

ARMY AVIATION



May, 1956

Beechcraft

SAFETY SUGGESTIONS

PUBLISHED AS A SERVICE TO PILOTS



WATCH THAT WEATHER!

**FLIGHT SAFETY
FOUNDATION
ACCIDENT PREVENTION
BULLETIN 53-9**

**THIS IS A SERIOUS
MATTER**

"To point up the need for an early start, review for a moment a recent fatal air transport accident killing all on board. Forecast warnings concerning the well-developed low center and line squall area were available to both ground and flight personnel, yet operations continued in the area of known severe thunderstorms and developing tornadoes. We cannot risk ignoring such experience."

**(Accident Prevention
Bulletin 53-9)**

YES, THE WEATHER IS BEYOND OUR CONTROL AND IT IS VERY UNFORGIVING OF ONE'S IGNORANCE AND FAILURE TO AVOID ITS VIOLENCE. HOWEVER, EVERY PILOT CAN AVOID ITS DANGERS IF HE SO DESIRES.

**ALWAYS CHECK THE ENROUTE
WEATHER AND TAKE ADVAN-
TAGE OF ITS WARNINGS.**

Note: This safety article is the tenth 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.



ARMY PIONEERS DEVELOPMENT OF TIP PROPULSION WITH THE YH-32

Limited in range and carrying capacity only by its few years of development, the Army is ushering in a new era in simplified rotary wing aircraft design.

Paralleling major improvements of jet propulsion during the past, the YH-32—with improving performance and operational characteristics—is ushering in an

entirely new concept of simplified rotary wing aircraft design: tip propulsion, in which power is applied where it is required.

The YH-32 is another development of Hiller Helicopters made possible through the constant cooperation and guidance of the United States Army.

HILLER HELICOPTERS • PALO ALTO, CALIFORNIA

ARMY AVIATION

MAY, 1956

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COVER PHOTO

The Army concept of *Air Mobility* was put to the test again at Fort Bragg, N.C., recently when giant Vertol "Workhorses" of the 580th Helicopter Company air-lifted troops and vehicles of the 325th Abn Inf Regiment during a field exercise. Missions such as these are proving the helicopters' place in modern tactics.

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▶▶ TEST BEDS

WASHINGTON, D. C.—Award of contracts for two new research type aircraft designed to combine the vertical take off and landing abilities of the helicopter with the high speed capabilities of today's transport airplane were announced by the Department of the Army recently.

The contracts are not for development of operational aircraft, but for the conduct of applied research. These projects call for the construction and evaluation of research aircraft at a much reduced scale in size and time, and at 10 to 20 percent of the cost required for developing a complete airplane.

Differing in some respects from the "Convertiplane," or convertible airplane, with which the Army is currently experimenting, the new research aircraft will incorporate a number of unique high lift devices which the Army hopes will make for quicker take-offs and shorter landings.

Recipients of the contract awards are the Doak Aircraft Company, Inc., Torrance, California (\$341,673) and the Fairchild (\$1,007,087).

These new research aircraft (test beds) will be used to investigate and establish advanced aero-dynamic design principles for possible aircraft which will enhance the ability of all three military services to operate from extremely short landing fields.

Research along these lines by the military services ultimately is expected to benefit small communities now unable to afford airports requiring long runways and expensive terminal facilities. (DD Release).

(Ed. Wire service story listed the Fairchild project as a four flattened engine, high lift craft within 5,000 lb. limitation.)

▶▶ YOU'RE RE-TITLED!

WASHINGTON, D.C.—Recent changes in military occupational specialty titles and code numbers have a bearing on many personnel in the field of Army aviation.

MOS Code 1980, *Fixed Wing Aviator*, has been added to the specialty list with the following list of duty positions qualifying the officer for this occupational specialty: Fixed Wing Aviator, Cargo Airplane Platoon Commander, Command Airplane Pilot, Observation Flight Commander, Unit Aviation Officer, and Utility Airplane Pilot.

MOS Code 1981 now pertains to a Rotary Wing aircraft specialty with the occupational specialty title: *Rotary Wing Aviator*. Duty positions qualifying for this MOS are: Rotary Wing Aviator, Flight Commander, Medical Evacuation Unit Commander, and Unit Aviation Officer.

MOS Code 1982, *Airfield Operations Officer*, creates a new military specialty. Qualifications are extensive with the posses-



sion of a current Army standard or special instrument certificate and a dual qualification in both fixed and rotary wing aircraft as requirements. Duty positions qualifying an officer for this MOS include: Airfield Operations Officer, Air Traffic Control Officer, and Flight Control Officer.

MOS Code 1983 will be given to an *Aviation Unit Commander* who commands a fixed wing, rotary wing, or composite aviation unit. The officer must hold a current Army standard or special instrument certificate and be qualified in the operation of aircraft organic to the unit. Duty positions that qualify: Aviation Unit Commander, Cargo Airplane Unit Commander, Cargo Helicopter Unit Commander, and Combat Aviation Unit Commander.

MOS Code 2518, *Aviation Staff Officer*, will be given to those officers who as aviation staff officers at division artillery or higher headquarters advise commanders, formulate policy, and direct the employment of aircraft within the command. Among other qualifications, the officer must be able to perform the duties described above, and possess the following additional qualifications: Must have a thorough knowledge of Army policies, directives, and organization pertaining to the assigned Army aviation; have had extensive experience in the administration and operation of Army aviation; preferably possess a current Army standard or special instrument certificate; and be qualified in the operation of fixed or rotary wing aircraft.

MOS Code 2519 make provisions for the *Instrument Flight Examiner Specialty*. The holder must possess an Army standard instrument certificate; must be currently qualified in the operation of fixed and rotary wing aircraft; and have successfully completed the prescribed course of instruction for instrument flight examiner.

Those interested are asked to refer to SR 605-105-3, Change 3, dated 12 March 1956 for complete details.

A Cessna friend "Upstairs" keeps them on the target

Among other things, Army pilots serve as flying artillery spotters. One of their many vital jobs is keeping U. S. Artillery "on target."

In training, these pilot-soldiers not only learn flying — they receive instruction in all military branches — Infantry, Medical, Transportation, Armored, Communications and Engineering, as well as Artillery.

To handle these varied jobs, they need an airplane as versatile as their training! That's why they fly Cessna



L-19's. Combat-proved L-19's are versatile. They can take it, too! They're easy to fly, easy to service, powerful and dependable.

Cessna has delivered every L-19 to U. S. Armed Forces on schedule since 1951. CESSNA AIRCRAFT COMPANY, Wichita, Kansas.

The Army Aviation Career Plan

The Pattern

Designed as a career guide for officers of the combat arms and the technical services to qualify themselves in the broad field of Army aviation as well as maintaining appropriate branch qualifications, the Army Aviation Officer Career Pattern will be followed by those officers who apply and are accepted for participation in the Army aviation program.

The career pattern's ultimate objective is to develop, at progressively higher levels of responsibility, a sufficient number of aviation officers for the key positions in Army aviation. By pursuing this pattern, officers will also be better equipped to perform high level command and staff positions later in their careers.

All agencies exercising assignment jurisdiction have the responsibility of assigning aviation officers in general conformance with the established pattern procedures. These agencies will assure varied assignments in the aviation field so that all aviation officers will obtain broad knowledge of Army aviation activities through constant experience. Although experience in all of the various types of aviation duties in the career pattern is not possible, consideration will be given to varying the assignments of these officers.

The career pattern requires that all aviation officers maintain branch qualification throughout their careers. Assignment agencies will periodically return aviation officers to positions of a branch qualifying nature to accomplish this end. At the same time, these assignment agencies will afford aviation officers equal opportunities with other officers not participating in the Army Aviation Program to obtain military branch and higher level schooling. To remain current with Army aviation, aviation officers will maintain their flying proficiency while performing branch material ground duties.

Tours in branch material ground assign-

ments are normally expected to be accomplished at least once during each grade held, except for those officers who have commensurate experience in grade prior to their entry into the Army Aviation Program. *Excluding* attendance time at branch and higher level service schools, the duration of these ground duty tours normally will be a minimum of one year. A maximum opportunity for tactical command assignments will be given to the officer while he performs his branch material ground duty.

Aeronautical designation and flying status orders requiring regular and frequent flights will continue in effect as long as the officer complies with the minimum flight requirements or until orders are issued suspending the officer from flying status. An annual review of the flight and service records of all field grade officers on flying status is required by the Department of Defense. This requirement in addition to the sound utilization of officers insures that only those officers offering the best potentials will be selected to remain active in the overall Army Aviation Program. An annual screening will evaluate the officer's overall efficiency, age, and background and will determine those aviation officers who offer the most to the program.

Purposes

Specifically, the proposed regulation prescribes and implements a program for the personnel management of aviation officers, having as its objectives: the development of qualified and experienced commissioned officers for the professional and technical phases of Army aviation, the provision of career opportunities for aviation officers commensurate with their capabilities and equivalent to those available to other officers, and the provision of effective training, administration, and utilization of aviation officers in time of peace and for expansion requirements in the event of an emergency.

Those Affected

The Army Aviation Officer Career Program will encompass all aviation officers of all components and branches who are on extended duty.

Entry into Program

Concerning the entry into the program, officers of all components of the Army may apply for flight training as prescribed in AR 605-96. Officers of branches or services not authorized aviation will be transferred upon successful completion of flight training to one of the branches authorized aviation. For the purpose of selecting commissioned officers for flight training, established physical standards, prescribed preselective screening devices for aviation aptitude, and appropriate evaluation of previous service will be employed.

Upon completion of a flight training course an officer will be designated an Army Aviator by DASOs. Officers who are accepted while in the active military service will be required to remain on active duty for a period of three years from date of entering flight training, unless removed from flight status or relieved from active duty.

Management

Provisions for a step-by-step career management are covered in the proposed AR. In general the maintenance of competence in the field of aviation by each Army Aviator is required as long as he remains in the Army Aviation Program. The Program is therefore designed to develop aviation officers primarily in the broad technical aspects of Army aviation and in its tactical employment as a part of the Arms and Services, and as such will provide periodic tours for aviation officers with their basic branches in order to maintain branch qualification through command and other branch material ground duty assignments, participation in ground unit training while performing primary flying duty with tactical units, and attendance at branch schools.

Aviation duty will be both comprehensive and progressive. Through progressive career planning, successive and varied aviation assignments at all echelons will be accomplished to the greatest extent possible in order to broaden the experience of the aviation officer. Assignments will be programmed to develop aviation officers professionally from the standpoint of flying skill, knowledge of aviation operations and equipment, and competence for aviation supervisory and staff assignments at various echelons in order that they may serve ultimately in the key positions in Army aviation.

Army Aviation

Ground Duty

The proposed AR insures that aviation officers will be placed periodically as prescribed below in assignments affording command and branch material experience commensurate with their grades and basic branches. This branch material experience is essential to qualify Army aviators for high level command and staff positions.

Aviation officers in the grade of first lieutenant and above normally will be given a command or other branch material ground duty assignment of a minimum of one year's duration in each grade held, except those officers who have had commensurate experience in grade prior to their entry into the Army Aviation Program. Although an aviation officer may be assigned to this duty at any time, such duty generally will occur upon completion of branch or higher level schooling. Aviators in the grades of lieutenant colonel and higher will be selected for command and branch material ground assignments in competition with other officers of their branch on the basis of their overall record.

Consistent with Department of the Army school policies and quotas available, aviation officers will attend their branch courses. The proposed AR also stresses that training will also be afforded selected aviation officers at the Command and General Staff College, at War College level schools, and at civilian colleges and universities under the Department of the Army Civilian Schooling Program.

Control

The proposed AR places the responsibility for the overall staff supervision of the Army Aviation Officer Career Program with the Office, Deputy Chief of Staff for Personnel. The Career Management Division, The Adjutant General's Office, will be responsible for mentorship of assignment of all aviation officers and centralized control of the allocation to the branches and services of branch immaterial aviation requirements.

Within the framework of this assignment pattern and the general career management policies established by TM 20-605, the appropriate career management agencies are responsible for effecting appropriate progressive career development assignments. Consistent with Army-wide requirements, assignments will include aviation branch material and immaterial assignments, branch material ground duty assignments, and attendance at schools.

Career Plan

Procedures

Details of the proposed AR concerning assignment policies and procedures include the fact that officers normally will be assigned directly to aviation duty for a minimum tour of three years following graduation from initial flight training courses. DASOs will indicate the appropriate Army aviation MOS when assigning officers to aviation duty. Aviation officers normally will be assigned to branch material ground duty by DASO.

Upon completion of branch material ground duty aviation officers will be assigned to appropriate aviation duties as follows: Aviators in oversea commands will be reassigned by the major overseas commander . . . Aviators in the Continental United States will be reassigned by Department of the Army . . . Permanent changes of station may be authorized to accomplish such assignments, subject to existing DA policies.

The proposed AR states that aviation officers who are serving in a branch material ground duty assignment will be required to maintain flying proficiency and at the same time their aeronautical designation and flying status will remain in effect.

Provisions are also made for those cases where aircraft are not readily available. Whenever an aviation officer on branch material ground duty is assigned to a unit having no organic aircraft, the unit commander will request the appropriate higher commander to publish orders permitting the aviator to maintain proficiency in aircraft of a specified unit. Where Army aircraft are not available, the unit commander concerned will request the commander of the nearest *Air Force, Naval, or Marine station* to permit aviation officers to maintain pilot proficiency in aircraft assigned to one of those services. Army unit commanders will insure that aviation officers performing branch material ground duty assignments are required to meet the minimum flying proficiency requirements prescribed by current Army Regulations.

When aviation officers assigned to branch material duties by Department of the Army directive are required to fill an aviation assignment as a primary duty on a needs of the service or emergency basis for a period of more than 30 days, major commanders concerned will immediately report to Department of the Army the exceptions and reasons therefor.

Release

A detailed process governs the release of officers from the Aviation Program. Aviation officers may be released from the

Aviation Program for failure to meet minimum aviation standards of flight proficiency; failure to demonstrate ability and interest as revealed by annual DA review of flying and service records; upon approval, by DA, of flying evaluation board action for release from flying status as requested by the officer concerned; for other reasons which may jeopardize the nature of the duty being performed as determined by flying evaluation board action or DA annual review; and for being declared *excess* to the overall Army Aviation Program by the Flight Selection Board.

Officers excess to the aviation program or who fall within the categories above will be removed from flying status and will not be returned to flying duty assignments. In all cases, the final action to release aviation officers from the Aviation Program will be taken by Department of the Army.

Organization

The Career Program envisions no change in the organizational structure in the major staff agencies for the purpose of implementing the Program.

In view of the added responsibilities to be assumed by the Aviation Section, CMD, TAGO, involving at this time, 3,708 aviation officers and 1,499 branch immaterial aviation positions, the Section will undergo an increase of five officers and two civilians, bringing the aggregate to seven officers and four civilians.

The Chief of the Aviation Section (Lt. Col.) will be assisted by an Executive Officer (Maj.), and administrative section (one Capt. and one clerk steno), an assignment section (one Major, one Capt., and one clerk steno), a personnel actions section (one Maj. and one clerk typist), and a recruiting & statistical section (one Major, one statistical clerk, and one clerk typist). *(Ed. A schematic chart showing the career pattern will appear in the June, 1956 issue. DA authorities will undertake a question & answer article designed to cover many facets of the Program.)*

Briefs

Army aviation authorities are elated at the response given to the late '56 Senior Officers Course. Although only twelve assignments are to be filled, over 273 lieutenant colonels and colonels have applied for the vacancies and DA officials stress that the "cream of the crop" are among the applicants . . . AA training is now listed along with Ranger and Airborne training as optional choices to USMA graduates . . . CMD authorities relate that a surprising number of West Point graduates will undertake the training . . . Latest on the jet program: The AF will loan three craft to the Army . . .

CONARC

Board

Nr 6

1946 - Ground Aircraft Service Test Division, AAF Board Number 1. 1955 - Board Number 6, Continental Army Command.

These five lines tell the story of the growth of Army Aviation in scope, size and importance to the Army since the end of World War II. In 1946, a small group of pilots and mechanics were organized into a test division of what is now called Board Number 5, Continental Army Command, and were given the mission of service testing Army aircraft and allied equipment for the field forces. On 1 August 1955, Board Number 6, CONARC (The Army Aviation Board), was established at Fort Rucker, Ala., with an authorized strength of 222 to perform a similar but much expanded mission encompassing all phases of user testing for Army Aviation.

A few definitions are appropriate before describing the functions of the Army Aviation Board. What is a *user test* and by what authority are they conducted? First, a *user test* is defined as a test performed by the using agency to determine the suitability of an item for military use. There are two types: *Service test*. A test under simulated operational conditions to determine to what degree the item meets the military requirement as expressed in the military characteristics.

Troop test. A test where a troop unit equipped with appropriate numbers of the item operates under actual or simulated field conditions, not only to test further the suitability of the item, but also the adequacy of the organization, doctrine, technique, training and logistic support required for its use.* These tests are not to be confused with engineering tests which are conducted under controlled conditions by the technical services to determine the inherent qualities of the item. With respect to authority for conduct of tests, the Commanding General, CONARC, is charged, by Army Regulation, with the responsibility for new or improved material used or intended for use primarily by Artillery, Armor, Infantry or Army Aviation Units.

To carry out the responsibilities for test-

ing and making recommendations concerning new equipment, CONARC has organized six test boards. Each board has a separate field or fields of interest such as Board Number 6, CONARC, which is assigned the following mission: To conduct user tests of all Army aircraft and associated equipment; all electronic, navigation and communication equipment for Army aircraft; obtain supply and maintenance data for the responsible technical service; furnish guidance to developing agencies during development; participate in troop tests; observe and review performance of standard items; recommend maintenance procedures, spare parts, and tools for new items; assist schools in preparation of training literature and selection of training aids; act as advisors to CONARC representatives on various boards and committees; and to review and test items or principles developed by other agencies for possible application to future Army Aviation requirements.

The mission is listed to show what a great responsibility the board has to Army aviation. When consideration is given to the length of time required to develop a new item, it is not hard to understand why the board must conduct thorough, efficient, and expeditious tests and that the recommendations must be valid. This is true, not only because the amount of money involved is tremendous, but because Army aviation cannot be better than the equipment it uses.

The present authorized strength of the board is 48 officers (40 rated), 94 enlisted men and 80 civilians. Because of the type of work performed by the board, experience is an important factor in the assignment of officers to the organization. This experience factor is reflected in the ranks authorized: 6 Colonels, 10 Lieutenant Colonels, 10 Majors, 17 Captains, 4 Lieutenants and 1 Warrant Officer. Three of these officers are not only rated pilots, but must have also completed post graduate training as engineers.

Every combat arm and technical service
(Continued on Page 28)

Pike's Peak Or Bust!



FT. CARSON, COLO.—An aviation landmark was achieved recently at Fort Carson, Colo., nestled in the foothills of the Rocky Mountains. In early April, three Army H-21C helicopters landed atop towering Pikes Peak at an elevation of 14,110 feet.

It was the first time in the long and colorful history of Army flight accomplishments that an Army helicopter had operated at such an altitude.

Things started happening when 12 Vertol helicopters landed at Carson March 7th. The aircraft came to Carson with 54 soldiers from the 93rd Trans Co (Light Helicopter) at Fort Riley, Kans., after 27 soldiers and 12 vehicles of Riley's 80th Trans Det convoyed there on March 6.

On March 19, Capt. Walter E. Spriggs, Jr., pilot, and WO Jack Bell, co-pilot, revolutionized troop-supply procedures for high altitudes when they landed the first Army helicopter on Sugarloaf Mountain in the Rockies at an altitude of 12,567 feet. The highest previous mark for an Army helicopter was established by an H-21 at White Sands, N. M., when the ship rose to a height of approximately 8,000 feet.

Not only did the two flyers land their ship—a second "Flying Banana" also made the trip. Between the two planes, they managed to pick up 15 combat-loaded soldiers from the wind-blown summit.

Capt. Lloyd A. Watland, pilot of the other craft, commented: "We can land on the side of the ridge away from the *Aggressor* and either unload supplies or evacuate the wounded. Their use depends on the weather and wind, of course, and in this thin air the controls are a little sloppy."

After this initial success, the tempo was stepped up and planes were drawn up to conquer the Peak itself. Climbers scouting Mt. Everest could not have been more cautious or more careful in checking each step of the operation. At 6 a.m. April 4, three of the sway-backed metal monsters, costing a quarter of a million dollars apiece, coughed to life on Carson's Mesa air strip.

Recordbreakers (Center): Kneeling: Pfc James Glenn; WO George D. Brinton, Jr.; Capt. Walter E. Spriggs, Opns Off, 93 Trans Co; and Mr. Kenneth Hemberger, advisor, Vertol Acft Corp. Standing: Mr. Jack Quiquerre, advisor, Vertol Aircraft; Maj. Walter S. Makuch, CO, 93d Trans Co; Lt. Milton Horwitz, CO, 80th FM Det; WOs Harold L. Proctor and Jack A. Bell (US Army photo).

"Good visibility and not too much wind," was the comment of Maj. Walter S. Mukuch, commander of the 93rd Transportation Company.

His observation was a correct prediction of the near-perfect flying weather to be enjoyed by each crew. The scheduled early departure, aimed at avoiding high winds, was carried out. At 6:10 a.m., the three 'choppers rose into the air, to obtain answers to many questions: In higher altitudes, would the planes be tactically practical? How well could they operate in mountain warfare? What weight could a helicopter carry at such an altitude?

In one ship, Captain Spriggs (the pilot) and WO Jack Bell, (co-pilot) were accompanied by Kenneth Hemberger, Senior Service Engineer for the Vertol Aircraft Corp., Morton, Pa., who was along as a technical advisor. In Major Mukuch's "chopper, WO Howard L. Proctor helped at the controls and was accompanied by Jack Guequierre, technical advisor from the Vertol plant. The third ship was flown by 1st Lt. Milton Horwitz and WO George D. Brinton, Jr. The counter-clockwise spirals around the huge Peak continued for 40 minutes, until a series of final climb efforts put the ships near the south crest. The landing pattern was a normal one, with the unusual exception that the planes had to

gain altitude in the final 300 feet of straight-away before they settled down, dropping a mere 20 feet to land.

Captain Spriggs' ship was the first to attempt a landing, but serious heating of the cylinder heads forced him to a lower altitude twice before he brought the huge plane in. The other two helicopters had landed by then.

Once down, the co-pilots kept the rotors churning, while the other seven men rushed briskly about the flat top of the Peak in sub-zero temperatures, taking pictures and comparing notes on the tricky ascent. The temperature was 10 below zero, and a high overcast had blotted out any promise of sunlight. Takeoff followed in minutes. Again, Captain Spriggs' ship had trouble, trying to mount the thin air to clear the crest of the mountain.

Once again at the Mesa strip, high elation surrounded the group. "We could have made the trip with a 1,000 more pounds of payload," commented one of them. And the men from Vertol said they thought it might be possible to construct a craft that would carry 48 men to heights of perhaps 20,000 feet. Pikes Peak had been conquered, and everyone who had taken part in the trip had a feeling of accomplishment and of pioneering a new phase in flight. (PIO Release, Ft. Carson.)

HAVE YOU A NOMINEE?

Crew Chief of the Month

SFC James B. McCrory of the 580th Helicopter Company, Fort Bragg, N. C., has been chosen as April's "Crew-Chief of the Month". "Mac" is crew-chief on Vertol H-21 #620, one of the Army's giant, tandem-rotored "Flying Workhorses."

A native of Fond du Lac, Wisconsin. Sgt. McCrory enlisted in the Army in February, '48 and received his aircraft maintenance schooling at Sheppard AFB, Tex., where he attended A&E mechanics school and helicopter maintenance school. An assignment to the Far East soon followed, and "Mac" served from May, '51 to July, '54 with the Army Aircraft Maint and Supp Dep, APO 613.

Returning to the states, Sgt. McCrory was assigned to the 580th Hcptr Co where, in early '55, he took part in "Exercise Follow Me." During last summer's floods in New England, he accompanied the H-21's from Ft Bragg, and assisted in the rescue and supply operations and the year ended with "Mac" in Louisiana, as section-chief for several H-21's in SKY-CAV, during "Exercise Sagebrush."

At present, Sgt. McCrory's H-21, #620, is the first 580th helicopter being repainted under the new TB-AVN-7, which calls for the fuselage to be gloss OD lacquer and the letters ARMY in white. When the spruce-up is completed, Sgt. McCrory can proudly state, "620 will probably be the VIP ship



of the 580th Helicopter Company." YC, (WO) Donald R. Joyce.

Competent instructors, extensive training equipment, and a thorough curriculum provide Otter familiarization to U.S. Army personnel . . .

Operation Air School

TORONTO, CANADA—On Monday, March 12th, eight U1-A *Otter* aircraft took off from the de Havilland Aircraft plant near Toronto. Seven of the aircraft were piloted by Officers of the 14th Aviation Company, (FWTT). The eighth aircraft under the command of Major Harold Woolf, had Fort Lee, Va. as its destination. It was the second mass fly-away of U1-A *Otter* aircraft from de Havilland this year.

The officers who participated in the fly-away were the second graduating class of the 1956 de Havilland U1-A *Otter* pilot and mechanic training Program. This program, organized and directed by Mr. R. Bannock, Director of Military Sales for de Havilland Aircraft of Canada, was designed to quickly familiarize U. S. Army aviation personnel with the operation and maintenance of the U1-A *Otter*.

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 three U. S. Services. Early in 1955 men of the 521st Engineer Aviation Company, Mount Umia, Alaska, were instructed in *Otter* operation and maintenance.

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 developed into a formal school.

The three, two week courses for the mechanics who will be responsible for maintaining the high operational efficiency of the U. S. Army *Otter* consisted of forty periods and covered all aspects of aircraft maintenance. The sixteen instructors, de



Havilland service and production personnel, represent between them more than 200 years of practical, specialized aircraft experience. The mechanics training program was under the direction of Mr. W. R. Calder, de Havilland service manager.

The pilot training program scheduled two courses; a five day course under the supervision of Mr. Bob Fowler for officers of the 937th Engineer Aviation Company, Canal Zone and a ten day course supervised by Mr. Doug Givens, for officers of the 14th Aviation Company, (FWTT) Fort Riley, Kan., and officers of the Aviation Detachment, Fort Lee, Va. The flying requirement for the first course was five hours and for the second ten. While actual flying of the aircraft was a prime subject, the pilots were intensively drilled on other aspects of *Otter* know-how. When the courses were completed the men who fly the *Otters* had gained understanding of the thinking behind the utility design of the aircraft.

BELOW: Flanked by two U1-A *Otter* Aircraft, seven officers from the 14th Aviation Company, FWTT, Fort Riley, Kansas, two officers from the Aviation Detachment, QM School, Fort Lee, Va. and two members of the D.H. U1-A *Otter* Pilot Training Program instructional staff, are pictured just prior to the fly-away of eight U1-A *Otters* from the de Havilland plant near Toronto for the two Army Bases. From left to right are: Lt. John R. Franznick and Maj. Harold E. Woolf, both of Ft. Lee; Capt. John R. Campbell and Willford Baugh, Ft. Riley; Bob Fowler, D.H. Flying Instructor; Maj. Byron E. Shppard, Fort Riley; Doug Givens, Course Supervisor; and Maj. Frederick O. Gauthier, Capt. Arnold A. Young, Lt. Testerman, and Capt. James Blauert, all of Ft. Riley.





"...the jungle was inaccessible..."

SAN JUAN, P.R. — Word of the crash of a Navy Neptune amphibian, proceeding on a rescue mission to Antarctica, in the swamps of Venezuela's Orinoco River Delta was received by Capt. Robert C. Adams, USARFANT & MDPR Aviation Officer, at 2100Q, February 7th.

Assistance in the form of one H-13 helicopter—to be disassembled and loaded onto a Marine R4Q *Flying Boxcar*—was desired. The R4Q with Army helicopter and crew (Capts Adams and William F. Dobbins, Sp3 Thomas W. Stewart, and Pvt. Carl R. Dorothy) took off for Maturia, Ven. at 0330Q, 8 Feb. Maturia had the only field close enough to the reported crash site that could handle the R4Q. Landing at Maturia at 0730Q, 8 Feb, the H-13 was unloaded and quickly reassembled.

Capt. Adams judged the crash site to be about 65 miles from Maturia and flew there, alone, in 1½ hours. A Coast Guard UF *Albatross* escorted the H-13 to the scene where a Navy UF was circling the survivors. The captain discovered that the crash area was a clearing surrounded by thickly-wooded swamp areas. He contacted the survivors by radio (dropped to them earlier by an AF plane) and discovered that there was no solid ground on which to land the H-13.

Capt. Adams figured that the only place to land the helicopter was upon the wing of

.....
 Capt. William F. Dobbins (left) and Capt. Robert C. Adams recount their rescue experience for reporters in the ward room of the Antilles Aviation Section at Isla Grande Airport in San Juan, P. R.

the demolished craft, approximately 200 feet away in the same clearing. The damaged wing was partially submerged in water. The first attempt to land upon the wing was unsuccessful because of the slant of the wing, the turbulence of the air, and the falling light rain which created a slick surface.

The third attempt proved to be successful for the wing was then sufficiently steady to support and balance the H-13 and allow the maximum load of two passengers to climb aboard. The H-13 then flew up the Pedernales River to Pedernales Airfield being escorted by the Coast Guard UF on the trip. (Capt. Dobbins & the 2 crewmembers were aboard the UF). At Pedernales, the helicopter was refueled at 1353Q and Capt. Dobbins took off on the second run.

He found that the remaining survivors had put out two rubber life rafts—inflated—next to the torn-off wing to create a firmer base for the helicopter landing. On the first attempt, the downwash from the copter blew the rafts away. The survivors requested that the area be circled while they filled the rafts

THE JUNGLE (Continued)

with water, partially submerging them to prevent them from being blown away.

Capt. Dobbins requested that one man on each side steady the helicopter skids by holding them during the landing. On the second approach, the Captain was able to put one skid on the wing and one on the raft and with the help of the two men holding the skids keep his position. A bag containing classified material was loaded aboard with one passenger and the second trip to Pedernales was completed without mishap.

Refueling at Pedernales brought difficulties. Both the Navy and Coast Guard UFs were out of fuel and had to return to Trinidad to refuel. An Army H-19 helicopter from the 937th Engineer Aviation Company, IAGS, arrived from Maturia, and orienting over and some valuable equipment in the hover-Pedernales, proceeded directly to the crash scene, picking up five additional survivors using pick-up technique. The Army pilot had

heard about the crash survivors on his own and had come to the scene with his larger helicopter.

The survivors and the rescue pilots and crewmen were invited to the Creole Oil Company's camp across the river from Pedernales where they were all given large dinners and bathing facilities. The oil company had also confirmed the rescue operation as a success by a radio message to Trinidad.

Escorted to Trinidad by a Coast Guard UF, the Army crew disassembled its H-13, loaded it aboard a Marine R4Q, and arrived back at San Juan, P.R. at 1515Q, Feb. 9th.

Both Captain Adams and Captain Dobbins emphasized the outstanding inter-service cooperation and coordination and how each service did its part in the rescue operation smoothly. The survivors were quite impressed by this coordination and commented highly on the helicopter work accomplished by the Army crew, Army, Air Force, Navy, USMC, Coast Guard, and Coast Geodetic Survey personnel and equipment mobilized quickly in this operation.

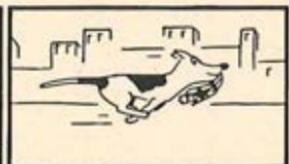
Remember When?

Zebra-striped Cub

L-pilots who took part in the invasion of Europe in 1944 and who flew there for a few months after the invasion will remember the zebra-striped L-4s. All Army aircraft were then painted with bold white stripes upon their fuselages to help distinguish them during the air operations. The photo at the right shows a Piper Cub (65 hp) tooling along over England. It was one of several assigned to the 7th Armored Division and was flown at the time by (Capt.) Joseph Hoffman. Shortly after the picture was taken all eight of the divisional aircraft flew across the Channel to France. To beef up the radius of action of the Cub, extra fuel tanks holding 8 gallons of fuel were installed to make the overwater flight. Note the striped wings. YC, Joseph Hoffman.



(Ed. Old-time snapshots, personnel or planes, are welcome. We may not be able to look ahead in this field but we can look back. Send 'em in!)



Questionnaire - '55 "Who's Who" Yearbook

Detach this four-page form from your issue by lifting the staples in the centerfold below. Use the listed abbreviations below and complete the applicable items in the boxes shown. All information is voluntary. An additional questionnaire is found on the fourth page of this form and may be used by a friend who desires a listing and Yearbook. He need not be a subscriber to the monthly publication. **IMPORTANT:** Mark those items in which a change occurred during 1955 with an asterisk; example: Jones, John A., Capt*, Inf., 1981, etc.

COMPLETE THIS

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

1 Last Name, First Name, Middle Initial**2 Rank or Grade**

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

3 Branch of Service

Arty	Inf	Arm	Engr
Sig C	TC	MSC	Other

4 Component

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

5 Current Mailing Address

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

6 Current Job Title**Commissioned:**

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

Enlisted:

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

7 Ratings Held**Commissioned:**

AA	Army Aviator
SR	Senior Army Aviator
LD	L-Pilot, Denton, Texas
LC	L-Pilot, Civilian Ranks
LE	L-Pilot, Enlisted Ranks
LF	L-Pilot, Wichita Falls
LG	Army Aviator, Gary AFB
LP	L-Pilot, Pittsburg, Kan.
LS	L-Pilot, Ft. Sill
LW	L-Pilot, Waco, Texas
HC	Army Cargo Hcptr Rating
HU	Army Utility Hcptr Rating
AI	Army Instrument Rating
AM	Army Multi-Engine Rating
AX	Army Fit Examiner Rating
FS	AF Single-Engine Rating
FM	AF Multi-Engine Rating
FG	AF Glider Pilot Rating
NS	USN Single-Engine Rating
NM	USN Multi-Engine Rating
CA	CAA Airline Pilot Rating
CC	CAA Coml. Pilot Rating
CH	CAA Helicopter Rating
CI	CAA Instrument Rating
CMI	CAA Multi-Engine, Land
CSL	CAA Single-Engine, Land
CMS	CAA Multi-Engine, Sea
CSS	CAA Single-Engine, Sea
CP	CAA Private Pilot Rating
ME	Maintenance Course, Eustis
MS	Maintenance Course, Spartan

Enlisted:

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

**YEARBOOK
AND
LISTING
\$1.00**

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

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

Top Hand



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For the assignments of today, the missions of tomorrow—Vertol aircraft are trump cards in the game with the highest stakes of all—our national defense.

- The Vertol HUP series: versatile and maneuverable, this helicopter performs in a whole spectrum of naval duties: rescue, liaison, sonar dunking and towing. Hundreds are now in service with the U. S., French and Canadian Navies.
- The Vertol H-21: the familiar "Workhorse" can transport 20 soldiers or 2½ tons of cargo and land them almost anywhere. A versatile performer, it serves as a "flying crane", flying ambulance and assault transport.
- The Vertol H-16B: largest transport helicopter in the world, the Turbo Transporter will carry 69 troops at over 150 mph. It will revolutionize the art of logistics.
- The revolutionary aircraft now taking shape on Vertol drawing boards will blend the vertical landing and takeoff abilities of helicopters with the high speed performance of jets.



Outstanding job opportunities are available for engineers

VERTOL

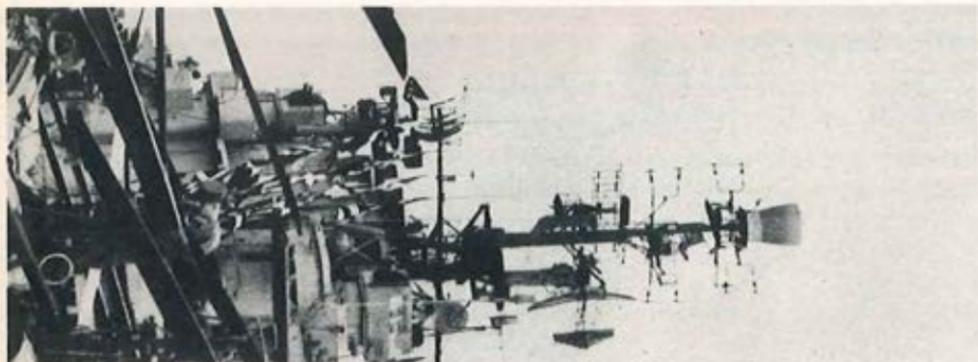
Aircraft Corporation

MORTON, PENNSYLVANIA

FORMERLY PIASECKI HELICOPTER CORPORATION

Long plagued by converse reactive current in the tail rotors, Army aviation crew chiefs can now look forward to simplified maintenance with the . . .

Turbo Encabulator (T-E)



For a number of years work has been proceeding in order to bring to perfection the crudely conceived idea of a rotor that not only supplies inverse reactive current to the tail rotor unilateral phase detractors, but would also be capable of automatically synchronizing the cardinal grammeters located under the lower landing gear tires. This machine is known to a few of the people of the inner ring as the "Turbo Encabulator." Basically, the only new principal involved is that instead of power being generated through the transmission, it is now generated by the relative motion "up and dow" of the conductors and fluxes, which is produced by the modial intraction of magneto-reluctance and capacative directance. Thus, the Encabulator has a basic advantage of high efficiency and low-cooling requirements due to the stabilizer dampers off-center uprocs!

Efficiency of the order of 99.7% has been realized in the MODEL 47 prototype. The extremely high RPM are natural for utilization. The Turbo gets anti-torque drive as a power source; hence, the name "Turbo Encabulator" (Code T-E). "Bow Tie Nelson" and "Aerodynamic Dunne" are the original inventors, but "Ham Hand C. Diehl" has been shouldering the electrimotive end of it since 1902 and he is now slated to become vice president and chief engineer of the T-E Division. A graduate of Harvard ('29), he has to his credit several developments in the dielectric field.

The original prototype rotor had a baseplate of pre-fabricated amulite surmounted by a malleable logarithmic casting in such a manner that the two spurring bearings were in a direct line with the pantametric fan. The latter consisted simply of six hydro-coptic marzelvances, so fitted to the ambifictic lunar swash shaft that side fumlotus- δ type placed in panandermic semi-

boloid slots in the stator, every seventh conductor being connected by a non-revers-trimie pipe to the differential and transmission girdlespring and the "up" end of the outlet terminals or pipes.

Early attempts to construct a sufficiently robust spiral decommutator failed largely because of a lack of appreciation of the large Quasi-piesti stresses in the greslip studs. This proved to be a stumbling block to further development until 1946 when it was found that by the use of specifically designed roffit bars to the spamshaft that wending could be prevented by a simple addition to the lower sprockets. Then, almost perfect cohesion was secured.

The Turbo unit originally constructed along "Frankman Haircooled" lines presented few difficulties. The hollow, sodium cooled Hastellite vanes were recently replaced by integral wheel precision, cast in the new zero expansion "Miraglio Tantalum Tussle Alloy" (made by Fan Steel Products), having a heat conductivity 3.7 times that of copper temperature of 4500 F. The operating point is maintained as near as possible to the H.F. rem peak by constantly fromgating the bitumogeneous spandrels. This is a distinct advance over the standard nine-sheave, the one used when Furniss, Lundberg, Bowen, and Hosler were flying as there is much more room for the head when entering the cabin after the doors are open. The reason for this is that no dramock oil is required after the phase degractors have remissed.

(Ed. Note: The correspondent who forwarded this startling information said that he came across it prominently displayed on the Advance Research Bulletin Board in a hard-to-reach office in Bell's Texas Division. He said he knew something was up when he found the door marked only with a cryptic M.E.N.)

"Mr. Helicopter"

The U. S. Army has to fight wars but it is also dedicated to providing the world's best care for its injured combat troops. The helicopter, as Capt. Brake demonstrates above, guarantees the fastest and most comfortable "mercy missions." More than 25,000 men were "saved" by helicopters in Korea and the Army is relying more and more on rotary wing aircraft for this and other purposes.



Capt. William E. Brake
... Shares his experience



When Capt. William E. Brake evacuated 900 wounded men in Korea, grateful soldiers inspired a very appropriate nickname for this U. S. Army pilot—"Mr. Helicopter."

Capt. Brake flew 587 missions in his Bell H-13 helicopter, often under direct fire from the enemy front lines, to bring his injured charges safely and quickly back to Mobile Army Surgical Hospitals. Some were so seriously hurt that evacuation by any other means of transportation would have been fatal.

A native of Lansing, Mich., Capt. Brake's present assignment is as a helicopter instructor at the Army Aviation Center, Fort Rucker, Ala., where he shares his vast combat and rotary wing experience with the Army's newest flying recruits.

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NOTAMS NOTAMS NOTAMS NOTAMS NOTAMS NOTAMS NOTAMS NOTAMS

WICHITA, KAN.—The U.S. Army has ordered six new Beechcraft Model D50 Twin-Bonanza executive-type aircraft for command use in the field, Mrs. O. A. Beech, president of Beech Aircraft Corporation, announced recently. Total value of the order is approximately a half million dollars. The planes were ordered in their commercial configurations, including interior styling and radio equipment, with the first two being delivered in April.

The Army requested immediate delivery of two of the planes, indicating an urgent requirement for the new aircraft. Deliveries of the other four will be completed by June 30. The Army's newest Twin-Bonanza aircraft, which are virtually identical to the popular 1956 six-place business plane, will be used for transporting commanders and their staffs and for courier flights. They are also the first Twin-Bonanzas in the Army inventory to be equipped with high compression engines.

Powered by two 295 hp Lycoming engines, each mounting a three-blade full-feathering propeller, the D50 has a cruising speed of 203 mph, a high speed of 214 mph, and a service ceiling of 20,000 feet. It has a maximum range of 1,230 miles with standard tanks and 1,650 miles with auxiliary fuel. (Beech Release).

FORT RILEY, KANS.—The Board of United States Civil Service Examiners at Fort Riley, Kans., recently announced that applications are currently being solicited for pilots who are both fixed and rotor wing qualified as a commercial pilot with an instructor's rating.

Pilots applying for the jobs will be required to have at least 500 hours of rotor wing flying time and a minimum of 300 hours fixed wing experience. Those who qualify will be placed on a register and may be selected for jobs at Fort Riley's Marshall Field and such other Federal facilities as may be in need of persons with those skills.

According to Major Byron E. Sheppard, Director of Fixed and Rotor Wing Training at Marshall Field's Army Aviation Unit Training Command, four civilian pilots are to be hired initially to conduct pilot transition training. If people of the caliber being sought can be hired, the Major indicated that it would give the training certain continuity that is impossible now because of the rotation of officer instructors. Civilian pilots hired to conduct instruction at Marshall Field will start to work at a salary of \$6390 per year. (PIO Release.)



WICHITA, KANS.—Joseph E. McDonald, Jr., of Silver Spring, Md., has been appointed to the military sales staff of the Beech Aircraft Corporation, it was announced recently by Lynn Richardson, vice-president—military sales.

McDonald, a retired lieutenant colonel in the United States Army Reserve, will be assigned to the company's new Washington (D. C.) offices in the Wire Building at 1000 Vermont Avenue, N. W. His appointment and the move to new offices in Washington are further expansions of Beech Aircraft's administrative activities involving government business.

Prior to his military retirement last year, McDonald was chief of the airborne and aviation branch of Army Research and Development. As a senior Army aviator, he was active in all phases of organic Army aviation throughout his service. (Beech Release).

PRO'S SAY

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

►► DOUBLEHEADER

STUTTGART, GERMANY—Since this is the first correspondence from the 160th Sig Grp, I'll give a brief rundown on our organization to the readers. The Avn Sections of the 97th Sig Bn (Opns) and the 39th Sig Bn (Spt) respectively were integrated into the Avn Sect, 160th Sig Group. The Group provides signal support for Seventh Army. We presently have a good size section with two L-20's, five L-19's, and two H-13's. We hope to get our two H-19's and one more L-19 very shortly.

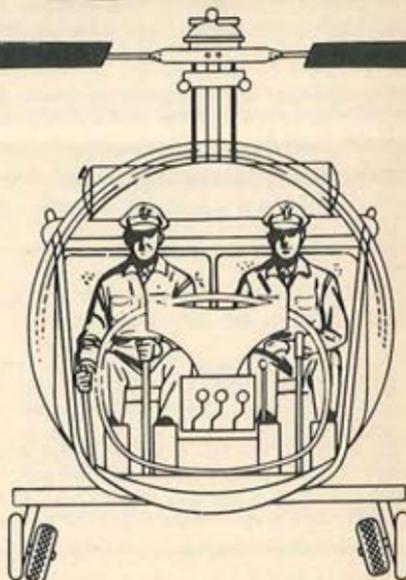
Pilotwise we have 13 AAs; Capt. Eugene C Paulson, AO; Lt. Donald (Jug) Haid, Ivan R Webb, Edward M Pringle, Richard F Huff, Charles F McGee, John A Reinhardt, Louis H Jaquay, Jack L Tabor, Bak Y Chin, Ray J. Tourtillott, and Hendrik Van Der-Mare.

Ray Tourtillott, who recently arrived from the 1st Inf Div, spends his time with the wheels as Seventh Army Signal Avn Officer, and as such, wrestles with our numerous aviation communications problems. Lt. Jacquay and Huff are presently attending the H-19 transition course.

Since the opening of the Seventh Army Aviation Training Center, four of our bird-dogs have received instrument cards; one is presently attending the course; and we hope to have the others rated by this summer. At present, we have seven 3-2's to handle the bad weather flying. Many of the Army Airfields here have no radio facilities but this problem is being corrected and a program is underway to solve it. Our regards to all of our friends stateside from the 160th at Stuttgart Army Airfield. Your Correspondent, (Lt.) Charles F. McGee. ◀◀

►► FULL TREATMENT

STUTTGART, GERMANY—This is Stuttgart Month and here's a report from the 7th Army Flt Detachment. Some of our recent changes include Col. (Raymond H.) Murphy who's rotating to Ft. Benning. We'll all miss the Colonel and his wife Nan very much . . . Picked up WO Norman F. Cates from the 328th Hcptr Co, presently asst maint off in charge of the copters here . . . (Capt.) Weldon Britton is now an LP in the 23. Almost forgot, and there may be some question in



the minds of some people, but I'm now rated in the H-19. Got the full *ten week treatment*, courtesy 328th Hcptr Co and it would take many pages to cover all that I learned in their thorough course.

Something that was printed in "AA" many months ago came to mind and I should like to give credit where it's due . . . (Lt.) Don Armstrong sent in the words to a song "On Top of Ol' Smoky" giving me partial credit for the lyrics. The real author was a former member of the 8193rd Hcptr Det, Capt. Dayton Warren (who has since died) and he was assisted at the time by Archie Breedlove and Bill Wiltse. Maybe the latter two didn't take an active part in the composition but they at least kept the stuff pouring and the glasses full until Dayton finished.

Two new Fathers in the outfit, Weldon Britton and (Maj.) O'Connell, both with aviatrixes. Actually, neither of the two are new Fathers, having four children each. Both are now scouring the countryside for station wagons for you can see what a family of that size can do to the average car . . . Warm weather's here and the "Keep Off the Grass" signs exceed the grass . . . YC, (Capt.) Ed Ziegler.

►► COMMENDATIONS

STOCKTON, CALIF.—Not much to report from the 30th Topo's 521st EAC. Rather a static situation now that we have no floods; no Alaskan operation. We expect overseas order shortly; it seems to delight the higher ups to keep everybody guessing. As a note of interest, the unit has received 30 different letters of commendation from various agencies in northern California for flood assistance. YC. Brooks Homan

TRADCOM, FT. EUSTIS, VA.—Research on contemporary methods for helicopter blade tracking devices is being conducted by military and industry with an ultimate objective of developing an automatic or manual in-flight blade track adjustor. Various methods, from simple to complex, are being exploited. Here at TRADCOM, project engineer, Mr. M. K. Taylor is prosecuting an optical blade tracking device project. The optical system consists of targets, a telescope and a telescope mount.

The targets are simple prism type reflectors which are installed on the rotor blade tips (each blade having a different colored lens installed). A source light is utilized to induce reflection. The blades relative position to each other in vertical displacement can then be observed by readings taken through the telescope which is mounted in the helicopter.

Potential advantages of the method are such that it (1) permits ground and in-flight tracking, (2) is simple to operate, (3) has limited maintenance requirements, (4) is inexpensive, and (5) is common to all helicopters.

In addition to the personnel mentioned in the April issue of AA, TRADCOM has assigned Major Hammack; Captains East, Stem, and Thornton; and Lts Kennedy and Burckes. YC, Capt. Harvey W. Huntzinger.

FORT SILL, OKLA.—A new transportation company to give Army Warrant officer pilots transition training in the H-34 Sikorsky helicopter, was organized at the Army Aviation Unit Training Command, Fort Sill, March 30. The unit, the 36th Trans. Co., is attached to the 45th Trans. Bn. Since the activation of the Aviation Command itself last July, this is the sixth company to be started here.

The mission of the AAUTC —to train pilots in the H-34, a light helicopter—necessitates activating new companies of student pilots as former companies complete their training and are reassigned elsewhere.

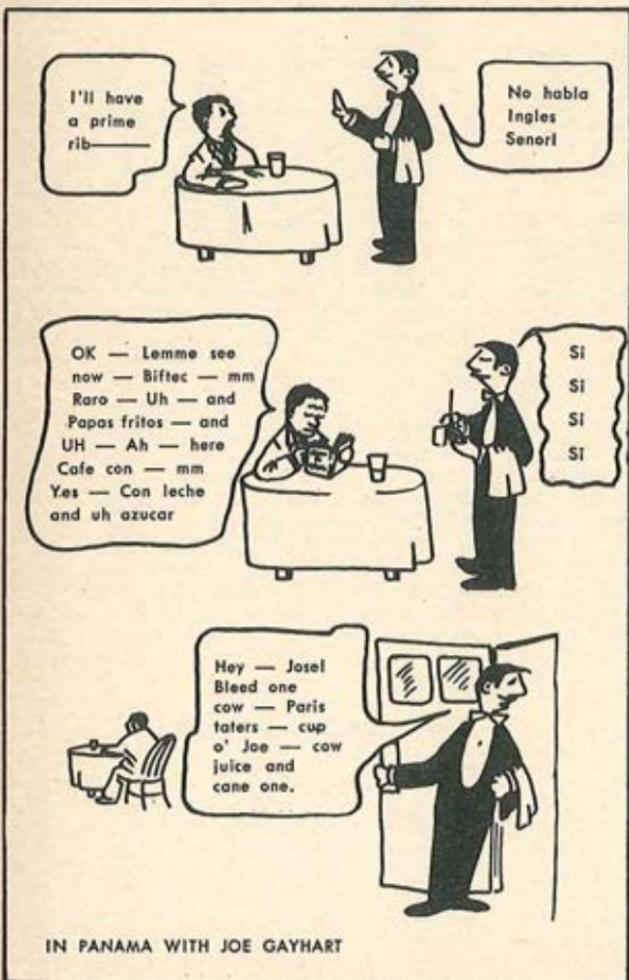
Last month, the 110th Trans Co, 45th Trans Bn, completed its Army Training Program in the H-34 and has been reassigned to the European theater of operations. The unit was scheduled to depart on 25 April, and is expected to conduct its operations in the Munich area of Germany.

Other units of the AAUTC which have been alerted for a switch to Europe are the 284th Trans Co, commanded by Major Isidro S. Valdez, Jr., and Hq and Hq Det, 54th Bn, commanded by Major Francis W. Holden, Jr. YC, WO Worley E. Gentry. ◀◀

CROSSROADS

FORT BENNING, GA.—Spring has arrived at Benning and we've had some excellent flying weather for some time now . . . The H-34 is working out just fine here in the 506th (Trans Co.). The various classes that we support for the Infantry School have been running very smoothly and the troop lifts and jeep hauls are demonstrations that are enjoyed by many students from the world over.

I'd just like to point out the fact that we are a part of what I believe to be one of the largest Airfield Commands in the Army today.



IN PANAMA WITH JOE GAYHART

Assigned at Benning are the 506th (we give ourselves top billing, naturally), the 152nd Field Maint, the 37th Med Det (Hcptr Amb), Third Army Field Maint, and the Airfield Detachment. Future plans call for an Otter Company and a helicopter battalion. So to all AAs who are passing by—we invite you to stop at Ft. Benning's Lawson AAF, the "Aviation Crossroads of the Army." YC, WO Len Gifford. ◀◀

GOT 'EM!

FORT RILEY, KAN.—It has finally happened!! The 14th Avn Co (FWTT) now proudly displays seven "Brand-spankin'" new Otters. After nine months of both patient and impatient waiting, the first of an eventual 21 Otters touched down at Marshall Field date: 13 March '56. This memorable occasion did not pass unnoticed for all members of the 14th were on hand to greet Captain Blauert, Captain Baugh and Lt. Testerman, each of whom piloted a U1-A from Toronto.

The latest word is that the U1-A transition school will commence shortly consisting of 15 hours dual and 20 hours ground instruction. Although the course will be conducted by the Aviation Training Training Command, the 14th will be well represented by instructor pilots Blauert, Baugh and Testerman. The first group of students will include: Cpts., Woltz, Lessard, Ratcliff, Dupont, and Drummond; and Lts Barber, Paul, Moran, Kakuk, Morgan, Fewsmith, and Neiderbrach.

More pilots!! Recently assigned from the First Division are: Capt Baugh, and yours truly. On the Gauges!! Lts Morgan, Melton, Vassey, Moran, Strong, Testerman, and Fewsmith have been cleared, via Rucker, to bore holes through the clouds—Cpts. Cleveland and McGaughey are now at school learning how it's done with Lts. Kakuk and Paul scheduled to attend the May class. How's the night life down there? YC, (Lt.) James Greenquist.



100% Unit—Airfield Unit—AA Center, Ft. Rucker—Front (l to r): Capt S. M. Lockwood; Lts D. J. Weigman & H. K. S. Tom; Capt H. M. Hennington. Rear: Lts D. F. Curry, R. M. Ferguson, & C. R. Sandidge, Jr.; Cpts S. E. Tillery, M. D. Hilbert, & T. S. Ferry; Lt. Jones; Majrs R. J. Swezey, Jr. & G. P. Kelly.

▶▶ NOTHING BUT PRAISE

FECOM-Bound—As I backed up to receive my Twin-Engine certificate on the 3th of March, Captain W. P. Brake, the TE Flight Commander and my instructor, remarked that I was now free to write another "article" for *Army Aviation* and undoubtedly tear the course apart. That cut me deeply, for although I had already planned to write, I had fully intended to do nothing but praise the TE course.

In my humble opinion the Twin Engine Transition Course carried out at the Army Aviation School is the most complete one offered. It did my heart good to see that General Howze felt the same way when he curbed a recent plan to have the transition carried out in the various units and taken away from the school.

I feel sure that no one, regardless of his time in the Twin, would take the time and trouble to give such a complete course of single engine training. I realize that many people feel that it is overstressed as are practice auto-rotations and forced landings but friend, you only have to be wrong once. After leaving the school it is the profound hope of all that an actual emergency never arises, but chances are excellent that one will occur sometime, someplace. When it does happen the pilot hardly has time to start looking up the "Emergency Procedure" section of the dash one.

Since I am in this complimentary mood I would like to take it upon myself to clear up a misconception. The instructors in the Instrument Course at Rucker do not have special instrument tickets merely by virtue of their being instructors. Those that do have the "I" gained the rating in the same manner as everyone else. The misconception, I believe, is due to the fact that each instructor does have in his possession a letter authorizing himself to clear any station without approval. This is done to facilitate student training only. When the instructor leaves the school or transfers to another department his letter of authorization is surrendered.

Bound for the beautiful land of honey buckets and kim chee is your correspondent, Bob Koepp.

Triple Timers

LATHROP, CALIF.—While wait'ng for our next assignment (rumor says we're shipping out), the 30th Engr Gp Aviation is split into several training and experimental groups.

One group, with 6 pilots and 3 Otters, is in Louisiana working on an experimental LORAC project. They're based at Municipal Airport at Lafayette, La., and are led by Capt. M.D. Lord. While testing new electronic surveying equipment, accurate long range measurements are obtained from a radio wave pattern set up by transmitters at each end of the line. Sounds like interesting work. Incidentally the tests require flight paths at 500 ft. over the Gulf of Mexico and let's hope the barracuda are friendly.

Another group consisting of 20 pilots and 11 aircraft are training with the 30th Engr Gp Base Surv Companies at the Yuma Test Station, Arizona. Led by Capt. James E. Kennedy, the group is practicing barrier landings, loading, and mountain flying as well as studying surveying.

The third group is the home ball club who are in training at the home base in Stockton, 38 pilots in all. Maj. Phillips Melzer has taken command in the absence of Maj. John Briggs who will shortly complete rotary-wing training at ARMAV.

In late March, many top echelon Army officials led by Mr. Hubert H. Henshaw inspected the Group's aviation facilities and Sharpe General Depot, and I believe we made a definite impression. Two personal notes: Leap Year applies to AAs too and has taken its toll here. Congratulations to Lts. Caldwell, Crandall, and George who have been maneuvered out of the first pilot seat by the weaker sex. To the 21 pilots grinding away at helicopter school, may all your landing pads seem gigantic and may all your approaches be straight line. Among them is our regular correspondent, Lt. William Gabella. Your May reporter, (Lt.) Velvin R. Watson.

The AAIIAA

FORT RILEY, KAN.—Rather than tell you about the great number of changes in positions that are occurring here at the Aviation Section of the 1st Inf Div, we'll just mention the names of the top brass. Lt Col G. F. Lilly is the Div Avn Officer, Exec is Capt B. F. Richards; and Capt W. A. Baugh is the Opns Off. Capt D. J. Hendershot is the "honcho" of the Society of Grease Monkeys. As TrngO, Capt J. R. Watson is responsible for the AAIIAA (Assimilation of Additional Intellectual Information for Army Aviation.)

For those of you who aren't *in the know* about our setup, give an ear, or rather an eye. To facilitate training our Avn Sec is divided into flight "A", Capt J. W. Mordan, flight leader, and flight "B", Capt. A. K. Veatch, flight leader. While flight "A" is attending class, flight "B" is up in the blue. Now when I say we *attend* class it's really the Gospel. Right now we are concentrating on subjects that will be covered in our Annual Exam. Before we started boning up for the annual exam we reviewed aerial recon, conduct of artillery fire, camouflage, selection of airstrips and various other military subjects. You should *now* be properly impressed!

We haven't been getting the flying time we want but at least we've had a couple of interesting service missions. On 14 March a Navy jet crashed 2 1/2 miles SE of Rantoul, Kan.; that's about 80 miles SE of Marshall Field. Two of our AAs, Lt G. O. Blakely and Lt O. E. Bolhofner, flew a L-19 to the crash area.

They were the first military personnel to locate the downed craft. Later in the day when the Navy was surveying the crash site Lt W. C. Scully flew a photo mission over the area. One hour after the pictures were taken, they were dropped (free fall) to waiting technicians at the WIBW-TV studio in Topeka, Kan. The movies were shown on the 10 o'clock news and credit was given to the Avn Sec of the 1st Inf Div for the rapid news coverage.

In mid-March two small boys left their homes at Fort Riley for a couple days of adventure. The boys must have just finished reading the *Adventures of Tom Sawyer*, for they proceeded to build a raft on which they could float down the Kansas river. When the parents reconciled themselves to the fact



PROS' SAY

PROS' SAY



that the boys weren't coming home that day, they called the Military Police.

The only clue, other than the boys' missing clothes, was the fact that the boys had taken some carpenter tools with them and that they had left a note saying that they had left home. When the MP's failed to locate the boys after 29 hours in the great area to cover, the 1st Inf Div Avn Sec was called in on the search mission. Lt L. K. Adams and Lt R. W. Merritt took an L-19 and looked over the rivers in the area. In 20 minutes the AAs located the boys, and after landing they directed the MPs to the area on foot.

Experiencing considerable *growing pains*, we recently welcomed to our Section Capts J. P. Bacchus and J. W. Mordan (both on recall); Capt. D. L. Hendershot (from Korea), and Capt A. K. Veatch (from Korea) as well as recent graduates Lts. C. Harrison, Jr., B. J. Hewitt, A. E. Toepel, Jr., D. E. McSpadden, E. L. Shaw, D. E. Smith, J. Del Toro Sotomayer, and yours truly.

I recently had the opportunity to land at Forney Field at Fort Leonard Wood, Mo. and while there I met Maj. W. C. Tyrrell, the AO. Naturally, we spent a good while comparing our respective sections and their operations. I must admit that the entire Wood Section gives a most hospitable welcome to transient AAs. Your Big Red One Correspondent, Lt. Whitney C. Scully. ◀◀

Shakedown

FT. HOOD, TEX.—We've had quite a shakeup here in III Corps since our last report. Mainly, we are no longer a company, but have reverted back to a section. We also have had a sizable reduction in enlisted strength although most of our AAs have remained thus far, except for five who are TDY to various schools. Our Section Commander, Capt. George T. Burton, is attending instrument school at Ft. Rucker, and Capt. Charles F. Ward is still at Ft. Huachuca, cluing the boys in on FOC.

Our operation has been rather limited lately due to the loss of 2 L-19's to the Armd Div at Ft. Polk and our L-23 plus one of our two L-20's away on IRAN. We have almost completed our L-20 check out program which was started soon after "Sagebrush" and has been somewhat restricted due to a shortage of aircraft. YC, (Lt.) Gary B. Taylor. ◀◀

MAIL ALL COPY ON THE 1st

Blitz Cloth!

FT. McPHERSON, GA.—January was a big month here at Hq, Third Army. Our Flt Det Co, Major David R. Shepherd, rec'd his promotion and we received a two-man boost in personnel. Buried behind a pile of maps, movement orders, etc. was Maj. Carl F. Wilkerson, who for a long period had a two-word vocabulary: "Lucky Flash." 'Twas he who did a good deal of staffing on this Exercise . . . Expecting a Junior AA sometime this summer are Capt. & Mrs. John A. Murray; we're anxiously awaiting the event as it is bound to disturb Capt. Murray's siestas . . . The newly formed Aviation Section at Redstone Arsenal, Alabama is in full operation and contingent upon security at this sensitive location, we hope to have some subscriber there report on their operations . . . Last but not least, our Third Army Aviation Officer, Lt. Col. Arthur J. Anderson, was somewhat surprised when he rec'd his recent promotion . . . On reaching into his closet for his blouse one lunchtime, he found that his Maple Leaves had changed into the **BIGGEST** eagles manufactured, the 18-inch variety. I guess everyone would like to be startled in this fashion. YC, (Lt.) Donald E. Mulligan.

Randoms

The cartoons on P. 30 obviated our thoughts this month . . . We're back to 32 pages again; short on advertising funds to cover the 36 pages. Liaison with the National Guard Bureau (Col. Phillips & Maj. Casner) will make the *On Guard* pages mushroom shortly. USAR news is harder to come by with the identity of the CONARC party handling the USAR program still a Top Secret . . . Our guess: the Program's an *additional duty*. Round Table page with 11 opinions to return next month . . .

Your Editor, Art Kesten.

Moving Soon? — Keep us posted on your location!

A Third Army officer applied some thought to a long standing problem and came up with an inexpensive, workable solution . . .

NEW SYNTHETIC HOOD



FT. McPHERSON, GEORGIA—For many years now all of us have been struggling along with various types of synthetic "hoods." Practically all of these devices have been unacceptable for one reason or another, i.e., poor visibility for the pilot, weight, cost, comfort, etc.

Recently, Capt. Harry Langley of our Instrument Examiner Board here at Hq, Third Army, came up with an answer: A hood made of a lightweight material, 16 gauge Vinyl plastic, which clips onto the bill of any baseball type cap.

Three of the prototype models have been forwarded to the Instrument Section of the Army Aviation School for further testing.

We are fortunate that Capt. Langley is endowed with much patience because his spare time is spent in making these hoods for the local throttle jockeys. Harry says

he has enough orders to keep him busy until Christmas. Your Correspondent, L. Donald E. Mulligan.

Materials Required

1. One sheet of 16 gauge vinyl plastic in a 12 inch by 20 inch size.
2. Two banker's clasps.
3. 3/4" plastic tape.

Instructions

1. Cut out template A from the sheet of plastic. Cut two holes as indicated for banker's clasps.
2. Insert banker's clasps in holes cut for this purpose in template A. Clasps have to be arranged so that they can be taped to the plastic. See left two photos above.
3. Cut out template B from sheet of plastic.
4. Bend template A on dotted lines so that template B may be joined to A with plastic tape.

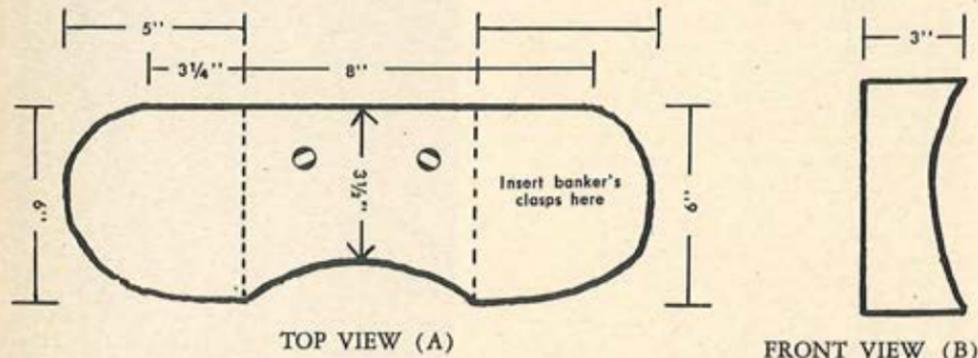


PHOTO AT RIGHT

OPPOSITE PAGE PHOTO—100% Unit—AFFE Flight Det, 8026th AU. FRONT [L to R]: Capt. N. W. Sanders, Jr.; Lts B. R. Hawkins, R. B. Baxter (AF), R. C. Caudle, & W. Crossmann; Maj H. R. Snyder; Capt. D. B. High, R. G. McLaughlin, & M. E. Jameson. BACK: Blatt, & R. H. Duell; Lts D. C. Harper, R. E. Briggs, Jr., & C. H. Jones.

Back in the dark dim past of 1952, there existed in Japan proper two flight sections supporting the major headquarters in the Tokyo area. With the reorganization of these headquarters in the Fall of '52, January 1st of the following year saw the creation of the AFFE Flight Detachment, 8026th AU, as we know it today, by the merging of the old Japan Logistical Command Flight Section and the Far East Command Flight Section, which had been stationed in the downtown heart of Tokyo.

This was done in order to create one centrally controlled and managed Army Aviation activity to support all customer agencies in the Kanto Plain rather than having small, uncoordinated detachments spread throughout the area. The home for this small but potent nucleus operated from an airfield literally carved from rocky shores of Japan, being situated on a small strip of reclaimed land running East-West along Tokyo Bay in Yokohama.

The scarcity of land afforded little more than 2400 feet of runway (40 feet wide) which was 10 feet above sea level on a calm day. Storm warnings, which were fairly frequent, were generally responsible for a mad dash to evacuate before the strip was covered by a salt spray or washed over by the sea.

The original TA and TD, which underwent continual changes as the scope of operations increased and changed, authorized some 15 pilots and 16 aircraft, composed of 10 multi-passenger, 2 single passenger and 4 helicopters. In the years that have passed since those early days, we have gained an authorized one additional pilot, but have increased our aircraft status to include 5 L-23's, 3 Beavers, 6 choppers and some 5 L-19's. The relatively small number of pilots has been compensated for by having most of the assigned pilots qualified to fly anything on the field under any conditions.

Providing Command and Staff air transport within Japan for AFFE and other headquarters, subordinate and superior, was the major mission assigned to AFFE Flight. This was soon enlarged to include flights to

THE AFFE STORY

Korea. As the efficiency, convenience and desirability of Army Air became further recognized among senior officers, AFFE Flight aircraft were seen winging from the far reaches of Hokkaido to points South and West and across the channel to Pusan and Seoul.

Annual flying time climbed steadily to thousands of hours per year. In '53, it was over 11,400 hours flying; in '54, over 14,100 hours, and in '55, again over 11,700 flying hours. A roster of the passengers who enjoyed this service included every major commander assigned to the Far East, including Generals Mark Clark, John Hull, Maxwell D. Taylor, L. L. Lemnitzer, I. D. White and many other leading dignitaries on their flying visits to Japan and Korea.

We like to feel that the great impetus that Army aviation has received in the past few months is in some small way the result of the efficient, conscientious manner that these senior commanders were served by the AFFE Flight during their assignment to Japan. In addition to the Army commanders, no small amount of flying time has been accrued transporting government officials



AFFE STORY (Continued)

and members of the other services to various points of Japan.

The AFFE Flight performed many other missions including evacuations, emergency resupply and other special missions. Fortunately, requirements in this line had been limited, but we did average one emergency flight per month, varying from rushing medicine or medical aid to a distant point to helping evacuate a sick serviceman from an isolated location. Our greatest contribution along this line came in the disastrous floods on the island of Kyushu in 1953, where our aircraft greatly assisted the stricken Japanese.

Another major mission assigned to the detachment was to conduct a transition training and instructor pilot standardization program for Army Aviation in the Far East in all types of Army aircraft. This had been a continuing process throughout the years and many a pilot has learned to fly the L-23 through our program, and many more have become standardized in flying techniques that had become rusty during sojourns behind a desk.

In early '54, an instrument refresher course was established, the main purpose of which was to qualify those Aviators possessing Air Force, Navy and CAA instrument cards for the Standard Army Instrument Certificates. Eleven classes were conducted resulting in qualification of 106 aviators for Standard Army Instrument Certificates.

1955 and 1956 saw the establishment of a basic instrument school comprised of 4 classes of 7 weeks duration to train an Aviator with no instrument flying experience to qualify for a Standard Certificate. Some 11 students have successfully completed the course to date. As this article is being completed, the third basic class is in full swing. We are a little proud of this achievement as we believe, as established, it is the

only formal basic instrument school in the Army outside of Fort Rucker itself.

No brief history of a unit would be complete without mention of the personnel and personalities who made its history. The story of the Flight Detachment is closely woven with such old flying hands in the early days as Cap. Dlay B. High, Everett L. Kelly, Raymond G. McLaughlin, Dolman W. Vineyard, and John T. Berry; Majors Bernard M. Zeppenfeld and Amore Juliano; Capts P. G. Helton, Stanley R. Blunck, William Crichton, Russell W. Johnson, Harry Townsend, Joseph Kramer, and James A. Smith; 1/Lt Frederick Gates; Capts. Merrill E. Jameson, John Ferguson, Raymond Kerns and Ronald H. Duell and including Maj. John L. Briggs, who had commanded the detachment from its creation in '53 until his return to the states in January 1955.

Major Harold R. Snyder now commands the Detachment with the 52nd Med Det, atchd as augmentation. The later years saw the addition of many new pilots as the old hands departed for the land of the varicolored staff cars. Included in this group are Capts. James A. Smith, James L. Guion, John M. Burhoe, Donald C. Blatt, John Ferguson, and Ronald Duell; and Lts. Roy C. Caudle, Colver Jones, and William Grossman. Even this latter group is gradually being replaced; Capt. Neal Sanders and Lt. Denver Harper already having headed home. In the beginning, operational control from AFFE G-3 Aviation was under the firm hand of Lt. Col. Jack L. Marinelli, now with DSCLOG in Washington.

From its earliest moments, the AFFE Flight Detachment earned for itself a reputation for dependable and reliable service, a reputation derived at great expense and labor. It has flown 37,200 hours since its organization without injury to its passengers or crews and with only four minor accidents. We who still serve with the Detachment are doing our best to maintain that reputation.



ARCHULETA, JAMES M., Capt., Hq Co Avn Sect, 2nd Armd Div, APO 42, NY, NY.
ARMSTRONG, DONALD, Lt., 1930 Euclid Avenue, Apt 3, Palo Alto, California
AVANT, JACK E., Lt., Hq & Hq Company, 47th Inf Regt, APO 35, New York, New York
BALWIERCZAK, RAYMOND C., Lt., 42nd Trans Company (AAM), APO 46, New York, N.Y.
BANKS, SAM A., Lt., Air Section, Hq, 287th F.A. Battalion, APO 108, New York, New York

HOWELL, GARNETT, Mr., 1517 Oak Drive, Dothan, Alabama
HUDSON, ROY A., Lt., 14th Army Aviation Company, (FWTT), Fort Riley, Kansas
JOHNSON, CARL C., Capt., 1608-D Forrest Ave, Meade Heights, Ft. Geo. G. Meade, Md.
JORDAN, WILLIAM M., Capt., 24th AAA Group, Swarthmore, Pennsylvania
KELLEY, EVERETT L., Capt., 5501 Wolff Road, Fort Sill, Oklahoma

The Month's Takeoffs!

BARNITT, GEORGE W., Jr., Lt., 265th F.A. Bn Air Section, APO 34, New York, New York
BERRY, EPHRAIM A., Capt., General Delivery, Edmonton, Kentucky
BENEFIELD, RALPH O., Lt., Hq Battery, 11th Avn Div Arty, APO 112, New York, N. Y.
BLACK, WILLIAM E., Capt., 1212 Linda Drive, Junction City, Kansas
BRENNAN, JAMES E., Jr., Lt., 506th Trans Co (Lt Hcptr), Fort Benning, Georgia
BROWN, ROBERT L., Jr., Major, Avn Section, Hq, Seventh Army, APO 46, New York, N. Y.
BUHMAN, REMICK T., Capt. (Ret.), Box 511, Morro Bay, California
CARROLL, ANTHONY, Lt., CONARC Board Nr 6, 7106th SU, Fort Rucker, Alabama
CASSIDY, ROBERT F., Colonel, Hq Btry, 7th Division Artillery, APO 7, SF, California
COGGINS, DONALD W., Lt., 1107 Douglas Road, Stockton, California
CLARK, WILLIAM T., Lt., Lot 103, Post Trailer Park, Fort Bragg, North Carolina
DICKENS, PITTS B., Major, Hq, 52nd Helicopter Battalion, Fort Riley, Kansas
DUPONT, GEORGE J., Capt., 2nd Aviation Company, (FWTT), Fort Riley, Kansas
EADER, JACK W., SFC., 2nd Aviation Company (FWTT), Fort Riley, Kansas
FEILKE, GLENN T., Lt., Hq, L.L. Signal Group, 8226th AU, APO 59, SF, California
FIELDS, THOMAS C., SFC., Org. Maint, DAAFC, Fort Belvoir, Virginia
FRYE, WILLIAM H., Lt., 51 C Wherry Apartments, Fort Campbell, Kentucky
GIUSTO, ANGELO J., SFC, G-3, Aviation Branch, Fort Eustis, Virginia
GREENQUIST, JAMES, Lt., 14th Army Aviation Company (FWTT), Fort Riley, Kansas
GRIFFIN, LEONARD L., Lt., c/o Aurora Irvin, Morocco, Indiana (Temporary)
HALEY, ROBERT W., Capt., Hq Company, 61st FA Battalion, APO 201, SF, California
HEYDEN, DONALD R., WO-W1, 45th Trans Battalion (Helicopter), Ft. Sill, Oklahoma

KEMP, JAMES M., CWO, 587th Transportation Company (Hcptr), APO 29, New York, N. Y.
KERR, JAMES T., Jr., Lt., 711 West Lee, Enterprise, Alabama
KNUDSLIE, MARTIN G., WO-W1, 730 McLawhorne Drive, Warwick, Virginia
KONVICKA, HENRY H., Capt., ATOAC #16, Trans School, Fort Eustis, Virginia
LECHNER, ROY J., Capt., Hq & Hq Company, 5th Cav Regt, APO 201, SF, California
LEGNER, RICHARD G., Lt., Hq, 320th AFA Battalion, 508th ARCT, APO 51, SF, Calif.
LITTLE, R. J., Captain, Company I, 31st Inf Regiment, APO 7, San Francisco, California
LITTLE, ALLAN G., WO, Transportation Airfield Operation Detachment, Ft Eustis, Va.
LORD, M. D., Capt., Operation LORAC, c/o Gen. Delivery, Lafayette, Louisiana
McCROSKEY, JACK E., Lt., 1301 Spaulding Avenue, Fort Sill, Oklahoma
McNAMARA, THOMAS F., Capt, 712 West College Avenue, Enterprise, Alabama
MAURER, FREDERICK A., Capt., 3461st S. U., ARMAV, Fort Rucker, Alabama
MAYS, LUAMA W., WO, Hq & Hq Det, 45th Trans Bn (Hcptr), Fort Sill, Oklahoma
MITCHELL, ERWIN M., Captain, Hq, Transportation School, Fort Eustis, Virginia
MORRIS, JAMES H., Capt., RD #1, Dutchland Road, Freehold, N. J., (By PO).
MORRISON, MARVIN E., Lt., 424 First Street, Deep Park, Texas
MORROW, THOMAS O., Lt. Col., Director, Dept of Rotary Wing, Fort Rucker, Alabama
PIETY, RICHARD L., WO-W1, Fort Churchill, Manitoba, Canada (By PO).
NAVIDAD, RODRIGO R., SP-2, Hq & Hq Company, 2nd Armd Cav Regt, Ft. Meade, Md.
NOEDING, JOHN P., Lt., 4052nd S. U., AAA RTC, Fort Bliss, Texas
ORSBURN, PRESTLEY O., Lt., 1st Combat Avn Co, 1st Armd Division, Ft Polk, Louisiana
PERRY, JAMES M., WO, 509th Transportation Company (Hcptr), Fort Belvoir, Virginia

PHOTO AT LEFT

PHOTO AT LEFT—100% UNIT—Members of AHATC class 56-9 pictured at ARMAV during the final part of their course. The class is scheduled for Graduation: April 7. FRONT ROW, l. to r.: Lt. Col. Raymond E. Johnson, Lts. Douglas B. McHenry, James W. Beatty, and William E. Cornwell; Capt. Donald J. Lewis; Lts. John L. Weaver Francis Doyle, Harold F. McDonald, Norman E. Stockton, William M. Templeton, Robert C. Jones, and William F. Cady, Jr. STANDING: Lts. Gerald J. Mialaret, Rowland J. Nicholson, and Jose A. Castrillo; Capt. George I. Stanley and Charles S. Francis; Maj. Russell N. Drago; Lts. James H. Merryman, Richard G. Zeller, and Mickey E. Fouts; Capt. William V. Apple; and Lt. Clarence A. Patnode, Jr. Not in photograph are: Lts. James A. Black, Jr., George L. Fox, William R. Hardin, Don D. Reid, and Gordon F. Wood. (USAF Photo).

PCS (Continued)

POHL, ROBERT F., CWO, 13th Transportation Company (Hcptr), APO 358, SF, California
PUFFAFF, CLINTON A., WO, 13th Transportation Company (Hcptr), APO 358, SF, Calif.
REARDON, JOHN E., Mr., 1464 Maxine, San Jose, California
REED, HENRY K., Lt., 3209 Rose, Pine Bluff, Arkansas
RHODES, CHARLES C., Capt., 207 Slagle Place, Fort Bragg, North Carolina
ROBERTSON, LESTER C., Capt., TSMC (Army Acft), 8179 AU, APO 613, SF, California
RHOADS, LEONARD D., SFC, Hq Detachment, 52nd Transportation Bn (Hcptr), Ft Riley, Kan.
RUSSELL, CARL K., Capt., Hq & Hq Co Air Section, V Corps, APO 79, New York, N. Y.
SABISTON, THOMAS J., Major, 501 Roosevelt Drive, Dothan, Alabama
SCHUCHT, JOHN A., SP-3, Box 226, Deer Park, Long Island, New York
SCOTT, HAROLD, WO, 110th Transportation Company (Hcptr), APO 108, New York, N. Y.
SHIVELEY, Mrs. DONNA, c/o Lt Col Harry T. Shiveley, Comb Dev Gp, CONARC, Ft Monroe.

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STEWART, ALEXANDER K., Major, 1005 B Avenue, Lawton, Oklahoma
THOMSON, DONALD B., Major, Trans Supp & Maint Ctr, 8179 AU, APO 613, SF, Calif.
WAID, ROBERT T., CWO, 6th Transportation Company (Hcptr), APO 43, SF, California
WARD, J. C., M/Sgt., 7th Army Avn Training Det, 7737th AU, APO 46, New York, N. Y.
WARD, KENNEDY G., Major, TSMC, 8179th AU, APO 613, San Francisco, California
WATSON, VELVIN R., Lt., 1459 Telegraph Street, Stockton, California
WHITSTON, L. V., CWO, 41st Transportation Battalion (AAM), APO 28, New York, N. Y.
WRIGHT, ELBERT J., WO, 339 Sheryl Avenue, Fort Eustis, Virginia

BOARD NR 6

that is authorized Army aviation is represented. To provide technical guidance and continuity, there are included among the civilians, aeronautical and electronic engineers and highly qualified pilots. Of the four civilian pilots presently assigned the board, the average total flying time is in excess of 6000 hours with helicopter time in excess of 2000 hours. In addition, all are instrument qualified and one has actual instrument time in helicopters. These pilots are checked out and current in all Army aircraft and most helicopters used by the other services. Among the enlisted men are found not only highly qualified mechanics, but radar and GCA technicians and other specialties necessary for test of all equipment found in Army Aviation. In addition to the personnel assigned to the board, it is possible to draw on the vast professional experience of the Army Aviation Center.

Some of the more interesting projects presently undergoing user test or evaluation are the H-13H, and H-34A helicopters, and U1-A Otter airplane. The board has just completed a comparative evaluation of the H-21 and H-34 helicopters. Which one is best? We can't say until the project is completed. Two different types of portable GCA equipment are being tested. One very interesting project is the plan for the troop test of the AN/ARC-44 FM tactical radio for Army aircraft which will be conducted in the near future. For this test, the board will utilize in addition to board personnel, divisional troops from Third Army and electronic technicians from the Army Electronic Proving Grounds, Fort Huachuca, Ariz.

Other projects include: The evaluation of the Safe Flight Landing Speed Indicator; evaluation of protective helmets for Army Aviators; service test of helicopter cargo hooks; service test of Homing Adapter AN/ARA-31; Climatic Hanger evaluations of the H-13H helicopter and the McCauley Met-L-Matic Constant Speed Propeller; service test of Grimes lights for all Army aircraft; service test of de-icer and anti-icer equipment for L-23 Aircraft; service test of UHF radio equipment. In addition, there are various other projects to improve present Army aircraft to make them more satisfactory for use in the field.

Consistent with that portion of the mission that requires the board to test items or principles developed by other agencies for possible application to future Army aviation needs is the evaluation of the Navy HSL-1 Helicopter. Fifty hours of typical Army missions were flown on this helicopter the first six days it was assigned to the board. From the data obtained from this and similar projects, the Army will have information readily available on a variety of aircraft in case of emergency. It also permits our pilots to make better evaluations of the equipment they are testing for Army use.

By 1953, Army aviation had earned its own service school to rank with those of the combat arms. In 1955, it earned its own test board that further pronounced its maturity. This is the recognition that Army Aviators have gained from those in authority and clearly demonstrates the importance of our specialty to the Army. Army aviation is a modern synonym for *mobility*. We of the Army Aviation Board will make every effort to provide the quality of equipment so necessary for this vital activity.

(Dear Editor:) Don't intend to drag an old log through the fire, but is anything being done on the Senior AA rating for ex-AF and ex-Navy pilots? *Man from Meade.* (Ed. Note: A reliable source confirms that this matter is under staff study at a D/A level.)

(Dear Editor:) I'd like to inform the readers that Capt. Kenneth N. Funchess of the 937th EAC, Ft. Kobbe, C. Z., and Cpl. John Carpena, a helicopter mechanic serving on the Costa Rica project, did not return from an L-20 flight from San Jose, Costa Rica, to Fort Kobbe, C. Z. on 10 March, 1955. They have since been listed by the Department of the Army as officially dead. The officers and men of the 937th mourn their loss. Sincerely, Lt. Wallace L. Hickman.

(Dear Editor:) I can't quite agree that Twin-Engine checkouts should be restricted to ARMAV alone. Because of quotas and assignment quirks, many units operate for long periods without qualified Twin-Engine pilots. I think Army aviation is in sad shape if its widely dispersed Instrument Examiner personnel cannot handle this problem at an Army level. Considerable travel funds and personal inconvenience would also be saved by local checkouts. How about it? *No Quota.* (Ed. Note: The disadvantages of the present arrangement are obvious to the D/A authorities. A change may shortly be made.)

(Dear Editor:) What happened to the *Who's Who?* We're looking for it. Maj. T. J. Sabiston, Ft. Rucker.

(Ed.: Our plans call for a final drive for listings, the form to appear in the August, '55 issue. If successful, this would bring the '56 Yearbook to its participants as a Christmas list publication in late November.)

(Dear Editor:) Not until today did I discover that I was the only pilot out of the five in my Armor Advanced Class who subscribes to AA. Out of curiosity I approached the other four to see if I could determine the reason for this. The answer: "The magazine lacks interest except to learn that *Joe Blow* went to Indochina. Also, too much space is wasted on asinine, childish letters (from unit correspondents), sometime full of a jargon picked up from reading *Steve Canyon*."

Frankly, this was also my opinion until recently when the publication started to pick up on DA news. I did not intend to renew my subscription; however, when my wife found this out, she renewed the subscription all by herself. Unknown to me, she had been reading every issue completely, although I can vouch for the fact that she is not an aviation enthusiast. Also, I asked Capt. why he subscribes and he said that his wife wanted the magazine—you may be surprised to discover who your real

A Many Sided Thing

readers are. So that you won't drown yourself in Long Island Sound, the magazine has continued to improve lately and I, next year wife, will renew our subscription next year.
An AAOC Captain.

(Ed. Note: We accept all material submitted to the publication in this light: However written, it does represent the individual efforts of ONE person in a unit to tell others about his unit, his fellow friends, and himself. We will not criticize or ridicule the sincere efforts of those who possess sufficient initiative to pick up a pen and make a positive contribution. If negative criticism were accompanied by editorial copy written to the tastes of the critic and by the critic, we would look kindly upon negative criticism. It's very easy to sit back and blast what others are doing; it's another thing to grind out copy and submit it with the note: "This is my contribution. I'd like to see more of this type of material in the publication." So that you will know why editors grow gray both in Westport and in Rucker, we reprint the following letter which appeared in the Letters to the Editor Column of a recent issue of the official ARMY AVIATION DIGEST:

TO: Editor-in-Chief:

The articles in the *Digest* have been good but all the articles seem to be strictly technical. Would it be possible to publish some material about the personnel and activities of various aviation units? In other words, information about who is where and what they are doing?

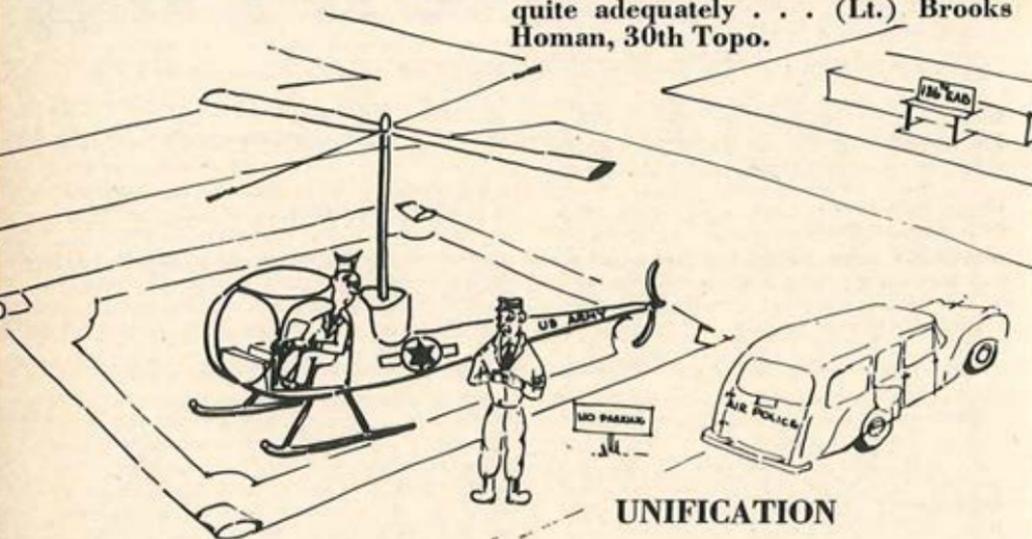
Frank Leonard
1/Lt, Infantry
Alaska

(Ed. See what we mean? One likes steak: the other, lobster—and both are in the wrong restaurants. The fact that they both belong to the Diners' Club won't help.)

NEW POLICY: We will only forward back issues in those instances where a subscriber notifies us in advance of his change of address or where he requests that his issues be held for him while he is in transit. Results of the current system: 732 unclaimed issues.

A TRUE STORY

(Dear Editor): One of our boys flew up to Beal AFB the other day and landed his chopper in what he considered a legal parking area. The Air Force gendarme arrived quickly with pad in hand and gave Lt. John Roberts a USAF Parking Ticket. No joke . . . He expects the "salt mines" momentarily . . . The cartoon tells the story quite adequately . . . (Lt.) Brooks Homan, 30th Topo.



WHY EDITORS TURN GREY!

CHIT-CHAT... JOE DOAKES IN FORMOSA... TWINS... HAWGS... IT SHOULD HAVE TECHNICAL MATERIAL!

THIS DIGEST LEAVES ME COLD... TOO TECHNICAL... WISH IT HAD PERSONALS



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SECOND PRIZE

Total Subscriptions*—A genuine leather traveling kit, complete with all of the accessories (\$16.95 value).

MINIMUM PRIZE

A all-chrome, GE sealed beam Jomalite for each contestant who reaches the twelve subscription mark, our low minimum. This utility light plugs into the cigar lighter outlet in your car, boat, or plane and needs no installation. Its 40,000 CP beam of concentrated light gives you light where you want it. Fishtail handle. 12½ foot electric cord so that you can reach any part of your car. Available in 6 or 12 volt models. Shipped postpaid to you. (\$9.95 value).

No plastics—No fragile parts—Lasts a lifetime!

*Sorry, but renewals of existing or expired subscriptions do not count in this Contest.—We just want new blood!



**THE JOMALITE IS YOURS
FOR
JUST 12 NEW CLOBBERS**

The Current Standings as of April 23rd place WO-WI C. MacRae Hulett atop the list with 66. He's followed by WO Donald R. Joyce (33), Capt. William F. Winters (29), CWO John E. Murphay (26), M/Sgt Raymond Wilson (15), Maj. Russell N. Dragoo (14), and Lt. Whitney C. Scully (13). They have all met the 12-clobber minimum and will be sent Jomalites. Within reach of the Minimum Prize of a Jomalite are: Mr. Frank K. MacMahon (10), Lt. Sumner C. Burns; Capt. Glenn E. Darrough; Lts. William F. Gurley and Brooks Homan; and Capt. Story C. Stevens, all with (9); Capt. Samuel E. Tillery (8); Lt. Charles N. Allgood and Majors Charles V. Graft and Herman E. Greer, each with 6; and Capts. James S. Hanna, Jr. and Robert J. Lessard and Lt. Klein J. Leonard with (5).

AF Relinquishes Primary Flight Training to Army

WASHINGTON, D. C.—The Defense Department announced in late April that the Air Force would relinquish to the Army its primary flight training program for training pilots for fixed-wing aircraft and helicopters used by the Army.

Pending for six months, the decision was lauded by Secretary of the Army Wilber M. Brucker as a step that "will enable the Army to control, administer, and train its pilots in accordance with Army tactical doctrine."

The transfer of the flight training function is expected to start July 1.

Vertol Brochure Available

MORTON, PA.—"Operation Tampico," a USN rescue mission in which Vertol aircraft played a vital part, is covered in an interesting brochure available to those interested in helicopter operations.

Well documented with photographs, the brochure relates the part played by the Navy version of the H-25 helicopter. Write Mr. Frank K. MacMahon, Military Liaison Administrator, Vertol Aircraft Corp., Morton, Pa.

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