the publisher, editor, managing editor, and business managers are: Publisher, Dorothy Kesten, Elizabeth Drive, Westport, Conn. Editor, Arthur H. Kesten, Elizabeth Drive, Westport, Conn. Managing editor, None; Business manager, None.

2. The owners is: Dorothy Kesten, Elizabeth Drive, Westport, Conn.

3. The known bondholders, mortgagees, and other security holders owning or holding 1 percent or more of total amount of bonds, mortgages, or other securities are: NONE.

4. Paragraphs 2 and 3 include, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting; also the statements in the two paragraphs show the affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner.

DOROTHY KESTEN
Publisher

Sworn and subscribed to me this 28th day of September, 1955.

RAYMOND H. FITCH
Notary Public, State of Conn.
Commission expires April 1, 1957.

Advertisers in This Issue

Beech Aircraft Corp.—Hiller Helicopters—Piasecki Helicopter Corp.—Bell Aircraft Corp.—De Havilland Aircraft Corp.—Haydock, Schreiber, Mitchel & Watts—Aeronca Manufacturing Corp.—Southern Airways—Kellar & Thompson.

"WE'RE LOOKING FOR HELICOPTER MECHANICS"

—MEN WITH EXPERIENCE ON H-25 & H-19 UTILITY TYPE HELICOPTERS WHO ARE INTERESTED IN JOINING A PROGRESSIVE, FAST GROWING ORGANIZATION.

—VACATIONS—SICK LEAVE AND INSURANCE BENEFITS.

—MEN WHO EXCEL IN HELICOPTER MAINTENANCE SHOULD TAKE ADVANTAGE OF THIS OPPORTUNITY.

—SEND RESUME OF EXPERIENCE TO:

DIRECTOR OF INDUSTRIAL RELATIONS
AERONCA MANUFACTURING CORPORATION
AIRCRAFT MAINTENANCE DIVISION
CAMP RUCKER, ALABAMA



pioneer helicopter corporation

MORTON, PENNSYLVANIA

TELEPHONE: SWARTHMORE 2-4000

CABLE ADDRESS: PHELICORP



Gentlemen:

Most of you who have any association with the H-21C or the H-25A helicopters in the field have been in contact with one of our Field Service Representatives or Service Pilots. Since their function is obvious, we would like to briefly cover some of the other portions of service support that PHC is and will continue to provide for its helicopters in the field.

Backing up the Field Service Representatives is a Service Engineering Staff which attempts to answer all questions and requests forwarded by the representatives to the home office and when troubles develop, visit with you on location to get first hand information and details so as to develop corrective action. These engineers also assist D/A spare parts buyers, write Tech Memos, Time Compliance Tech Orders, and handle a host of other minor details.

All the discrepancies that are reported by both your U.R. system and through the Field Service Representative's reports are tabulated into an IBM run-off that permits us to pinpoint those problems giving the most trouble so that the Engineering Staff can concentrate on those items that are widespread rather than those that are localized or isolated.

An experienced staff of Handbook Writers and Illustrators are constantly revising the H-21C and H-25A handbooks to make them more complete and easier to read. The work along this line will continue as long as improvements are made in the helicopters so the books will always be up to date. Also, you will be pleased to know the USAF has just authorized us to print and distribute the books directly to field activities. This should greatly reduce the average nine months delay experienced previously.

We well recognize that the H-21 will require service attention in the future -- you may be sure that our service assistance will continue to be available to you. Also, rest assured that the lessons you and we are learning today are being incorporated in the helicopters now coming off the production line as well as being incorporated where applicable in the design of the H-16.

Sincerely,

Ren Pierpoint

T. R. Pierpoint
Service Manager

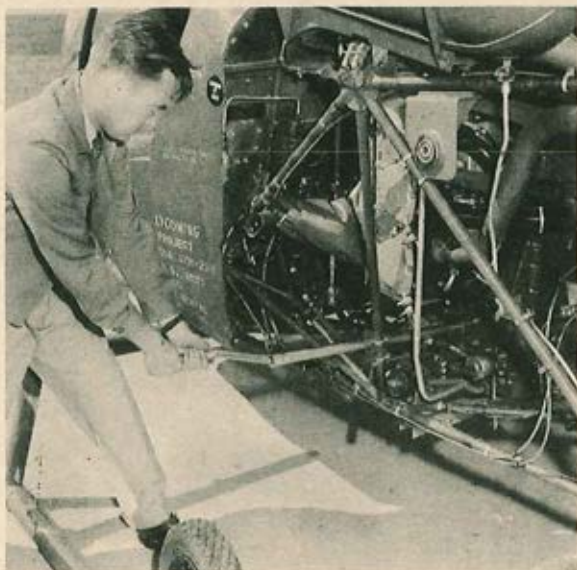
PIONEER BUILDERS OF TANDER HELICOPTERS



BELL HELICOPTER PROGRESS REPORT

HAND CRANKING FOR LYCOMING ENGINE

●



A new hand-cranking feature for Bell helicopters is currently in service test by the U. S. Army. The Bell Model is powered by a Lycoming VO-435 engine with an installed rating of 200 hp. During the period of development of this power plant-helicopter combination, the possibility of adding an emergency hand-crank was explored. This proves to be entirely feasible and subsequent tests proved the reliability of such an installation.

Included as standard equipment on Lycoming-powered Bell helicopters, this new feature permits emergency starting in the event of battery failure. For critical operations where weight is a factor it is possible to effect a saving of 80 lbs. by removing the electric starter, generator, voltage regulator, cordage and attachments, (in which case a dry cell battery is carried to power the instruments).

BELL AIRCRAFT CORPORATION
P. O. BOX 482 FORT WORTH, TEXAS

The flight training given high ranking field grade officers indicates that Army aviation's prestige is rapidly growing and . . .

Your Future Is Brightening!

Eight Colonels and four Lt. Colonels have entered pilot training at the Army Aviation School! Will this affect you?

All Army aviators should be interested in the training of senior officers as pilots for directly or indirectly it will affect the future of all Army aviators.

Many Army aviators view this program to train senior officers as Army aviators as a new and shocking development. Many pilots who are today viewing it with alarm should take their blinders off and look a bit.

In 1942 when what is now Army aviation was 9 months old, two majors (Robert F. Cassidy and Elmer Blaha) were entered in the course at Fort Sill, Oklahoma. At that time, the highest rank called for by any T/O & E was captain. We old timers sent up a hue and cry of "unfair." We argued that these "Johnnies come Lately" would take our jobs and that there was no room in the program for them.

In 1946 a program was instituted to train a relatively large number of field grade officers as pilots. The World War II pilots cried "unfair". They argued that when these field grade officers graduated from flying school they would not have sufficient aeronautical experience to hold down appropriate jobs in Army aviation. Again, many resented officers senior to them coming into the program at that late date. They feared losing their choice jobs. The old timers' fears proved to be true. The newly trained officers did take their jobs and they did not have the aviation background normally expected in these jobs.

Let's look a little further, however, before we condemn the training of senior officers. Although the senior officers trained in 1946 initially lacked aviation experience they had learned enough in flying school to appreciate and evaluate the advice of the experienced pilots. They soon rectified this lack of experience. Today, many of the senior officers trained in 1946 are counted among our most competent pilots and have qualifications far beyond most of the World War II senior pilots. As for their taking the choice jobs from the old timers, let's consider this. Initially they did take many of the jobs that the more experienced junior officers would have liked to have had, but as time went on it was the strength they added that permitted Army aviation to expand and create the positions of importance now held by themselves and the old timers. As an exercise to prove the point—make your own list of all the key positions in

Army aviation today and who fills them. Remove all individuals who went through flying school as field grade officers after World War II. Now just try and replace these officers with World War II pilots with sufficient rank and experience to do the job. They don't exist.

During the period 1955-1965 we will have a repetition of the period 1945-1955. Army aviation will expand beyond the capabilities of current personnel. Right now we desperately need senior officers with broad backgrounds in organization, training and logistical operations who are pilots. We need men with wings on their chests and eagles or stars on their shoulders to fill positions on higher staffs. These are the men now being trained. They are senior officers with outstanding records who have been carefully selected because they have abilities and experience that we need in the Army aviation program.

There is one major benefit all of us will enjoy from the influx of these senior officers. The mere fact that outstanding senior officers elect to become Army aviators will raise the prestige of Army aviation in the eyes of the rest of the Army. Senior officers in the future will not be as likely to look at a man wearing wings and immediately assume that all he knows is how to fly an airplane. Many of the officers now being trained will advance on to general rank and key positions in the Army. They will move us closer to the day when no one will be surprised to see an Army officer wearing wings in any job in the Army. All Army



Colonel Robert R. Williams

aviators will enjoy a higher status in the eyes of all the services.

When discussing the training of senior officers set aside emotion for a moment and think of these points: (1) Most of the senior officers in Army aviation today went through flying school as field grade officers. You probably came into the program on top of a lot of pilots. (2) The officers now being trained were selected based on what they could contribute to the program—not based on what they could get out of Army aviation. (3) These officers and other who may follow will strengthen our ranks in prestige and capabilities permitting a healthy expansion of Army aviation. Your future is more dependent on this expansion than on what job you will hold next year.

For years senior officers have advised promising young officers not to go into Army aviation; they have advised Regular Army field grade officers to get out of Army aviation on the basis that it is a *blind alley*. The fact that the Department of the Army has decided to send senior officers to pilot training and the fact that these officers elect to take the training indicates a new trend.

Place yourself in the position of one of the senior officers now taking pilot training. You have an excellent record; you have already made a name for yourself in your present field; you have an excellent chance of getting a star if you just continue on your present course. Would you gamble on taking a year out of your career to become a pilot and then serving in a new field for several years? You wouldn't unless you had great faith in the future of Army aviation. The enthusiasm these senior officers have for aviation is a real tonic for all of us.

Be glad that you are part of a program in which the senior officers of the Army

have indicated so much faith.

Let's welcome these officers to the ranks of Army aviation: Lt. Col. Edward W. Bissell, Col. John W. Britten, Col. John D. Edmunds, Col. Hallet D. Edson, Col. John Inskeep, Lt. Col. James H. Lee, Col. Charles R. Murray, Lt. Col. George W. Putnam, Lt. Col. Lester F. Schockner, Col. George P. Seneff, Jr., Col. William R. Tuck, and Col. Horace M. Wood.

ABOUT THE AUTHOR

(Ed. Colonel Robert R. Williams, current President of CONARC Board No. 6 at Camp Rucker, is well-qualified to write on this particular subject.)

"In Dec. '41, Gen. W. W. Ford (then Lt. Col.) received a directive at Ft. Sill to establish a test group for organic field artillery aviation. At that time I was a 1st Lt. commanding H Btry, 18th FA Regt. Gen. Ford requested my services in the test group and I was loaned by my regimental commander to Gen. Ford. I submitted my official application to participate in the test group along with the others from Ft. Sill.

After four months service with the test group my application was returned "Disapproved" on the basis that "as a Regular Army officer your services as a field artillery unit commander are more valuable than as a field artillery pilot." The confusion of the war-time situation permitted me to ignore this high level decision and remain in aviation—over the advice of many senior officers.

I have remained in Army aviation ever since without the least regret. Although repeatedly advised by senior officers that I was in a blind alley and was jeopardizing my chances for promotion, I stayed because of my intense interest in flying and my faith in the future of aviation in the Army.

My faith was rewarded and promotions came for me as fast—if not faster—than my contemporaries. If the principle of not training field grade officers as pilots had been followed after FA organic air observation was officially established in June '42, I would be the senior pilot on active duty today."

Contract Training Imminent

WASHINGTON, D.C.— A contract will soon be negotiated providing for the primary flight training of cargo helicopter pilots at a civilian flying school, the Department of the Army announced recently.

This training, an important phase in the curriculum at the Army Aviation Center, Camp Rucker, Alabama, is now accomplished by utilizing military facilities and military personnel.

Under the provisions of the new plan, students will report to Camp Rucker for screening purposes before being transferred to a civilian contract flying school for 18 weeks of primary flight training. They will then return to the Army Aviation Center for 12 weeks advance flight and tactics training. Enlisted men and warrant officers may volunteer for cargo helicopter pilot training. Enlisted men completing the course satisfactorily will be promoted to the grade of warrant officer.

Decision to have this training accomplished by civilian contract is in accord with Department of Defense policy providing that operations be performed by contract with civilian firms when possible in order to release military personnel to combat units. Brigadier General Carl I. Hutton, Commanding General of the Army Aviation Center, Camp Rucker, Alabama, has been authorized to negotiate a contract for this training as soon as possible.

Interested bidders will be responsible for selecting a training site within a 500 mile radius of Camp Rucker. Persons interested in offering sites to qualified bidders should forward pertinent information to the Commanding General, Camp Rucker, Alabama, who will notify bidders of the availability of the site. The new training program will be established upon completion of contract negotiations and establishment of necessary facilities. (DD Release).

A Message to Our Friends in U.S. Army Aviation

We're sorry not to be reporting to you through our usual column this month. Your response to our "Direct from De Havilland" reports encouraged us to think that they were serving a useful purpose. So we were mighty disappointed when we were forced to discontinue them.

You've probably heard the reason — the fact that a strike at our Toronto plant has temporarily halted aircraft production. Unfortunately, this has interfered with our deliveries and prevented us from carrying on our technical information service. We have always been very proud of our record of "on schedule" deliveries to the U. S. Army — which has been maintained from the very beginning of our Beaver L.20 program. Now that we are just getting nicely underway on the new Otter U.1A program we are doubly sorry for the interruption to our delivery schedules on both these aircraft types.

Of course, we're hoping the situation will soon be cleared up — no doubt by the time this appears in print we'll already be back in production. In that event, you can be sure that we'll lose no time getting our deliveries back on schedule with their former regularity.

As soon as our operations return to normal, we'll be reinstituting our news column in *Army Aviation*. In the meantime we'd like to say that we've been very happy to have had this regular contact with the Officers and Men of the U. S. Army Aviation and we're looking forward to being back very soon.

The DeHavilland Aircraft Of Canada Limited

A Christmas Package For Your Parents

Twelve Issues of
"Army Aviation"
AND
a '55 "Who's Who"

If we asked YOUR parents point-blank: "Does he write often?" what would their answer be? Would they say you are a good son AND a good correspondent?

Let's face it. . . . Parents always seem to desire more mail than we seem to send. . . . The twelve monthly issues AND the Who's Who that we would send to your parents are in a sense 13 separate messages from you.

They ARE interested in what you are doing and they will enjoy the publication because it is written informally for the most part—just the way you would write to them.

Then too, you no longer have to send photo snips and news clippings to keep them abreast of the progress in AA. . . . It's compiled monthly for you and obviates little edge scribbings: "This is the new convertiplane, etc."

The twelve monthly issues AND the Who's Who are an excellent Christmas remembrance from you and will be remembered long after the Christmas spirit has come and gone.

Christmas Package

Please send TWELVE issues of "Army Aviation Magazine" and a copy of the 1955 "Who's Who in Army Aviation" to my parents at the address listed below.

SUBMITTED BY:

SEND TO:

STREET

CITY STATE

\$2.50 enclosed

Please bill me.

Fully practical, fully enforced regulations essential in the fragmentized operations of Army aviation today will insure a high . . .

Standard of Discipline

(Gentlemen:)

Although I am new to this business, I have been impressed already with the vital necessity of *discipline* in the day-to-day operation of military aviation. I won't bore you long with the reasoning which prompts the statement, for no pilot can fail to appreciate the possible results of indiscipline on the part of mechanics (or the pilot) on said pilot's future—or lack of it. Nor is it hard to understand that a higher-than-usual standard of discipline is necessary for a military activity characterized by small units, operating over large areas, on individual type missions.

Some detachment commanders apparently allow deviation from regulations on grounds of impracticability. No good—the answer here is that commanders should initiate official action to *change* the regulations. The field is encouraged to make known objections and to point out reasonable recommendations for changes. The goal is: *fully practical regulations, fully enforced.*

There appears to be some question as to the proper disciplinary action in the case of an aviator who has violated a flying regulation. Disciplinary action in such cases is carried out under the provisions of the Uniform Code of Military Justice. There are no special procedures for aviators.

An aviator may be suspended from flying status under the provision of paragraph 16, SR 605-95-1, but this action is not punitive; it is taken solely as a result of an impairment in the aviator's ability to fly (paragraph 15a, SR 605-95-1). Likewise, a flying evaluation board is concerned solely with the respondent's ability to fly, and an aircraft accident investigation board is concerned with determining cause factors; neither of these boards should concern themselves with punitive action or pecuniary liability.

An aviator is not pecuniarily liable for damage to an aircraft on an authorized flight, even though such damage resulted from circumstances involving a violation of regulations (paragraph 14, SR 735-150-1). This immunity does not apply, however, in the case of gross negligence.

An aviator is expected to keep current in flying regulations in order to remain professionally qualified. Failure to do so is cause for appropriate action by his commander, both from a disciplinary standpoint and in reporting his efficiency.

In closing out this subject, let me say that the addressees of this letter, having positions of enormous importance to Army Aviation, have an obvious obligation. You,

I suggest, cannot afford to tolerate (in a subordinate commander, or in command of an activity over which you have staff supervision) an individual who does not provide the supervision and leadership necessary to produce a professional, disciplined, military unit. Bad discipline will make widows, and bad discipline will inhibit our ability to perform our combat missions.

As a result of field inspection, the Flying Safety Inspector reports the following accident-contributing deficiencies:

(1) Inadequate supervision of the newly-graduated pilot. The board reports in these cases usually show "poor judgment—pilot error". In this connection one must realize that the new pilot has had little experience to develop his judgment, and, coupled with the natural exhilaration upon being freed from the regimen of school, he is a risk, unless his flying activities are planned and properly supervised.

(2) Lack of short-field proficiency in new aviators. Some units have avoided accidents by conducting well-planned instruction in short-field work. Others have not been so thoughtful and have wrecked several L-19's.

(3) Old pilots who presume they are proficient in everything, even though they fly only 4 to 8 hours a month and have not had an instructor ride with them for years.

We are experiencing some difficulty in delivering and picking up our aircraft undergoing scheduled depot maintenance (IRAN). I recognize that weather and pilot shortages sometimes have a direct bearing on your ability to meet IRAN schedules. However, we should do everything we can to meet schedules as worked out between the Transportation Supply and Maintenance Command (TSMC, formerly TCAAFSO) and responsible Air Force agencies. Failure to do so causes contract slippage, disruption of production schedules and possible cost to the



Army for storage charges when aircraft are not picked up on time. Notify TSMC immediately if you are not able to meet schedules.

The Chief of Engineers has notified the Commanding General of each Continental Army and Military District of Washington by letter, file ENGUF, subject: Army Airfield Lighting, dated 19 April 1955, of the procedure to be followed in securing lighting equipment for permanent Army aviation facilities under his command. The letter included drawings, specifications, and material list as well as technical guidance in the design and installation of these facilities. A separate letter will follow in the near future which will contain a plan for providing similar night lighting equipment for permanent Army heliports. Although the letter contained a deadline of 10 May 1955 for submission of requisition utilizing FY 1955 funds, requisitions utilizing subsequent fiscal year funds may be prepared in the same manner.

Three sizes of maintenance hangars are now available for use in permanent construction at Army airfields in support of the Army Aviation Program. Standard plans as indicated below have been prepared and distributed by the Chief of Engineers to all major commands:

Title	Drawing #
AA Facil Hangar (4,000 sq ft)	39-01-60
AA Facil Hangar (12,000 sq ft)	39-01-62
AA Facil Hangar (20,000 sq ft)	39-01-64

Copies of the cited drawings may be obtained from the Engineer at each major command.

Forthcoming changes to regulations of noteworthy interest: Paragraph 3, AR 95-32, clarification of operation order, now called "Flight Order"; and Paragraph 9, AR 95-63, annual written examinations for instrument certificates to be taken during May and June, except individual initially applying for instrument rating.

HAMILTON H. HOWZE

Brigadier General, GS

Chief, Army Aviation Division, G-3

100% CERTIFICATE

By the time you receive this issue, the units listed below should have their "100% Subscription Award Certificates." They were mailed out with the November issue. They measure a BIG 17" x 17"—plenty of colors—and have sufficient space on each for subscribers to affix their John Hancocks. If all of the rated personnel in your unit are subscribers (and your unit has 5 or more pilots), drop us a note and we'll send you one pronto.

If all of the rated personnel in your unit are subscribers and total 36 or more (with NCO-EM support, if necessary), we'll laminate your 100% Certificate on a solid-oak, mahogany-finish plaque after it has the opportunity to be personalized by the individual signatures.

Army Aviation Division, G-3
9th Infantry Division
18th Field Artillery Group
C Flight, 521st Engr Avn Co.
93rd Signal Battalion
Special Missions Group, ARMAV
9th Signal Battalion (Opr)
Headquarters, First Army
N. Y. Mob Des Det #1 (USAR)
17th Signal Battalion (Opr)
TCAACO, Wright Patterson AFB
Aviation Department, T-School
16th Signal Battalion
4th Armored Division Aviation Co.
Headquarters, Third Army
Transportation Arctic Group
41st Transportation Bn (AAM)
AMOC #11
KMAC, Detachment G
3rd Combat Aviation Company
Headquarters, V Corps
Post Avn Section, Camp Irwin
Idaho-National Guard
2nd Aviation Co. (Provisional)

TWO's A CROWD

PIKES PEAK—Last month we carried a Cessna PR release that its CH-1 helicopter had landed successfully atop Pikes Peak. Excerpts from a story by Robert Stapp in the Rocky Mountain News, a Denver newspaper, now tells us: "Bill Carl, manager of the Summit House, (atop the Peak) was just sitting there minding his mountain when the first helicopter, a Cessna CH-1, settled down on the parking lot at 7 a.m. Carl didn't think much of it because he's accustomed to dealing with tourists of all types.

The helicopter, piloted by Jack Zimmerman of Wichita, Kan, did a brisk barnstorming business, flying Army officers from Ft. Carson around the peak. The demonstration was planned as an altitude evaluation test of the aircraft, which Cessna hopes to sell to the Army. After half a dozen landings and takeoffs, Zimmerman flew away without even buying a gilded nugget inscribed "Souvenir of Pikes Peak."

Things were getting back to normal and the postcard business was picking up again when another helicopter drifted into the parking lot. By this time, Carl was beginning to think a conspiracy was afoot to beat the highway toll charge. The second helicopter, a Bell 47G-2, was piloted by Hersey Young and Frank Horn. Young, owner of a Denver helicopter service, explained that he had received an urgent phone call from the Bell factory. The Bell people, it developed, had got wind of the Cessna demonstration and were disturbed.

Young and Horn had a cup of coffee at the Summit House and then flew back to Denver. . . . "Old Zeb Pike turned over in his grave."

★★ NEW UNIT

An Army unit, employing helicopters, fixed wing aircraft, jeeps and tanks, has been organized for testing a new concept in gaining information on the battlefield, the Department of the Army announced recently.

The company-sized unit, called "Sky-Cav", was organized last August at Fort Bragg, North Carolina. It will be tested during Exercise *SAGE BRUSH*, joint Army-Air Force maneuver to be held at Camp Polk, Louisiana, Nov. 1—Dec. 15.

Using Army airborne television, photographic, radio and radar equipment, the unit is designed to provide Army commanders quickly with accurate information about an enemy. Similar equipment is used in the unit's jeeps and tanks.

One of the objectives of Sky-Cav during Exercise *SAGE BRUSH* will be to reduce the time required by the unit's searching elements to gain information and to transmit it to headquarters requiring such information. (DD Release).

COVER STORY

(TOP): An aerial view of the new Helicopter Pad on the west side of the Pentagon Building. (BOTTOM): Brig. Gen. Carl I. Hutton CG of the Army Aviation Center, and Commandant of the Army Aviation School pins wings on Maj. Gen. Hamilton H. Howze, Chief, Army Aviation Division, G-3, D/A. General Howze was awarded the wings upon completion of Fixed Wing Training. (U.S. Army Photos).

RANDOMS

Brig. Gen. Hamilton H. Howze, Chief of the Army Aviation Division, G-3, Washington, D.C. was promoted to Major General on 18 October, 1955 with date of rank from 1 July 1951.

The Army will conduct evaluation tests of individual lifting devices (one-man helicopters) in the fall of 1956. Twelve "Rotorcycle" devices will be procured from De Lackner Helicopters, Mount Vernon, N. Y. for delivery in the fall of '56. Photos of the "Rotorcycle" were carried in the July issue under the name "Heli-vector."

Twelve Hiller individual lift devices ("Flying Platform") will be procured for delivery in late '56 or early '57. This is the circular-design device which has been associated with USN publicity in the past months except the Army version is expected to be a sit-down type from the operator's angle.

Distribution of Recruiting Publicity copies of "Army Aviation Magazine" has been changed, effective with the November '55 issue. The copies will be sent directly to potential flight training candidates or will be sent to individual troop organizations.

Jeppesen Manuals are being considered for issue to USAR pilots, according to a reliable source. National Guard pilots are currently issued Volume 1.

LOW AND SLOW?

The aide for a 3-star was awaiting the arrival of a flight carrying a visiting 4-star. Knowing that if the pilot was off in his ATA the 3-star would fume and fret in the waiting staff car, the aide arranged for a nearby installation to radio the pilot beforehand and then give the destination a 15-minute alert over the squawk box. By doing this, the aide felt that the "waiting period" would be minimized and the pilot would

not have to circle the field 3 or 4 times while the 3-star scurried down to the strip in the staff car.

Briefed on the radio preparations, the aide was somewhat relieved. However, she was warned that the outlying installation could not be certain of contact if the pilot were monitoring other channels. She then said, "Well, maybe they can see him then to signal. The plane will have **FOUR STARS** on it."

(RIGHT): 100% Subscription Award Certificate (actual size 17" x 17") that has been sent to the participating units listed on the opposite page. Note space for subscribers' signatures at the bottom.





(LEFT): CAP Cadets on tour of facilities at Marshall Field, Ft. Riley gather around the Link Control Panel to watch the progress of one of the Cadets "under the hood" of the Link. (U.S. Army photo.)

★★ RED CARPET

FORT RILEY, KAN.—The Army Aviation Unit Training Command, commanded by Lt. Col. Gerald H. Shea, and located at Marshall Field, Ft. Riley, was host recently to 17 Civil Air Patrol Cadets and three senior members of the Junction City Squadron.

The visitors were conducted on a guided tour of the facilities of the Army's air base and were taken through the huge hangar to inspect all the various types of fixed-wing and rotary-wing aircraft based at Marshall Field.

The tour included a visit to the Control Tower where control procedures, tower equipment, and the various types of radios were explained to the group.

The Operations Officer briefed the cadets on the facilities of "Base Ops," pointing out teletype reports, flight plan methods, and cross-country procedures.

Taken to the Link Trainer room, each cadet was given the opportunity to get in the trainer for a simulated "instrument flight" under the hood. After being shown fire-fighting and crash equipment maintained on the field, the group inspected a giant H-21C Piasecki helicopter. With a CWO at the controls, the cadets were then given

their first helicopter ride which took them in a circular route over Junction City for about 15 minutes. (CAP Release). (U.S. Army Photos). ★★

★★ HUSH-HUSH!

ARCTIC TEST BRANCH—Our mission here at APO 733, Seattle, is to conduct Arctic user tests on Army aircraft and all related equipment. Wheels, wheel skis, and floats are being utilized in our operations. There are some very interesting projects coming up for test during the fast approaching winter season. (Ed. The writer drops this subject like a "hot potato" so we must assume the projects are classified as well as interesting).

Incidentally, although we're remote, we are a 100% unit. We expect Maj. Don Wagner and M/Sgt Hicks in the near future. Our personnel include SFC Raymond Veliquette who is Section Chief in charge of fixed and rotary wing maintenance. Specialist Joseph Rapozzo supervises the fixed-wing maintenance assisted by PFC Richard Sears, E-2 Isawo Isa, and E-2 Thomas Steel. E-2 Kenneth Miller is our helicopter mechanic. YC, Capt. Charles C. Walts. ★★

(RIGHT): CAP Cadets inspecting a Piasecki H-21C prior to taking their first flight in one of the giant choppers. Divided into two groups, the Cadets were given 15-minute orientation rides. (U. S. Army photo.)





CLASS 52-2-H: BACK ROW, L to R: Capt. R D Smith; Lts. R E Flickinger, A A Fuerst, A J Levino, H W Riecken, G A Peabody, Jr., J M Hammond, and R L Anderson; Lt. Col. J D Bowen; Lts. R L Foss and 1st Lt. F L Jensen, Jr.
 CENTER ROW: Lts. H C Hawes, J DiStefano, R M Brown, W D Sikes, F W Nadeau, R T Guillebeau, and A E Hooker; Capt. C G Schumann; Lt. H H Martin.
 FRONT ROW: Lts. B W Frazer, G D Hardy, P W Theimer, Jr., J E Ross, and E J Sumek; Capt. C R Mead, (Missing—Lt. D R Bossard). (Graduated Gary AFB 9 Sept.; Photo submitted by Maj. Francis J. Stevens, Adv. for AA Trng.)

CLASS 55 K-P: BACK ROW: L to R: Lts. R N. Styres, E W Spencer, L C Davis Jr., D H Marshall, E C Hendricks, J. T. Ralph, J W Taylor, S R Moran, J D Horne Jr., F A Elliott, T L Williamson, L J Baughman, C A Patnode r., Lewis W Wright, L D Doyle, J C Atkins, and B H Braden.
 3RD ROW: Lts. R S Patton, C B Traill, H H Sheathelm, J W Patton, J P Madden, P J Murphy, R M Carson, R W Merritt, C A Spencer, R E Rawline, E J O'Donnell, and D R Bausler; Maj. T B Richey; Lts. C E Woodbeck, C L Tyner, A W Noel, and R S Davis.
 2ND ROW: Lts. J L Crowle, W C Davis, C M Bland, C A Bullock, A R Boynton, S F Watson, C T Asbelle, K L Jones, R E Akin, R F Sternal, G R Ulrich, R I McElroy, R J Pond, A W Hathcock, R A Matthews, A R Webb, H R Lawrence, C M Bryan, and R D Dunfield.
 FRONT ROW: Lts. R E O'Donald, J R Knight, F Doyle, J L Weaver, R C Perry, W M Newman, R R Hatton, C S Mooney, J Shartzer, W C Goodwin, C J Pritzl, H M Kimball, J F Carson, F C Headley, G L Foreman, D C Andrews, F J Murphy, E F Knight, and S W Glenn. (Graduated Gary AFB 16 Sept., Photo submitted by Maj. Francis J. Stevens, Adv. for AA Trng.)



Questionnaire - '55 "Who's Who" Yearbook

Detach this four-page form from your issue by lifting the staples in the centerfold below.

Use the listed abbreviations below and complete the applicable items in the boxes shown. All information is voluntary. An additional questionnaire is found on the fourth page of this form and may be used by a friend who desires a listing and Yearbook. He need not be a subscriber to the monthly publication.

IMPORTANT: Mark those items in which a change occurred during 1955 with an asterisk; example: Jones, John A., Capt*, Inf., 1981, etc.

COMPLETE THIS

I have enclosed \$..... at \$1.00 per copy to cover the cost of.....yearbooks.
Please send the copies to the address appearing on the Questionnaires.

Please send.....additional Questionnaires to me.

SIGNATURE

1 Last Name, First Name, Middle Initial

2 Rank or Grade

Col	Lt Col	Maj	Capt
1/Lt	2/Lt	CWO	WOJG
M/Sgt	SFC	Sgt	Cpl
PFC	Pvt	Mr	Other

3 Branch of Service

Arty	Inf	Arm	Engr
Sig C	TC	MSC	Other

4 Component

RA	Regular Army
AD	USAR on Active Duty
USAR	U.S. Army Reserve (Civilian Component)

7 Ratings Held

Commissioned:

AA	Army Aviator
SR	Senior Army Aviator
LD	L-Pilot, Denton, Texas
LC	L-Pilot, Civilian Ranks
LE	L-Pilot, Enlisted Ranks
LF	L-Pilot, Wichita Falls
LG	Army Aviator, Gary AFB
LP	L-Pilot, Pittsburg, Kan.
LS	L-Pilot, Ft. Sill
LW	L-Pilot, Waco, Texas
HC	Army Cargo Hcptr Rating
HU	Army Utility Hcptr Rating
AI	Army Instrument Rating
AM	Army Multi-Engine Rating
AX	Army Flt Examiner Rating

Enlisted:

LC	Line Chief
CCF	Crewchief, Fixed-Wing
CCH	Crewchief, Helicopter
FWM	Fixed-Wing Maint Course
HCM	Cargo Hcptr Maint Course
HUM	Utility Hcptr Maint Course
IRM	Instrument Rep & Maint
MEM	Multi-Engine Maint Course
RRM	Radio Repair & Maint Course
TW	Tower Operators Course

5 Current Mailing Address

- Address as of February 1st when the Yearbook will be placed into circulation.
- List address at which you desire to receive personal mail.
- Abbreviate where possible all unit and geographical designations (St, Ave, Blvd, Ft, Bn, Sqdn, Sect, Hcptr, Det, etc.)

6 Current Job Title**Commissioned:**

AO Aviation Officer
 GS General Staff
 CO Commanding Officer
 EX Executive Officer
 AD Administrative Officer
 EO Engineering Officer
 MO Maintenance Officer
 FE Flight Examiner
 FI Flight Instructor
 GI Ground School Instructor
 OO Operations Officer
 SO Supply Officer
 PT Plans & Training Office
 AA Army Aviator

Enlisted:

AD Administration
 SU Supply
 LC Line Chief
 CCF Crew Chief, Fixed-Wing
 CCH Crew Chief, Helicopter
 LK Link Instructor
 GR Ground School Instructor
 OP Operations

NS USN Single-Engine Rating
 NM USN Multi-Engine Rating
 CA CAA Airline Pilot Rating
 CC CAA Coml. Pilot Rating
 CH CAA Helicopter Rating
 CI CAA Instrument Rating
 CMI CAA Multi-Engine, Land
 CSL CAA Single-Engine, Land
 CMS CAA Multi-Engine, Sea
 CSS CAA Single-Engine, Sea
 CP CAA Private Pilot Rating
 ME Maintenance Course, Eustis
 MS Maintenance Course, Spartan

**AND
 LISTING
 \$1.00**

8 Permanent Change in Station shown in Months (Optional)**9 First Name of Wife****10 Children**

Circle S-Son or D-Daughter and show age to nearest half year.

Last Name, First Name, Middle Initial				Rank/Grade	Branch	Component	Primary Mos.
Current Mailing Address							
Job Title	Ratings Held					PCS	W
S D— Age		S D— Age		S D— Age		S D— Age	

On Guard!

Civilian Component Aviation

★★ SHORT STORY, BIG STATE

GRAND PRAIRIE, TEX.—Since this is our first communication, I'd like to give the readers the background on our unit, the 49th Armd Div Avn Section (Texas-NG). We have 25 AAs, two helicopter qualified, one instrument qualified. Our equipment consists of thirteen L-19s and two H-23s and we are looking forward to the delivery of our Beaver in the near future. Our Advisory Staff (RA) is comprised of Maj. Harold Waddell and M/Sgt. Sampson, both of whom have been with us since early Spring. We admittedly don't come close to qualifying for that 100% Subscription Award but rest assured TEXAS will have one, if I have my way. Your correspondent, Lt. Clarence A. Lucas. ★★

★★ KIDNAPPER MISSION

COLUMBIA, S. C.—It's been quite a long while between reports and thought you might wish to be brought up to date on our activities in the SC-NG here In a word, normal. Training, trying madly to meet minimums, and sweating out more aircraft. At present, we have 9 L-19s, two 17s, and two H-13s. My second L-17 is a *weary* dog from Korea and I am expecting another one of the same within a few weeks. Those Korean AAs sure flew the starch out of the 17s.

Was supposed to have a Beaver by now but the strike at DeHavilland has really slowed the program up. Result: I'm still trying to run an instrument program without decent instrument equipment. We're authorized 25 AAs here in SC and have 21 on hand (TO & E) and 3 excess for a total

"WHO'S WHO" MEMO

Approximately one-third of the "Who's Who" Questionnaires we have received to date have been remitted *gratis*. Only the Listings of those personnel who purchase the "Who's Who" at \$1.00 will be published. The "Who's Who" & the monthly magazine are separate entities and the former *must* stand on its own feet financially. It would be unfair to those who support the "Whos Who" to publish *gratis* listings and we hope those who did not read "the fine print" will do so and remit the necessary buck. Their Questionnaires will be held in abeyance.

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



WO-1 Johnnie G. Parker, 14th Army Avn Co. (FWTT), Ft. Riley, being congratulated upon his appointment to WOJG from SFC by Maj. Aaron G. Atkisson, CO of the 14th. (U. S. Army photo).

of 24. It's no excuse, but these part-time, former Air Corps AAs just aren't as interested in Army aviation as I would like to see, so as a unit we apparently are not supporting the mag the way we should. Guess it's up to me to keep getting it and sharing it and I like it, I like it.

(Ed. *The sharers—and ONLY the sharers—keep us from bringing a bigger magazine to the subscribers. The next time you're prone to share an issue, keep this in mind. You could be reading TWICE as much AA news each month if the sharers join us.*)

Recap

(Ed. *Prison escapee kidnaps Bennettsville, SC, housewife, flees in family car. State Senator phones State AG for search plane and pilot. Maj. Athey and Sheriff takeoff in L-17 with walkie-talkie. Spot the escapee and radio ground search parties who surround and capture escapee. Comment from Sheriff to State AG: "Had it not been for the cooperation of your office and Major Athey it would have been very difficult to apprehend this criminal."*)

Believe it is the first time an Army aircraft has been used successfully on this type of mission. First of all, although I didn't express it to the AG, or to the Sheriff, when the call came in, felt it would be a complete waste of time and Uncle Sugar's money. (Crime committed at 0830 and I rec'd the call at 1400). Second, it involved a 160-mile round trip between towns (Here, there, and back). It still is hard to believe that we could have done it so fast. The final coincidence is that Mrs. Spears' husband, Capt. Spears, up until a year ago, commanded the Arty Btry (NG) at Bennettsville. Your Correspondent, Maj. Cliff Athey, AO, SC-NG. ★★

★★ HALF'N HALF

COLUMBUS, OHIO—The 37th Infantry Division of the Ohio-NG and attached regimental combat team and yours truly finished a "hot" summer camp training period at Camp Breckinridge, Kentucky, with the following officers in attendance: Maj. William A. Richards; Capt. David E. Chatfield, Edward J. Letostak, Creed Parrish, William O. Riggs, and Richard J. Wakefield; Lts. Albert E. Bechtel, LeRoy V. Boger, Carl R. Jones, Jack R. Lawry, Everst M. Misener, Samuel G. Lettie, and Robert L. Springer.

Considerable assistance was given our program by Maj. Charles Graft, Jr., our RA Advisor during the camp period with individual aviators averaging 50 hours of flying for the camp period. Entering the fall schedule we are now conducting regular classes for the aviators at Don Scott Field for half of our drill periods and taking our other drills either with the unit or in the "blue." Our two H-13's and two L-17's have been used actively and due to the generosity of Second Army, we were privileged to have an L-20 during the camp period in order to complete transitional training for our pilots prior to the anticipated arrival of our "Beaver" in November of this year. Transient aviators are invited to use our facilities at any time; they are in the vicinity of Don Scott Field, Columbus, Ohio.

Oh, yes, I forget to mention our camp flying was completed without any aircraft accidents. Until later, Maj. William A. Richards, (AO). ★★

★★ PITCHING IN!

FT. RILEY, KAN.—A maintenance contract recently negotiated with the Piasecki Helicopter Corporation of Morton, Pennsylvania, has brought a factory maintenance team to Fort Riley to assist with the mechanical work on the two types of Piasecki helicopters, the H-21 and H-25, utilized at Marshall Field.

The team, which will bring a total of 19 factory trained men to the Post when the team swings into full operation, will be about one-third of the strength of the Transportation Aircraft Maintenance Division at Fort Riley.

Factory representatives at Fort Riley on the contract are assigned to the Post Transportation Section and are further assigned to the Aircraft Maintenance Section which is under the direction of Capt. Raymond F. Cumb. The contract specifically states that the team will work solely on Piasecki Helicopters.

With approximately 35 Piasecki aircraft on the Post at present normal servicing of the

SUBMIT NEWS COPY BY THE 5th

Lucky Fins!



LUCKY FIN #007: Capt. Robert F. Little, Jr. (left) and Sgt. Henry J. Eperson, both of the 7th Div. Avn Co.

component parts will keep the work benches well stocked. In addition to working over various parts of the craft the maintenance team will conduct 120 hour training courses for military personnel and at the end of the maintenance training those who satisfactorily complete the school will receive Piasecki Factory Certificates of completion.

The team is composed of factory trained overhaul mechanics, foremen, magnetic inspectors, transmission build-up inspectors and supervisors. Tom Begley, who for the past 18 months has been at Fort Riley as Piasecki's Technical Representative, will head the team. (PIO Release, Ft. Riley). ★★

STRIP TEASE! Many an AA has playfayed three points on this one. Solution on Page 28.



★★ IT PAID OFF!

FT. BENNING, GA.—The 506th Trans Co has been on the move in many directions. As you know, we participated in the National Air Show at Philly. Prior to this we spent considerable time at Camp Rucker working with other AAs from other Posts on the formation of the Army portion of the Air Show. This pre-show workout period paid off dividends for we have been told that the Army held its own at Philly.

Another First for the 506th. Twelve of us had the pleasure of spending 3 weeks at Ft. Sill with the 45th Trans

Bn at the first H-34 transition class. It was certainly nice to see so many old friends and our new friend, the H-34. Maj. Isidro Valdez (with us until Aug.) is a CO in one phase of the 45th now.

Included in the first class were Maj. W. A. Howell (CO, 506th); Capt. J. W. Maschmann (CO, 152d Maint Det); Capt. G. O. Aure (Opns O); and CWOs Nat Schultz & E. L. Williams; and WOs R. T. Waid, Jr., C. E. Gabbard, R. D. Anderson, and yours truly, That CWO above is a new label for both. Incidentally, our H-34s have started to arrive at Benning. #4550 the first. Hope to see more friends at Sagebrush. YC, WO Leonard A. Gifford. ★★

★★ HOME . . . TO MOVE AGAIN

FT. SCOTT, CALIF.—Activity has slowed down to a normal pace around the 30th Engr Gp Avn Headquarters. The big news this month centers around the return of the remaining Acrft from Alaska, and the projected move of the 521st Engineer Co. (Topo Avn) to its new home base at Stockton Field, Stockton, Calif.

Four Otters, 4 Beavers, and 4 L-19's negotiated the long haul from Ladd AFB to diminutive Crissy Field in groups of two's and three's throughout the month of September. The last flight arrived 24 Sept. with Maj. John L. Briggs, Gp AO, in command.

The 34 H-23's and 6 H-19's were shipped out of Anchorage 23 Sept. on the escort carrier USS Cape Esperance and arrived 29 Sept. at Alameda NAS across the bay. On 30 Sept. the H-19's were hoisted out of the hangar deck, run-up, and flown over to Crissy Field preparatory to movement to Stockton. The last leg of the trip for the H-23's will be by barge to Stockton. Acting as the rear guard aboard the carrier on the trip south were Capt. William Weaver and Lt. Paul Weisshaar.

The Stockton Move

After a brief period of "R & R" (devoted mainly to leaves and elbow exercise at the "Blue Note", rooting for the S. F. "Forty-Niners", and buying new Pontiacs) the Aviation section has plunged into the biggest single item of business at hand—the movement of the 521st to Stockton Field, Stockton, California.

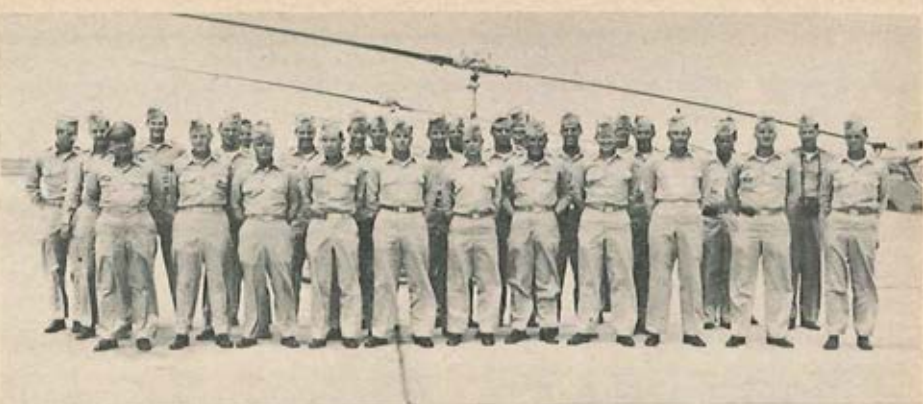
Located approximately 90 miles east of San Francisco and 48 miles south of Sacramento, Stockton Field should provide the solution to the unit's growing pains (See photo). Beside having a good runway system, the unit's new home base offers a spacious hangar, 2 nose hangars, and plenty of warehouse space.

As far as living arrangements go there are 6 barracks, 2 headquarters buildings, 4 BOQ's, dependent housing, and a swimming pool to better enjoy the mean annual 72° F temperature common to the locale. After the projected moving-in date of 1 November, the "Welcome" mat will be out to all AA's in the area. Drop in and set a spell.

New Commitment

The big news of the moment is the commitment of four Otters and nine pilots





CLASS 56-3-H FRONT ROW: L to R: Lt. Col. David Bisset, Jr.; Capt. Richard L. Jones; Lts. William T. Hutchinson, Theodore L. Mitchell, Seamon J. Molkenbuhr, and Dean R. Paquette; Capts. Henry G. Sherbert Jr., Jerry L. Teague, and Howard C. Smith; Lts. Merrill W. Bones and Kenneth J. West.

2ND ROW: L to R: Lts. Fred Withrow, James E. Haynes, James E. Rogers, John A. Johnston, John K. Clements, John B. Holder, and Loren J. Hoffbeck; Capt. James S. Foster; Maj. Donn T. Boyd.

THIRD ROW: L to R: Lts. Charles L. Siegert and John E. Gordon; Capt. Forrest W. Johnson; Lts. Charles A. Hankins and Delano E. DeGeneffe; Capt. Hubert W. Ogilvy; Lts. Darrell F. Rishell, Lowell R. Knight, and Curtis J. Steckbauer, (Graduated 30 Sept.; Photo submitted by Maj. Francis J. Stevens, Adv. for AA Trng, Gary AFB).

to the Joint Civilian Orientation Conference at Ft. Benning, Georgia. Take-off time was scheduled for the 5th of October. Making the fifteen day trip are Maj. John L. Briggs, Capts. Samuel R. Boyer, Michael D. Lord, John C. Yates, and Harold L. Howell, Lts. C. J. Radu and John F. Grace, and DeHavilland Tech Rep Ben Cox.

Re-assignments

Alerted for re-assignment are Capt. Harold L. Howell to USAREUR; Capt. John C. Yates and Lt. Ken Thompson to AFPE. Slated to go to USARCIB are Capts. John G. Duke, Herbert Eder, and Lt. Roger Doucette. Heading for the Staff and Faculty at Camp Rucker are Maj. John J. Walters and Capts. James Montgomery, Elswick Newport, Frank Nichols, and Fred Raymond.

Congratulations

Newly appointed Flight Commanders are Capt. James E. Kennedy, "A" Flight and Capt. M. D. Lord, "B" Flight. The following AA's were promoted to First Lieutenant during the month: Lts. Bobby Bogard, Bruce Crandall, Dick Caldwell, and Bob Flint. Also getting a pay increase were Lts. Velvin Watson and J. Wells Weinhardt. YC, Lt. William F. Gabella. ★★

★★ WELCOME MAT!

FT. HUACHUCA, ARIZ.—Be darned if I'm going to tell you how busy we are in the Aviation & Meteorological Department of the Army Electronic Proving Ground (AEPG). Everyone knows that, anyway. Suffice it to say

that this outfit is going *full throttle* and you know what the torpedoes. You know, I used to be pretty good at this business of clobbering subscribers and you can still see some blood under the rust of my hatchet but our new airplane drivers all arrive signed up by some Eager Beaver at Rucker, or if this fails, some hotshot like Capt. Shively or Lt. Leonard catches them here before I can even raise the hatchet waist-high. But I finally put the arm on a couple and they were happy to join us uns.

I'm still the project officer for AEPG Task #J which is the Air Traffic Control and Navigation Systems Test being set up here at Huachuca. We have two civilian contractors; Melpar, Inc. of Washington and Armour Research of Chicago. Mr. G. W. Bond (Armour), Messrs. Scott and Swafford (Melpar), and Lt. Col. Harold Speece are my birds in hand. Dinero included.

We're losing our CO, Col. Harold Miller who is leaving the service for the inequities (and income) of civilian life. Sorry to see him go. A real nice feller and boss. Who our new boss will be nobody will say.

We hope that very early in the calendar year of '56 our Air Traffic System will be installed and operating. We will be *very* happy to see any AA who can fly our way and would like to traverse our system. We need your comments. All for now. YC, Capt. Bob Brizee. ★★

★★ COMMUTERS

FT. MEADE, MD.—Things at Fort Meade, Maryland, are really buzzing. We have had three hurricane evacuations in six weeks. It seems that the Washington Area is the headquarters for hurricane paths. The Fort Meade Aviators have now found a second home in Elkins, West Va. At the same time, we would like to thank the helicopter pilots of Fort Eustis and Fort Belvoir for the fine work they accomplished during the floods.

The 69th Signal Battalion is getting ready for *Exercise Sagebrush*. A run-down of their AAs are Capt. R. N. Dempster (AO) and L. Miller (new promotion); Lts. B. D. Waterman (new Instrument Certificate), Jimmie King, W. M. Johnson, D. V. Reed (new helicopter rating), W. D. Bozek, and D. S. Leonard. Fort Meade will miss this group of Aviators while they are away.

Gyroscope Switch

The 3d Armored Cavalry Regiment has "gyroed" out of Fort Meade for a tour in Europe. The 2nd Armored Cavalry Regiment arrived in September with the following AAs: Majors W. R. Miller (AO) P. G. Heath and J. L. Bates; Capt. R. C. Smith; Lts. H. E. McDonald, J. H. Merryman, J. A. Payne, and R. G. Zeller.

Lt. Colonel E. C. Podworny serves as Chief of the Second Army Aviation Special Staff Section. He is currently assisted by Major W. R. Miller; Capt. Jerry J. Norton, Harley Hungerford, Henry Norman (who has Far East orders), and your correspondent. Capt. W. O. Marle is the Second Army Aircraft Maint Off. We are looking forward to the arrival of Major J. B. Dickson and Lt. G. L. Waldron.

If the National Guard and Reserve Army Aviators in Second Army will drop a line to Aviation Officer, Second Army Headquarters, Fort George G. Meade, Maryland, we will



Above: Permanent construction underway at the 580th Trans. Company's Simmons Army Air Field, Ft. Bragg. Below: Plaque commemorating field in honor of WOJG Herbert W. Simmons, killed in a helicopter crash at Ft. Bragg in November, '953.

mail them a Second Army Instrument Flying Training Guide. This guide will be a big assistance in the Annual Army Aviation Written Examination.—Sorry, but we only have a limited supply for the Second Army Area only. YC, Capt. P. G. Helton. ★★

★★ SKY-CAV

FT. BRAGG, N. C.—The Aviation Platoon of "SKY-CAV" has just returned from almost two weeks in the field, operating with the entire "SKY-CAV" Troop and with the 82d Abn. Div. All this work is in preparation for *Exercise Sagebrush* to be held later this year at Camp Polk, Louisiana. All details regarding "SKY-CAV" are Classified, so it is very hard to form a picture of our operations.

Work on the permanent facilities at Simmons Army Airfield is progressing at a very rapid pace. The huge control tower has almost all of its girders in place and the skeleton is at last taking form. While the tower is being completed, the operators who will man it are using a radio van to control the traffic in the area and getting excellent on-the-job training. The other buildings at the field are in various stages of completion and definite progress can be seen.

I enjoyed reading the October issue very much; it covers the little details regarding Army aviation that we otherwise would miss. I hear Bell has another multi-purpose helicopter in the works . . . the D-2-16; have you heard any thing about it? Also, do the readers know about the McDonnell XV-1 Convertiplane speeding to a new mark of 180 mph? Your Correspondent, WO W-1 Donald R. Joyce. ★★



★★ Dear Editor: No doubt, by this time you have heard from other Warrant Officers concerning the excerpts from the Congressional Record that appeared on Pages 12 thru 14 of the Sept. issue. It was very disheartening to read the opinion of G-3 toward the WO pilots in the Army and the somewhat misleading information given to the Representatives by the testimony.

I took exception to the following: (1) The "Truck Driver" analogy. . . . We are frequently used in place of the "Command" helicopter pilot, as OD, Motor Officer, Operations Officer, Personnel Officer, etc.

(2) The implication that a better class of applicants were accepted at OCS than for Helicopter Pilot Training. I believe that the Area Aptitude Test scores required for a WO Candidate are higher than those for an OCS Candidate. Without a doubt, the physical requirements are much higher, as we had to pass a Flight Physical complete with a Psychiatric Evaluation. A pilot cannot wear glasses while taking student pilot training, etc.

(3) The statement "These warrant officers get the pay of a major." By the new pay scale, the average WO W-1 makes around \$40 LESS than the average 2d Lt. . . . this includes flight pay. The difference in flight pay for Warrant pay grades and Officer pay grades, especially in the 8-12 year bracket of service, is astounding. Perhaps, in one of the next issues, there will be room to print these pay and flight pay scales.

It would be interesting to note the general opinion regarding this article for you probably will receive letters from other WO's besides myself. No doubt, you have heard from others as I do not consider myself overly sensitive regarding information such as this pertaining to my career. . . . An Observant W/O (Ed. Name Withheld on Request.) ★★

★★ Dear Editor: Finally got motivated to write and just dragged my rusty typewriter out of the closet. Thanks to my post-WW II daughter we have notebook paper and the last barrier to a letter has been eliminated. Now—for the facts: (1) Us lazy, non-writin' AAs hold the pulp in very high esteem; (2) The 509th Trans Co (Lt Hcptr) here at Ft. Belvoir will send in a minimum of one article a month henceforth—by order of me; (3) Rated Warrant Officers are under-rated.

Not often does one read of the many WOs who presently man the Cargo Choppers of the Army aviation program. For 16 months, I have had the distinct pleasure of commanding about 100 different WOs and with very few exceptions, they have been incomparably successful in their assignments. Not one WO has necessitated the recording of disciplinary action. They have

A Many Sided Thing!

been consistent volunteers and eternally eager to job a good job.

With utmost sincerity I hope that the powers-to-be will consider this valuable pool of flying personnel for fixed-wing training and ultimate commissions as 2nd Lts. Perhaps here can be found the answer to the dilemma of *too many aircraft and not enough pilots*. I had a flying PFC in my Div Arty Section in WW II who was tops in his profession and if I have learned anything in Army aviation through the years it is this—*when you break ground the aircraft doesn't give a damn about your rank*. VTY, Maj. Edward E. McCollum, Commanding Officer. ★★

★★ Dear Editor: Seems like it's about time some one spoke up in the defense of the lowly warrant officer pilots. Perhaps I'm not the best qualified person, but since I'm one of them, I have their best interests at heart. I would like to cover a few points that were discussed by some gentlemen in the September issue.

An applicant for W/O Pilot Training must have scores of 110 or higher on Aptitude areas 1, 2, and 8, and pass a rougher physical than OCS. They are required, upon graduation, to complete 36 months active duty.

As for the bulk of a pilot's duty being flying, that is untrue in many cases. They are utilized as maintenance officers, personnel officers, supply officers, and all other possible positions where responsibility and accountability can be designated.

Wrong Assumption

The assumption that commissioned officers fly more complex aircraft than warrant officers is exploded as soon as one looks at an H-21 or an H-34 helicopter.

No warrant pilot legally flew a fixed wing in Korea, to my knowledge, and as for a warrant pilot drawing the pay of a major, I offer the following three pay scales. (All over eight years service).

	WO/W1	2nd Lt	Major
Base Pay	286.30	327.60	452.00
Flight Pay	120.00	145.00	195.00
Rations	47.88	47.88	47.88
Quarters	85.50	85.50	119.70
TOTALS	539.68	605.98	814.58

While this is accurate, according to the pay scale, it doesn't present a true picture because you will find few majors with only 8 years service and very few second lieu-

A Many Sided Thing!

tenants with that much service. On the other hand, the warrant officer average, in the company I am familiar with, is about 8 years.

Higher Standards

The statement that, by the prerequisites now in use, we could not become commissioned officers is laughable, since WO's require a higher standard than OCS for entry into flight training. The problem of getting warrant officers to attend OCS is a difficult one to solve because the Army Helicopter Pilot Training Course is an OCS type school complete with upper classmen, tactical officers and every conceivable harassment. Most of us feel that it is a more difficult school than OCS in that flight training in itself is a full time job. We consider that we have had enough of that type training. What about the possibility of us attending the basic officers course in our branch and those who did not finish in the upper half of the class retain their Warrants and those who did be given Commissions? That would be a fair test of our capabilities.

A number of us have served on active duty as commissioned officers in combat and as pilots in the Army, Navy, and Air Force and would like to return to active duty mainly to be able to fly fixed wing aircraft.

I would like to have you print this letter because I feel that the article in the September issue did more to lower the prestige and morale of the warrant pilots than anything I have ever encountered before. A Member of W. O. P. A. (Warrant Officer's Protective Association). (Ed. Name Withheld on Request).

★★

(Ed. Note: Our object in publishing "Army Aviation" is not to lower the prestige or morale of any specific group or grade. Our object is to publicize Army aviation, to publicize its individual personnel, and to publicize their accomplishments, equipment, and desires. In stepping into this hornet's nest unwittingly, we came up with two conclusions: 1) AA personnel will speak out when a subject affects them and 2) the magazine is read as attested by the 31 separate letters we received on this subject alone.)

**Submit News Copy
by the 5th of any Month!**

★★ BRITANNIA

LONDON, ENGLAND—Here's the latest on Army aviation in the United Kingdom: "I came over from Salzburg, Austria, and relieved Capt. Ed Rankin (PCS to AAS, Rucker) as 32d AAA Brigade AO last month. We're at Hendon Airdrome along with the US Navy and RAF. In addition to myself, we have Capt. Ted Cretin, Sps Grassi and Michels, Pvt. Ludwig, and two Beavers. Sincerely, Capt. George W. Aldridge, Jr.

★★

★★ ONE ROOF

FT. BRAGG, N. C.—All American Aviation has undergone a face-lifting operation since our last correspondence. Now established at Brown AAF at West Newton Hill, the flight sections are continuing to support the 82d Abn Div in light aviation, although operating under a considerable change in organization. First, the various aviation separate units within the division were collectively organized into the 82d Airborne Division Aviation Company (Prov) as of 15 August, 1955. Now carrying a total of 40 rated officers and 76 EM on its rosters, the company has been broken down into a company headquarters, a flight operation, a service element and a maintenance element.

Company Hq is mostly concerned with administration. Flight operations contains an operations section, 4 combat flights (L-19), a rotary wing flight (H-13) and a utility flight (L-20). Motors, alert and aviation equipment are grouped under the service element while the maintenance element encompasses a fixed-wing section, a rotary-wing section and an A/C tech supply. These subsections further contain the various smaller components such as technical inspector and line chief, F/W and R/W shops, maintenance squads, and POL procurement and disbursement.

While the formation of the company did solve quite a few of the problems that faced us as individual aviation sections, new problems have beset the organization. One of the biggest headaches we have experienced has been the procurement of supplies and publications; however it is felt that our problems will dissipate with the passing of time and things will resolve themselves for the best.

The Avn Co personnel are now all under one roof, having been assigned one of the new barracks in the new division area here at Fort Bragg. We have, along with the barracks assignment, acquired a full complement of office space with the AO, Maj. Eugene F. Bacon, and the Exec., Capt. Martin V. McInerney, in one office; the "First Soldier" and the clerks in another; and a third office set aside for schools officer, motor officer, etc. To quote an old

Southern Saw, "We're really living high off the hog."

Right at the present time most of our efforts are being directed towards the forthcoming *Exercise Sagebrush*. Plan, plot, and practice are the order of the day, the latter being extensively used to whip the various sections into shape for the move to the maneuver area and for the exercise itself. A series of 4 to 5 day field exercises designed to co-ordinate the activities of the various units within the division have begun and in all probability will continue right up to the time we leave for the maneuver area.

One last thing; the ladies of the aviation company (Bless their hearts!) got together and made a guidon for our new company. On a horizontal split red and blue background a pair of white Army aviation wings are centered. Above the wings are the words "82 AVN CO" and below them "PROV"—the lettering also being in white.

The new additions are as follows: WOJG William Everhart (TDY from 580th Trans Bn); 2/Lts. William F. Dennis, Charles H. Beatty, James R. Crozier, Carl J. Haaland, Sidney P. DuBose, Raymond D. Franklin, David A. Frisbie, Van R. Melvin, and Everett O. Sanburn; 1/Lts. Allen M. Carlisle, Orie B. Barrett, John E. Grinstead, William L. Hindman, Adolphus A. Millings, James R. Rockwell, and Charles L. Calvert; Capt. James F. Dickson.

1/Lt. George W. Lancaster and 2/Lt. Johnnie L. Bohannon are TDY to SKY-CAV. Capt. Walter L. Beddingfield has left us to take a job with the 1st Logistical command on post. His branch detail with Signal expired and he was returned to his basic branch (AGC). Of course, since AGC has no aviation, Capt. Beddingfield's flying status was suspended. . . . Capt. Francis C. Adams, who recently resumed flying after breaking his shoulder in an H-23 accident, has rec'd orders for USCARIB (Antilles). Your Correspondent, (Lt.) Chuck Licha. ★★

Why Worry?

There are two things to worry about;
Either you're healthy, or you're sick.
If you are healthy, there is nothing to worry about.

If you are sick, there are two things to worry about;

Either you live, or you die.

If you live, there is nothing to worry about.

If you die, there are two things to worry about;

Either you go to heaven, or go to hell!
If you go to heaven, there is nothing to worry about.

If you go to hell, you're going to be so busy shaking hands with your friends, you won't have time to worry.

SO WHY WORRY?

Haze? - Even the Army pilots weren't flying!



★★ EXODUS

CONARC, FT. MONROE, VA.—Just returned to the Land of the Multi-Colored Staff Car from Korea where I was AO at I Corps Arty and finished my tour as AO of Hq, I Corps. The supply of airplane drivers was getting pretty short over there when I left, but since I've been back it seems as though about half the people I talked to at Rucker were on their way to Korea. Should fill up Korea in a hurry.

Was out at the airstrip here at Monroe today and picked up a copy of the October issue and got ashamed of myself for not joining all the rest of the gang in support of a good effort. VTY, Maj. Paul V. Jackson, Jr.

★★ LONG SHOT

CAMP RUCKER, ALA.—The one in a million chance was chalked up at graduation exercises here for 71 commissioned officers of Army Aviation Tactics Course, Class 55-H. Two students in the class, First L. Russell C. Potter, of Whitehall, Mich., and First Lt. Rae C. Trimble, of Staunton, Va., graduated as honor students with identical scores.

Records were checked and re-checked to the nearest one-thousandth and carried to three decimals and both men still came out with identical ratings of 90.496. It was the first time since the Army Aviation School became a separate unit in 1953, and the subsequent graduation of 5,356 students from the School's 13 courses, that two students have graduated with the same score.

Brig. Gen. Hamilton H. Howze, chief, Aviation Division, Department of the Army, addressed the students and told them Army Aviation "will continue to be a part of the Army Ground Forces and will not become a fifth branch of the service."

General Howze told the graduates they "must develop as Army officers" and not confine themselves to aviation alone. (PIO Release, Army Aviation Center). ★★

★★ HONORARY WINGS

THAILAND—The Aviation Branch, with the help of the Royal Thai Air Force, has completed the painting of its four L-20s, and despite the international aspect attached to the painting it was a neat job. Three of the L-20s are asgd to JUSMAG and one is asgd to MAAG, Phnom Penh, Cambodia, and is piloted by Lt. Col. Walter Bowden, the AA Advisor there. The 4 acft are now red & white in accordance with SR 750-95-5. Survival kits are to be mounted in the aircraft as soon as possible.

The Royal Thai Army Aviation School is presenting "Honorary Wings" in appreciation for the assistance given the School by JUSMAG pilots (Capts. Gerber & Hicks and Lts. Beasley and Templeton.) Two Thai pilots returned from the US after successfully completing the AA Pilots Course. At present, 5 Thai Army pilots are enrolled in US Schools; 3 are attending the acft maint course and the two others are taking primary at Gary.

Changes in personnel include a double switch. Lts. Clarence B. Brooker and Bernard W. Bruns (both from Hood) are replacing Lt. Horace B. Beasley (to Twin and I-Tng) and yours truly to Chopper School and Monmouth. M/Sgt. William T. Foy (ex-AA) from Rucker replaced Sgt. A. C. Hanmack who's headed USA.

A frequent visitor to Bangkok is Maj. Leland F. Wilhelm, the Asst Army Attache to Vientiane, Laos. Have an L-20 due for Iran (What a ferry trip!) and hope—repeat, hope—to get an L-23 as a replacement. Your correspondent, Lt. Bill Templeton. ★★

Below: Capt. Wallace R. (Wally) Sears, newly-assigned to Bell Aircraft at Hurst, Texas, looks over an HSL with Bell Test Engineer Bob Moore.



THULE, GREENLAND—I regret to inform you that we lost another pilot and crewchief. WO Robert E. Northcutt and PFC Julius A. Baer were killed while flying in a Bell. They were coming back from a routine mission. I'm sure that you will be able to find better words for the memorandum than I can for words fail me at this time. WO Northcutt was a very close personal friend of mine as was PFC Baer. Army aviation, the Transportation Arctic Group, and I have lost two good friends. Thank you very much. Sincerely, WO Raymond C. Bowers.

BANGKOK, THAILAND—With deep regret we report the deaths of 1st Lt. Teddy R. Boyd; his mechanic, Sgt. William O. Jones; two other U.S. soldiers and a Philippine civilian engineer. All five were killed in the crash of an L-20 on 9 Sept. 1955 about 150 NW of Bangkok. All U.S. personnel were assigned to the 29th Engr. Base Surv. Co. Lt. William Templeton, JUSMAG, Thailand.

★★ USARFANT & MDPB

PUERTO RICO—Since our last report, we have completed our support of the National Guard and Reserve Summer camps. Capt. Henry C. Vineyard has departed and is now at his new station in Calif. SFC Odus C. Carpenter left for Camp Irwin, Calif. Capts. Maurer and Dobbins has successfully completed twin school and returned with our L-23. Yours truly received a promotion to Capt. and Capt. Bernard Los Banos received his orders to Utah National Guard Advisor Group, Salt Lake City, Utah. He will depart here 8 Nov. 1955 and attend the Advanced Course at The Infantry Center on the way to Utah. Capt. Swift is now attending twin school while Capt. Dobbins and myself have just returned from ferrying an L-20 to Panama.

Lt. Dennis R. and Libby McMahon have a new baby girl. ATA: 1430 30 Sept. 1955. Name: Lezlie Marie. Weight 4 lbs. 9 oz. Joan's and my new son hit his ETA 1240 1 Oct. 1955. He checked in at 7 lbs 11 oz, and we named him William Edward. Both wives are doing fine and smiling again. (Don't tell me this isn't a productive section.) Capt. Francis C. Adams is on orders to this section and should arrive in early Nov. Sure will be nice to work with Frank again, but that will make too many Adamses around here. We also have a 2nd Lt. Hefty on orders to report here in Feb. (McMahon will sure be glad to see a 2nd Lt. around here.) We are having some difficulty getting our minimums this year due to weather. YC, Jim Krueger. ★★

★★ COMPETITION

FECOM—An Air Show was held recently by the British Commonwealth Division here and the 7th Aviation Company entered two of its pilots for the competition. Capt. Robert F. Little and 1st Lt. Donald Campbell placed third in the Air Show. Our new hangar has just been completed and it will provide stalls for six of our aircraft as well as providing shelter this winter for mechanics while they pull maintenance duty. New to our organization are Lts. Horace H. Rivers, William Gorman, and William W. Pedersen, all of whom completed chopper school before reporting to the Company. "Fore I forget—Lt. and Mrs. Perry T. Brasuell were gifted with a new daughter on 24 Sept. The 7th Aviation Company is proud of its fine progress; my wife is proud of mine. YC, Lt. Perry T. Brasuell: PS: I diverted Rivers of a deuce-forty. He's now a member of Our Clan. ★★

★★ BOONDOCKS, AGAIN!

FT. HOOD, TEX.—In recent issues of the "Good Book" there have appeared several short articles captioned "Ft. Hood." Due entirely to our neglect in not reporting our own status this could easily give the readers the wrong, overall picture. . . . Actually, we have four, active aviation units at HLR. These include the III Corps Avn Co, the 4th Armd Div Avn Co, the 53rd Sig Bn, and our own grand and glorious 1st Comb Avn Co.

At the present time our unit is the largest of the four, consisting of 39 aircraft and 47 pilots; however, the control of the field is still by III Corps. When and if the Corps outfit receives their full complement of pilots and aircraft, Fort Hood will undoubtedly will have more aircraft than any other single post except Camp Rucker.

Hectic Nights

We do have a pretty good deal here. Just last week we got to live in garrison for almost four days. This report, of course, is being written in our normal environment—beautiful, tank-packed, Texas boondock country. Although the days are rather hectic, nights in the field are peaceful and quiet. The possible exceptions are the whistling of the crickets, the gentle buzz of mosquitos (wing span 3" to 6"), the scratch, scratch, scratch of nail against skin in belated defiance of chiggers, and the ROAR of tank engines.

All of this field work is in preparation for the forthcoming *Exercise Sagebrush* which should be in full swing when this goes into print.

When we are not out in the field our flights entail checking out pilots from other units in H-19s and running an Observers School. In this first category we have had

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such guests as Capts. Willie Chaires and Fred Swabb; Lts. Danielson and Walls of Huachuca; Lt. Isch (Ft. Sam), and Maj. Hammett.

Moving Out

Personnel-wise, we have no gains but have had several losses and anticipate more. Lt. Theo "The Con Man" Watkins left for Camp Gordon; Lt. Lee Cannon to FECOM and yours truly is headed east after completion of I-Tng and Twin schools. Capt. "Cat" Felix is awaiting a EUCOM port call.

Since I'll be departing Ft. Hood after *Sagebrush* this undoubtedly will be my last unit report from here. Therefore, with permission, I'd like to tip "the Koeppo Hat" to Lt. Joe Gayhart for his cartoons which are very clever and timely. And last, A BARGAIN for all AAs unfortunate enough never to have been stationed at Hood. For only \$1.25 (cash, please), I will send you—pre-paid—a genuine, un-retouched HUNK of Texas Boondock. Amaze your friends! Study the imprints of tank tracks in each HUNK! Hurry; Be the first AA in your group to have a HUNK of Texas boondock. This offer for a limited time only. Sincerely, Robert W. Koepp. ★★

Design for Greater Mobility?



Joe Gayhart

LOCATOR FILE

NEW SUBSCRIBERS
WHO JOINED US
WITHIN RECENT WEEKS . . .

MAJ. GENERALS

Evans, Henry C.
BRIG. GENERALS

Purnell, William C.

Cooper, John P.

COLONELS

Witte, William J.

Stone, Alexander G.

Tuck, William R.

Inskeep, John L.

Blair, Robert K.

LT. COLONELS

Weiss, George

Speece, Harold

MAJORS

Alsbury, Romaine T.

Blackman, Edward B.

Lafferty, George A.

Meiss, Guy C.

Woolf, Harold E.

CAPTAINS

Franklin, Swayne B.

McCoy, Robert C.

Lamar, H. C., Jr.

Harris, F.

Carney, Charles V.

Stockwell, Addison M.

Cox, William H.

Young, T. C.

Baehler, Robert L.

Meyer, George H.

Dalusky, George A.

Faucheux, Clancy J.

Chamberlain, Don

Bowers, Frame J.

Kuhl, George C.

Rathbun, William A.

Miller, Earl W.

Roberts, Grady M.

Faber, William H.

Mathews, Morgan H.

Taylor, James D.

Eagan, J. P.

Wakefield, Richard

Fitzgerald, Jesse F.

Hughes, C. E.

Filby, Robert

Culp, Cletus C.

Leighton, H. P.

Walls, Charles C.

Cleveland, William J.

LIEUTENANTS

Miller, Oliver J.

Bagwell, Lavon

Walker, Oddvar

Benefield, Ralph O.

Klippel, Kenneth L.

Mason, Elijah F.

Rokicki, Theodore R.

Toner, Francis J.

Kuhn, Oliver W., Jr.

Diamond, Eugene M.

Chubboy, Robert A.

Graves, Richard R.

Crouch, Curtis S., Jr.

Garrner, Isaac R.

Gardner, E. E.

La Brode, Richard E.

Edwards, John H.

Smith, Raymond D.

Epling, Troy K.

Ralphs, Seeley E.

Sever, David L.

Huntley, Bruce H.

Carpenter, Kenneth L.

Anderson, Harold L.

Glover, Joe M.

Volk, Bruce R.

Olson, Ronald D.

Anderson, John H.

Miller, Roy L.

Peterson, James M.

WOs

Kuntz, Joseph T. CWO

Cross, Frank W.

Brugger, Karl A.

Mose, Darrell J.

Eastman, Everett A.

Skipper, James R.

Krivensky, James R.

Eason, William A.

Aumann, Rome V.

Maxwell, E. T.

Muse, Mose J.

Chauvin, Hugh J.

Flohr, Rex C.

Garnett, F.

Bernard, George C.

Beck, Edward R.

Flanary, Kenneth J.

Stanchfield Mott F.

Coleman, Henry

Piety, Richard L.

Daugherty, Ray A.

Garnett, Earl E.

Holt, Robert H.

Ruiz, Hernandez M.

Schommer, John G.

Dailey, James L.

Evans, J.

Vaught, R. CWO

Cook, J.

Reimer, J.

M/SCTS

Caywood, Clayton W.

Bolin, Gerald H.

Chase, Richard G.

McCutcheon, Rhodes

Lacy, Charles L.

SERGEANTS

Guzinski, Edward D.

Bellomy, Robert L.

Adams, John L.

CORPORALS

Pinkney, Wanda E.

Heberer, Louis

Pierce, James A.

Bell, Nelson E.

Brent, Bertram L.

PCFs

Lohse, Dale

Wold, Orval C.

Benner, Robert H.

Nolan, Leo J.

Carr, Billy J.

Werber, Franklin

Aihara, Eugene M.

Dorow, Paul C.

Gardner, Warren J.

Sinnott, Gary M.

Akamine, David K.

Bradshaw, Harold D.

Bannerman, Carl J.

Carlisle, James S.

Yager, Donald G.

Kalberman, Louis W.

White, Charles R.

Moromisato, Harry S.

Yaris, Marcelo G.

Jackson, James M.

Nelson, Robert G.

Worden, Lee, Jr.

Adams, F., Jr.

David, Jerry F.

Dobey, Edward E.

Freeman, Jack E.

Colay, Richard L.

Granger, Ronald R.

Jones, Lynn D.

Morris, David J.

Pickles, Ted

Smith, Roger E.

PRIVATES

Wetherington, Jerry L.

Wilson, D. Pvt-2

Smith, Robert O.

Mohr, James R.

Wight, William S.

Govoni, Edward M.

House, Thomas

Harr, Henry W.

Haskins, Ronald L.

FRIENDS

Gueguierre, Jacques C.

Allen, Paul E.

Library, Detroit News

Talbert, Edward Ansel

Hibbard, Frank S.

Foster, G. J.

Peace, W. H.

Samuelson, Roland

Mueller, Gerhard W.

Hoyt, Roy E., Sr.

Hoyt, Billy A.

Myers, Carl

Hiler, Howard K.

Lauterstein, Lewis

Embassy of Indonesia

Stanton, Reta, Mrs.

Temco Aircraft Corp.

Howell, Garnett

Mathews, Schuyler L.

Fry, Melvin

Slezak, Tom

Hall, Charles L.

Kite, Cleymon M.

Fitch, Kenneth O.

Haubert, John M.

Bordiuk, Walter J.

Jeppesen & Co.

Vidal, Eugene L.

Lucast, J. E.

Chaskin, Barnett

Sing, Edward Y.

Congratulations!



SENIOR AAs

Capt. Francis C. Adams

Maj. Amore V. Juliano

Capt. Andrew F. Papa*

Capt. Theodore S. Ferry

Maj. Eugene G. Sabota

Maj. Kenneth A. Smith

Maj. Rodney K. Berg*

Maj. E. G. Hendrix, Jr.*

Capt. Ben A. Byers

Capt. A. J. Taddeo*

Capt. Harmon Howard

Capt. Sylvester J. Hunter

Capt. R. J. St. Aubin

Capt. H. B. Van Dyken

Capt. Gibson L. Jones*

Lt. Col. E. L. Ramsey

Capt. William P. Brake

Capt. Elsworth Newport

Capt. Ross E. Noah

* Not on EAD

STRIP TEASE

A-2 (The Racetrack), Seoul, Korea. Taken Sept '53 and submitted by Capt. Chas. W. Jones, ARMAV.



- 95) Boatright, R. L., L/Col.....TC Sec, New Cumberland Gen Dep, New Cumb., Pa.
 102) Boman, Jack D., Lt.....906 East Street, Iola, Kansas
 136) Brown, Jesse C., Capt.....577 West Meath Drive SW, Atlanta, Georgia
 145) Bruns, Bernard, Lt.....APO 74, Box B, San Francisco, California
 154) Bunker, William B., Col.....4 Del Crest Ct., Apt 202, University City, Mo.
 176) Capozzi, Henry P., Lt.....504 Fairview Street, Ozark, Alabama
 291) Dugger, Morris W., Capt.....TSMC Liaison Off, TC Supply, Camp Rucker, Ala.
 305) Dysinger, William C., Maj.....Board #5 CONARC, Camp Rucker, Ala.
 354) Gardner, William H., Maj.....1804 El Monte Blvd, San Antonio 1, Texas
 426) Hare, Thomas F., Lt.....617th FA Battalion (Obsn), Ft. Sill, Oklahoma
 583) Light, Morgan C., Maj., Hq, AMC, Box 1243 "Area B, Wright-Patterson AFB, O.
 637) Mathews, William R., Maj.....41 North 29th Street, Lawton, Oklahoma
 642) Mayse, Harvey C., Lt.....Avn Sect, 3rd Armd Div, Fort Knox, Kentucky
 671x) Moore, Raymond E., Lt.....1st Armd Div Aviation Co, Ft. Hood, Texas
 682) Morrow, T. O., L/Col.....c/o Seymour, Williams St, Lincoln Park, N. J.
 683) Moser, Eugene P., Capt.....Avn Sect, Hq, 74th RCT, Ft. Devens, Mass.
 685) Mukaeda, Richard K., Lt.....4047 Taylor Blvd, Apt 1, Louisville, Ky.
 694) Murray, Billie J., Lt.....53rd Med Det (Heptr Amb), APO 175, N. Y.
 703) Nelson, Stanley O., Capt.....1408 North 23rd Street, Lawton, Oklahoma
 706) Neumann, R. T., Lt. Col.....555 Lindsay Avenue, Fort Sill, Oklahoma
 754) Peller, Ivan M., Capt.....45th Trans Bn (Lt Heptr), Ft. Sill, Oklahoma
 761) Phillips, Wayne N., L/Col.....Natl Guard Bur, AA Div, Pentagon, Wash 25.
 804) Rawls, Robert M.....711 South 7th Street, Leavenworth, Kansas
 846) Rusk, Richard A., Capt.....Hq Co, 26th Regt, 1st Inf Div, Ft. Riley, Kan.
 881) Slater, Williams S., Jr., SFC.....Hq Co, 8th Inf Div, Ft. Carson, Colorado
 901) Solt, Lowell K., Capt.....2nd Army Aviation Det, USMA, West Point, N. Y.
 928) Stowell, James L., Lt.....3005 Lake St, Kalamazoo, Mich (Enroute OS)
 950) Tedd, Robert N., Capt.....Trans Sect, Hq, 7th Army, APO 46, New York
 1010) Welch, James W., Capt.....Tactics Dept, ARMAV, Camp Rucker, Alabama
 Adams, Francis C., Capt.....40 Orvis Road, Arlington 74, Massachusetts
 Bache, B. A., Lt. Col.....Apartment 2, T-257, Fort Monroe, Virginia
 Barrett, Otrie B., Lt.....82d A/B Div Avn Co (Prov), Ft. Bragg, N. Carolina
 Beaman, Horace E., Maj.....Spec Proj Br, OCINFOE, Dept of the Army, Wash 25
 Beddingfield, Walter L., Capt.....104 Woodbridge Circle, Ft. Bragg, N. C.
 Boyle, Garrison J., Capt.....AA & GM School, Fort Bliss, Texas
 Brooker, Clarence B., Lt.....JUSMAG, Thailand, APO 74, Box B, S.F. Calif.
 Buell, Frank C., Lt.....ARMAV Regt, Dept of Pub & NRI, Camp Rucker, Ala.
 Burns, Sumner C., Lt.....163 7th Avenue, Long Branch, New Jersey
 Carter, Claude A., Sgt.....4062A Government Qtrs, Fort Campbell, Ky.
 Deliere, Harry M., Lt.....37th Med Det (Heptr Amb), Fort Benning, Ga.
 Foss, Franklin R., Lt.....HAR Route #3, Fowler, Indiana
 Goodwin, John W., Capt.....Army Avn Sect, Fort Geo. G. Meade, Maryland
 Hafers, Ernest R., Lt.....Hq, 25th Inf Div Avn Sect, APO 25, SF Calif.
 Heath, Don R., Lt.....Hq Battery, 59th FA Battalion, APO 189, NY, NY
 Henderson, Alexander L., SP3.....582d Trans Co (AAHM & S), Ft. Eustis, Va.
 Isabell, James C., Capt.....Hq, 9th Inf Division, APO 111, New York
 Jensen Frank L., Jr., Lt.....9400th T.U., Sig Corps Cntr, Ft. Monmouth
 Kemp, Marvin E., Lt.....Hq Btry, 8th Inf Div Arty, Ft. Carson, Colorado
 Lang, Peter J.....1 Hayes Place, Fair Haven, New Jersey
 Los Banos, Bernard, Capt.....1107 Louisiana Street, Vallejo, California
 MacLennan, Robert J., Lt.....37th Med Det (Heptr Amb), Ft. Benning, Ga.
 Morris, William J., Capt.....2202 Ninth Street, Douglas, Arizona
 Ogilvy, Hubert W., Capt.....307 East Watts Street, Enterprise, Alabama
 Perkins, Frank A., Capt.....Qtrs T-5270, Apt #1, Ft. Sill, Oklahoma
 Pritchard, W. J., Lt. Col.....344 Devonshire Drive, San Antonio 9, Texas
 Provencher, Conrad J., Lt.....Box 2715, Fort Huachuca, Arizona
 Ratliff, J. D., M/Sgt.....Hq Company, 7965th A.U., APO 122, New York
 Rogers, Charles J., Sgt.....1406 Longview Avenue, Lawton, Oklahoma
 Scholz, Allen E., Lt.....Air Section, 24th Sig Bn, Fort Devens, Mass.
 Shanks, Richard E., Lt.....Hq Co, 8th Inf Div, Ft. Carson, Colorado
 Smith, Charles T., SP3.....201 North Thayer, Ann Arbor, Michigan
 Waller, Marshall, Maj.....631-6 McClellan, Ft. Leavenworth, Kansas

Congratulations!



TO COLONEL L. N. Leeney TO LT. COLONEL Robert D. Dearth TO MAJOR

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Robert D. McClanahan
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Scott J. Busby

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Phillip C. Heath

TO CAPTAIN

Robert D. Williams
James L. Guion
James E. Kreuger

Lewis Miller
Charles R. Mesnier
Lee R. Rodawalt
Morris G. Cook
James Scudder
Dennis J. Whelan
Charles P. Dunifer
Francis C. Adams
Rowland E. Cox
Herschel R. Nichols

TO 1ST LT.

Bobby E. Bogard
Robert W. Flint
Billie J. Murray
John G. Roberts
Velvin Watson
Paul Weisshaar, Jr.
James G. Barry, Jr.
Dick Caldwell

Bruce Crandall
Kevin E. Murphy
Thomas R. Page
J. Wells Weinhardt
TO CWO
Nathan Schultz
Edwin L. Williams
TO SP-3
Charles T. Smith

Junior AAs

Born at Wright Patterson AFB, Ohio, 24 July, to Maj. and Mrs. William H. Brabson, Jr., a son, John Harris.

Born at Puerto Rico, 1 October, to Capt. and Mrs. James E. Kreuger, a son, Edward, 7 lbs. 11oz.

Born in the Alaskan Theatre to Capt. and Mrs. Richard L. Dowden, a daughter.

Born at Fort Bragg, N. C., 26 September, to Capt. and Mrs. William R. Cave a daughter,

Candis Jane. 7 lbs. 13½ oz., 21½" long.

Born at Puerto Rico, to Lt. and Mrs. Dennis R. McMahon, a daughter, Lezlie Marie, 4 lbs. 9 oz.

Born at Fort Belvoir, Virginia, 26 July, to Capt. and Mrs. Robert D. Mathias, a son, William David, 6 lbs. 8 oz.

Born at Heidelberg, Germany, 18 April, to Capt. and Mrs. Kenneth Glover, a daughter Jean Marie, 8 lbs. 9¼ oz.

ACES CLUB



TOP TWENTY

1	WOJG Clarence M. Hulett.....	121
2	Capt. Robert J. Lessard.....	105
3	Mr. Jackson E. Beighle.....	72
4	Maj. Lloyd O. Borgen.....	60
4	Capt. Max E. Young.....	60
5	Lt. Col. Harry T. Shiveley.....	52
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	Capt. Samuel E. Tillery.....	37
12	M/Sgt. Thomas D. Ward.....	35
13	Capt. Charles F. Kieffer.....	34
14	Maj. Gerald L. Hough.....	33
15	Capt. James A. Smith.....	32
15	Mr. Frank K. MacMahon.....	32
16	Lt. Klein J. Leonard.....	30
17	Capt. Robert E. Brizee.....	28
18	Capt. Michael Cullen.....	26
19	Capt. John R. Brown.....	25
19	Lt. Edward J. Sumek.....	25
20	Lt. James A. Boyer.....	24
20	Capt. Afton Dare.....	24
20	Lt. Col. E. P. Fleming, Jr.....	24
20	Maj. Morris G. Rawlings.....	24
20	Maj. James O. Townsend.....	24

(Ed. ACES are made, not born. "Mac" Hulett who is now atop the Hit Parade had a zero when he started and spotted Bob Lessard 84 Clobbers. It will take 25 or better to crash this List next month. Looking for Virgin Territory? . . . Rucker!)

Bob Keyes, ex-AA now with the Atlantic Division of Pan Am, claims a unique honor in flying circles. While assigned to a pack outfit at Carson, Bob's missions terminated as usual by taxiing to the ramp and parking. Did he take the usual jeep ride back to the cantonment area? No!—Bob was assigned a horse and while one crewchief was busy tying down the aircraft, another dragged up Silver to the plane. Away, Kimosabe!

Reading time: 2 minutes, 54 seconds.
An important message that should be read,
especially if you are feeling disgruntled . . .

Looking for the Key?

I was zipping along the Merritt Parkway at the posted 55 and wasn't doing too badly at License Plate Poker when she brought up THAT subject. . . . Had two small pairs working and the Publisher had an open end straight. . . . It's odd that so many of your problems are dissussed on a long ride.

We didn't agree but since I've been punching the clock each night much later I thought I merited a little edge in the argument. Both of us were concerned over the staggering number of subscribers who changed their address and then don't bother to let us know their new address.

The Publisher claimed that if I would just explain our distribution setup once in an issue a good part of the problem would be solved. I wouldn't say she was vehement on the point but like most women, she was persuasive. I contended that I had taken many steps (10 *Most Wanted*, PCS listing of a new Address, Tracer Letters, etc.) to recapture the Lost Battalion which now numbered 178.

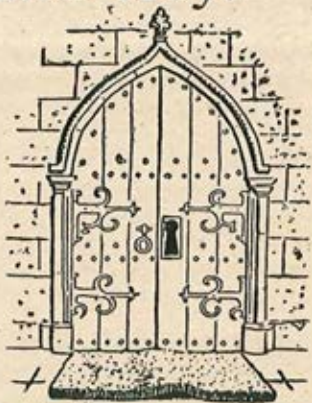
She repeated, "Tell 'em!" So you see, I *have* to tell you. She won the argument. The fact that the next plate gave her a "busted straight" and my two pair stood up was small succor.

If you are a disgruntled ex-subscriber who is now *peeking* at this issue or if you are a *current* subscriber who may someday change your address, please understand one thing. By Postal Regulations, your issues CANNOT be forwarded to you unless at the time you depart your address you fill in a little card and say that YOU will pay the forwarding postage on all of your magazines, etc. Think it's 2¢ per copy.

Knowing that most people do not do this, we guarantee return postage (also 2¢) to get it back. If we did not do this, your issue would be discarded at your old address and we would have NO way of knowing you had left.

"Army Aviation" is authorized Second Class Mail Privileges. This means that your unit or local Postal section should complete a Form 3579 giving us your NEW address and paste it on the issue before returning it to us. I can honestly say that in the hundreds of instances where issues have been returned to us, ARMY postal units have employed Form 3579s on only *five* occasions. Fellows, they simply do NOT know the Postal Regulations and we're hamstrung.

We get the issue back with no forwarding address on it. Do we give up on you at this point? NO! First, we list you in a Periodic "10 *Most Wanted*" Listing in the hope you or some other subscriber will see your name



there and will return us your NEW address. Second, we continue to print an issue for you for the balance of your subscription and place these in an envelope for you.

Third—after a two month wait—we drop a note to your old unit (if you're AD) and ask another subscriber if he knows your COMPLETE address.

Last—if your name is submitted to us by another subscriber or *through* a unit report we get a fairly conclusive address, we forward ALL of your back issues to you whether it's one or eleven.

There is NO magazine in existence that saves its unclaimed issues for its subscribers. If you doubt this statement, just change your address and do not notify Life, Look, Peek, or what have you. Then write a letter and say: "I want my back issues." THEY forewarn you to change your address FOUR to SIX weeks in advance; WE just hope you'll notify us and set no time limit.

It is difficult to believe that a person *cannot* be disgruntled if he moves and then does not get the magazine he bought. But by the same token, if he'll just let us know we'll guarantee steady delivery and will post his Change of Address on the PCS pages so that other friends will know of his move. This Listing is firm evidence that we are in receipt of his Change of Address Notice.

As you know, we recently moved into larger quarters. Back in the Asphalt Jungle the "held issues" were spilling out of our apartment closet. We are now HOLDING over 900 unclaimed issues for 178 missing (and unjustifiably disgruntled) subscribers. A room has supplanted "the closet" but please do not let these issues spill out of the ROOM. I can't *afford* anything bigger so bury the hatchet and let us know where you are. We really *do* try to keep 'em coming. . . . Your editor, Art Kesten.

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RANDOMS

Pipeline has it that the AF no longer refers to its emergency flotation gear as "Mae Wests." They're now called "Lollies" for you know who. There's been no word from Air-borners who also adequately described their riser-snarled canopies as "Mae Wests."

Time is a great healer. One Pentagoner's face has now changed from a livid crimson to a flat pink. He offered a short cross-country seat to a transient and was startled to learn at a later date that he had air-lifted an AWOL. This will not, repeat not, go down as one of Army aviation's many new service-type missions.

Grain of Salt Dept.: One key AA, while engaged in a Wright-Patterson to California poker game with four other well-known AA's on the floor of a cargo C-47, insists that so much money changed hands in that game the AF pilot was going batty with trim tab adjustments. Naturally, all of it went into one pocket and created the weight and balance situation. Huh?

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