

ARMY AVIATION

IT'S BACK!

... AND RILEY'S HAD IT!

(Story on Page 7)



START OF
TORONTO-PANAMA HOP

MARCH, 1956

Beechcraft

SAFETY SUGGESTIONS

PUBLISHED AS A SERVICE TO PILOTS

WATCH THAT CHANGE POINT YOU MAY NOT HAVE A "GOOST" OF A CHANCE THE GEESE HAD NO RADIO!

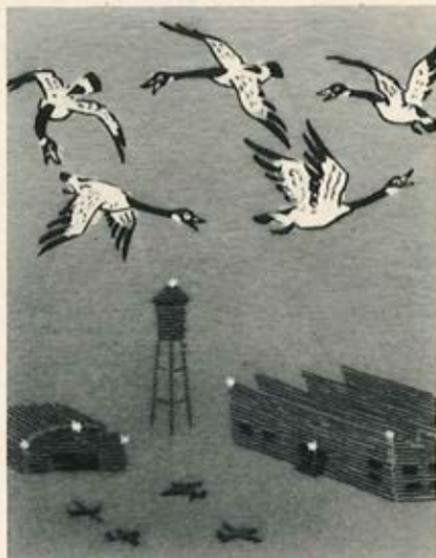
Note: This safety article is the eighth in a series to be published in Army Aviation. They are short recaps from Beechcraft Safety Suggestions which have been published as a service to pilots since 1939. A Beechcraft Customer Service Program.

One afternoon in late fall, during the war, the temperature and dewpoint at Wichita were the same. An overcast made the day gloomy.

At nightfall the little warmth that was being provided by the sun behind the heavy layer of clouds no longer operated to keep the air clear. The temperature dropped below the dewpoint; suddenly and almost instantaneously heavy fog formed spontaneously out of the air over the entire countryside.

A flock of about 400 wild geese flying South were caught by the sudden loss of visibility in the vicinity of the BEECHCRAFT plant. Operating on a three-shift basis, the blazing lights of the 40-acre plant acted as a means of orientation for the geese, and they spent the hours of darkness flying around the plant in a counter-clockwise circuit, low enough so that the guards could see and hear them discussing the matter during the entire night, while flying a tight circle around a guiding beacon. At dawn, the guards witnessed the landing of the geese on the factory airport, where they stayed for several hours until the visibility improved.

Apparently, wild geese have a fuel supply sufficient for an emergency 13-hour non-stop run, but few airplanes have



this sort of fuel supply. Always watch the relationship between the dewpoint and temperature during the cooling-off hours of the day. Under such conditions a wise pilot will give consideration to the possibility of being involved in zero visibility and zero ceiling conditions without much of a transitional period.

A fog can form suddenly over an entire area, apparently spontaneously out of the air, or sometimes as a sudden lowering of an already inadequate ceiling. A wise pilot will not only consider the possibility of this occurring, but also will have ample fuel aboard and a knowledge where, within his range, conditions are better. An alternate destination should always be kept in mind.

YOU

This is our 37th issue and denotes the start of our 4th year of publication.

It is again important to stress that the magazine remains an unofficial, voluntary publication, being entirely supported by voluntary subscriber-correspondents.

You may or may not find its present format acceptable or you may find its personal chit-chit ranking.

Your editor does not write this publication nor can he dictate to its voluntary correspondents just what and how they should write.

Technical, "homey," informative, or dull; however you find it, it reflects the contributions of Army aviation personnel . . . and that means YOU.



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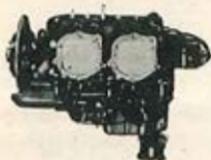
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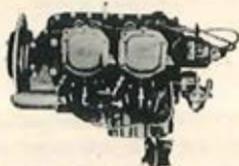
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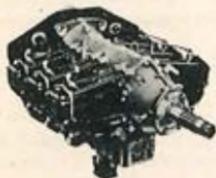
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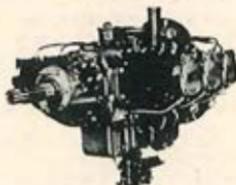
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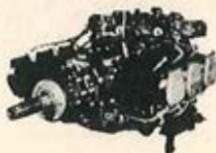


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Leonard J. Lavasser
Chief Test Pilot

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tant and longest phase of the cadet-pilot's jet training.

It is a privilege for us here at Cessna to team with the Air Force in its forward-thinking plans for the jet age. CESSNA AIRCRAFT COMPANY, Wichita, Kans.

Despite premature claims by other services, some eighty-seven representatives in widely scattered locations throughout the ZI know . . .

AA Has Had IT!



After reportedly making a transoceanic crossing in Pan Am aircraft from Johannesburg several months ago, IT again made its appearance on the scene—this time in the Midwest.

Relegated to a lint-collecting "In" box for a period of seven months, this controversial Army aviation project has begun to pick up steam and is now being reviewed by many Army aviation authorities in the Midwest and Far West.

An exclusive Army aviation project—despite Marine Corps claims—IT has received the personal endorsement of more than 87 key personnel, including the endorsement of an Assistant Secretary of the Army.

Seventeen separate establishments have had the opportunity to evaluate the project and with each endorsement the project has been reviewed minutely so that a conclusive "experience factor" can be determined.

Although most Army aviation authorities readily accept IT in principle, its radical approach—on occasion—has brought about adverse reactions from Air Force and non-Army aviation Ground Force recipients. It is reasonable to assume that future difficulties and delaying actions will probably be encountered where AF or non-rated support for the project is sought.

With each passing month the undercurrent grows as additional AA personnel become familiar with IT and its ramifications. Until IT has the opportunity to be reviewed by key Army aviation personnel serving in the overseas theaters, it is expected that tight security measures will continue to be synonymous with the project.

Recently, a premature claim to IT was made by the United States Marine Corps through a Congressional spokesman. The Senator in question readily admitted that he didn't know what IT was but the Marine Corps had IT.

Despite this bold claim—and its subsequent national coverage—we hasten to as-

sure you that there is only one IT in the military establishment and Army Aviation has IT, has had IT, and will continue to have IT.

Partial acceptance reports follow:

Hq, Eastern Army AA Cmd, Stewart AFB, NY—Col. K. C. Smith (Arty): "H-I of a thing to give a guy with a coronary." Lt. Col. M. J. Palizza (Arty): "Quite a deal!" Capt. Guy M. Watson (Arty): "Couldn't wait to see IT." CWO Charles H. Pierce (USA): "Strictly from hunger!" Maj. Mack J. Hutchinson (Arty): "Some stuff!"

Hq, Central Army AA Cmd, Grandview AFB, Mo.—Col. Donald J. Bailey (Arty): Censored. Lt. Col. J. M. Wimberley (Arty): Censored.

Army Avn Sect, C & GSC, Ft. Leavenworth, Kan.—Col. John F. Franklin Armor: "A good source for a sure laugh." Lt. Col. Keith A. French (Arty): "IT? All I can say is—urp!" Maj. William T. Schmidt (Arty): "IT evidently attended the 'short course.'" Capt. D. C. Welliver (Inf): "Ha!!!!"

Army Aviation Unit Training Command, Ft. Riley Kan.—Lt. Col. Gerald H. Shea (TC): "IT can't be beaten." Maj. Byron E. Sheppard (Arty): "IT has everything!" Maj. Keith J. Bauer (TC): "IT's alive!!" Capt. Thomas L. Bogardus (MC): "I inspected IT and found IT free of disease." Capt. Walter E. Spriggs (TC): "Sensational! This is IT in Army aviation!" Capt. Floyd A. Watland (TC): "One word —WOW!"

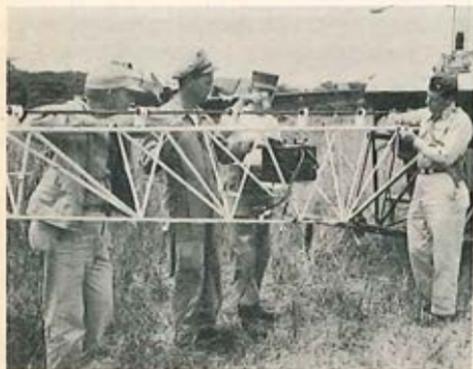
93rd Trans Co (Lt Hcptr), Fort Riley, Kan.—Maj. Walter S. Makuch (TC): "IT sure upset me!" 2/Lt. Richard R. Hatton: "IT's almost as bad as flight school."

14th Army Aviation Company (FWTT), Fort Riley, Kansas—Capt. James L. Blauert (Inf): "IT came and IT went!" 1/Lt. James R. Beach (TC): "IT's a real stinker." 1/Lt. Ray R. Moran (Inf): "Got IT, endorsed IT, and IT is gone." 1/Lt. Robert M. Testerman (Inf): "I just don't know what to say."

(Continued on the next page)

A joint Army, Navy, and Air Force search operation for five missionaries in Auca territory of primitive Ecuador uncovered . . .

A Recent Tragedy



FT. KOBBE, CANAL ZONE—Two H-13 pilots assigned to the Canal Zone brought worldwide attention to Army aviation when they helped in an extensive search for five missionaries recently slain by primitive Auca Indians in Ecuador.

Capt. Robert B. McGhee and 1/Lt. James E. Claunch and a dismantled H-13 were first flown to Shell Mera, a base camp, for the search when the five men did not establish their regular radio contact and were presumed in trouble. From Shell Mera, the two Army pilots flew repeated sorties to a sand bar where the missionaries' light plane had

made a landing. The threat of another attack by the Aucas was always constant.

While an Air-Sea Rescue SA-16 flew overhead, Capt. McGhee made the first landing at the site of the massacre, a small sand strip in a riverbed clearing that proved inaccessible to AF planes in the area. Both officers made daily trips to the site and provided constant air cover for the ground party as it made its way in underfoot.

A crack ground crew kept the chopper flying and trouble-free for the four-day period after reassembling it in record time at Shell Mera. ◀◀

ABOVE LEFT: Making preparations for the first flight to the site of the massacre of five missionaries are (l. to r.)—Navy Chief Radioman L. O. Moore of the Naval Mission, Ecuador; Lt. James E. Claunch and PFC Jerry J. Dick, both of the 23d Div Air Section, US Army; and Maj. Malcolm Nuernberg, USAF Mission to Ecuador.

RIGHT: Capt. Robert B. McGhee [504th FA Bn, Ft. Kobbe, CZ] prepares to takeoff from the massacre site with Life Photographer Cornell Capa.

"AA Has Had IT!"

Capt. Louis E. Durand (Inf): "I'm glad I took my shots!"

1st Inf Div Air Section, Fort Riley,

Kansas—Capt. Robin Barrett, Jr. (Inf):

"IT finally got around to the Big Red One."

Capt. Raymond Smith "I won IT at bridge!"

Capt. Richard A. Rusk (Inf): "Who-dub-

thunk-IT?" Capt. Earl K. Woolley (Inf):

"I got IT top secret, reviewed IT: IT war-

nants Top Secret!" Maj. John W. Roush

(Inf): "I was too inquisitive for my own

good." Capt. Wilford A. Baugh, Jr.: "IT

has good possibilities."

USAF Plant Office, De Havilland Air-

craft of Canada, Ltd., Toronto, Canada—

1/Lt. Marvin R. Adams (USAF), Officer-

in-charge: "IT has been 'overseas' here in

a brush with the Air Force."

Additional reports on IT will be published as they are received. Pending a complete acceptance by ZI and APO Army aviation representatives, there is a good possibility this radical AA project can be brought to an audience of 6-8 million on a well-known, coast to coast television program. Preliminary discussions along this line have been encouraging. Network officials stressed these criteria: a widespread acceptance by AA personnel and tight security maintenance to prevent premature disclosure of the project. If you've had IT—in the vernacular—"you don't know from nuttin'. . . ."

MAIL COPY FOR PUBLICATION ON THE 1ST OF ANY MONTH!

As the first step in "Operation Trade Wind" 937th Engineer Company personnel recently completed an extensive course at the new . . .

ADVERTISEMENT

De Havilland School



TORONTO, CANADA—Organized and directed by Mr. Russell Bannock, Director of Operations for De Havilland Aircraft of Canada, Ltd., the 1956 school for training pilots and mechanics in the operation and maintenance of *Otter* aircraft got underway as scheduled.

On January 9th, Mr. W. R. Calder, Service Manager for De Havilland, welcomed eleven mechanics of the U.S. Corp of Engineers, 937th Aviation Company to the De Havilland pilots and mechanics training school at Downsview Airport. The eleven mechanics were the vanguard of a contingent of men of the 937th who followed on January the 16th at De Havilland to take the U1-A *Otter* flying and maintenance courses. Twelve pilots arrived in this group and were welcomed by Mr. Bannock.

The pilots and mechanics of the 937th came to Toronto on a dual mission: quick familiarization with U1-A *Otter* operation and maintenance and to fly-away six new aircraft to 937th base headquarters at Fort Kobbe, Canal Zone.

The presence of U.S. service personnel at De Havilland is no novelty. *Beaver* and *Otter* aircraft from Alaska to the Antarctic bear the insignia of all three U.S. services. Early in 1955, men of the 521st Aviation Company, Mount Umia, Alaska, were instructed in the operation and maintenance of *Otter* aircraft at De Havilland. This year, with drawing projectors, tape recorders and other equipment, extended lecture room facilities, and an increased staff of instructors, the informal instructional sessions of 1955 have developed into a formal school.

The two-week course for the mechanics who will be responsible for maintaining the high operational efficiency of the U1-A *Otters*

of the 937th consisted of 40 periods. The sixteen instructors, De Havilland service and production personnel, represented between them a pool of more than 200 years of practical, specialized aircraft experience. It was from this vast pool of practical experience that the instructors drew the material for their lectures.

The practicability of this method of familiarizing aircraft mechanics with *Otter* structure and instrumentation is borne out by the comments of some of the men who took the course. One veteran of World War II and Korea remarked, "I figured I knew all the answers until I came up here;" a young draftee said, "They sure know how to put it across."

The pilot training program, of shorter duration than that for the mechanics, was no less intensive. While actual flying training (5 hour requirement for each pilot) was a prime subject, considerable attention was given to other aspects of *Otter* know-how. When the course was completed the men who flew the *Otters* had gained understanding of the thinking behind the utility emphasized design of the aircraft. Add to this practical instruction in structural aspects, power plant, electrical system, radio and loading recommendations and you have a pilot who is thoroughly familiar with the capabilities of his aircraft.

On January 21st the six new U1-A *Otter* aircraft of the 937th Aviation Company took off from Downsview Airport, Toronto, Ontario for Caribbean Operations Headquarters at Fort Kobbe, Canal Zone.

The planes, under flight leader Maj. Don R. George, were piloted by Captains Joseph

(Continued on page 19)

Pilots and crewmen of the 30th Engineers worked round the clock in bringing airborne relief to many victims of the California . . .

Flood Disaster



STOCKTON FIELD, CALIF.—Christmas week of 1955 held little joy for the thousands of flood victims driven from their homes by rivers swollen after ten days of torrential rains in northern California.

Assisting disaster and relief agencies were the officers and men of the 30th Engr Gp Aviation—all of whom were placed on a 24-hour standby alert during the crisis. From 22 Dec., when the first alert was sounded, until 2 Jan., aircraft of the 30th racked up 441 hrs in flying flood relief missions. Working with the Red Cross, CD, AF & Air-Sea Rescue, the Coast Guard, NG, District Engineers, and municipal officials, the 30th flew personnel evacuations, reconnaissance missions, airlifts, resupply, and photo missions. Many of the pilots had just returned from *Operation Sagebrush* but everyone pitched in to ease the shock of the disaster for the flood victims.

Highlights of the operations were two dramatic rescues performed by Sp-3 James F. Hatcher and Sp-3 Howard G. Kuni, both of whom are H-19 crew chiefs. Lts. Brooks Homan and Don Coggins report Hatcher saved two small boys while on a survey mission in the Healdsburg-Geyersville area. Lt. Homan, flying an H-23, first spotted the boys trapped by the rising waters and radioed Coggins in the H-19.

While Coggins hovered over the water Hatcher jumped from the aircraft and waded through a deep, swift current to reach the youngsters. After reaching the house, Hatcher made two trips to the chopper, each time

bringing one of the boys to safety. The youngsters were then flown to an evacuation point where they were sheltered.

An aged man trapped on a small island of the river delta west of Stockton was saved by quick-thinking pilots and a daring feat by Sp-3 Kuni. Unable to land on the island because of its trees and brush, the pilot hovered the H-19 over the water while Kuni donned an exposure suit and plunged into the current. Swimming to the island against a strong current, Kuni then carried and swam the 60-yr. old victim to the aircraft where both were hauled aboard. The victim suffering from exposure and hunger, was hustled off to a hospital after being evacuated to a surface rescue team. Both Hatcher and Kuni have been cited for their lifesaving efforts. We of the 30th would like to add a hearty "Well Done!"

Capt. Peter K. Herring, Lt. Bobby Bogard, and Lt. Velvin Watson also took part in separate flights that accounted for the air rescue of four stranded victims.

Floods make no distinction among victims—and the Christmas Flood was no exception. Taking part in an *aerial cowboy* role was Lt. Don Coggins who learned of 135 head of cattle that were stranded atop a narrow levee by the flood. After hauling 3 loads of baled hay to the cattle, the H-19 berded the cattle toward the feed—probably the first time in the history of the West that an H-19 helicopter was used on a roundup. Texans, please note! Your Correspondent, Lt. William F. Gabella. ◀◀

ABOVE LEFT: Two "aerial cowboys" of the 30th Engineers load their H-19 with hay prior to dropping 3 loads to 135 head of cattle stranded by flood waters after northern California's disastrous Christmas Flood.

RIGHT: Ellsworth Bunker (l.), American Red Cross President, is greeted by County Supervisor Bruce McKnight after arriving by 30th Engr H-19 from a firsthand aerial tour of flood ravaged northern California.

Serving to train students from the beginning without the use of any other airplane for previous training is the mission of the new . . .

Beech Model 73 Jet



A new tandem-seat two-place jet trainer, designed and built to military specifications but privately financed and ready to be delivered as an "off-the-shelf" airplane for military services throughout the free world, was recently announced by Mrs. O. A. Beech, President of Beechcraft Aircraft Corp.

Describing the purpose for which this newest Beechcraft has been designed. Beechcraft's vice president and general manager, John P. Gaty, stated: *"The primary mission of the Beechcraft Model 73 jet is to train pilots in the operation of turbo-jet aircraft. This training includes aerobatics, confidence maneuvers, night flying, basic instrument training, and all necessary dual instruction. The Beechcraft Model 73 jet trainer is based on the tried and true T-34 Beechcraft and uses many of the same components. It flies and handles like the T-34 (Mentor) and could be used for training students from the beginning, without using any other airplane for previous training. On the other hand, the T-34 (Mentor) and the Model 73 jet are so much alike that very little transition training would be required for a student to move up to the jet class from the T-34 into the new Model 73."*

The new Beechcraft jet trainer made its initial flight from Beech field near Wichita on Dec. 18. Powered by a Continental J69-T-9 jet engine, first Beechcraft engineering estimates indicate that this newest Beechcraft trainer will have a high speed in level flight of 253 knots at 15,000 feet, a stall speed of 60 knots, and a gross weight of only 4,521 lbs. Beechcraft officials believe their

Model 73 jet *"will be heavy enough to take it, yet light enough to be the most economical jet trainer in the world."*

The first flight photograph clearly shows the similarity of the general configuration of the Model 73 to the now-famous Beechcraft "Mentor" propeller-driven trainer, also first built as a private venture by Beech Aircraft and now serving as the standard trainer for the USAF, the USN, and the military services of Canada, Chile, Colombia, El Salvador and Japan. (Beech Release).

TURNOUT

FT. RUCKER, ALA.—The Fort Rucker section of the American Helicopter Society held its first organizational meeting in mid-January with a record-breaking first attendance of over 200 members. Officers elected were: Col. Jules E. Gonseth, Jr., Society Chairman; Lt. Col. Cloyd V. Taylor, Program Chairman; Lt. Col. Charles P. Damon, Publicity Committee Chairman; Maj. Dan McCartney, Secretary-Treasurer; and Maj. Harry G. Jennings, Membership Committee Chairman.

Col. Gonseth stated that he had never attended an AHS organizational meeting in which there was so much enthusiasm and initial support for the AHS. *"There is little doubt,"* he said, *"but what the Fort Rucker section will become the largest and most active section in the Society."* Mr. Stanley Hiller, Jr. of Hiller Helicopters was slated to be the section's guest speaker in February. (PIO Release). ◀◀

North Carolinians viewed Igor Bensen's new "Gyro-Copter" and the CAA granted certification to the Doman LZ-5 in two . . .

Widely Separated Debuts



FT. BRAGG, N. C.—In a debut before 2,000 interested spectators, including the 580th Transportation Company, Igor Bensen, 38 year old inventor and helicopter builder, flew his little "Gyro-Copter" around Raleigh-Durham Airport in a 15-minute, all-maneuver public demonstration.

Escorted by two National Guard helicopters, Bensen flew the "Flying Flivver" through all maneuvers, diving, climbing, soaring high to 100 feet, and reaching speeds of over 60 mph.

Technically, the "Gyro-Copter" is a comparatively simple aircraft. Powered by a 40 h.p. sailplane engine, the craft gathers forward speed as it moves down the runway. When the free-wheeling rotor blades build up sufficient RPMs, the copter is lifted into the air. Bensen controls the flight by tilting the rotor blades with an overhead cyclic control stick.

Made to sell for less than \$2,000, the one-man "Gyro-Copters" are produced by Bensen Aircraft Corp. located at the airport. Igor Bensen has also invented the "Gyro-Glider," "Hydro-Glider," "Sky-Scooter," and the "Mid-Jet," some of which were both shown and flown prior to the flight of his new powered machine.

An H-21 from the 580th Helicopter Company at nearby Fort Bragg flew 30 interested Army spectators to Raleigh to witness the flight of the "Flying Flivver." YC, WO-W1 Donald R. Joyce. ◀◀

DANBURY, CONN.—Doman Helicopters, Inc., of Danbury announced recently that the CAA has granted an Approved Type Certificate for its Model LZ-5, eight-place Helicopter. The formal presentation of the Certificate was made at the plant in Danbury in mid-January. The announcement was made by Donald S. B. Waters, Company President, who stated that the certificate is the final step in the development of the helicopter and that the Company will now begin production of the machine for sale to commercial operators.

The Doman helicopter is a 5200 lb. gross weight ship and has the highest "useful load ratio" of any certificated rotary wing aircraft. Its greater load carrying ability is possible because of some of the pioneering features which have been incorporated in the Doman design.

The Model LZ-5 is the commercial version of the Army Model YH-31 which the Company has built under Army contract. A service test quantity of these helicopters will be delivered to the Army in the next few months. The helicopter utilizes the Doman rotor and control system developed by Glidden S. Doman, Vice-President of Engineering and Chairman of the Board of the Company.

The LZ-5 is a 400 h.p., eight-place helicopter of single main rotor design and is capable of carrying a ton of useful load. (Doman Release).

FT. BELVOIR, VA.—Army industry cooperation is graphically illustrated at Ft. Belvoir by the 153rd Trans Det (CHFM) and the Piasecki Helicopter Corp. Under a training contract the manufacturer has assigned 20 of its personnel to train Army mechanics and technicians on the job. The 153rd maintains

and repairs the H-21 aircraft made by the Piasecki Helicopter Corp. Each of the civilian mechanics with the unit is matched by one enlisted man and the resulting teams work on scheduled inspections, unscheduled maintenance, and the overhaul of the 1425 hp 'copters. (PIO Release). ◀◀

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

PRO'S SAY



►► ON CALL!

FT. KOBBE, CANAL ZONE—Interesting Notams gleaned from USARCARIB reveal that administrative flights between the Atlantic and Pacific sides of the Isthmus are the most frequent missions. Necessary air support is provided by CZ AAs for field exercises, artillery practice, and activities at the Jungle Warfare Training Center. All aircraft and pilots are on constant call for emergency missions and searches.

In December, The AF called on Army aircraft to make an evacuation from Coiba Island, site of the Panamanian National Penitentiary. Capt. William S. Hawkins, CO of the 23rd Div Air Sect, flew an L-19 into an unimproved strip to evacuate the warden's wife who had a critical fever. A widespread search for a small boat missing in the Pacific brought together Kobbe pilots and pilot-observers with Air-Sea Rescue teams. Air Transportation and reconnaissance were provided by the combined sections for Gen. Taylor, Secretary Brucker, and Asst. Secretary Roderick on their recent visit to USARCARIB.

The combined sections have outstanding airfield facilities. The home base is Howard AFB, a WW II fighter base with parallel concrete runways in excess of 5000 ft. Indoor storage of all aircraft is available as well as sleeping quarters for EM and adequate office and lounge space in the same hangar.

Currently being reorganized into the 7438th AU are the air sections of the 33rd Inf Regt, 504th FA Bn, 23rd Inf Div, and the 123rd Sig Co. The various organizations have pooled their aircraft and personnel although each is responsible for its own maintenance under a single maintenance officer, Capt. Russell J. Thompson. Recent arrivals include: Lts. Ellis G. Crumit and Harold L. Turner, both having recently completed ARMAV. Your Correspondent, Lt. John K. Ortle, III. ◀◀

►► NO IFR

HOLLOMAN AFB, N. MEX.—Our AO, Lt. Glenn Bradley, and your correspondent initiated an Instrument Program for our non-rated AAs and hope we'll have four more

ready for check rides within the next few weeks. We've found that it takes about 25-40 instrument flying hours per student depending upon the individual's previous experience, and 10-15 hours of Ground School and many, many hours of "homework" on Air Traffic Rules and CAR.

Holloman is located about 85 miles north of El Paso, Tex. and 150 south of Albuquerque, New Mexico. Although we don't have too many administrative cross country flights, all of our pilots are getting plenty of flying time on the range and it doesn't take long before you learn every dune and yucca bush on the range. Good weather prevails and we have about 360 flying days per year. We do have plenty of New Mexico enchantment in the way of high winds and dust and they have an unlimited supply of nice sand to blow around too. We recently welcomed to the White Sands Proving Ground Aviation Section the following pilots direct from fixed wing school at Fort Rucker, 2/Lts. Alsie Hyden, Roswell Moore, Don McDonald, and Anson Bell. YC, Lt. Gale V. Smith. ◀◀

►► MILESTONES

FT. BRAGG, N. C.—Having regained all of its *Sagebrush* TDY personnel who were scattered throughout the Third Army area, the 580th Transportation Company with its present strength standing at 41 pilots and 125 EM can look back on '55 with considerable unit pride. Here are the milestones passed by the 580th during the year: (Feb) Sent 14 choppers and crews to Alabama in support of "Follow Me;" (May) Supplied Square Dance Team of H-13 choppers and crews to Bolling AFB, Wash, DC; (May) Delivery of 14 Piasecki H-21C craft completed without incident; (May) Participated in Armed Forces Day fly-by and played host to thousands at a static display; (May) H-21 Transition Crs, given at Bragg by instructors from Riley, graduated 12 qualified H-21 pilots.

(June) Static display for 200 N. C. orphans who eagerly "swarmed" all over the giant helicopters; (June) Supported *Operation Alert*, national CD exercise, carrying key officials from the Pentagon to secret posts; (June) Supported CSP #19 at Ft.

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Eustis that was viewed by high-ranking military and civilian leaders; (June) Dedicated Simmons Army Air Field in honor of the late WO Herbert W. Simmons, Jr.

(Aug) Rushed five H-21Cs and crews to the northeastern states to aid flood disaster victims following *Connie* and *Diane*; (Sep) Participated with H-21s and an H-25 in the National Air Show in Philadelphia; (Oct) Rec'd final seven H-21Cs, bringing 580th total to 21; and (Nov-Dec) Fourteen H-21Cs, five H-13s, pilots and crews from the 580th joined *SKY-CAV* and the Aggressor Army in *Exercise Sagebrush*, *SKY-CAV's* Aviation Platoon, both fixed wing and rotary wing, had a perfect safety record during the entire maneuver. Your Correspondent, WO Donald R. Joyce. ◀◀

▶▶ INHERITANCE

FT. POLK, LA.—Well—the captains and the kings have departed and the 1st Combat Aviation Co is left holding down the fort—Polk, that is. The night *Sagebrush* terminated we were poised near one of the MSR's north of Leesville waiting for the word to come for us to come in and pick up the option on the place. In case you didn't follow the news too closely, we have inherited the *new* Fort Polk. Last station: Ft. Hood, Texas.

And this isn't too bad a place, if you discount the fact that the housing and shopping facilities are somewhat limited, and the area hasn't been geared to take care of the sudden influx of several thousand people. However, it has that soft, restful inner beauty that one associates with the deep South; the sweet scent of magnolia blossoms, and the banjos at twilight softly strumming: *Ya gotta rock! Ya gotta rock! Rock—rock—rock an' roll!*

Turn off the juke-box, son, and les' have a lil o' muster. We lost a few pilots on this post-switching. Howsomever, we still have Lt. Col. Jack Blohm as AO and Capt. H. T. Smith has taken over the company commander slot. Some are in from the *pagoda* country; some from Rucker; a few took off for Alaska (Lt. Billy Hall was one); and one left for the Caribbean. Anyway, we have *thirty* pilots and are looking for seven-ten more—so, turn in *your* application today!

Well, you-all drop in on us sometime and we'll go out in the woods and find us a hawg and have us a real hawg-rassle. One thing we got down here is lots of hawgs. As a matter of fact, when you do come down, you'd better take a good look before you land because you may find one of them contesting

the right-of-way with you. We're clearing them out the best we can but boy o' boy, they can really breed. See you on the *next* maneuver. PIO, 1st Comb Avn Co. ◀◀

▶▶ PARTICIPANT

FT. DEVENS, MASS.—Once again back at Devens, the 24th Sig Bn Air Section compiled a record of heavy air activity in joining with other AA units at *Sagebrush*. 24th Pilots logged well over 900 hours of flying time at the Fort Polk exercise in delivering cargo, passengers, and messages to the units in the maneuver area. Among the personnel in the 24th are Capt. Allen P. Murphy (AO); Lts. William G. White (OpsO), William M. Norgren (MaintO), Daniel E. Muschott (Asst SuppO), and Herbert A. Burgman (Asst MaintO). Lt. Lawrence B. Scheer, a 24th participant at *Sagebrush*, has since left us for a Huachuca assignment. YC, Lt. William M. Norgren. ◀◀

▶▶ MERGER

EUCOM—Recently, the aviation sections of the 39th Sig Bn (Support) and the 97th Sig Bn (Operations) were merged into a "Group" Aviation Section in the interests of more and better support for the 160th Signal Group. Such things as morning reports and T/O&Es could not, of course, be changed, so we have preserved some of the appearances of operating independently.

For all intents and purposes, however, we're one aviation section. Incidentally, we're the *largest* aviation section in the Army serving *tactical* Signal Corps units. We have 12 pilots and are authorized eleven aircraft (2 L-20s, 2 H-19s, 1 H-13, and 6 L-19s). Lts. Haid and Reinhardt call the 39th "their organization" and all of the other pilots (Capt. Paulson and Lts. Chin, Huff, McGee, Pringle, and Webb) are asgd to the 97th. With the merger our old airfield rivalry ended and we miss the competing. By the way, that one fellow who wouldn't renew has *already* taken his check ride with your European clobberer, Maj. Borgen, and he already has his instrument ticket. The Major can't touch him for another year so don't expect his renewal, end quote. Me? I like it. . . . My two-forty is enclosed. Lt. Donald "Jug" Haid. ◀◀

▶▶ TRADCOM VACANCIES

Substantial civilian vacancies exist in this division in the grades of GS-9 through GS-11 for mechanical engineers, and GS-11 through GS-13 for aeronautical engineers. Anyone interested in a change of environment that would like to join a growing organization with a future in aviation drop a letter to the Commanding Officer, TRADCOM, Ft. Eustis, Va., Attn: Aviation Division, or a line to Mai. Thomas Hall, same address. YC, (Capt.) H. W. Huntzinger.

►► RED DEVILS!

FECOM—The 24th Comb Avn Co (Prov) is back again. A year ago the 24th Division was on an all too brief sojourn to Japan and with it came the deactivation of the former 24th Div Avn Co (Prov) of Gang Yu fame. Well, we're back again after a great deal of hard work with a new name, new faces, and a new area. About the only memory of Gang Yu left is Lt. John O. "Short Timer" Covin and the Devil Patches on the tails of the aircraft.

The old A-9 to those who saw it the first of '55 has certainly changed. We now are sporting 3 new *stateside* BOQs, *stateside* double quonsets for the EM, a koshi *Idle-wild* operations setup, a jumbo quonset for maintenance, and a No. 1 *stateside* shower. To those who have since left for the *Land of the Big Generator* the old area just doesn't look the same. Maj. Francis X. Burgasser has recovered from his hospital stint and has assumed the full duties of CO. For some reason or other he keeps flying a five-sided traffic pattern which probably stems from his pounding the corridors in D.C. for many a year. We hope to cut him down to the "standard four" before too long. Our APO is 24 and like all others we like mail. . . . The Red Devils. ◀◀

►► NEW WRINKLE

ECHTERDINGEN, GERMANY—Once again some news from the Seventh Army Flight Det in the land of *minus* zero and *then some*. . . . As you know we've had a cold spell to end all cold spells. I understand they lowered the Iron Curtain and let some of that hot Russian air come over to us peasants in the west. As for flying we've got a new wrinkle. All pilots in Seventh Army must re-qualify in every aircraft in which they have been previously checked out and this must be done on or in the month of his birthday. (This is the first time I can truthfully say that I'm sorry I'm qualified in so many different types of aircraft so if you're a Beaver *stateside*, bear in mind that you may not be so eager over here). . . .

Among others, Blue Barron and W. C. Britton (he won't let me call him *Weldon*) are helping in giving the dual instruction. . . . We're due to get two H-19s in the next few months and this will give us a well rounded section (although some of the pilots are already well-rounded). For those who know Tom Jennings (Maj.), he made Senior AA last month and that makes 8 in the section and 4 to go. . . .

All pilots over here are now called *WHOODS* (and don't ask me to explain for the man who coined the expression doesn't know either). Whatever one is, I'm glad to be one, just to get to the terrific parties they

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give. Incidentally, since being asgd here, Bob LaHaie and W. C. Britton have been checked out in the L-23 and both are fairly living in that aircraft. (I don't like to ride with Brit too often for he goes out of his way to find wing ice and he still tells me that scotch is de-icing fluid). Homer Johnston, a morning report Captain, left us for the Kain-tucky-NG, and we now address mail to him c/o Colonel. Bob LaHaie picked up Homer's job of maintenance officer upon his departure. . . . And dear Art, or Mrs Art, or whoever is running the outfit this month, Maj. Jennings wants to know where his negatives of Korean airstrips are that he sent in some time ago. YC, (Capt.) Ed Ed Ziegler.

(Ed. Note: *Our fault. Patience.*) ◀◀

►► THE ICEMAN COMETH

STUTT GART, GERMANY—"Amen" on those reports you must be receiving of our cold winter. I'll bet every EUCOM unit is claiming the lowest thermometer reading. . . . As for VII Corps, we just froze. . . . Our mission remains the same as before, rendering VII Corps Hq aviation support, continuing the training program to qualify all pilots in instrument flying, performing our maintenance on the aircraft, and last, but not least, maintaining our proficiency in the L-19, L-20, L-23, and H-23 aircraft. During this time of the year our main problems on flights are *ice* and *low visibilities* at fields with no instrument let-down facilities.

Shivering together here in Stuttgart are Capts. O. P. Watson (Opns), James C. Rike (Tech Sup), Doug Mosely (Mtrs & Sig Comm), Ellsworth Vassar (Maint), Charles A. Fournier (T/O&E Sup) and your truly as AO, all of whom combine to make up the Flight Section. Lt. Col. Lloyd Swink (Corps AO), Maj. Charles Calhoun (Opns), and Capt. Harold B. Van Dyken (Sup) comprise the VII Corps element. Capt. A. T. Pumphrey moved to the Aviation Sect, 7th Army and isn't any warmer. Sincerely Capt. William J. Hix. ◀◀

►► LONESOME

FORT LEE, VA.—To satisfy the curiosity of those who will wonder what the Quartermaster School is doing with an aviation section, I'll briefly outline our situation here at Ft. Lee. In the Spring of '55 the Doctrine & Techniques Office, Abn Dept, QM School was authorized an aviation section on a

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T/A consisting of four pilots, one L-19, one L-20, and one U-1A to develop doctrine & techniques of aerial resupply from Army aircraft.

We are undoubtedly one of the very few aviation sections that are authorized one Major, one Captain, and two Lieutenants and just that. Arriving in July & Aug were Maj. Harold E. Woolf, Lt. Harold M. Bailey, and yours truly. We were fortunate enough to have an L-19 on loan from Hq, Second Army until we rec'd our own acft in Dec. In Jan. (following the settlement of the strike at De Havilland) we rec'd our L-20 and our Otter is expected momentarily, Maj. Woolf having attended the factory school at DHC.

We're presently operating at Blackstone Army Air Field, Blackstone, Va., some 46 miles from Ft. Lee but have high hopes that an airfield will be constructed in the Ft. Lee vicinity soon. As I am sure some readers know, Blackstone is adjacent to Camp Pickett (closed) and it gets mighty lonely out here.

We don't have much to offer in the way of facilities, but hospitality is abundant and we crave news of the outside world. Whenever a strange Army plane lands here we all rush out and all but carry the pilot into operations on our shoulders. Any pilots flying over or near Blackstone are asked to drop in, if only to say "Hello." If time permits, we'll coffee you up and talk your head off. YC, (Capt.) Carl R. Pigeon. ◀◀

▶▶ NAME-DROPPERS

CHOFU, JAPAN—This month, the 40th Trans Bn (AAM) celebrated our first anniversary at Chofu, Japan. Emerging from the 87th Base Depot in 1949 to the 70th Ord Bn and then redesignated the 40th in Korea in April, '54, our unit has undergone considerable name-switching to accompany its constant turnover of personnel.

Our mission is to furnish heavy aircraft maintenance support and air items supply to all units in FECOM, except Korea. To accomplish this we maintain liaison sections

YOU HEP?—Can you answer this question in 10 seconds: The International Court of Justice is the judicial body of the United Nations. In what city is it located? If you can't answer the question, it really isn't important. We just wanted to drive someone else nuts. . . .

with the AF at Gifu, Showa, and Tachikawa, Japan. At Gifu and Akashi are located the IRAN program for the H-13. All other types of acft IRAN at Showa. At Tachikawa AB the AF maintains the supply point for Army Air items. The diversified operation we maintain is also enlarged by operating a maint det at Sendai (Japan) and the 150 Det at Camp Drew and Beppu (Japan).

Two points of interest: We installed our link for instrument proficiency of our asgd pilots and we now operate one of the few OMNI stations in Japan at Chofu AAF. Among our personnel are Maj. Donald B. Thomson (CO); Maj. Kennedy G. Ward (dy with AFFE); Capt. Lester C. Robertson (Exec) and Robert E. Haley (CO, 246th TAAM Co); Lts. Frederick M. Martin, Jr. (CO, 274th Co (AAHM—S)), Robert E. Bendl (Sendai Det), James C. Crouch (247th), and Howard R. Stahlman, Jr. (OpnsO). PIO 40th Transportation Bn (AAM). ◀◀

▶▶ COLD WORDS

SAATD, GERMANY—Our Seventh Army Aviation Training Det is presently experiencing one of those cold, cold nips prevalent throughout Europe. This morning we had -13 degrees with a promised high for the day of -3 degrees. Even our aircraft microphones are freezing up from the moisture in our breaths. What we need, I suppose, are some *blistering* transmissions—that's a joke, son. The worst part of it all is that this cold spell was unexpected and unusual; hence, we had no *extra* heavy winter clothing for the men. Everything else here is as well as can be expected.

Had a couple of French Army aviators here observing and participating in our Instructor Pilot course. Rather comical in a way—the pilot couldn't speak English so he had a PFC translator with him. Before going on an L-19 flight our instructor would tell the French pilot, through the translator, what he would like to have him do when they got in the air. From there on it was strictly *silence in flight* with the poor Frenchman probably trying to remember—"Now did he say to follow the power-off stall with a tight turn to the left? Or was it to the right?" It had a happy ending. Like all Frenchmen, they had their brass come down on the final day with three or four bottles of Champagne, which wasn't too hard to take. One of them promised to bring me back a translated story of his AA experiences at Dien-Bien-Phu for the readers.

Stateside Moms will be interested to know that our Cliff (Jr.) has the "chicken pockets," German variety. I'll never understand why the kids can't have the measles and chicken pox at the same time *and together!* YC, (Maj.) Lloyd O. Borgen. ◀◀



Change of Address Notices Received on Stand. Army or PO Change of Address Cards

Abowd, George T., Lt.....25th Transportation (AAM) Co, Fort Bragg, North Carolina
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 Athey, Clifford S., Maj.....308 Smith Drive, Killeen, Texas
 Aumann, Rome V., WO-W1.....30th Transportation Corps TAAM Co, APO 34, N. Y.
 Baird, Wilfred S., Jr., CWO.....6th Transportation Co (Heptr), APO 43, SF, Calif.
 Balwierczak, Raymond C., Lt.....42nd Transportation Corps Co, APO 177, N. Y.
 Bamford, Malcolm, Lt.....Hq, 564th FA Battalion, 71st Div Arty, Ft. Lewis (By PO)
 Bass, Paul W., Lt.....3703 Beard Avenue North, Minneapolis, Minnesota (Temp)
 Baugh, Wilford A., Jr., Capt.....Headquarters Co, 26th Regt, Fort Riley, Kansas
 Bowden, Walter D., Lt. Col.....5812 Sunshine Drive, St. Louis 9, Missouri
 Blohm, Jack, Lt. Col.....1st Combat Aviation Company, 1st Armd Div, Ft. Polk, La.
 Bowie, Herbert, Mr.....Lycoming Div, AVCO Mfg, 550 S. Main St., Stratford Conn-
 Boyd, Teddy R., Lt.....1812 West Elm, Anaheim, California
 Boyle, Garrison J., Capt.....Hq, 68th Armored FA Battalion, Fort Polk, Louisiana
 Brasuell, Perry T., Lt.....Flight Detachment, UNC MAC, APO 72, SF, California
 Bristol, Delbert L., Lt. Col.....Office, Chief, R & D, Dept of the Army, Wash 25, DC
 Britt, Marvin L. Sgt.....Army Avn Det, 509th Trans Co (Heptr), Ft. Belvoir, Va.
 Brugger, Karl A. WO-W1.....587th Trans Co (Lt Heptr), APO 108, New York, N. Y.
 Carey, Allen T., Lt.....921st Engr Gp (C) Air Section, Ft Leonard Wood, Missouri
 Carter, Claude A., Sgt.....Air Sect, Div Hq Co, 11th Airborne Div, APO 112, N. Y.
 Clements, John K., Lt.....Box 561, Fort Huachuca, Arizona
 Collister, Daniel, Lt.....Gates Mills, Ohio
 Copeland, Francis A.....56th Med Detachment Heptr Amb, Fort Bragg, N. C.
 Daugherty, Ray A., WO-W1.....1113 A-4 Kimbro Loop, Fort Belvoir, Virginia
 Downes, H. Finley, Lt.....3126 Homestead Avenue, Davenport, Iowa
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 Kemp, James M., CWO.....587th Transportation Co (Heptr), APO 108, N. Y.
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 Luttinger, William, Capt.....AMOC #12, TC School, Fort Eustis, Va. (By PO)
 Lynch, Eugene M., Maj.....Room #10, BOQ 580, Fort Leavenworth, Kansas
 Lynn, William R., Capt.....Army Section, MAAG, France, APO 230, New York, N. Y.
 McDermott, Anthony L., Capt.....7675th Hq & Hq Co Avn Sect, APO 19, NY, NY
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 Mitchell, Malcolm L., Maj.....Davison Army Air Field Command, Ft. Belvoir, Va.
 Morgan, Marvin E., SFC.....Third Army Flt Det, 3000 SU, Ft. McPherson, Georgia
 Moore, Raymond E., Lt.....508th Transportation Co (Heptr), Ft. Bragg, N. C.

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 Wellman, Hubert A., CWO.....616 Randolph Road, Warwick, Virginia
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 Wright, Theorore K., Lt.....Hq Btry, 544th Abn FA Bn, APO 112, New York, N. Y.

*By PO: PO notice, unconfirmed as yet by individual.

DEPLOYMENT

The 587th Cargo Helicopter Company, Ft. Sill, Okla, was deployed to Europe in February, according to a recent announcement by Department of the Army.

Equipped with 21 H-34 light cargo type helicopters, the Company was the first of three such units scheduled for transfer to Europe before June 1st.

Commanded by Major Carl Slumpff, the 587th Cargo Helicopter Company includes 9 officers, 34 Warrant Officers and approximately 100 EM who with their aircraft were ferried to Germany by a Navy utility type aircraft carrier.

The H-34 helicopters, each capable of transporting 14 combat equipped soldiers or approximately 1-1/2 tons of cargo, will provide additional tactical mobility for the U.S. Seventh Army. (OCINFOE Release).

CORRECTION

Through an editorial error, the name of the Kollsman Instrument Corporation was not listed in the list of advertisers appearing in the February, 1956 issue. The staff regrets this oversight.

RENEWALS

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

MAIL ALL COPY ON THE 1st



TOP LEFT: Maj. Gen. Hamilton H. Howze (l.), Chief, Army Avn Div, DA, being greeted on his arrival at Stockton Airfield, Calif. by Col. Wayne E. Downing (r.), Group Commander of the 30th Engr Gp (Topo Aviation).
 TOP RIGHT: Doman LZ-5, recently certificated by CAA, demonstrates its load-carrying capacity by airlifting a Volkswagen.

BOTTOM LEFT: OI 599, a 580th Trans Co H-25, leaving Ft. Bragg for its assignment to Ft. Eustis. The 580th has replaced its H-25s with the newer and larger Piasecki H-21s.

BOTTOM RIGHT: 2d Lt. Putty, 1st Army flight candidate to undergo primary at Spence AB, Moultrie, Ga., climbs into the cockpit under the watchful eye of his Hawthorne instructor.

DE HAVILLAND SCHOOL (Continued from page 8)

H. Balint, James R. Wood, Cletus C. Culp, James E. Evans, Paul F. Hopkins, John A. Lamont, Hector H. Mendreta and Edward T. Walker, and First Lieutenants Jack H. Thompson and Dean C. Wesner.

The delivery of the six U1-A Otter aircraft from the De Havilland aircraft of Canada plant at Downsview, Ontario, was a primary phase of operation "Trade Wind", the second major air operation of the year for the U.S. Army Caribbean. This operation, sponsored by the Inter American Geodetic Survey, is a project of the U.S. Point 4 aid and assistance to foreign countries program.

After the fly-away from Downsview Airport the itinerary of the 937th Aviation company flight of U1-A Otters called for touch-down stops at several U.S. points and a goodwill tour of seven Caribbean and Central American countries: Havana, Cuba; Cozumal, Mexico; Belize, British Honduras; Guatemala City, Guatemala; Managua, Nicaragua; San Jose, Costa Rica; and David, Republic of Panama. At the conclusion of the

week long goodwill flight, the IAGS planes will leave for duty bases throughout Latin America.

For the past two years IAGS has been carrying out mapping and survey operations in Mexico, Panama, Guatemala, Colombia, Brazil and Peru. USARCARIB has played an important role in these operations and in all countries named Beaver L-20 aircraft have been in prominent use.

The pilots and mechanics of the 937th were high in their praise of Beaver suitability for the job it was doing. The mechanics were impressed by the simplicity of construction which made their job easier. The pilots were impressed by the undercarriage ability to survive rugged take-off and landing conditions. The general consensus of opinion was that the Beaver did a good job, but as operations extended, the need was for an aircraft encompassing the virtues of the Beaver plus greater payload capacity and longer cruising range. The U1-A Otter provided the answer to this need.

Pro's Say

Active Service Aviation

►► FOR WARM BLOODS

SAN JUAN, PEURTO RICO—The big shift at the Antilles Avn Sect has started with the closing of the camp and Henry Barracks. Pilots affected are being asgd to the Antilles Hq with the present pilots being shipped to points unknown. Capt. Bill Swift (present Ops) departs in April and Capt. Fred Maurer (the "rush—get your instrument time" examiner) will leave in June. Remaining breakdown will probably have Capt. Francis C. Adams as AO, Capt. Jim Krueger as Ops-Supply, & yours truly as Maintenance plus!! Total machines: One L-23, one L-20, and one H-13 with the transfer of the other aircraft (one L-19 and a chopper to the local TC Maintenance. (Capt. Bill Dobbins). Odd thing but all pilots remaining in this rainy semi-tropical splendor are recent exiles from Ft. Bragg.

San Juan should be one of the more desirable aviation assignments so all of you *warm bloods* better start requesting immediately. The Lieutenant here, Dennis R. McMahon. ◀◀

►► 100% PREGNANT

EUCOM—We're not the *biggest*; we didn't carry 110,176 lbs of cargo last month; and we're not setting any new AI records BUT—we do lay claim to one title that we defy any unit anywhere in the world to duplicate without a *maximum effort*. We're the 100% Pregnant Unit."

That's right. . . . During the space of a two-month period all four of us had babies: Lt. Floyd E. Potter, Lts. Gerald E. Swecker, Lt. Robert A. Chubboy, and yours truly, Lt. Wesley A. Dean. Only Lt. Orlo Olson (who joined us a little while back) didn't make the minimum. Samples of the air and water here will be bottled and sent upon request. Our address: 32nd Sig Bn, Corps; APO 175, NY, NY. Your Correspondent. Lt. Wesley A. Dean. ◀◀

►► SUN-WATCHERS

UNC MAC, FECOM—This is going to be brief. . . . Recently transferred over to the UNC MAC Flight Detachment and found it to be a well organized section with 8 pilots. Our *priority* mission is to provide air transportation for the neutral nations' inspection teams. (Capt.) Don Chamberlain and Lts. Eugene T. Boyd and James R. Oaks are several of the gang here with me. . . . I won't comment further except to add that the only reason we like to see each sunrise is that it is just one day closer to that *rotation* date. VTY, Lt. Perry T. Brasuell. ◀◀

►► FOLLOWING THROUGH

FECOM—Now that the time of year has arrived when the freezing level is about even with the top of the control tower, the AI time here at the AFFE Flight Detachment has come to a complete stop. This, of course, means that in order to maintain proficiency and meet required minimums we are relying on the blue-orange system of instrument flying. It is not quite as interesting but it gets the job done.

We have read with interest of various Army aviation units establishing training programs for the purpose of increasing instrument proficiency and standardization of Aviators. Since we feel that a project of this nature is worthy of praise we would like to commend those units and at the same time bring to your attention some of the accomplishments along these lines in the Far East.

In addition to the long established program of L-23 transition training and standardization of Aviators in the Far East in all fixed wing aircraft and H-13 helicopter, the Schools and Training section of the Flight Detachment is now conducting a basic instrument course.

The idea for the basic instrument course first began last Spring. After much discussion and study, AFFE directed that the school be established utilizing personnel and equipment already assigned to the Flight Detachment. The Detachment was augmented by spaces and personnel from the 52nd Medical Detachment (Helicopter Ambulance) to assist in assuming the additional work load. Capt. Raymond G. McLaughlin was assigned the task of organizing the course. Instructors were drawn from the detachment and included, in addition to Capt. McLaughlin, Capt. Blatt and James A. Smith and Lt. Roy C. Caudle.

The first class began the 26th of Sept. 1955 with 6 entrants who successfully completed the course. The second class with 6 students started the 5th of Nov. and all but one were awarded certificates. The next class with 8 students began on 9 Jan.

With the exception of Omni and ILS, our course closely parallels the instrument course taught at the Aviation School; however, both of these aids are stressed very heavily in the link trainer. We are hoping for an Omni installation to be completed at a nearby base in the near future which will round out our course even more.

It should be mentioned that the present Instrument School is not the first endeavor in the Far East along these lines. A formal school of 11 classes (of three weeks duration each) were conducted between Feb. and Oct. of 1954. Its purpose was to qualify for Army instrument certificates those aviators who had previously been rated for instrument flying by the Air Force, Navy or CAA. Of 116 students who were enrolled, 106 qualified for Army Certificates. Your Correspondent, Lt. Roy S. Caudle. ◀◀

►► TRY THIS FOR SIZE

HEILBRONN, GERMANY—Although we are a small section from an operational standpoint, we do claim to have one of the most difficult strips in the theater (New graduates, please note!) Our strip lays in a forest and is 2,200 ft. long. With 70 ft. trees at one end, 40 ft. trees at the other end, and a high hill along the entire east side of the strip, we have a built-in crosswind. Fortunately, we have not had any serious accidents on the field and only one (a group loop prompted by the crosswind) in the last 8 months. We invite any sharp EUCOM pilot to play it off our three-cushions.

At present, our 60th Inf Regt outfit has one L-19 and an H-13. Capt. Jack R. Phillips (my AO) is our only chopper pilot (and a member of the *ACES CLUB*). We have 3 other outfits sharing the airport here (60th FA, 867th FA, and 502d Comm & Recon Gp) but we are the senior unit at the base. YC, PFC Byron R. Ingersoll. ◀◀

►► SPOT OF TEA

KOREA—Highlights of the month here at the 13th Trans Co (Hcptr) included the moving of a 105 mm howitzer by a platoon of H-19s and moving 140 troops and 8,000 lbs of supplies to the field in support of the 1st British Commonwealth Division.

Pilots of the 13th flew 155 missions during the month totaling 380 flying hours during which 112,940 lbs of cargo (both external and internal loads) were hauled. The missions involved 1,112 passengers and 10 medical evacs. Capt. Premo now commands the 13th assisted by Capt. Kunz, the Exec and Maint Officer and the *only* other commissioned officer in the unit. YC. WO James M. Perry. ◀◀

►► OVERWATER

HAWAII—Here's a long delayed report on the activities of the 25th Div Avn Sect here in *pineapple land*. Back in November we suffered a cutback in our gasoline allocations and every one became concerned about putting aircraft in mothballs, maintaining proficiency, and last but far from least, getting that *all important 4 hours*.

Fortunately, the situation was not that drastic and we are now swinging back into the routine of over-water flights in support of the Division training on the "big Island" of Hawaii. If this year's activities follow the same trend as last year it will reveal statistics like the following: Approximately 1567 accident free hours were flown over a distance of 185,160 miles in carrying 1016 passengers and cargo ranging from a 600 lb transmission down to a live goat the Engineers caught for a mascot. PIO, 25th Div Avn Sect. ◀◀

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Aeronautical Trng

Sagebrush - A Review

▶▶ A SEAT ON THE 50

FT. BENNING, GA.—As many of you know, the 3rd Comb Avn Co was very busy at *Sagebrush* but finally did move back to garrison here in time for the Holidays. Now we are starting to prepare for the *next* maneuver which appears to be heading our way.

We were *Sagebrushing* some 6 weeks or so and aside from a rather hectic trip in moving the 500 miles from Benning to Louisiana, the maneuver was somewhat uneventful except for *plenty* of hard work. I say *hectic trip* for in the 500-mile stretch our choppers were sitting down like flies from the sky (including one landing in a football stadium at Montgomery by Capt. Ellsworth Rhodes that slightly raised havoc with the football game).

We compiled over 3,000 hours of flying time under strictly tactical conditions, rough unimproved fields, 24-hour operations, etc. and still managed to come through with only 2 accidents, neither of which was serious.

I'll say this. . . . There's one thing about Army aviation—never a dull moment! If, among the readers there is someone who is in need of beaucoup hours, work, sweat, and *bachelor* living, ask him to contact us. . . . The only other unit that *goes* more than we do is the 30th Topo, I believe. Sincerely, (Lt. Col.) Harry T. Shiveley (CO). ◀◀

▶▶ PLAYING BOTH SIDES

FT. BRAGG, N. C.—The giant, tandem-rotored, Piasecki H-21 helicopters, assigned to the 580th Hcptr Co. at Fort Bragg, N. C., put out a "max" effort during *Exercise Sagebrush* by flying a total of 79,040 air-miles supporting both sides in the recent war-games.

The 21 "choppers" in the company were split-up for the maneuver: 14 were assigned to "SKY-CAV" flying under the green and white Circle Trigon emblem of the Aggressor and the remaining 7 supporting the Ninth Field Army on the U.S. Forces side.

These 21 "Workhorses" flew 819 missions, proving once again the versatility of the H-21 and its ability to perform varied new missions, both day and night. Several commitments were . . . aerial resupply of ammunition, food and fuel; transportation of scouting patrols with their jeeps carried beneath the helicopters on slings; the clearing of Drop Zones of parachutes and other material; and the towing or lifting out of the mud, the many jeeps and howitzers that were mired on the DZ.

Personnel flights brought the total passengers carried to 4047 men while cargo

air-lifted by the 21 rotor-craft totaled 921,500 pounds. The H-21's of the 580th were airborne 988 hours during *Sagebrush*.

All of this was accomplished with a perfect safety record and the 21 helicopters returned to Simmons Army Air Field, Fort Bragg, at the conclusion of the maneuver. YC, (WO-W1) Donald R. Joyce. ◀◀

▶▶ FIRE MARKING

FT. RILEY, KAN.—"*Sagebrush*" a word that will long be remembered and often repeated. We of the 14th Avn Co consider ourselves lucky that we were able to participate. With only two L-17As, one L-19A, a borrowed L-20A and thirty rated pilots, we were really sweating out flight minimums. *Sagebrush* let us accomplish our minimums with a bonus, become acquainted with the *Otter* and return to our home station with five qualified Otter pilots.

Sixteen pilots of the 14th, with 16 aircraft borrowed from ARMAV arrived at "*Operation Sagebrush*" on 19 Oct. After arrival we were informed that our mission would be Aerial Fire Marking for both the Aggressor and the US Forces. VRC-19 radios, weighing 100 pounds, were installed in the baggage compartments of the 16 L-19s we had brought with us. (Aside from increasing the stalling speed, no ill effects in the flying characteristics were noticed.)

ACES CLUB



TOP FIVE

1	WOJG Clarence M. Hulett, Ft. Eustis.....	249
2	Capt. Robert J. Lessard, Ft. Riley	130
3	Mr. Jackson E. Beighle, Sikorsky	72
4	Maj. Lloyd O. Borgen, 7th Army	68
4	Capt. Max E. Young, 9th Inf Div	60
5	Lt Col. Harry T. Shiveley, 3d Inf Div	53



TOP LEFT: All branches of the Armed Forces were represented at the Feb. meeting of the Southeastern Section of the American Helicopter Society held at Fort Rucker, Ala. Pictured are: Igor Sikorsky, guest speaker at the meeting; Capt. Charles Garrett, Tyndal AFB, Panama City, Fla.; Lt. Comdr. Allen Salts, Ellyson Field (near Pensacola, Fla.); Brig. Gen. Carl I. Hutton, Commanding General, The Army Aviation Center; and Capt. R. K. Brown (USMC), also from Ellyson Field.

TOP RIGHT: Igor Bensen preparing to takeoff in his new "Gyro-Copter" (Story on P. 12).

CENTER: 100% Unit—AMOC No. 12, Avn Dept, T-School, Ft. Eustis, Va. L. to R., Front Row: WOs Elbert J. Wright and Roy A. Solmonson; Cpts Taro Ohtsuka (Japan) & William W. Luttinger; WO Clarence G. Nobles; Maj Bruce O. Ithenfeldt; WO Myron G. Bethard; Lt Praveta Limboondee (Thailand); WO Bobby W. Riggs; & Maj Henry D. Shellhart. Back Row: WOs Johnie G. Parker and Donald L. Scripser Capt. Adam S. Lindsay; Lts Jenhat Jengrabunhat (Thailand) and Herbert T. Bogert; Capt. Manu Srisomboom (Thailand); WOs Harold C. Felton and Allan G. Little; and CWO Cecil H. Pickel.

LOWER LEFT: M/Sgt. James E. Gray (l.) and Capt. Martin V. McInerney (r.) check the training schedule for the day with AO, Maj. Eugene Bacon, at the 82nd Abn Div Avn Co, Ft. Bragg, NC.

LOWER RIGHT: Instructors & Graduates of AFCE Instrument Crs 55-1 (Basic), L to R: Front: Lt. R. C. Caudley; Capt. R. S. McLaughlin; Maj. H. R. Snyder; Cpts. J. A. Smith & D. C. Blatt; Back Row: Capt. L. R. Dennis; Lts. A. Carroll & E. T. Boyd; Cpts. A. H. Johnson & R. H. Buell.

Sagebrush - A Review

The Aerial Fire Marking mission assigned to the 14th worked in the following manner: The ground umpire at the unit doing the firing would send a "shell rep" to the Aerial Fire Marker giving type artillery, azimuth, number of rounds, coordinates, size of unit firing and time of fire. The observer, of which 16 were assigned from the umpire school, copied all of the above info down and transcribed it to a card that was attached to a red smoke grenade. At the designated time the smoke grenade was dropped on the proper coordinates where a ground umpire picked up the card and was able to assess battle damage and casualties to the unit being fired upon. The VRC-19 radios were very successful in the aircraft, so much so that the aerial teams were called upon frequently for radio relay to aid the ground umpires.

The hats of the 14th are off to Col. Downing and the Aviation Section of the 30th Topo under command of Maj. John Briggs. All Army aviation units could learn something from this organization. The experience gained by the 14th from working with the 30th was extremely beneficial. One of the points that makes the 30th such a smooth operating outfit is the fact that they have

Bob Skimin's touché: Reprinted from the March, '55 issue, still applicable, and still good for a laugh!



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

field maintenance capabilities. Many of the troubles, AOCs, engine changes, etc., that plague other units *don't* hamper the 30th.

While on maneuvers the 14th piled up some 150 hours of "Otter" time. Capt. Sam Boyer, the maintenance Officer for the 30th, gave several hours of interesting classes to us dealing with the "Otter." This has only served to whet our appetites further for the first glimpse of our own "Otters."

After the maneuver the 16 borrowed aircraft were returned to ARMAV and the 14th finished the trip home on a train, which incidentally will *never* replace travel by air. For the older pilots among the group making the trip to Fort Rucker for the first time, the sign over the main gate signified just how Army aviation has progressed since its conception. The two day layover at the Army Aviation School afforded us an opportunity to look around and renew old acquaintances. Incidentally, rumors about poor maintenance at ARMAV were proven to be false by the a/c we had with us. During the first part of the maneuver we were required to have four aircraft in the air at all times with four relieving, and during the second phase six aircraft with six relieving in the air were required. In all, a total of around 1400 hours (45 days) was put on these aircraft with no abnormal maintenance difficulties being experienced.

Several of our pilots have completed the Instrument Flying Course at Rucker. Capt. Campbell and Lts. Moran, and Walker are eager to get "on the gauges." Several more are scheduled for the next couple of classes: Capts. Cleveland and Young and Lts. Morgan & Melton. Capt. W. A. Ratcliff, Jr. ◀◀

►► CORPS COMPANY

The Aviation Company III Corps organized 12 August, 1955 under an ATFA TO & E, 1-127, as a provisional unit, is the first Corps Company to be organized in AA. The CO is Capt. George T. Burton. In two and one half months, the Company was brought to approximately 90% strength in equipment (exclusive of aircraft), 85% strength in EM 30% strength in AAs, and 20% strength in aircraft. This was our strength at SAGEBRUSH where we were evaluated but not tested. We picked up three H-23s during the maneuver which brought our totals in aircraft to two L-20s, four H-23s, four L-19s, and one L-23, (which was AOCF during the entire maneuver). This was a far cry from the sixteen L-20s, twelve H-19s, six L-19s, and four H-23s authorized A Corps Company.

The Company was augmented by the 82nd Medical Helicopter Detachment with its five H-13s and eight AAs.



TOP LEFT: An Army Piasecki H-21C hovers over the new asphalt landing strip completed in the C-12 area of Ft. Belvoir, Va. The alert pad measures 75 x 100.
TOP RIGHT: 100% Unit—Dept of Publ & NRI, ARMAV. L to R: Lt Col Edward G. Raff (Director); Capts. William H. Harper, John D. Newbern, and Philip J. Neary; and Lt. Frank C. Buell.
CENTER LEFT: Military and civil authorities gather to congratulate Don R. Berlin following his election in Washington, D.C. as Chairman of the Helicopter Council, AIA. L to R: Stuart G. Tipton, Pres., ATA; Adm. D.C. Ramsey (USN, Ret.), Pres., AIA; Brig. Gen. Ronald D. Salmon, USMC, Director of Marine Avn; Lt. Gen. D. L. Putt, USAF, Dep C/S, Development; Don R. Berlin, Pres., Piasecki Helicopter Corp.; Gen. Maxwell D. Taylor, USA, Chief of Staff, US Army; Stanley Hiller, Jr., Pres., Hiller Helicopters and former Chairman; Brig. Gen. Hamilton H. Howze, USA, Chief, Army Avn Division; Vice Admiral T. S. Combs, USN, Dep Chief of Naval Opns (Air); and J. E. Leonard, Mgr, Mil Sales, Cessna Aircraft Co and Vice Chairman, Helicopter Council. (AIA Photo);
CENTER RIGHT: A farmhand breaks open hay bales dropped by 30th Engr pilots during recent California flood disaster. Shortly after, 135 head of stranded cattle were herded by the chopper to "chow."
BOTTOM LEFT: Ross White of De Havilland Aircraft wishes Godspeed to Ferry Pilot Jack Katstra as he prepares to deliver the first of two Beavers to the U.S. Dept. of Justice and Immigration. The aircraft will be used for border patrol and customs work and is the first DHC aircraft delivery to a U.S. Department other than the Dept. of Defense.
BOTTOM RIGHT: Capt. Norman I. Anderson, assisted by Sgt. John F. O'Grady, checks his instruments before taking off in hooded flight in the new flight training course now being given at Ft. Devens, Mass. Eighteen pilots from New England's largest military installation will fulfill their instrument requisites through the course.

Pro's Say

Active Service Aviation

The Corps Company has the capability of doing a rather large amount of traffic control. We are authorized a GCA unit (no operators), a L/MF homer and a marker beacon. Terminal traffic control was necessarily limited in that the only equipment we received along these lines was the L/MF homer; however, this was used to the fullest extent. We moved several times in the maneuver area rather hurriedly, so the saying became, "We'll probably be moved when you get back, so turn on the low freq and find us."

We also had a Flight Operations Center which controlled traffic in the Corps zone of responsibility and assisted the AAA in identification of aircraft. The FOC was under the control of Capt. Charles F. Ward. For a good rundown on the traffic control layout, read TT 1-100-1.

Capt. Walter J. Chamberlain is Co SuppO, with Lt. Walter B. Van Wart as AdminO and Capt. Onore E. Case ramrodding the Maint Sec.

The OpnsO, Capt. Philip D. Jones, and yours truly, along with all the personnel here in Opns, have been busy rejuvenating our newly redecorated building. Our main project now is our flight planning room, including a large planning map, planning table, and map bins. We hope this is not all in vain as everyone in the Company is waiting anxiously for word on whether the Company will remain as is or be deactivated. YC, Lt. Gary B. Taylor. ◀◀

▶▶ TV DIET

FT. RILEY, KAN.—With the return of our 7 AA's from *Sagebrush* we are one big happy family again with 38 AA's and 2 attached. We wonder how many other units are suffering from "over-strength-itis"? Our seven from *Sagebrush*, having survived the Battle of Shreveport, were honored upon their return in a mock ceremony at an Xmas party. A humorous citation, written by Capt. Don Baugh and Lt. Dan Lenz, was read. The *Sagebrush* participants were then awarded the "Order of the *Sagebrush*". It was such a colorful ceremony that it seems a shame the award could not have been presented to all *Sagebrush* participants.

We seem to be gathering considerable, and I hope, favorable publicity for Army aviation through the various radio and television stations in this area. On 16 Dec. 55, a review for our past division commander, Maj. Gen. Guy S. Malloy, was filmed by station WIBW-TV, Topeka, Kan. The film

was taken from the camera and placed aboard one of our L-20's, piloted by Capt. Earl K. Wooley, and flown to the station some 60 miles away, where it was dropped (free fall) to waiting technicians. Station WIBW-TV claimed a TV first in that the filming of an actual event was shown over TV approximately 3 hours and 20 minutes after the event took place.

On 20 Dec. 55, Capt. Dick Rusk, flying an L-19, made another film drop to station WIBW-TV of a review for the visiting 5th Army commander, Lt. Gen. Arnold. Strangely enough, the package within which the film was wrapped contained the following information: "Dropped by Capt. Dick Rusk, 1st Inf Div Air Sect". Dick's name was mentioned about six times on TV that same evening. Don't know what we'll do with these celebrities of ours!

Lt. Al Smith of our section made his debut as a radio celebrity on 10 Jan. 56, with station KMAN of Manhattan, Kan. Al was interviewed after piloting an H-23, which was credited with helping to extinguish a large grass fire at Ft. Riley. This feat was accomplished, said the Kansas City Times, "by literally blowing the wind swept flames into submission". Naturally Al is to be commended for his quick thinking; however, we do not recommend that other AA's seek fame in a like manner.

It was with regret that we bade farewell to our DAO, Maj. William T. Schmidt, on 15 Jan. 56. Maj. Schmidt was transferred to the 5025th S.U., Ft. Leavenworth. At least we are still close enough to leave calling cards from time to time. The DAO's slot is now being filled by Maj. John W. Roush, an old and capable hand of the "Big Red One". Your "Big Red One" correspondent, Lt. Bob George. ◀◀

▶▶ THE LONG COURSE

FT. BENNING, GA.—Since Len Gifford, our regular 506th purveyor of the true word, is on leave, I'd like to fill in for him on this round. Our third group of WOs reported to Ft. Sill on 2 Jan. for H-34 Transition School. They'll be taking advantage of the long course (approx. 8 wks), rather than the short 4-wk course our first two groups received.

WOJG Bobby Bruce showed his face the other day in Ops for the first time in a long while. A few scratches and a slight limp are all that's left to show for a *close one*, and the sawbones all say that he'll be back for duty in March, good as new.

Everyone here at the 506th Trans Co is getting back into the swing of regular missions in support of the Inf School and we all like the H-34 more with every hour we put on it. In fact, the only cloud in our little sky was the P.T. test held last month and even this dissipated. Your Correspondent, CWO Bob Waid. ◀◀

►► "TRUE CONFESSIONS"

FT. HOOD, TEX.—We have plenty of elbow room here in sunny Central Texas now that the 1st Armd Avn Co. went to Ft. Polk and left us here alone with the III Corps' flyboys. We *bated* to see them go, especially since the Airfield duty officer roster comes around twice as often. But they left behind many very important personages.

I suppose that everyone is working on their minimums just as we are since we didn't have link or hood flights at *Sagebrush*. Speaking of *Sagebrush*, I thought some of you AA's that were with 9th Field Army would have come visiting by now especially the Lieutenant from Ft. Sill who still owes me \$3.00. (I took it off my income tax.)

Nothing grounds pilots as quickly as preparation for a CMI inspection here. This is the time of year we lay down our flying suits and don fatigues to get all the sections in shape for the inspection. Luckily, we haven't had too many flying missions lately to interfere with the shining of trucks, barracks, equipment, etc. Last year, we struck a blow for Army aviation by making the highest score in Division on our big inspection and we're trying to do it again.

We have a briefing every morning at which we discuss the weather, policies, and administrative announcements. Lately, during these briefings we've been individually recounting our flying experiences that we think might benefit the group. Everyone has been encouraged to talk about unusual incidents that they have encountered.

At first, there was some reluctance to tell these experiences because most of the incidents involved a *wee tiny infraction* of some flying regulation (unavoidable, of course). When the operations officer assured us that the stories would not go further than the briefing room, things really got rolling, and at present this portion of briefing is called "*True Confessions*".

The stories vary in nature: from using wrong radio frequencies to ones that end with "*I'm lucky to be here now!*" I think we may be a little wiser for having heard some of these tales and we recommend them to other units to liven up briefings. YC, Lt. Dave Sanders. ◀◀

►► NEW FILM

FORT SILL, OKLA.—A Fourth Army Signal Corps team visited Fort Sill to film an artillery airlift with the H-34 helicopter now in use at the Army Aviation Unit Training Command.

The recently established aviation unit commanded by Lt. Col. Charles Ernest, has the mission of training Army helicopter pilots in the H-34. The airlift film will be used in Department of the Army publicity. The filming was co-sponsored by the AAUTC and the Department of Tactics and Combined Arms, The Artillery and Guided Missile School.

Representing the air command were Capt. Earl J. Hammack, AAUTC chief of demonstrations, and WO Worley E. Gentry, AAUTC PIO. The artillery school representative was Capt. William G. Crichton. An entire Artillery battery from the 2nd Field Artillery Bn was used in the exhibition for the film. (PIO Release.) ◀◀

►► TUNE US IN!

FORT KNOX, KY.—Attention all pilots who might be flying in or near the Fort Knox area! If you want to and can, just tune in the friendly Fort Knox homer on 396 kcs with call letters of FTK. If you feel lost, fear no longer for we hope to get a low approach procedure established in the near future for all of you gauge jockeys.

We have all kinds of projects underway now. Our instrument program is all set and

WE'RE STUCK . . .

for a caption, that is. Joe Gayhart submitted this dry run cartoon and would like to test your H.Q. . . . (Humor Quotient). Send in your cartoon caption on a postcard and we'll publish the best 5 next month; No. 1 gets a 2-year subscription gratis. . . . Keep 'em clean! Address: "Army Aviation," Westport, Conn.



the first members to take a crack at it will be CHIEF Booth, Capt. Yeonopolus, and Lt. Porter. Capt. Wilkinson and his crew of 1-pilots will lead us through the paths of Omni, low freaks, and we intend to learn to fear no evils in the approaches. We started a ground school program in February to last three weeks, a 3-hour per day job which covered all of the subjects pertaining to instrument flying.

Right now, our air section supports 76 pilots here on post, many of whom are attending the Armored Officers Course. (Ed. 76? You fellows are really stretching those 13 issues!) Capt. Wilkinson was chief planner for the big steak dinner we had recently that enabled all of the wives to compare hem lines and the "Arrow Look" and gave all of us Birdman ample opportunity to tell our wild and hairy tales . . . and don't tell me that when you collect three or more AAs in one spot at one time, the tales don't get wild and hairy. . . . Mustn't forget our newcomers: Lt. J. W. Reser fresh from AFPE); Lt. Willard C. Goodwin; and Capt. Don Treat, the latter who just went through our de-brainwashing process. He's just completed the Armored School and after associating so much with other branches of the service he forgot the "Code of the AA." Your correspondent, Lt. John W. McKinney. ◀◀

NOTAM—"It's been said that on the cold and windy night of 15 Dec., 1955, the Avn Sect of Second Army motored to the swamps of Ft. Belvoir and did there meet the loud challenge of the Ft. Belvoir Avn Det in a bowling match. Suffice it to say that the Meade pilots did soundly trounce the Belvoir kegglers and are now awaiting a return match with the defeated primadonnas on the Meade alleys. It is said that quite a bit of money entered in (Lt. Col.) Ed Leer's pockets and left in (Lt. Col.) Ed Podworny's pockets. VTY, 195 Average." ◀◀

NOTAM—Physiologically and neurologically, it is said that the tongue is not connected to the brain—the only muscle so arranged—so I was not surprised to see this note in a helicopter: "Do not start tongue before brain is engaged." Observant Warrant Officer. ◀◀

FT. RUCKER, ALA.—Helicopter mechanics are needed at The Army Aviation School, according to announcements made recently by U.S. Civil Service Examiners. The positions are in the grades of WB-10 and WB-15, the former paying from \$1.43 to \$1.66 an hour and the latter \$1.74 to \$2.01 an hour. Applications must be filed with the Executive Secretary, Board of U.S. Civil Service Examiners, Ft. Rucker, Ala., not later than Apr. 3, 1956. (PIO Release). ◀◀

"The BIG Payoff"

Having been stood up over 400 times by her Warrant Officer husband as a result of his Army emergency and official missions, Mrs. C. MacRae Hulett recently merited a chance to win CBS-TV's "The Big Payoff."

Seen on the network's top afternoon show along with co-stars Bess Myerson and Bob Kennedy, "Mac" and Velma Hulett were halfway through their quest to attain *The Big Payoff*, a mink coat and a free trip to

Europe, when "Mac" had *explorer* trouble.

WOJG Hulett, stationed at the Avn Dept, T-School, Ft. Eustis, Va., answered two questions before the coast to coast audience to win an expensive wardrobe for his wife including dresses, sportswear, lingerie, luggage, jewelry, hose, hats, shoes, and perfume. The couple were enjoying their fifth honeymoon in New York at the time of their appearance.



Having fun on The Big Payoff, CBS' coast to coast program, are MCs Bess Myerson and Bob Kennedy (rear) and Mac and Velma Hulett of Williamsburg, Va. (Photo: McCarty Assoc.)

(Dear Editor): I have been reading "A Many Sided Thing" for some time now and finally feel like adding my contribution. Belonging to the apparent *minority* in the Army who believe that aviation is a full time career no matter for whom the aviation people work, I really do not feel that a final solution will begin to develop until we have an aviation branch. By branch, I mean a true arm or service encompassing personnel, supply, maintenance, training and control. I believe this is something *worth* fighting for despite the obvious resistance that will come from many quarters. As interim objectives, I suggest the following:

There is nothing wrong with Army aviation that couldn't be cured by:

1. Inspiring a love for flying.
2. Instilling pride in being part of Army Aviation.
3. Cessation of continuous harping on the theme that the aviator must return to ground duty to develop leadership, administrative and command experience. This should be accomplished *within* the Aviation field.
4. Dropping the use of the word "driver", especially in high places. A *professional* aviator is nothing to laugh at.
5. Having some really senior officers who have come up the long, hard way in aviation (might even be borrowed from another service—say, the Marines).
6. A *unified* career plan for all personnel, commissioned, warrant, and enlisted.
7. Conscientious effort to improve maintenance and supply techniques at *all* levels.
8. A meeting of minds (perhaps, knocking of heads) so that a common objective and policy is found, announced, and followed by top-level Army aviation officers.
9. The few officers who have commanded and/or actually controlled large (15 plus) groups of Army aircraft being grouped in key slots so that their experience can be used toward a common goal.
10. Stopping the use of the two plane—two lieutenant section as the index to all of our problems.
11. Elimination of the continuous bickering between the combat arms and the tech services.
12. Dropping the ostrich-like attitude "We don't have or need an air arm—we just have thousands of aircraft".
13. Professionalism.
14. In lieu of all of the above items, *transfer* all the functions to a known flying service that is not afraid to acknowledge that aviation is a complex business requiring a full time, professional approach to all its facets. Sincerely, "Hopeful".

A Many Sided Thing!

Letters to the Editor

(Dear Editor): The subject of career policies for Army aviators remains as a decided bone of contention in Army aviation circles. The following is a digest of the consensus of opinion of a *large* cross section of Army aviators in FEC.

First, let us say that while we naturally dislike seeing choice jobs filled by late-coming senior officers, we realize that Army aviation *does need this rank*, especially in view of its scheduled expansion and to take its proper place in Army hierarchy. So we have no fight with this integration program; it only helps to *prove* our really sore point—the career manglement program!!

There are a few (very few) Army aviators in FEC (RA, almost without exception) who are in general agreement with present aviator career policy, i.e., maintaining branch proficiency with contemporary officers. These are almost without exception older high ranking officers who because of the nature of their jobs, have past their peak in actual active flying. What we want to make clear, and it cannot be too strongly stressed, is that the *vast* bulk of AA's are in Army aviation because they want to *FLY*. How can we put over the point that the AA *does not want* to make his way up in branch activities? There are plenty of opportunities within Aviation to satisfy the AA career need. Take for instance, the statement in a recent issue of "Army Aviation" (Nov. '55) by Col. R. R. Williams to the effect that he has never regretted staying in Army aviation since World War II *against* the advice of many senior officers. Should I quote him? ". . . I stayed (in Army aviation) because of my intense interest in flying and my faith in the future of aviation in the Army." And he got promoted too!!

It must be realized that with the expansion of Army aviation and with the addition of multi-engine aircraft, complicated & large rotary-wing aircraft, the jet prospect, instrument requirements, etc., the Army aviator has become a full-time specialist and should not be expected to shoulder additional responsibilities branchwise. Many commanders now realize this and do not desire that their pilot's attention be diverted from their basic business of flying. Lives are at stake.

Recently, General Howze remarked that if the AA has the necessary stuff he should have no fear of competition with contemporary officers. The General need have no

A Many Sided Thing!

Letters to the Editor

qualms that AA's fear this competition; they just *aren't* interested. It is as simple as that. Does an Instrument letdown resemble laying a battery or building a bridge? Why then should the AA whose *primary* interest is performing his flight mission be desirous of maintaining proficiency in a job foreign to his interests? Admittedly, all AA's first were in some branch. Mostly, this was not from choice. Authorize voluntary transfer to branch immaterial for AA's and note how many are anxious to pursue a career branchwise. Practically none, we believe! RA, yes! But not the Career Reservist who realistically appraises his career potential. No matter how much propaganda we get that we must be well-rounded officers we're still in a highly technical pursuit right now and will probably still be in it when the 20-year period is reached and we're given our walking papers.

A large group of AA's remained on active duty after World War II and still remain on AD because they want to fly. Your author is one. Another group came into Army aviation in '46 and '47 from the Air Force. Many in each group are now in key positions. Most of these people are in the Army *only* because they like aviation jobs. Many will leave the Army if they are forced to rotate to ground duty.

We suggest a one-time questionnaire survey of all AA's to determine just how many desire to make a career branchwise and just how many are willing to remain *permanently* in aviation and accept the more limited promotion potential. Surely information of this nature, if overwhelming in evidence, should and could provide a basis for future career plans.

All we ask is the chance to do a *good* full-time job in the field of *our* choice. Hopefully yours, Some Old Comers and New Timers.

(Dear Editor): I read the recent letter signed "*Ex-Navy*" with considerable interest but with very little sympathy for the writer or for the whole group involved in this category. Let's assume that the regulations were not written as they are and that not only ex-military (AF, Navy, etc.) but also ex-civilian service and time were allowed towards Senior AA ratings. (Civilian credit would be inevitable if the regulations were changed.)

In many cases, this would mean that the day a man graduated from ARMAV, he would be entitled to wear the wings of a Senior Army Aviator. What then of the person with no prior service of any kind but with six years of AA time? Here, then, we have a person with ex-military or ex-civilian time outweighing the person with Army service.

No—I believe the advocates of this system are wrong. The star on the Senior wings does not increase the pay, retirement benefits, or anything else material. I believe that these same people who desire recognition (for their military time in other services) would get this recognition a darn sight faster by working for and obtaining a Special Instrument card or an ATR.

But there would be no visual proof of this and they probably wouldn't buy it. Perhaps, we should change the wing design to designate the possessors of a Special or ATR rating. Maybe then, more interest would be shown towards the betterment of the individual pilot.

In passing, I wish to make it clear that I am not a Senior AA; however, under the system these people seem to advocate I would have been one upon my graduation day at the *Fort Sill Pilot Factory*. Capt. Daniel O'Hara Avn Sect, 7966th AU, APO 58, NY, NY.

(Dear Editor): Hurray for *Ex-Navy's* gripe about the Senior AA rating! I also am an ex-Army AF pilot but wear NO star over my AA wings because the Army says: "No." I could easily understand the "No" if the Navy and AF training were not advanced over the Cub flying of the '42-'49 period.

It's a known fact that the Army has senior pilots who haven't flown any aircraft larger than an L-19 (and VFR too!) And some do not even have instrument, multi-engine, or helicopter ratings. I will grant that the nature of their assignments may prevent them from attending schools but by the same token they must have some qualms about wearing those wings.

It boils down to this: Should the wings represent service time or should the wings represent aviation experience? To my way of thinking, the service of any military person is denoted by the *rank he wears on his shoulders*. The badges worn over one's breast pocket are emblems of competence in a particular pursuit—the marksman's badge, the paratrooper's wings, the combat medic's badge, and what have you.

All we ask is that the regulations be changed to recognize *our service* in the Navy and AF and credit it towards the 7-year requirement. . . . We're not trying to take over Army aviation; we're trying to join you!

Another inequity (possibly altered by now) is the fact that the Aviation School gives a Special Instrument Rating (3-1) (2-1) to all of their instrument instructors,

even though some of these pilots haven't the necessary actual instrument time as required by AR 95-63. I do not begrudge a Special Instrument Rating where it is earned according to AR 95-63 but Fort Rucker's practice is a sore spot with those holders of Special Instrument Certificates who earned the rating according to the regulations.

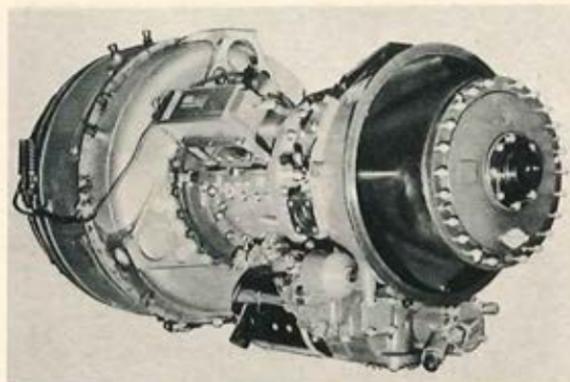
Ostensibly, respect is accorded those Army pilots who wear Senior wings and have special ratings. However, you will not have the respect of other aviation arms until you remove the obvious inequities. Sincerely, Ex-AF.

(Dear Editor): We read the recent *All-ARMAV Issue* with considerable interest and feel that if you tell the "Fort Eustis Story" in a subsequent issue you will then have a complete picture of AA today. Now that we've said it—friendly-like—we'll put it this way. . . . No post or unit, ZI or overseas, supports the mag right down the line as *Army Aviation* is supported at Eustis. We completely eclipse Fort Rucker sponsorship and you know it. We have an interesting story to tell about our activities and look forward to an early *Special Issue*. The Committee of 23.

(Ed. Note: We had two objects in mind in devoting an entire issue to ARMAV. First, the publication goes into recruiting channels in quantity and we felt that it would help bring the training story to potential AA candidates. Secondly, individual contributions from ARMAV have been spotty in the past and we wanted to impress upon ARMAV personnel that their literary and subscription support of the magazine are welcome. We acknowledge the virtually complete acceptance of "AA" at Fort Eustis and if you view the selection of the first *Special Issue* in this light, we no doubt committed a transgression. With our new editorial policy (see p. 34) this will not happen in the future.)

(Dear Editor): The APO subscription fee is \$2.40, yet the postage to APOs is no more than ZI Postage. How do you account for the higher subscription fee? Puzzled.

(Ed. ZI issues are addressed on the back cover and mailed as is. Postal Regulations require that APO or foreign issues have a separate wrapper or envelope. The separate envelope we employ, its printing, and the hand-stuffing of APO issues in these envelopes account for the 3.3 cents difference each month.)



**New
Lycoming
XT53-L-1
Gas-Turbine
Engine**

STRATFORD, CONN.—Details of the XT53-L-1 gas turbine engine, a new development in the aircraft power field, were revealed recently by Lycoming Division, Avco Manufacturing Corp. The engine, designed under the direction of Dr. Anselm Franz, vice president, turbine engineering, was produced in the Stratford plant of Lycoming.

Developed under contract with the U.S. A.F. and the U.S. Army, with initial production allocated for government use, the XT53 is slated to power the XH-40, a new Army utility helicopter to be manufactured by Bell Aircraft. Potential applications of the engine include fixed-wing planes, boats, heavy ground vehicles and emergency stationary generators. Lycoming announced that the commercial future of the engine is being explored.

The XT53, unique in its use of the

free-power turbine principle, is the first of its type to be designed and developed in this country. The only other known free turbine engine with front drive capable of turning a conventional propeller is a large British design. The Lycoming engine has minimum size and weight (23-inch diameter, 47.6-inch length; 460 pounds) yet develops 825 shaft horsepower at military rated power and 770 shaft horsepower at normal rated or maximum continuous power. Specific fuel consumption for these power ratings are 0.71 and 0.72 pounds per shaft horsepower per hour respectively.

The engine is designed to operate on a wide variety of fuels, including automotive and aviation type gasolines and JP-4 jet fuel. It achieves low fuel consumption, maximum reliability and life and maximum utility and installation flexibility. (Lycoming Release.)

On Guard!

Civilian Component Aviation

►► 100% NOW!

COLUMBUS, OHIO—Due to an *administrative* error somewhere along the line last spring the *full-time* personnel at Don Scott Field here in Columbus slipped up on their 100% status. We hope a certificate in order and if it is, have the hand-letterer place "The Ohio National Guard, Aviation Maintenance" on that award. We've got the spot on the wall all picked out and dusted off.

The state aviation program has settled down to a winter schedule of flying for proficiency minimums and semi-monthly ground school classes. The latter sessions were initiated this fall and apparently are very effective. Our roster of state pilots continues to grow with many applications being received for schooling and the rate of growth now being restricted by class quotas only. Lt. J. R. Lawry should be about ready to graduate helicopter school by now and we sincerely hope to qualify some of our other lads. Our 37th Div AO, Maj. William A. Richards, made like the birds in the Fall . . . he went South to Florida for a little vacationing and it makes our tribe a little incongruous—one Red Indian and heap many Palefaces. The best to AA in '56. YC, Maj. Charles V. Graft, Jr., Advisor, Ohio-NG. ◀◀

►► USAR PROBLEMS

AUSTIN, TEXAS—In an effort to initiate Texas participation, the 90th (Texas' Own) Infantry Division makes herewith its initial contribution to THE magazine. The 90th is a reserve division with headquarters in Austin, division artillery Hq in Dallas and component units located in most cities throughout the state of Texas. It is one of ten reserve divisions authorized to go to full strength.

Our DAO is Capt. James S. Hanna, Jr. Others are Captains Willie R. Wilson and Charles B. Harris (Instrument Qualified) and Lts. Douglas L. Hutchens and Gerald W. Carpenter.

The two principal difficulties confronting reserve division aviation are communications and supply (Heard *that* one before?). We meet the first one by encouraging personal correspondence and visits between aviators and by publishing at irregular intervals an aviation newspaper which is mailed to aviation personnel throughout the division.

The second problem is a little more difficult. Like all AA's, we have to take annual examinations. This means that we must have access to the same study material—plotters,

computers, maps, TM's, FM's, etc. We have been able to get a small part of this material, and are continuing efforts to get the rest of it. Seems that someone forgot to authorize for issue to Reserve AA's such things as Radio Facility Charts, Pilot's Handbooks, TM 11-2557, Supplementary Flight Information, etc. Not only do we need these as much as active AA's, but we need them on a "per aviator" instead of "per unit" basis because of the way in which we are scattered out. So desperate is our need that we would be glad to accept *out-of-date* copies of these publications, if anyone would care to donate such. There are other items of equipment affecting flying safety which are taken for granted when on active duty that we have to do without. Efforts are being made to do something about this too. We hope for success within the next few years.

Recent and radical advances in the theory and application of Army aviation have changed the picture for the reserve aviator overnight. It is necessary for us to master new skills and procedures. For many of us, the only foundation upon which we have to build is our experience as L-4 pilots during WW II. It is an exciting challenge to us as officers and as aviators. We find ourselves rewriting the book on Army Reserve Aviation—and liking it! Your correspondent, Capt. James S. Hanna, Jr. ◀◀

P.S. The opportunity to swap suggestions, advice, etc. with other reserve air sections would be appreciated. Address all correspondence to Hq. 90th Inf Div, 300 Guadalupe St., Austin Texas, ATTN: Air Off.

►► AF APATHY

BERKELEY, CALIF.—I plan to gather the facts on the 49th Inf Div, Calif-NG, in the near future and send them along to the Good Book. In case you do not realize it, I believe that the reason for most NG apathy towards *Army Aviation* lies in the fact that many current National Guard pilots are transfers from the AF, Navy, and so forth. Very few of them ever served on active duty with an Army aviation unit and so they can't be quite as rabid as we long-time groundpounders. Sermon ends! YC, (Lt.) James B. Forster. ◀◀

►► RATHER NOT SAY

SALT LAKE CITY, UTAH—Although I'm now a "Mr." and not a "Lt." only the title has changed; I'm at the same job. I'm now flying for a civilian concern rather than Uncle Sam—Pacific Helicopter Service presently opening a new base at Salt Lake City. We have a 47G-2 (Lycoming 260) with the operation and should have a second ship by now. The requests here are always for some type of operation at the 10 or 12,000 foot level. Usually, it's a gross load operation to that altitude but what a wonderful ship it

is. Civilian operation is somewhat different from the military but I'd rather not say in what respects. Looking for my "AA" to keep me posted on the military. Ex-AD, Cal Mogck. ◀◀

►► UN-CONSOLIDATED

CHARLESTON, W. VA.—Have put off writing long enough—believe other AAs may be interested in the *general* setup of the Air Sections here in the West Virginia National Guard. As is the case with most NG units, the West Va.-NG Sections are spread out State-wide. The problems associated with this type of operation as compared to a consolidated Air Section should be readily discernible to all AAs.

Capt. H. G. Davis is high man on the pole being asgd as AO of the 150th ACR. Along with Lt. J. L. Mitchell, he holds down the fort at Charleston. Lt. W. J. Perdue commands the Section at the 468th FA Bn

(Dear Editor): *Amen* to Gen. Hutton's comment that "the Army should have complete freedom to test any kind of equipment, and to determine for itself whether the equipment is necessary to the Army's mission." Here's a man who isn't afraid to call a spade a spade and I wish there were more like him. All the way for AA.

(Dear Editor): Why not a picture of the publisher and editor? Why be outdone by Wayne Parrish of American Aviation? Huachuca Harry.

(Ed. Ordinarily, we'd say that this would be taking advantage of the situation and hence, a veto. With our new editorial policy (p. 34) we've probably embarked upon a course of making enemies as well as friends. To appease the discontented we may publish a future likeness for their dartboard. You must admit, however, that by remaining in-cognito we can creep up on delinquent renewals and clobber them in their momentary state of shock. Not very sporting but very rewarding circulation-wise.)

(Dear Editor): Thoroughly enjoyed, the Special issue on Rucker; even located 3 old buddies. We have a king-size operation here at Ft. Benning that's interesting and hope that the next special job reviews Benning aviation. Sincerely, RR (Regular Reader).

(Dear Editor): The altimeter method of depicting circulation is unique and enables us to see just how many people are swapping notes. Despite what you say, I'll still bet that many advertising agencies mis-read the altitude—and favorably, I hope. What altitude do you think we can reach? (Maj.) Joseph Hoffman, USAR.

(Ed. The "altitude" eventually reached

On Guard!

Civilian Component Aviation

(Huntington). The 201st Armd FA Bn (Sep) is located at Fairmont and Capt. L. R. Green is asgd as 50% overage. A Separate Detachment is located with the 29th Division in Wheeling. Joining us about a year ago at State Hq as Aircraft Supervisor was Lt. K. W. Hamric. As Advisor, yours truly has been asgd here since returning from Korea in Dec. '54. Would like to add that any AD pilots contemplating separation who desire affiliation with the West Va.-NG should contact me at the Off of the Sr Army Adv, West Va.-NG, Rm 295, State House, Charleston, West Va. Your "Mountaineer" Correspondent, Capt. Henry W. DeBoer, Jr. ◀◀

A Many Sided Thing!

Continued from Page 31

depends upon the individual pilot and crewman and whether or not he would like to read his own copy. We frankly do not know the service ceiling. . . . We seriously doubt if agency people attach much importance to the "altitude," give or take five or ten thousand. Whether or not Army aviation is a suitable market and warrants advertising expenditures is their main concern.

(Dear Editor): The recent letter on Senior AA Wings concerned an Ex-Navy pilot who is now an Army officer. I'd just like to call your attention to the fact that there are many Warrant Officers in the Army (with former Navy & AF time) who silently hope for a review of the regulations. An Old WOJG.

(Ed. The axle that squeaks the loudest gets the grease . . . that is, if there's any grease to be had.)

PLAY IT SAFE

If you're on active duty and go TDY for a brief spell, what happens to *your* issues? Some are returned to us (Return Postage Guaranteed); many are not. Play it safe and have your issues sent to your home or quarters address.

Randoms

We have not had any specific editorial policy in the past, except for bringing Army aviation—its progress and its personnel—to as many readers as possible. At this point we are forced to alter this policy slightly.

This issue is the first of what we expect to be a long succession of *association issues*, i.e., issues in which all of the copy has been submitted by members and pertains to members only.

You may not realize it but we have walked a tightrope for months in trying to please everyone. We cannot do so any longer. The subscription and advertising support rendered to the publication will only return just so much book and we can no longer justify the copy we receive to the pages for which we are financed.

With the exception of but two persons, all persons mentioned in this issue are subscribers. Only by deleting paragraph after paragraph of copy pertaining to *guests* and completely overlooking all copy submitted by non-supporters were we able to publish the greatest part of the news, photos, unit reports, and manufacturers' material that we received.

It is quite possible that we may alienate a great many people by adopting this policy but at the same time, we do not think it is fair to ask those who currently are supporting the publication to pay a higher subscription fee so that space for *guests'* material will be available. Actually, we cannot see where a person should feel miffed if he submits a supposed Lodge report to Elks Magazine and he is not an Elk himself, nor are the greatest number of persons mentioned in his report or photo.

We would like to stress that there is nothing personal in this move. The ledgers dictate it. To edit, reduce, or cut the copy remitted by the members to accommodate *guest* material is akin to one cutting one's own throat.

Our Welcome Mat is out to everyone in Army aviation. We are NOT publishing a monthly medium to make enemies and we sincerely hope that those AA personnel who are not with us will be sympathetic to our problem.

A word about the "Who's Who." It is still limping along despite our bulletin board plea sent to many COs last month. We plan to publish another complete form in the centerfold of the April issue and then, failing to reach the minimum necessary, it will be *Requiescat in Pace . . .* to which we should add *Permanenter*. Warm up the coffee, bill juggler, we finished the book. Your editor, Art Kesten.

CLASSIFIED

WHY POLISH your Military Insignia? Wear fine quality Balfour rank and cap insignia in sterling silver and gold filled qualities. Write for free Army Aviators' military insignia flyer. L. G. Balfour Co., Attleboro, Mass.

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Clank Stories

by Dario Politella

The international flavor of the *police action* in Korea was always the subject of newspaper and magazine articles. The reading public was impressed with it second-hand. But Army Aviators of EUSAK's "Dragon Flight" experienced it first-hand on many *brass* runs.

One example is the flight of Lt. (now Capt.) William G. Phillips of Weatherford, Okla.

"Flip" gained the questionable distinction of clobbering the first L-20 in Korea. It happened during the visit of Field Marshal Earl Alexander in the Spring of 1952.

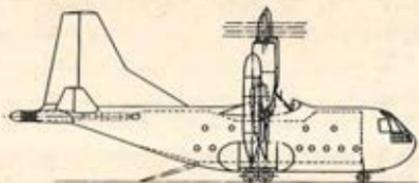
The Earl's personal secretary and four aides were transported to the 1st Commonwealth Division airstrip between I Corps and the 3rd Inf Div north of Seoul in the *Beaver*. Their visit completed some minutes after landing, Flip began his takeoff from the short strip. A check of instruments on the hot-spot run-up had proved OK. So, when the Beaver had passed over two-thirds of the strip with no sign of becoming airborne, Flip cut his switches and applied his brakes. The L-20 skidded past the end of the runway, sheared its landing gear in a shallow ditch, and came to rest ingloriously in an active mine field.

As the dust settled in the cabin of the plane, the silence which had marked Flip's frantic manipulation of the plane was broken by one of his distinguished passengers seated in the rearmost seat.

In a decidedly British accent, the voice called timidly, "I say, may we get out now?"

Send all correspondence to:
"ARMY AVIATION"
Westport, Connecticut

from research...



to prototype...



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TILT-WING TRANSPORT

Army requirements for a large troop-carrying transport capable of vertical take-off and landing led to a Hiller contract for the design study of such a vehicle.

FLYING PLATFORM

Although the Office of Naval Research was the developmental agency for this revolutionary vehicle flown by body-balance, Army funds were used for the project, and further development will be accelerated by Army requirements.

ARMY H-23C

This latest model of the H-23 series is now en route to join earlier models for Army use in general utility and training missions.

HILLER LEADERSHIP

stems from military cooperation

From the production model H-23 which flows out the back door of the Hiller plant to operational units throughout the Army...through experimental and prototype aircraft exemplified by the Flying Platform...to long-range planning and study contracts necessary to make future dreams a reality, the contributions of Hiller Helicopters to the realm of flight would be impossible without the constant cooperation and assistance of the United States Army.

HILLER HELICOPTERS • PALO ALTO, CALIFORNIA

HOUSE ORGANS

"The House organ (was) originally developed as a means by which management could communicate with employees and employees with each other. Typically, it reports everything: the arrival of new company equipment to new babies to employees. Management uses house organs for key announcements or progress reports.

The broad purpose is to raise morale and strengthen rapport. House organs have been so successful in this area that these publications are today about a \$750 million industry. About 8,000 organs are being published and about 60 per cent of these are still strictly devoted to making everyone happy.

But about 20 per cent are part of a developing trend to external house organs, used to stimulate business by attracting and holding customers. And the other 20 per cent combine internal good relations and external selling." *Dun's Review and Modern Industry*, Feb. '56.

They tell the one about the large eastern post that has a guaranteed cure for "flyers only." Anytime the Base OpnO hears the plea: "Don't give me any ground duties; I want to fly only," he gives the Fall Guy full rein. Some 3 months and 290 flying hours later (90-100 hrs a month), the Fall Guy always chimes in: "Say, can I help you with the Form 5s?"—or "Jack could use a little help at the motor pool."

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