

ARMY AVIATION

DECEMBER 1955
VOLUME 3—NUMBER 12

DEADLINE FOR
WHO'S WHO LISTINGS
EXTENDED TO
FEBRUARY 1ST, 1956



MR. HELICOPTER
See page 10



ANOTHER EXAMPLE OF EXTENDED LIFE SPAN THROUGH IRAN

The BEECHCRAFT L-23A shown above was the last of twelve Army twin-engine liaison aircraft to undergo an IRAN modernization program at the BEECHCRAFT factory in Wichita during 1955. In the foreground, from Governors Island, New York, to take delivery of the aircraft are Captain J. R. Beler, pilot and Pfc. D. D. Walker, crewman.

Complete and detailed case histories were maintained on each of the twelve IRAN aircraft. These records detailed all work and all inspections accomplished. A copy of each case history was delivered with each aircraft so that the using organization would have firsthand knowledge relative to the work accomplished.

Approximately 30 days were required for each aircraft to be com-

pleted through the IRAN program after which final acceptance inspections and complete flight testing were conducted by both Beech and the Beech Air Force Plant Representative who accepted the aircraft for the Army. Upon completion, these L-23s were returned to service in a "like new" condition, to again provide many hundreds of hours of trouble-free service.

This program closely parallels the Air Force and Navy Rebuild programs under which Beech has rebuilt over 2100 Model 18s since the war. Many of these war weary 18s had accumulated over 5,000 hours and some had been in service from 10 to 12 years.

Beech Aircraft Corp.
Wichita 1, Kansas



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Methods

Watch Hiller pace the industry in new developments.



HILLER HELICOPTERS PALO ALTO, CALIFORNIA

ARMY AVIATION MAGAZINE

WESTPORT, CONNECTICUT

DECEMBER, 1955

VOLUME 3 — NUMBER 12

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Clank Stories

by DARIO POLITELLA

When the 2nd Inf. Div. fought valiantly for Heartbreak Ridge in Korea in 1951, the Army spotter aircraft shared the hardships, but little of the glory resulting from the campaign. But the Army Aviators collected amusing memoirs from an otherwise tragic situation.

Maj. Robert L. Boatright of Santa Monica, Calif., led his aviators in their lightplanes on supply-drop missions to the GI's struggling to gain the remaining few yards to the ridgeline.

On one low-level pass at the ridge, Boatright's "kicker" pushed out a heavy C-ration carton which ricocheted from the crest into enemy territory. Grinning infantrymen later credited Boatright with killing two enemy soldiers standing close together in the line of "fire", watching curiously what was to them a strange way of serving meals.

The Californian's L-19 aircraft thereafter proudly displayed an insignie showing two Red sickles crossed with forks.

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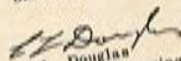
Gentlemen:

Research and development of basically new-type aircraft requires considerable engineering effort and elapsed time before such an aircraft achieves operational status. Army planning for constant improvement in its tactical mobility presents a challenge which we are meeting by devoting ever-increasing effort to our R & D activities.

As a part of the overall expansion of our engineering program to include further research and development into the broad field of aircraft with vertical take-off and landing capability, we have retained an Engineering Advisory Board composed of outstanding aeronautical scientists. Members of this board include Professor Rene H. Miller of the Massachusetts Institute of Technology, Professor Lee Arnold of Columbia University, and Professor Courtland D. Perkins of Princeton University. The specialized knowledge and experience of this board will be an invaluable contribution to the talents of our present engineering staff, and will assure our continued leadership in the field of rotary wing and other types of VTOL aircraft.

The Army is on the threshold of obtaining the H-16B - a heavy cargo helicopter with impressive flying crane capabilities. Introduction of this aircraft into the Army Aviation inventory will represent a giant step forward in achieving tactical aerial mobility. Even while this step is being taken we are designing aircraft to meet the anticipated requirements of ten to fifteen years from now.

Sincerely


Lee L. Douglas

Vice-President, Engineering



A twelve foot, 228 mile an hour radio controlled drone defies marginal weather and provides tactical commanders with . . .

Rapid Combat Photography

A small camera-carrying drone, controlled by radio, has been added to the weapons of combat aerial photography by the Army Signal Corps, the Department of the Army announced recently.

The drone was instrumented at the Army Electronic Proving Ground, Fort Huachuca, Arizona.

Although it has a wing span of only 12 feet, the drone can fly 228 miles per hour and climb at a rate of 3,060 feet per minute. The take-off is jet-assisted. However, it is propeller-driven by a gasoline motor while in the air. Over-all length of the drone is 12 feet.

The drone can take either still photographs or motion pictures from a low altitude range of several hundred feet up to heights of more than four miles in the air. By using the drone, tactical commanders can be supplied with aerial surveillance photographs in less than an hour's time.

The drone can operate in any area because it is jetted from a launching catapult, thus eliminating the need for an airfield.

Another distinct advantage is that the drone will operate in all kinds of weather without risk to personnel and can perform its mission regardless of whether the U.S. Army has air superiority. Also, the drone will provide aerial surveillance at less cost than many other means now used.

The proper name of the drone is the



RP-71. It is a radio-controlled aerial target plane which was instrumented by the Army Electronic Proving Ground for camera-carrying duty.

Operation of the drone is simple. The catapult is assembled and the drone prepared for flight in about five minutes. The catapult is charged, the controls checked, the engine started, safety devices removed, and the drone is launched.

A control operator on the ground guides the craft on its mission and returns it to the launching area. The engine is stopped and the parachute which brings the drone to the ground is opened. Upon landing, the films are picked up for immediate processing. (DD Release, U.S. Army Photo.)

Three-Dimensional Warfare

"Three-dimensional warfare," involving tanks, personnel carriers, and artillery, is envisioned by Lt. Col. Robert B. Quigg, an assistant to Gen. Maxwell D. Taylor, Army Chief of Staff.

Col. Quigg's article appearing in a recent issue of the semi-official magazine *Armor* portrayed an air transportable Army with air-delivered artillery and "logistical carriers" capable of carrying 48-man infantry units.

Exploring the feasibility of light-weight tanks blended with a flying platform construction, the author's concepts virtually eli-

minate the military use of roads and circumvent many of the barriers surrounding current armored warfare.

Land mines, rivers, bridges, and ridges would be overcome in flying jumps. Artillery support would be delivered in VTO aircraft similar to the Navy's XFY-1 but the use of this airborne artillery would be placed "within Army Aviation."

The article is the latest reflection of feeling within the Army high command that air transportability, an Army must, should be under the control of the Army.

FORT WORTH, TEX.—Bell Aircraft Corporation recently announced the receipt of a contract for the modification, inspection and repair of 91 Army H-13 helicopters. Vice President Harvey Gaylord said the IRAN agreement will amount to an estimated one half million dollars and involves Army H-13D, E and some late-model H-13G helicopters. First helicopters to be serviced under the new contract were expected to arrive at the Bell Aircraft Texas Division in early November and will be delivered at the rate of 9 helicopters a month until the contract's termination on June 30, 1956. (Bell release).

Gentlemen: All of us may derive satisfaction from the recent announcement that the home of the Aviation Center, Fort Rucker, has been designated a permanent post. This designation will permit construction of permanent type buildings and make possible the provision (eventually, anyway) of more adequate housing for personnel.

The Career Plan to provide Army aviators with attractive career opportunities is still in the throes of staffing (Pentagonese for wardroom argument*) We hope to resolve differences of opinion in the near future.

Particular attention is invited to provisions of AR 95-110, dated 24 October 1955. This regulation, effective 1 December 1955, prescribes the latest procedures for control of military air traffic in designated air defense identification zones (ADIZ). In order to avoid reports of violations of ADIZ procedures by Army aviators, special instruction should be given to all flying, operations, and tower personnel. New defense areas, open areas, and new ADIZ's are defined in Radio Facility Charts distributed 10 November 1955 and Airman's Guide, dated 1 November 1955.

The Chief Signal Officer's new plan to provide standardized ground-based communications and navigation facilities to Army airfields, within CONUS, on a special issue basis, became effective 1 August 1955. The items will eventually be included on an appropriate TA for Army airfields, CONUS, in lieu of Class IV project approval. DA Circular 725-6 explains the new plan.

The Circular groups the airfields in operational classes A, B, C and D, based upon the reported extent of daily landings, number and type of aircraft based, and other factors affecting the aircraft operations. It outlines allowances of the various Signal Corps items for each class of airfield, and indicates a simple procedure for obtaining special issue of the equipment. The Chief Signal Officer is now implementing plans covering preparation of a document, similar to DA Circular 725-6, which will be applicable to overseas collaborate (fixed plant type) Army airfields.

I realize that as a result of the senior officer aviation training now being conducted at Fort Rucker many of you receive inquiries from other senior officers relative to applying for this aviation training. Except for the senior officers now at Rucker, there exists no relaxation of the prerequisites or eligibility requirements for Army aviation flight training contained in AR 605-96.

However, a similar course in Army avia-

Career Plan in Mill

tion flight training for a limited number of senior officers is tentatively planned for September 1956. Whether this class will be open to colonels has not yet been determined. It is planned that necessary information concerning this course will be published to the field in December 1955.

Sometimes passengers draw incorrect inferences from the

actions of the aviator piloting the aircraft and thereby lose faith in the aviator's ability. Many of our customers have little knowledge of flight procedures and regulations; their opinions are based largely on what they observe or are told. This situation—a small captive audience interested in its own welfare and whatever the pilot may be doing—presents the aviator an excellent opportunity to practice good public relations. A well informed passenger is, generally, a happier one. Keep him informed on identity of check points, how you are navigating, and when possible, instructions from ground control personnel that affect your actions. Dissemination of even a little information should help to instill more passenger-confidence.

On the other hand, don't bend the poor man's ear too much. If he looks bored, shut up.

The Army Aviation Digest, an official publication of the Department of the Army, should have the support of all Army aviators. Manuscripts, photographs, and other illustrations pertaining to safety and aircraft accident prevention, training, maintenance, operations, research and development, aviation medicine, and other related data are encouraged and should be sent direct to Editor-in-Chief, Army Aviation Digest, Army Aviation School, Fort Rucker, Alabama. Only through active participation around the world can the Digest become not only a publication for all Army aviators but a magazine which expresses the interests of Army aviators.

There seems to be some confusion as to a recent change to AR 95-63. For aviators holding a current instrument certificate, the flight examination for renewal of the certificate must be accomplished prior to expiration date shown on the individual's card; the written examination will be accomplished in May and June. The written examination for an individual whose instrument certificate has expired or who is initially applying for the certificate will be accomplished within a period of 90 days prior to being awarded the certificate.

I understand that some of our personnel permit the use of the back shelf of the L-23 as a storage area for parachutes, brief cases and other paraphernalia. Not recommended, from a safety standpoint. In event of an accident, these items might well become un-

(Continued on the back cover)

*Navy definition: A positive statement, a flat denial, followed in turn by personal abuse.

★★ Conclusions

In his widely read article, "Tactical Air Support for Army Forces," Col. Jules E. Gonseth, Jr., Assistant Commandant of the Army Aviation School, reached these conclusions.

1. *The Army should exert vigorously every effort at high level to obtain from the Air Force satisfaction of the request for the quantities and control of close air support required to support ground units engaged in combat and should amend the doctrine accordingly.*

2. *Failing in this, the Army should take the necessary steps to amend agreements and memoranda of understanding and proceed with plans to provide its own organic close support air support with aircraft, organizations, and other means especially designed for the purpose.*

★★ Nomenclature

Brig. Gen. Carl I. Hutton, Commandant of the Army Aviation Center, writing in his monthly Commandant's Column in the official *Army Aviation Digest* pointedly discussed the need for nomenclature consistent with the mission:

If the Army needs a jet observer aircraft to detect targets for missiles and to observe their point of fall, we should call the aircraft what it is—an aerial observation post. If we call it a reconnaissance airplane, someone will get out the function papers and say that reconnaissance belongs to the Air Force.

An aircraft to attack ground targets may be a requirement. The Air Force calls this close support and claims it as a function. The title itself blocks progress. We should perhaps call it a primary weapon, or an integrated weapon. The latter term seems preferable.

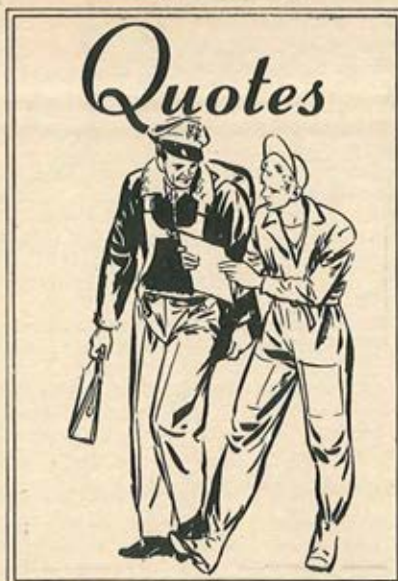
Airborne operations bring up the subject of a Troop Carrier Command—another jealously guarded function. If we need a flying machine for incorporation in the ground scheme of battle, we should give it an appropriate name, such as organic air transport.

★★ Fundamental

Secretary of the Army Wilber M. Brucker speaking before the National Security Industrial Association in mid-November stressed that the Army's ability to fulfill its future mission is dependent upon the satisfaction of certain fundamental requirements.

The Army's fourth basic requirement is maximum mobility and flexibility under all circumstances. It must, for example, be able to transport its troops by air—thousands of miles if necessary—in time to dominate a dangerous situation in any area before it gets out of hand. . . .

Pertinent Army aviation quotations in today's headlines



With the cooperation of the Air Force, the feasibility of transporting whole units by air between continents was amply demonstrated. . . .

In addition to the long range and medium range Air Force transport and assault aircraft which I have discussed—the Army has a vital need for light aircraft of its own—both fixed wing planes and helicopters—to furnish direct battlefield support of the combat operations of a field army. Specifically, this means aircraft for command, observation, artillery adjustment, and resupply, for the evacuation of the wounded, for the rapid movement of patrols, outposts, and other small bodies of troops, and for similar purposes.

The Army does not seek to create an Army Air Corps duplicating the functions of the Air Force. The Army's need is for relatively slow, low-flying planes, geared to the environment of the Infantryman—just the opposite of the fast, high-flying aircraft of the Air Force. There is no conflict in this area. Army aviation is as much an integral part of the ground forces as the Artillery. It is an essential element of the battlefield mobility of our troops, and I am sure that you will readily agree that this type of aviation must be under the full and immediate control, and subject to the direct command, of the commander responsible for ground operations.

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The expansion of the Army aviation primary flight training program contemplates a full in-training load of 186 officer students at . . .

Spence Air Base



Announcement of an expanded program that will involve primary flight training of U.S. Army aviators at Spence Air Base, Moultrie, Georgia, in addition to the present U.S. Air Force primary pilot training program there, was made recently by Lt. Col. Robert M. Levy, Commander 3302nd Pilot Training Group, and Bert Harsh, general manager of Hawthorne School of Aeronautics.

The first group of 37 U.S. Army officer student pilots is expected to begin training January 3, 1956.

In announcing the new program, the Spence Air Base officials said it is contemplated there will be a total Army in-training load of 186 officer students by April 1956, with a new class of 37 students starting every 13 days after January 3. There will be six classes in training at one time after April 1956. The course length will be 78 training days. All students will be officers of the U.S. Army.

To carry out the Army program, Spence will be supplied with L-19 liaison-type aircraft, a total of 75 being scheduled for delivery to the air base by April 1956. Three of the high-wing type planes will be delivered to Spence as early as November 1955. It is a two-seater aircraft powered by the same type 225 hp engine used in the T-34 trainers new used in the Air Force program at the base.

As a result of the expanded program, Spence officials have indicated there will be an increase in certain categories of personnel. For example, about 40 new flight instructors will be needed. Additional ground

school instructors and maintenance men will also be employed.

In addition to an increase in personnel, the new program will necessitate some rehabilitation and minor new construction.

In announcing the Army aviation program, Lt. Col. Levy and Mr. Harsh pointed out that Spence Air Base was the first and, so far, the only U.S. Air Force Contract Primary Flying School to be selected to handle such a project. (*Moultrie Observer*).

(Additional data:) The Air Force will implement a change in the Army Fixed Wing Primary Pilot Training Program, effective 3 January 1956. This change includes the training of approximately 600 of the 1800 annual entries into Army Primary Pilot Training at Spence Air Base, Moultrie, Georgia. Primary Fixed Wing Pilot Training of Army aviators has previously been accomplished exclusively by the Air Force at Gary Air Force Base, San Marcos, Texas. Twenty-eight (28) students per class will be entered at Spence Air Base, located approximately 150 miles east of Fort Rucker in southwest Georgia, while Gary Air Force Base will continue to have an in-pu of seventy-eight (78) students per class for a grand Army total of one hundred and six (106) students per each of seventeen (17) scheduled classes annually.

The class entry dates at both Edward Gary AFB and Spence Air Base through Fiscal Year '56 will be as follows: Class 56-7, 3 Jan; 56-8, 26 Jan; 56-9, 16 Feb; 56-10, 12 Mar; 56-11, 3 Apr; 56-12, 23 Apr; 56-13, 11 May; 56-14, 1 June; 56-15, 20 June.

Evacuating nine hundred litter patients in 14 months of Korean combat operations earned Capt. William Brake the title of . . .

Mr. Helicopter

The Army aviator with the "know how" piloted the medical evacuation helicopter during the mock-battle that highlighted the Army portion of the Philadelphia National Aircraft Show at International Airport recently.

He's Captain William P. Brake, an instructor-pilot from the Army Aviation Center, Camp Rucker, Ala., who received the title of "Mr. Helicopter" from the Bell Aircraft Corporation for setting a record number of evacuations by helicopter in Korea.

During his 14 months with the 49th Medical Helicopter Ambulance Detachment, Brake carried a total of 900 wounded men in his small, utility 'copter.

The Bell H-13 helicopter can carry three wounded—two in litters attached to the landing skids and one inside with the pilot.

Brake just shrugs and indicates that he considers his record a routine Army aviator's job in time of war.

"There is a lot of satisfaction in bringing the men back," he remarks. "It took about 30 minutes from the time they were wounded until they were in the hospital."

Such a trip by ambulance, he explained, would sometimes take four hours, which could mean the difference between life and death for seriously wounded soldiers.

Brake flew a total of 567 missions, of which 311 were combat missions between the front lines and hospitals. He carried 415 patients from front-line to field hospitals. In addition, he lifted 485 other patients from field hospitals to evacuation hospitals for shipment from Korea to Japan or the United States.

Missions ranged in length from 45 minutes to an hour. Though his helicopter drew enemy fire often, it was never hit.

Brake was in Korea from March, 1952, to May, 1953, flying in the Iron Triangle Sector bounded by Chorwon, Kumwhoo and Pongyang.

An instructor at the Army Aviation Center since returning from the Far East, Brake got a wife as well as an aviation record while in Korea.

Mrs. Brake—a captain in the Army Nurse Corps was working in a Mobile Army Surgical Hospital just behind the front lines when they met. (DD Release.)

"... Exemplary Action..."

An Army captain who flew a mercy mission in extremely bad weather, landing his plane at an abandoned airfield overgrown with weeds, was commended recently by Maj. Gen. P. E. Gallagher, Commanding General of USAREUR Com Z.

The pilot, Capt Daniel O'Hara, assigned to the Command Flight Section, was called upon to evacuate a casualty resulting from a collision between two automobiles carrying twelve American soldiers and airmen near Sezanne, 85 kilometers east of Paris, last month.

It was determined by the medical officer in charge of the disaster team dispatched to the accident scene from the La Chapelle Army Hospital that one critically injured man could not survive an ambulance trip to the hospital.

A telephone call to the Communications Zone Headquarters resulted in the swift dispatch of the plane, which arrived at the scene within 45 minutes.

Gen. Gallagher stated, "It is with considerable pride and gratification that I learned of the outstanding manner in which

you (Capt. O'Hara) assisted in the evacuation; that despite the numerous hazards and difficulties you brought your plane down successfully, thereby making it possible to fly an injured man to the hospital for treatment."

"Your exemplary action," the general added, "coupled with the exceptionally high degree of skill and competence you displayed has won the admiration of the entire Communications Zone." (Orleans Item).

Fort Rucker

Designation of Camp Rucker, Alabama, as a permanent installation was announced recently by the Department of the Army.

The installation, located near Dothan, Alabama, was designated simultaneously as Fort Rucker. It is the site of the Army Aviation Center and home station of the 351st Regimental Combat Team.

The new designation will not result in any change in the mission or strength of the installation.

*For wilderness flights in an L-23
modified with a K-17 aerial camera
Alaskan mapping operations brought a . . .*

Crew Commendation



The Army's only aerial photography crew, and the mechanics who kept their twin-engine aircraft running at advanced bases north of the Arctic Circle in Alaska this summer, recently received individual Letters of Commendation from the Commanding Officer of the 30th Engineer Group (Topographic Survey).

The 30th Engineer Group, under the command of Colonel Wayne E. Downing, just returned to its home station at the Presidio of San Francisco after completing a six-year geodetic survey project involving 323,212 square miles which has taken the organization to Alaska each summer since 1950.

Members of the aerial photography team include Capt. Herbert T. Eder, and James E. Montgomery and Corporals Dennis L. Tomjack and Kaarlo E. Rasanen, all of the 521st Engineer Company (Topo Survey), and Sergeants Richard A. Hohle and Joe P. Sling of the 21st Engineer Company (Base Photomapping).

Flying an Army L-23 airplane modified to accommodate a K-17 aerial camera, with

an oxygen system to permit the crew to stay aloft at elevations up to 17,000 feet, the highly trained pilots and photographers in a ten day period, obtained 3,550 flight line miles of photography needed by the surveyors in order to complete the project.

In order to have the photography available by the time the surveyors were ready to work in the previously unphotographed Alaskan wilderness, it was necessary to operate from small, unimproved air strips and to perform all echelons of maintenance, with no shelter, in temperatures that averaged near the freezing level.

Included in the commendation received by the photographers was the statement, "During the few times when Arctic weather conditions permitted photo flights, it was necessary to do everything correctly the first time; you never failed in that exacting task."

At the time the above photo of the crew and their aircraft was taken, Capt. Montgomery was away on a special mission, flying General J. Lawton Collins on a tour of Alaska in a float-equipped Army L-20 airplane.

(ABOVE) A WORTHY CREW! Personnel of the crack L-23 photographic team of the 30th Engineer Group (Topographical Survey). Pictured left to right are: Cpl. Kaarlo E. Pasanen, Sgt. Richard A. Hohle, Capt. Herbert T. Eder, Sgt. Joe P. Suina, and Cpl. Dennis L. Tomjack. Missing at the time of the photo was team-member Capt. James E. Montgomery. (U.S. Army photo).

PIX



ABOVE: Mockup model of Army XH-40 by Bell. Story next month.



ABOVE: New Sikorsky plant at Stratford, Conn. Story on opposite page. Photo and story by OCINFOE.

(Below): The BIG one! Piasecki YH-16A "Turbo Transporter" which was scheduled to make its first public flight demonstration on December 6th at Philadelphia International Airport. The giant craft made its official first flight before a limited number of military observers in July. (PHC photo).



ABOVE: Maj. Gen. Hamilton H. Howze, Chief, Army Aviation Division, G-3, recently promoted to Major General.



★★ All-Weather

If the Army is to be able to use organic aircraft in future operations, as now conceived in tactical doctrine for this atomic age, restrictions imposed upon air operations by limited visibility, marginal weather, and low flight altitudes must be overcome.

To make Army organic air operations possible, a navigation and air traffic control system under the control of the Army Commander must be established. It is felt that the navigation system of the Air Force which will be operational in the Field Army will not be capable of supporting the expected density of Army aviation traffic and it is not functionally suitable for low altitude operation of Army aircraft.

While certain organic aircraft missions based upon visual reference to the ground will necessarily decrease under adverse visibility and weather conditions, movement of supplies, personnel and equipment by cargo aircraft should not be impeded by these conditions.

From a tactical point of view night and limited visibility conditions tend to conceal aviation activities; therefore, tactical advantages can be taken of their cover for air operations in the combat zone to move troops, supplies and equipment.

A traffic control and navigation system for 24-hour operations under all weather conditions extending from the Army support area to the Corps and Division installations must be established to provide navigational aids, ground to ground and ground to air communications, and meteorological information for control and coordination centers in support of terminal airports and heliports.

To test such a system the Army Electronic Proving Ground located at Fort Huachuca, Arizona has designed and installed a traffic control and navigation system for evaluation purposes. It is composed of available equipment and "off the shelf" civilian equipment in an effort to perfect a system that will be available in the field by the fall of 1956.

Material on this page prepared by Maj. Horace E. Beaman, OCINFOE.

★★ Confab

The Army Aviation Division, G-3, Department of the Army is planning an Army Aviation Symposium to be conducted at Fort Benning, Georgia in late March or early April, 1956.

The symposium will cover a three-day period during which the status and future objectives of Army aviation will be voiced. It is expected by certain time that the Joint Chiefs of Staff will have resolved the AF-Army issue and that a clear cut Army aviation program can be presented. The answer to the much asked question, "Where are we going?" may be answered at last.

Congress and representatives of the press are being invited to attend and the Symposium promises to be interesting to all.

★★ New Facility

Production of twin-engine, single-rotor H-37 helicopters for the Army will be stepped up with the dedication of the new \$18,000,000 plant by the Sikorsky Aircraft Division of the United Aircraft Corporation.

The new plant, located at Stratford, Conn., will be under the direct supervision of the famed designer, engineer, and helicopter pioneer, Igor I. Sikorsky.

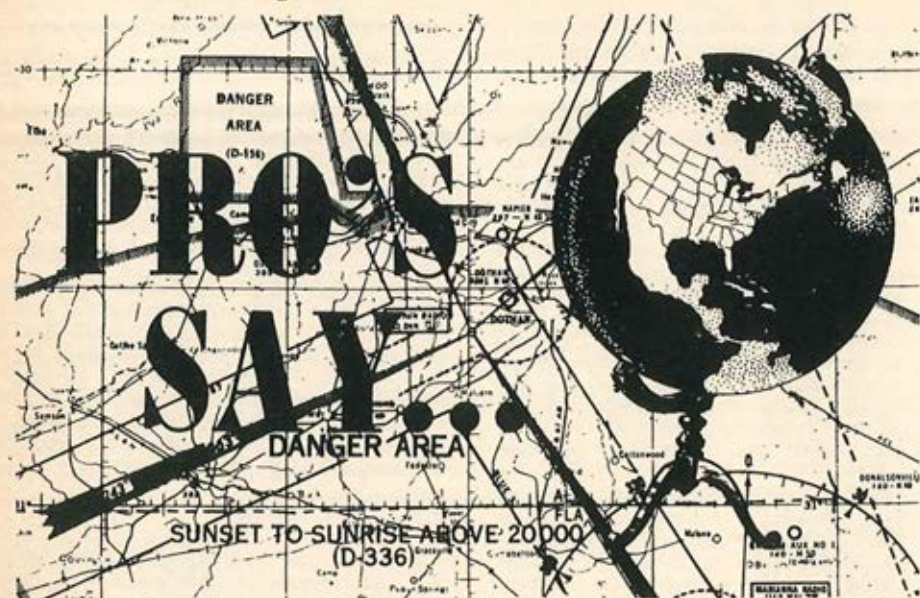
Among those who participated in the dedication ceremonies on 26 October were Maj. Gen. Bertram Hayford; Col. Warren R. Williams, Col. Robert B. Neely, Col. Gordon Cornell, Lt. Col. Wayne N. Phillips, Lt. Col. John L. Klingenhagen, and Maj. Horace E. Beaman of the Pentagon as well as Col. Robert R. Williams of CONARC Board Nr 6 at Fort Rucker and Lt. Col. Edwin Harloff of the Army Aircraft Maintenance School at Fort Eustis, Va.

An Observation

"... One of the more striking improvements in the Army's mobility is the expansion of Army aviation. The light aircraft which made its debut as an artillery spotter in World War II has taken on a host of new missions, making possible more effective command supervision, closer liaison, and more rapid reconnaissance. I have often reflected how important to our military success in Korea were the army airplanes and helicopters which adjusted the fire of our weapons, moved our reserves of men and equipment, and allowed commanders to follow closely the course of the battle. It was 125 miles from my headquarters in Seoul to the right flank of Eighth Army line, but I could get there and stand on a mountain-top in the outpost line in less than an hour. We are interested in the flying platform. We are working toward helicopters and convertiplanes of greatly increased cargo capacity to enable us to transport significant numbers of men and quantities of equipment and supplies across nearly any kind of terrain in the combat zone. . . ."

(Excerpted from an address by General Maxwell D. Taylor, Chief of Staff, U.S. Army, at the Tenth Annual Convention, National Defense Transportation Association, at Boston, Mass., on October 13.)

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



►► CORDON BLEU

FRANKFURT, GERMANY—To bring the readers up-to-date, the V Corps Army Aviation Special Staff Section has Lt. Col. James A. McCord Jr. as boss-man, assisted by Maj. George Rogers, Capt. Leslie Boyd and James Hancock. In the Corps Flight Det we have Maj. John Corby Jr., Capt. Arthur Clarke, Dewey Smithe, James Hill, and 1st Lt. Lewis Neville.

All of us have just returned from a rugged nine-day field training exercise "Cordon Bleu." This was a NATO maneuver, involving the combined efforts of troops from the U.S., France and Great Britain. V Corps directed the problem, and we are happy and proud to say that it was very successful. Army aviation played an important part in the exercise and came through with another fine performance.

We have had several changes in personnel during recent months. Maj. Lewis Casner and Capt. Fred Hiatt have returned to the ZI. Maj. Casner is in the Army Aviation Sect, CMD, TAGO, Educ and Spec Trng Branch. Capt. Hiatt was slated for Ft. Belvoir. Lt. Neville joined the Flight Det in August, and yours truly arrived from the ZI in Sept. 2nd Lt. Tom McCord has arrived in Germany and is assigned to the 2nd Armored Division. His father, Lt. Col. Jim McCord, V Corps Avn Off, is happy to have Tom close by. It sure is good to see a father and son both wearing Army Aviator Wings. We thought the article and picture of this

"first" in Army Aviation were exceptionally well done.

We know that the many friends of Capt. John F. Werfelmann Jr. will be grieved to hear of his death. Capt. Werfelmann was a member of the Corps Flight Detachment and was killed in an L-20 accident on 21 Aug. while on a flight from Vilseck to Frankfurt.

The time of year has come to Germany when the weather is 'nicht gut' for us Aviators. However, in spite of fog, snow and icing conditions, our all-weather Flight Detachment logged 31:20 hours of actual instrument time during October. Yes sir! Army Aviation has come a long way since we were hopping around the vineyards over here in Cubs ten years ago. Wonder what the next ten will bring? Your correspondent, Capt. Jim Hancock. ◀◀

►► REMOTE!

HOLLOMAN AFB, N. MEX.— Our main function here is supporting the White Sands Proving Ground Integrated Range Mission as a section of the Range Service Division (commanded by Lt. Col. M. D. Sloane Jr.). Lt. Glenn Bradley is our aviation officer and the following pilots are assigned: 1st Lts Herman Orrell, Joe Holden, Hank Dotzla, Eph Martin, Jack Miller, and G. V. "Mike" Smith and CWO's Ralph Fitch and Herb Kraus.

Recently we lost one of our more eligible-type pilots, Larry Dotson, to Korea and we thought duty here at Holloman constituted

overseas time . . . Good luck Larry. Lt. Bill Spalding is also assigned here in the Field Maintenance office supporting our unit, Fort Bliss, and the New Mexico NG's. Have received notification from D/A that four more pilots are on the way and we're mighty pleased about that.

For equipment, we have seven L-19s, two L-20s and two H-13s and are expecting four more '13s in the near future. We think we've got one of the finest aviation sections in the Army and extend a welcome to any and all visitors and fellow AA's—VIP treatment guaranteed.

This brings to mind a very minor gripe—too many times when visiting other AA sections we receive the "cold shoulder" or just a look "the other way." We're a minority in the Army and we really ought to put our shoulders *together* and build and sell Army aviation; and part of this can be done by displaying a cheerful and friendly attitude to visiting AA's. VTY, Lt. Gale V. Smith.

P.S. How can a guy get checked out in those jets?

(Ed. The jet program has been cancelled, according to recent reports. A national weekly carried the report that Secretary of Defense Wilson felt that jet aircraft are the Air Force's responsibility. Without high-performance aircraft we anticipate that the Army's 280 mm and Honest John long-range missions will be absorbed by the Air Force.) ◀◀

▶▶ AT WORK

SEOUL, KOREA—In order to rid ourselves of that lonely, *left out* feeling, since our names have never appeared in print via the magazine, we are in compliance with the request appearing in the September issue to *send it in*. The members of the 49th Med Det (Hcptr Amb); Lt. Donald G. Murphy, CO, and ably assisted by Lts. Rusiewicz, Campbell, Killo, Christie and Bizer (the latter three presently to return to CONUS) are holding down the jobs which during the "Police Action" participated in evacuating approximately 8,000 people.

Our detachment is located about one-half mile southeast of the Eighth Army compound in Seoul, Korea with the responsibility of evacuating personnel from the Seoul, Wonju, Chunchon, Osan areas. Before moving to Seoul, the detachment was located at Unchong-ni where it spent three years supporting the troops of the U.S. Army Ninth Corps and in direct support of the 44th Surgical Hospital (Mobile Army).

Besides being assigned the above listed areas for medical evacuation, the 49th also acts as company headquarters for the 1st Helicopter Amb Company (Prov) which at its peak strength included five detachments. Although the company was not formed until the latter portion of the Police Action, the detachments assigned to the company were responsible for participating in over 20,000

SUBMIT NEWS COPY BY THE 5th

evacuations.

The *Army Aviation Magazine* is received each month with renewed interest and until everyone has had the pleasure of completely familiarizing himself with its contents, there is no rest for the culprit presently reading the edition. We, of the 49th MD (HA), consider it a fine aviation publication and wish the publisher just one thing: arm fatigue from writing out new subscriber file cards. YC, Lt. Donald G. Murphey.

(Ed. Her well-rested arm will take on this onslaught gladly.) ◀◀

▶▶ ALL SMILES

ICELAND—We have submitted a picture of an H-13G, serial #52-7973, assigned to the 2nd Inf Bn Combat Team (the only such organization in existence). The aircraft number was published as a lucky fin number in the August issue. We, therefore, lay claim to any and all prizes—if a free subscription is included, please address same to Lt. Col. Lester K. Olson, Hqs 2nd BCT, APO 81, New York, New York. Personnel in the picture reading from left to right are: Capt. Wm. G. Phillips, AO; PFC Travis A. Chambers, Crew Chief; Capt. Thomas W. Downes, pilot.

Another angle which might interest the readers is that Capt. Downes, in addition to being an Army Aviator, commands the Heavy Weapons Company of the Battalion. Incidentally, the undersigned is a Transportation Corps officer currently assigned (for the next two years) as Aviation Officer of the 2nd Battalion. This is a wonderful assignment and Capt. Downes and myself heartily urge all aviators to immediately apply for assignment to this outfit located at Keflavik Airport, Iceland. VTY, Capt. William G. Phillips. ◀◀

▶▶ BUSSBOYS

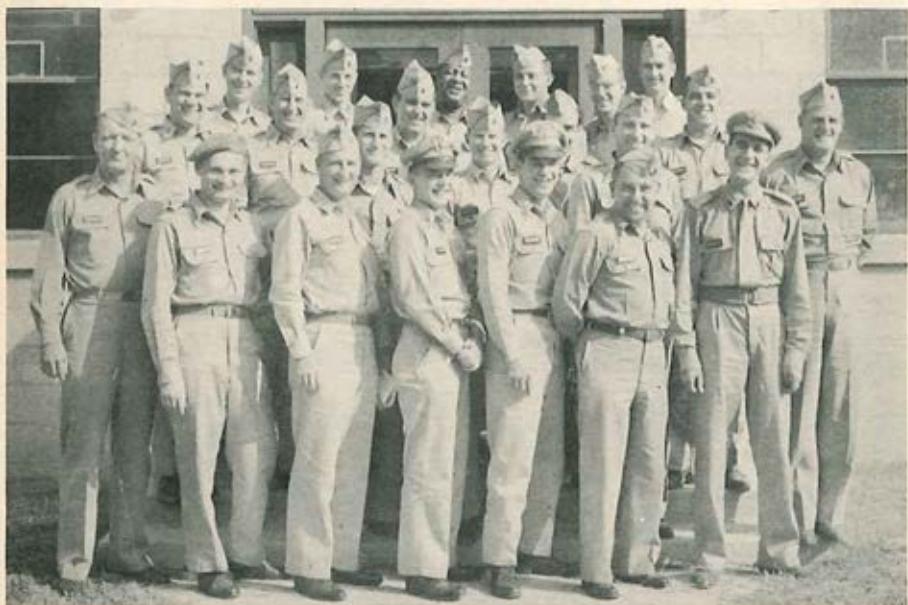
FECOM—The 7th Aviation Company has been engaged in a tactical training program for the past 2 months, taking up all tactical missions: wire laying, message drops and pick up, parachute supply drops and free falls, radio relay, evacuation, and reconnaissance.

The entire company went out on CPX 6th—11th of September. We actually accomplished the missions for which we had trained in the previous month. The training was supervised by Operations Officer, Capt. Robert F. Little.

The 7th Aviation Co. has made a great name for itself among the 8th Army Command. The "Bussboy" pilots and mechanics keep the 7th Infantry Division in high style with their "Bayonet Airlines Schedule". A "Working Bussboy," Lt. Perry T. Bra-suell. ◀◀



CLASS 55 L-P that graduated Edward Gary AFB on 23 October: FIRST ROW: L TO R: Lts. P C Withers, R L Hurd, R M Mavelsky, R E Dull, W S Pugh, G D Ford, P A Lane, W C Bradley, N E Bourk, W C Lorenz, W E Kiernan; Col. J R Dale; Lts. D E Hagler, R R Stratiff, M L Lehrman, L R Kerfott, Jr, C U Vaughan, P R Westin, R F Darrah, J G Van Pelt, R W Reid. SECOND ROW: L TO R: Lts. J I Wyatt, G W Lewis, W E Thomsen, II, G W McIlwain, D S Knauss, J R Snook, E R Brophy, Jr, B R Needham, H L Phillips, Jr, F H Pattison, H R Peterson, F E Frey, C L Veatch, W A Carter, D J Burkard, D J Hawkins, F Fragozo, W C Scully, D L Willig, R F McGuffin, J A



100% GROUP: Members of AMOC #11. The Transportation School, Ft. Eustis, Va. (Bottom Row (L to R.): CWO L V Whitson; Lt. R F Baeken (Belgium); Capt. M H Mathews; Lts. E King and H C McCoy; CWO K G Martin; and Lt. V Mortani (Italy).

Middle Row: WOs J N Brennan and R A Daugherty; Lts. J W Beatty, P Jefferds, T C Roberson, N DiNicola (Italy), and Lt. J C Byrd; Capt. B Abbot; and CWO T J Meyers.

Top Row: Lts. J B Phillips, and S C Burns; Capt. C H Drummond; Lt. J S Kennedy; Capts. W H Faber J D Taylor. (US Army Photo; PIO, Ft. Eustis).



Martin. THIRD ROW: L TO R: Lts. I D Lower, Jr, B S Stebbins, R W Peterson, Jr, J F Greenwood, J S Jacob, K G Lampman, R H Brady, R E Corrington, Jr, C R Johnson, R L Stinnett, G E Vollmer, J L Wilson, D K Brown, D T Jones, E O McConaha, J W Serig, J C Haley. FOURTH ROW: L TO R: Lts. H C Lohr, W D Coleman, R E Martin, A S Clark, H V Phillips, Jr, H L Hodge, Jr, J M Harney, P E Rich, L B Crain, J S Popowski, J H Hook, J M Stuart, G D Gibson, D B Mitchell, A A Rider, L F Jette, P G Anderson, G R Rasmussen, D P Crants, Jr. (USAF Photo; submitted by Maj. Francis J. Stevens, Advisor for AA Trng, Edward Gary AFB, San Marcos, Tex.)



HELICOPTER CLASS 56-5, FRONT ROW (kneeling) (L/R): Lts. Robert C Shumar, Richard E Harman, Joseph C Watts, Ronald C Wilson, Forest L Clough, Richard W Nuttall, and Gene A Smith; Capt. Willie F Dixon, and David M Dial Sr. MIDDLE ROW (L/R): Lts. Clarence A Davis, Richard D Harrell, Cecil E Wroten, Harvey C Detwiler, Egon J Arndt, Hendrick Van Der Marel, Kenneth F Splawn, and 2nd Lt. Cecil A Welch; Capt. John H Asbury, and Roy W Moore; Lt. Jack R Lowry. LAST ROW (L/R): Lts. Melvin P Guerrero, Charles M Thompson, and Theo F Watson; Capt. George A Sullivan, Robert A Baney, and Theodore S Ferry; Lts. William C Hampton, and William S Gardner; Capt. Howard T Kilman, and Fletcher D Grentzenberg. (Graduated 10 Nov.; Photo subm. by Maj. F. J. Stevens, ADV. for AA Trng, Edward Gary AFB.)

PHOTOS BELOW

ROUGHIN' IT! Pool shot of 13th Trans Co Personnel against a Korean background. (Ed. Foreground looks something like picturesque, watery Connecticut my builder raved about.) Seated (L/R): CWO Trudeau; WO Dye; CWO Vaught; WOs Irvine & Tidmore; Lt. Ganevsky; WO Seguin; PFCs Pickles, Brietzman, Adams, Bueschel, Granger & Ferraiuolo; SP3 Pair; PFCs David, Freeman, Dobey, Hale, and Bell. **STANDING (L/R):** WOs Evans & Carson; Capt. Kunz; CWO Pauli; WOs Reimer, Ellis, & Burroughs; Lt. Birk; CWO Steffani; SFCs Boatwright and Lancaster; Sgts. Kingsley and Harmelink; PFC Jones; SP3 Burger; PFCs Furrow & Boyd; M/Sgt. Del; SFC Meyers. **REAR, STANDING:** Maj. Mitchell; SP2 Morris; SP3 Cook; Pvt. Lee; SP3 Kinney; PFC Zura.

1ST CLASS, H-34 TRANSITION SCHOOL, FT. SILL: Front Row (L. to R.): CWO D H Olsen; Capt. J W Maschmann; Maj. W A Howell (CO); Capt. G O Aure; CWO N A Schults. Back Row (L. to R.): WOs L A Gifford, C E Gabbard, R T Waid, R D Anderson, N A Woodruff, and E L Williams. (Absent: CWO T L Endfinger). All are asgd to the 506th Trans Co (Lt Hcptr) H-34, Ft. Benning, Ga.

LOWER RIGHT: Capt. James A. Smith, AFPE Flight Detachment, a Top Twenty ACE with 34 clobbers to his credit.



Photos tell a story too! If you have a good "snap," send it in!

►► NOT IN THE DARK

THULE, GREENLAND—We're starting to prepare the majority of our aircraft for the winter and the *dark season*. We intend to keep one of each type of aircraft for winter testing during our dark season. We all enjoy the issues here very much; it sure keeps us in touch with the Mainland, with all of the boys and gives us the Who's Who as well as the what's what in AA today. I know by reading between the lines that the ZI installations are probably on a rampant "peeker" basis but just wait 'til some of these peekers get a *remote* assignment. They'll join up 100% like us. Only hope your staff has the patience to wait that long. Sincerely, Capt. Bob. St. Aubin, AO, Arctic Transportation Group. ◀◀

►► GOT 'EM!

FT. BENNING, GA.—Arrived here at Benning Monday afternoon after our quick trip to the Bridgeport factory to pick up our H-34s. And so, after a long wait, the 506th now has its own 21 ships. Was surprised to meet you and the Publisher in front of that Bridgeport movie. It sure was cold there; give me the warmth of Benning anyway. Now that our H-34s have arrived we're ready to move out to *Sagebrush* and will be there by the time this appears in print. Plenty of new *aviators* here. Another girl for W/O Ervin and new footsteps at W/O Jay Dugger's house. W/Os Bob Anderson and Woodruff are also adding spare rooms. The enclosed photo is the first class to graduate from the H-34 Transition School at Ft. Sill, Okla. All successfully completed the short course of 30 hours. A second class spent two weeks with the 45th Bn flying their 30 hrs. in the 34s. Will write from *Sagebrush*. YC, (W/O) Len Gifford. ◀◀

►► DER FLIEGERS

ANSBACH, GERMANY—Between field trips and flights to nearby airfields (to visit old friends arriving from the States with the 10th Division), I'll try to squeeze in the latest news from the Land of Weiner Schnitzel, sauerkraut, and the 18th Field Artillery Group. As for the field trips, our unit just returned from the participation in FTX *Cordon Bleu*.

In September we lost our Group AO (and correspondent) Capt. Wayne E. Woltz, who by this date should be "resting a bit" at Ft. Riley, Kansas! Our newest arrival (and Gp. AO) is Capt. Howard G. Groth, fresh from the ZI and helicopter school. Before attending copter school, Capt. Groth was assigned to ARMAV. Here's wishing him an enjoyable tour in Europe!

There are 16 pilots presently assigned to the Group aviation sections. They are: Capts. Howard G. Groth, Clifford R. Stewart and

Pro's Say

Virgil L. O'Dell; 1/Lts. Clark A. Burnett, Clarence D. Dorman, Charles D. Franklin, Jethro J. Davis, Harry L. Woodard, David R. Tibbetts, Richard R. Murphy, Alan D. Sutor, William H. McClure, and Elvin G. Baker; and 2/Lt. Victor R. Kennedy. Our other two *aviators*, Maj. Gordon L. Kinley and 1/Lt. Howard L. Premo, are presently on "Ground-duty".

We all look forward to receiving the latest issue of *Army Aviation* and search systematically through the articles and pictures from around the world for news and shots of old friends and classmates. YC, Lt. Elvin G. Baker. ◀◀

►► REUNION IN ALABAMA

CAMP RUCKER, ALA.—Here at Camp Rucker the 7th Aviation Company, APO, 7, is well represented with former members in many activities at the Aviation School. Thought that maybe the fellows still serving with the "Lucky Seven" in Korea would appreciate some information about their Stateside Alumni. Former 7th pilots in other ZI assignments may also be interested in the pilots now at Rucker.

There are many former 7th Division pilots here in addition to the ones I'll list. I don't mean to overlook them; however, I doubt if the present group of pilots now serving with the division in Korea are acquainted with these former "senior" members anyway.

Am sure that Capts. George Dalusky and Lesco Kaufman haven't been forgotten. Both are R/W flight instructors. Capt. Morris Cook is with the Dept. of Comb Devel; Lt. Lt. Charles Wilkinson is an instructor in the Dept. of Tactics; Lt. Tom Stedman is with Ozark Airfield Operations; Lt. William F. Leach is instructing in the Dept. of Academics; Lt. Bob Ferguson is in R/W operations; and Lts. John Stapleton and Roy Hill are F/W flight instructors.

If anyone desires to drop a line to any of us here at Camp Rucker, just address it to Hqs. and Service Company, ARMAV Regt., and we'll receive it. VTY, Capt. Morris Cook. ◀◀

►► LUCKY 13TH

APO 358, FRISCO—We'd like to welcome the following AAs to the 13th Trans Co (Hcptr): Capt. Oliver P. Premo from Bd #6 CONARC, WO William J. Connor from the 71st Trans Co and WO Charles F. Hungerford from the 93rd Trans Co. "Welcome, gentlemen, and may all of your winters in "Frozen Chosen" be warm ones."

PHOTOS BELOW

3RD IND DIV AVN SEC (as of 27 July '53): BACK (L. to R.) McNUTT, KEUSEL, Smith (HG), Curtis, Neal, Pursely, CALDWELL, Single, Rocker, Deter, TURGOTTE, OTTO, FITCH, HART, SMITH (CW), BESSINGER, MANGRUM, MacPHERSON, ORINGDULPH, LARUE. Front (L. to R.): GURLEY, STANDRIDGE, SMITH (JW), SAULS, PLUMLY, Miller, Day, MONEY, WARD, TEAGUE, ASCHOFF, FIELDS. (Pilots in caps, observers lower case. A-48, Kumsong salient).

LOWER LEFT—100% UNIT—L/R—FRONT ROW: CWO Ralph Fitch; Lts. Hank Dotzlaef and Gale Smith; CWO Herb Kraus. BACK ROW: Lts. Glenn Bradley, Joe Holden, Eph Martin and John Miller. Holloman AFB Avn Section.

LOWER RIGHT—Lucky Fin #815—(L.) SFC John F. Just, Line Chief, and 1/Lt. Elvin G. Baker, both of the 18th FA Gp, EUCOM. (Acrt presently in IRAN.)



FEBRUARY '56 ISSUE

The February '56 Issue will be devoted to the Army Aviation Center and the Army Aviation School. Many subscribers have requested this coverage and are interested in the "hub" of Army aviation. We shall invite each Department head (or his designated correspondent) to submit an article on his Section and its personnel. To provide worldwide subscribers with a current picture of the personnel at this constantly changing installation, we shall carry a complete name and address breakdown of the Fort Rucker subscribers in this "ARMAV" Issue.

Rotating to the Land of the Big PX were the following chopper drivers: CWO Charles H. Steffano to 9224 TU-COFT and WO Harry F. Smith, unasgd. WO Dan Mallow returned from his emergency leave to the States and says he's happy to be back with us here in Korea.

Capt. Kunz, our Maint-O, reports that we now have 75% aircraft availability while averaging better than 450 hours a month flying time. Lt. John G. Beverly of the 521st TD (CHFM) is leaving this month for Sill. Hope to have some news of our operations and possibly some pix by the next issue. YC, WO James M. Perry. ◀◀

▶▶ SAGEBRUSH!

Army Aviation Flight Detachment (Prov) —Operation *Sagebrush*—Ft. Polk, La.—With two armies quietly maneuvering into position to engage in the largest peacetime maneuvers since 1941, a new page is being written into the colorful history of Army aviation. While 140,000 Army and Air Force personnel converge on the piney woods country in central Louisiana, four Army aviation units pooled personnel and aircraft to organize the Army Aviation Flight Detachment (Provisional) to provide 24-hour support to Maneuver Director Headquarters.

The Flight Detachment is composed of aviation elements from the 30th Engr Gp (Topo) of Stockton, Calif; the 14th Army Aviation Company from Ft. Riley, Kan; the 1st Inf Div (also of Ft. Riley); and the 8th Inf Div from Ft. Carson, Colo.

In joint command of the Flight Detachment are Maj. John L. Briggs, of the 30th, and Maj. Aaron Atkisson of the 14th "Otter" Company. Executive Officer and Operations Officer are Capt. Michael L. Lord and Capt. Carl E. Rhodes of the 30th.

Under direct control of the Flight Detachment are 42 fixed wing and 18 rotary wing aircraft plus seventy-five pilots and sixteen fire markers. A breakdown of the type aircraft shows four U-1's, four L-20's, and thirty-two L-19's among the fixed-wing aircraft. In the rotary wing line up are fourteen H-23's and four H-19's.

The L-19's will be used mainly by Umpire and Observer Groups while the larger aircraft are earmarked for moving key personnel and civilian observers throughout the maneuver area. After the beginning of mock hostilities on 15 November the number of missions flown per day are expected to climb to a peak of three hundred.

Sidelights

The 30th contributed thirty-nine AA's and 30 aircraft. All of the aircraft including the H-23's were flown to Ft. Polk from Stockton Field in California. . . . The co-mingling of the 30th and the 14th has provided the Ft. Riley group with their first good look at the DeHavilland Otter. The 14th's initial delivery of the Otter has been held up by the

Pro's Say

recent strike at DeHavilland's factory in Canada. Otter checkouts for future IP's from the 14th are in the process of completion.

It Could Only Happen Here

The brilliant red and white markings on the 30th's aircraft has caused a mild sensation at nearby Air Force bases. The sight of a red and white aircraft in the pattern leads the boys in blue to think there is a general officer aboard. It all started when a Major General was flown into England AFB one day to catch a hop. So far nobody has clued them in.

Sez Who?

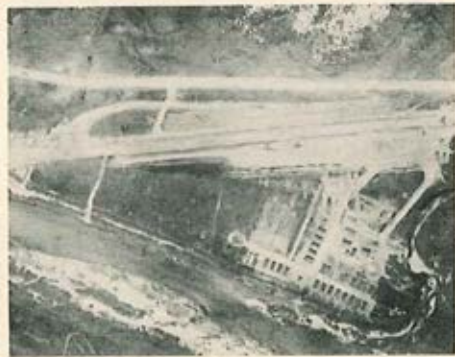
In the October issue of *Army Aviation*, the 6th Trans Co (Lt Hcptr) of FECOM makes the rash claim that it is the "only company in the Army that can boast two Majors." Just to set the record straight—the 521st Engineer Co (Topo Avn) of the Thirtieth has a grand total of *four* Majors currently assigned and on duty as Army Aviators: Count them! Major John L. Briggs, Major Leo H. Bellieu, Major Phillips Melzer, and Major William H. Thomas. Your correspondent, Lt. William F. Gabella.

(Ed. At this point, *Sagebrushers* are probably not receiving their issues for nary a *Change of Address Card* have we rec'd with a *Sagebrush* address. Hope the AA borders on this Louisiana maneuver do not expect the *Army Postal Units* to forward their issues. It just isn't done.)

▶▶ CONSPICUOUS

FT. RILEY, KAN.—*Sagebrush* struck and pulled no punches. After cleaning us out to the tune of 17 officers and 10 enlisted men, those of us remaining find ourselves conspicuous by our presence at the home station. Yours truly made the grade by being on the crippled list with a sprained ankle, but take it from the horse's mouth, the inconvenience is not worth it. The detachment, including our Commanding Officer, Major Atkisson, was properly parted and waved off at the Fort Riley Train station, no less, for points south.

We wish to call the 6th Transportation Company's attention to pages 13 and 19 of the October issue. We too boast of the *two* majors assigned. We are still awaiting the good word from De Havilland in reference to the delivery date of the U-1. Word from *Sagebrush*, thru the 14th Army Aviation Company wires, is that Otters did arrive in the maneuver area and were immediately engulfed by the AAs of the 14th. New arrivals include Capt. Wayne E. Woltz and WO-W3 James T. Tiernan. YC, Capt. Louis E. Durand. ◀◀



►► Shape-Up

FORT BENNING, GA.—A few notes about the 37th Med Det (HCPT Amb), a newly activated aviation unit, located at Fort Benning, Georgia. As yet, the 37th Med Det is not completely operational, since we do not have all our aircraft. Through the courtesy of the 506th Trans Co., Fort Benning, two Hiller H-23B's will be temporarily put on loan to us which will enable us to perform emergency evacuation missions in the Third Army area.

In so far as our personnel are concerned, they are dribbling in slowly, gradually bringing the unit up to T/O&E strength. At this time we have assigned 50% (11) of our enlisted personnel and 100% (7) of our pilots. Of the pilots, Lts. Harry M. Deliere, MSC, Jack C. Snipes, MSC, Robert J. MacLennan, MSC, and Dirck L. Brendlinger, MSC are on duty with the 37th Med Det at Ft. Benning performing evacuation missions, as necessary, and maintaining unit integrity;

Lts. Darwin Yoran, MSC and Cecil Grimes, MSC are on detached service with the 57th Med Det (Hcptr Amb) on duty in Louisiana for Exercise *Sagebrush*; and 1st Lt. James A. Hinkle, MSC is enroute to the 37th Med Det from the Far East.

Our commanding officer is Lt. Harry M. Deliere and our operations officer is Lt. Jack C. Snipes. This is the first time both of these officers have been assigned to a helicopter ambulance unit, but that does not inhibit their desire to make the 37th Med Det a unit that sets standards for others to follow. That is a rather strong statement, but we are determined.

Lt. Deliere (CO), has received information that our unit (37th Med Det) may probably expect to have five reconnaissance type helicopters issued sometime during the first half of 1956. Naturally, we are anxiously awaiting the arrival of our (5) helicopters so that we may fully perform our mission. YC, Lt. Robert J. MacLennan. ◀◀

►► Twosome

KEFLAVIC, ICELAND—At the present time, we have only one aircraft in the 2nd Inf Battalion Air Section, an H-12G, and there are two of us pilots here. Captain William G. Phillips arrived in Iceland around the first of August, and is the Aviation Officer.

As I already stated, we have only one aircraft at present, but expect an L-19 within the next two months. The Battalion Commander decided that it would be a good opportunity for me to gain a little command experience while waiting for another aircraft to keep us busy. I take my share of duty missions and also do quite a bit of flying on the weekends. Capt. Phillips and I both get a pretty good share of Link time in the Air Force facilities here. Capt. Phillips brought his family up with him and will be staying here for two years. I will be here for only one year and will rotate next May. VTY, Capt. Thomas W. Downes, Jr.

Senior AA's

Major John F. Tremblay, Jr.
Capt. Eugene W. Dow
Capt. Mose E. Lewis, III
Capt. Henry H. McNeill, Jr. (Hawaii-NG)
Capt. William C. Motes (Tenn-NG)
Maj. Thomas B. O'Donnell
Capt. Arthur G. Keith, Jr.
Capt. Robert N. Duffy
Capt. Marion F. Ward
Maj. Van Hixon (Utah-NG)
Capt. Charles B. Roberts (Ind-NG)
Capt. Carlyle G. Schumann (Tex-NG)
Capt. Walter R. White

To Lt. Col.

Maj. Yancey H. Bivings, Jr.

To Major

James H. Gooden
Allen S. Mou
Harold Roy

Photos At Left

(1) New model 680 SUPER Aero COMMANDER which is powered by twin supercharged engines and is capable of a top speed of 260 mph. Aero Design & Engineering Co. expects to start production for '56 deliveries. (2) Capt. John R. Beler, (R.) AAO at Hq, First Army, shows unit's "100 Subscription Award" to Capt. Robert L. Hodges, Trans Sect, Hq, First Army. (3) 14th Aviation Co. personnel intrigued by a transient Otter—De Havilland strike has held up Otter deliveries to the 14th. (4) Lt. Col. Raymond E. Johnson shown checking grid points on the wall chart in Hq, Ninth Field Army during Operation *Sagebrush*. (5) Bill Lear (L) and Bill Lear, Jr. inspect the former's new Cessna 310 which Bill, Jr. flight-delivered from the U.S. to his father in Geneva, Switzerland. Bill, Jr. will use the 310 for demonstrating Lear communications, navigation, and automatic flight control while conducting a 3-yr. study of European aviation products and markets. (6) Lucky Fin 973 with "three up"—L/R: Capt. William G. Phillips, AO; PFC Travis A. Chambers, Crew Chief; and Capt. Thomas W. Downes, pilot; all personnel of the 2nd Inf Bn Combat Team, Keflavik, Iceland. (7) A Beaver and three medium tanks at an advance strip near Mt. Fuji. (8) Strip Tease?—This one's been improved somewhat. It's a Korean job.

A-114 on 10 August, '53 before the improvements were apparent. (3rd Inf Photo).

►► LOOK!—DON'T TOUCH!

FORT RILEY, KAN.—Members of the 14th Army Fixed Wing Tactical Company at Ft. Riley got a brief look at the U-1 Otter recently, a plane with which the Company will eventually be equipped.

The Canadian aircraft built by De Havilland dropped in at Marshall Field on a routine training flight from Operation *Sagebrush* in Louisiana.

Word of the machine's visit at Marshall Field spread like fire in tall grass whipped by a strong gale and in a matter of *minutes* nearly every man in the 14th was on his way out to the apron to take a peek at the ship.

Four of the YU-1's are presently assigned to the Louisiana maneuver area and will be utilized during the two-month exercise during November and December. The machine is on more or less a test basis so that the Army can decide just what modifications will be needed for field use. After the tests are completed a model known as the U-1 will be built and will be employed by the Aviation Company at Ft. Riley.

The aircraft that stopped over at Ft. Riley was equipped with nine seats in the passenger compartment with additional seating for the pilot and co-pilot in the cockpit. At present, 18 pilots from the 14th are on duty at *Sagebrush* and during the maneuver it is anticipated that each will have an opportunity to be checked out in the Otter. (PIO Release, Ft. Riley). ◀◀

PERSONAL—"Would like to hear from former Liaison Pilots who served in Leyte '44, Okinawa '45 and Korea '46." A. F. Kochmanski, 911 Columbia Ave., Detroit 39, Mich.

►► SPEARHEAD

FT. KNOX, KY.—Seems as if everyone is getting their two-bits worth in so please accept this brief resume of the latest with the "Spearhead" Division's Flyboys. . . . The 3d Armored Division has 26 pilots with Capt. Harvey D. ("Doc") Hawley as DAO and Capt. Ralph L. Crommett as Operations Officer. With the Division *gyroscoping* in May everything possible is being done to get this section in shape for the move and subsequent missions in Europe. Along with meeting the minimums, this needed training becomes rather difficult with only two (2) L-20s and four (4) L-19s. The boys in the Artillery Battalions have been getting more time in the field supporting their units at Camp Breckenridge, Ky. Several of our crew are now attending Chopper School with others expecting to go in the near future. We've been tapped for *Sagebrush* too.

Two new arrivals are Lts. R. K. Mukaeda and H. C. Mayse, more recently of Camp

Irwin and Ft. Hood respectively. Hope that some time in the near future we can remit a photo of this fine group of AAs. Your reporter, Lt. Robert A. Arnet.

P.S. "No representation without taxation" is the motto here so please accept the subscriptions of Lts. Stanley L. James, Richard P. McDonald, Tolbert A. Daniels, and Edward J. O'Meara. ◀◀

►► AMPLE!

LATHROP, CALIF.—The 521st Engineer Avn Company completed its transfer to Stockton Airfield, Stockton, California in October. Our official address is now: 521st Engr Co (Topo Avn), Sharpe General Depot, Lathrop, Calif. Although we've moved, we remain asgd to the 30th Engr Gp. All of us miss San Francisco and the Presidio but Crissy Field just wasn't adequate for the type of operations we were asked to perform.

Stockton Airfield is a former AF Advanced Flying School and has excellent airport facilities. It will be operated as a joint civilian and military endeavor. Our offices and quarters are of a temporary nature while suitable barracks and office spaces are being renovated. We have one large hangar and four nose dock hangars, all of which are in the process of renovation. There's a good deal of work to do but one of these days we're going to have a fine AA set-up. We share the field with the Sixth Army Field Maint Sect as well as the 49th Inf Div (Calif-NG), thereby assuring us of considerable AA activity. We'd like to extend a warm invitation to all AA personnel to stop by at our installation. It is almost certain you will meet someone here you know.

Four Otters with Maj. Briggs in command participated in the AA demonstrations that were held for the Joint Civilian Orientation Conference at Ft. Benning recently. We have word that quite a few people were visibly impressed with the Otters.

Another NOTAM of interest was the formation of a Provisional Army Aviation Company for *Sagebrush* with Maj. John Briggs in the CO's slot. The 30th Engr Gp provided 30 aircraft in all (four Otters, 4 Beavers, 4 L-19s, 4 H-19s, and 14 H-23s) complete with pilots and crewmen, as well as eleven vehicles. All aircraft were flown directly to the maneuver area.

The 30th recently lost eleven of its most experienced pilots by transfer including Maj. Parris C. Welch and John Walters, and Capts. Elswick Newport, Frederick Raymond, Frank Nichols and James Montgomery (all to ARMAV); Capts. Herb Eder and John Duke (USARCIB); and Lt. Kenneth R. Thompson (USAFPE). Words cannot express the feeling of friendship we in the 30th felt for these men, and that goes for the Colonel down to the lowest Private. We wish them the best in their new assignments. YC, Lt. Donald G. Smith. ◀◀

Dear Editor: In the October issue of *Army Aviation* letters were published under the heading of "*A Many Sided Thing*." To be perfectly frank both articles seem to me to leave a great deal unsaid. The three anonymous aviators have perhaps missed their strongest points and General Howze was possibly poorly advised if he is of the opinion that an Army aviator (or any flyer) is in the true-sense solely an "airplane driver." True, there are those with little contact in aviation who do little more than "drive" their winged machines but one in aviation as a business soon realizes that it is a business and a rather serious business at that. It is all the more true where mass operation of men and machines is concerned. Not only are we faced with technical problems of supply and maintenance but also technical problems of men, their abilities, and their limitations.

I voice my amazement at the lack of scientific, methodical research in the development of the AA program. There seems to have been little or no advance planning to the extent of coordination and enlightenment sought from the other services. Flight regulations and initial training methods apparently found their origin from the older air establishments, but what of the numerous other phases of the program?

One of the biggest bug-a-boo's I have heard expressed is the supply-maintenance problem. Certainly a program of the size and scope of Army aviation should have its own technically trained supply and maintenance officers and enlisted personnel. And if it is claimed they have these trained people why is it that so many people continually bemoan the lack of coordination and the lack of any organized program in this area?

To me this is where the three anonymous aviators missed a strong point of discussion. For its very existence it would seem that Army aviation requires personnel specifically trained in these and many other fields. What of air traffic control, meteorology, aviation medicine, aviation psychology, communications, and the countless other supporting elements that work to form a coordinated team with the ultimate purpose of keeping the aircraft and its "driver" operational? Would these aspects perhaps function best if conducted and supervised by individuals who are rated or have been rated or have sufficient interest to keep abreast of the multitudinous facets of an enterprise of this nature?

Mention was made of the need of "troop assignments" to give the aviator much needed experience in command to permit a high degree of leadership in years to come. What is "command"? Does not the present and future aviation program encompass many people? Isn't the coordination and maintenance of this program "command"? Is it necessary for each officer who is to aspire to a pair of stars on his shoulders to display

A Many Sided Thing!

a pair of combat boots as symbolic of leadership ability? This is being somewhat dogmatic in an approach to a problem which affects several thousand people. And of leadership, what is *leadership*? Is it something innate? Is it learned? Or is it a combination? If a combination, to what degree? One gathers from the discussion that a portion of the criteria for leadership is age (years of experience) and troop duty.

The inference from General Howze's letter seems to be that one aspect of military leadership is command of a specific unit of personnel; in this case one composed of individuals *not* directly concerned with aviation matters. This has been further substantiated by remarks which indicate that the future leaders of the Army Aviation Program will—by the nature of the requirements—come from this group. If this premise be true I am loath to predict the future of our great land. Is it not true that the mean age for the great military leaders of world history is well below 35? Is it not also true that a high percentage of these men had comparatively short periods of command experience over smaller units before assuming very high Army commands?

What this letter pleads for is rational, logical foresight among our military leaders so that it will stimulate the continuance of clear thinking, ambitious young career officers. Thank you, A subscriber.

Dear Editor: I read with considerable interest the contrasting views in October's *A Many Sided Thing*. I sincerely believe that both sides were fairly presented but I do think that each party overlooked important facts. Gen. Howze stressed branch participation as preparation for higher assignments. I go along with this thought and I believe most career AAs also do. However, Gen. Howze intimated command of a *field army*. In doing so his views then were no longer directed to the career Reservist but to the Regular Army AA. Assignments on this level go for the most part to RA officers and rightly so. Exhorting a career Reservist to prepare himself for command of a field army detracted from his views. Urging him to prepare for an eventual assignment as a Trans Bn CO, an Engr Gp CO, or CO of a large supply-maintenance unit would have been more in line with the career Reservist's limitations. I face the facts squarely; I don't anticipate a star as a Reservist. By the same token, urging RA officers to prepare for *high*

A Many Sided Thing!

assignments is unnecessary. They realize their future responsibilities.

The three pilots whose joint opinion seems to be "We're in the Army to fly and only to fly" also overlooked an important fact. Flying per se is not a difficult art to master. However, the combination of flying experience along with technical qualifications in an allied field—meteorology, communications, operations, maintenance—is not an easily earned combination. Had these three pilots said "We're in aviation to specialize in aviation" their argument would have been stronger. Had they said it is important for us to prepare ourselves for ground assignments *allied* to the aviation field I think their argument would not fall on deaf ears. It is logical to assume that the meteorologists, communicators, repair technicians, and logistic specialists needed in the future for Army aviation should come from the ranks of *experienced* pilots. It is logical to assume that if a pilot is rotated to ground duty he can best serve his ground duty in an aviation capacity. Yet this view was not presented by the three pilots. They held to the dogmatic "Airplane Driver" view and weakened their argument. With a constantly growing strength Army aviation may shortly reach the point where pilots exceed the billets. Couple this with the fact that physical failure may curtail a flying career at any point and you cannot help but come to one conclusion: If you are in this field to fly and fly alone, your days are numbered. . . . A subscriber.

Dear Editor: To my way of thinking the October '55 issue marked a milestone in Army aviation. In this issue three officers expressed a joint opinion on a subject that was very close to them. Their views were answered by the TOP authority in this field in a lucid, down to earth way. There was no bitterness in either view, just a candid presentation of their respective opinions.

I do not think that most people in Army aviation realize that in this publication they have an opportunity to speak out on a pressing problem. Nor do I feel that the leaders in Army aviation grasp the fact that they have a media in which to reach the greater mass of AA personnel. This realization will come in time if the publication's staff continues its present forthright editorial policy of publishing *controversial* letters and letting the chips fall where they may.

As a person well versed in mass media I know that the temptation is great to be

a "middle of the roader" and thereby alienate no one. It is quite obvious that when a "touchy" letter is published the periodical runs the gauntlet and may miff quite a few people and lose considerable support. The easy way out is to pigeonhole all "controversial" material, and I am happy to find that *Army Aviation* is not taking the easy way out.

I personally am quite satisfied with my lot in Army aviation and consider it an excellent career opportunity. The chances are that I will not submit a future *controversial* letter. But, believe me, it is nice to know that after all of these years I do have a place where my personal views will be presented. Although I do not feel that the publication of my name will add anything to the above, I sincerely hope that you will publish my thoughts. A longtime AA. . . .

Dear Editor: Please accept the opinions of one non-rated writer for what they are worth. I can't help but be amused at the way pilots bristle the moment you draw the "truck driver" analogy. I'll grant that today's pilot is a competent, thoroughly trained craftsman but just how far is this phrase from *the truth*?

A look at tomorrow's Army, i.e., the Army portrayed by the papers and magazines reveals these points. Trucks will be obsolete. Mobility and movement will be provided by giant copters. OPs will be replaced by Flying Platforms . . . Ambulances? . . . Korea proved the litter copter. . . . VTO aircraft with a powerful wallop will augment if not supplant front-line artillery. Logistics? Call in the air drops! Reconnaissance patrols? . . . No—air scooters! Fire fights? *Combat Forces Journal* has helicopter cavalry demolishing everything with multiple-rocket platforms.

And so on. . . . Combat photos will be taken by drones (Here they've gone so far as to replace the craftsman entirely.) When they couple the tank to the Flying Platform, the Armor will takeoff into the blue!

No longer will bridges and rivers stall the attack. We'll soar over them! Everything in the Army will be winged or it won't be Army.

What does all of this mean? Simply that hordes of pilots will be needed to the extent that the word—"driver"—will not be far from the truth by sheer weight of numbers alone. I'll wager that you *won't* print this in your *pilot's* handbook. Sincerely, Non-Rated.

(Ed. Pay off, friend! You lose! Pilot or driver, call them what you will. But we'll make this wager with you. Stanine tests or similar tests will weed out the men drivers from the boy drivers. Primary driver school will still be on a voluntary basis and despite the largesse of the government in offering considerable driver pay, hordes of would-be drivers will still not storm the primary driver schools. You want to bet?)

Hindsight or foresight . . . If you don't make use of one of them you are headed for a date with a Widowmaker . . .

Are You A Sundowner?

Have you ever played tag with *official sunset*? There are probably very few AAs who have not had at least *one* interesting official sunset experience.

I had mine when I was fresh out of Advanced at Sill, a 110-hour Lindbergh. Being #2 in my class didn't lessen my cockiness. Unfortunately, before I could make my post-Sill debut, my sailing orders arrived.

Suffice it to say that the slowboat between Ord and the Luzon Repple Depple lived up to its name. The 25 new LPs in my shipment all arrived at the Philippines very rusty for lack of flight time and more than anxious to lay their hands on any type of airfoil before the third month passed and some flight pay was lost.

We drew lots to see who would make the trip to Manila to "bum" a Cub and I drew the short stick. Forgotten the name of the 86th Division AO at the time but when I told him the cumulative plight of our group of 25 he quickly responded with a Cub.

His invitation to join him at supper (Steak that night) was accepted in the broad daylight of the late afternoon. I did bring up the matter of official sunset to him but he assured me "There's plenty of time—enjoy the steak." Of course, being an old campaigner—we likened Majors in those days to Orville Wright, Jennies, and barnstormers—he probably knew every spur and saddle in the nearby hills *day or night*.

I took off in broad daylight, so help me God. No sooner had I cleared the rubble that was Manila in '45 when someone blew a fuse. The next thing I knew my nose was scraping the plexiglas in the left side panel and I was watching the headlights of a steady stream of Army trucks plying the road SOUTH to Manila.

Thank the Lord for those GIs headed for a BIG Saturday night in Manila! Radio towers, obstructions, hills? Brother, I knew from nothing. We'd just arrived in Luzon four days before and I didn't even know where the Repple Depple PX was yet alone the terrain features of the Manila-San Angelo run.

I was so intent upon staying over the road and keeping it below my left window panel that I never noticed the four giant searchlight beams that lit up the four corners of

the "active" at Clark Field.

I knew the Manila-San Angelo road terminated at the Repple Depple and as long as I kept those headlights under me I'd cross over the Depple. That I did. At this point, you never heard such a gunning and racing of a motor. I was determined to alert my 24 saviours. Back and forth went the throttle. I alerted more than the 24. I aroused the MPs, the Truck Battalions, and although I never did hear from him, I'm certain the Post Commander was considerably disturbed by the noisy gnat that he couldn't see, but certainly heard.

As in the case of *all* official sunset stories, this story had its flashlight episode. Out of the tents poured the 24, each with his little Everready. They scurried into a hasty runway lineup (damn remarkable when you consider this wasn't a predetermined SOP). As usual, the MPs loused up the act and kept crossing and re-crossing the strip in confusion in their 3/4 tons.

As soon as all of the little lights seemed to quiet down in a fixed pattern, I made my landing approach. A Constellation had nothing on me; I really put my base out in northern Luzon. I wish I could say the landing was one of those three-point, grease jobs but the high-tension wires on my approach leg (not visible to me but certainly there in the darkness) made me pick up a few extra miles groundspeed. About 20-25 to be exact.

I flared out early and waited for wheel contact. I must have soared down the entire strip before contact was made. If you are waiting for blood, don't! I wound up in the tall grass about 40 yards beyond the end of the strip, threshing and mowing the entire 40 yards. Absolutely no damage to the aircraft but considerable damage to my pride.

Cocky? I climbed out of that Cub a meek lamb. I swore then on a stack of mown grass that I would never, never make another marginal flight where official sunset was concerned unless I first knew what time the lights would go out and I had minimum lighting facilities both in the aircraft and at the destination. . . . No—I'm not gray-haired. . . . and did you learn anything by this SNAFU? I hope so . . . it's a Widowmaker and it *could* happen to you.

★★ WHO'S WHO: The deadline for the '56 "WHO'S WHO in Army Aviation" has been extended to February 1st. The date is being extended to assure the maximum number of listings. Should you desire either a duplicate personal questionnaire or additional unit questionnaires, please send us a postcard "flyer" and we'll be most happy to send them to you. ★★

LOCATOR FILE

NEW SUBSCRIBERS
WHO JOINED US
WITHIN RECENT WEEKS . . .

BRIG. GENERAL

William L. Bell, Jr.
COLONELS

James F. Wells
Bernard R. Luczak

LT. COLONELS

Medwyn D. Sloane
MAJORS

Paul V. Jackson, Jr.
Charles T. Franchina
Zane Anderson
Charles C. George

CAPTAINS

Arnold R. Young
Clair Heinbach
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Donovan M. Beadle

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Roger D. Triplett

Thomas E. Cooper
M/SGTS

Truman B. Warren
Ralph F. Molley

SFCs
Aulton R. Newton

Raymond A. Veliquette
C. H. Ford

Ernest B. Goetsch
Harry E. Hardee

John F. Just
Dale D. Dwyer

SERGEANTS
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Bennie McMurray
Walter L. Scott

John D. McDonald
SP-3s

Gilbert C. Symons
John C. Riess

Anthony T. Petracca
Wayne C. Keene

John L. Rovetto
Vernon G. Garrett

Robert D. Butler
Carson W. Hale

SP-2s
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Lemuel E. Davis
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PFCs
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Have you a friend listed here on whom you do not have a current address? Send us a stamped, return-addressed envelope and we'll forward his address to you within a day. . . .

WASHINGTON, D.C.—An interesting breakdown on civilian helicopter pilot statistics has been compiled as an educational aid by the Helicopter Council of the Aircraft Industries Association. The figures reveal the number of CAA Helicopter Flight Instructors by CAA Regions. Region I—79; Region II—63; Region III—52; Region IV—79; Region V (Alaska)—3; Region VI (Hawaii)—0 for a grand total of 278. Total Helicopter ratings stand at 2,893 with 2,829 persons holding both a fixed wing and a helicopter rating and 64 persons holding a helicopter rating only. The compilation is correct as of Jan. 1st, 1955. (Submitted by Jean Ross Howard).