

ARMY AVIATION

DECEMBER 15, 1956

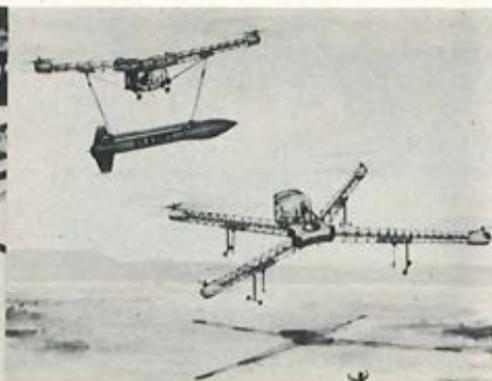
Sikorsky H-37A enroute to
Army Aviation Test Board
for service test and evaluation



"Army Aviation," an unofficial, all-component magazine
written and financed in its entirety by
voluntary Army aviation subscriber-correspondents.

Addressing the Second Annual Meeting of AUSA, Major General Hamilton H. Howze discussed the missions of AA and outlined the development of . . .

Future Aircraft



In earlier discussions [at this second annual meeting of the Association of the U.S. Army] you were told why the Army of the future would have to take to the air to achieve the degree of mobility required under widely dispersed conditions which will characterize future combat. The functions of Army aviation in providing aerial mobility might be summarized as follows:

- Observation,
- Rapid movement of troops and equipment,
- Movement of critical supplies,
- Air Mobility for ground reconnaissance within the Army combat zone, (the Sky Cavalry concept),
- Command, control and liaison, and
- Battlefield casualty evacuation.

You all are familiar with the fixed and rotary wing aircraft currently available to the Army to fulfill these functions. These are good aircraft and as advanced as possible within the present state-of-the-art. However, they are but the forerunners of better aircraft which must follow. Our future fixed wing aircraft must have shorter take-off and landing capabilities, greater capacities and higher performance; our future rotary wing aircraft must have simpler design, higher payloads and lower maintenance cost.

In developing future aircraft we seek to insure four things: First, true ease of maintenance under battlefield conditions second, a true short take-off and landing capability for fixed wing aircraft—we need an airplane which can take off and land, over a 50-foot obstacle, within 600 feet (this means a ground run of about 250 feet); third, the capability, in fixed wing airplanes, of landing or taking off on rough, unprepared fields—even plowed fields; fourth, for all aircraft, an extensive capability

Text of an address given by Maj. Gen. H. Howze to an AUSA meeting held on October 26, 1956.

ty to fly in bad weather. We must be able to operate effectively even when one can't see his hand before his face. The development of this capability means the development of both better instruments to put in our aircraft and better navigational and air traffic control systems to be used outside the aircraft.

To develop aircraft designed for the soldier's operational environment and possessed of the performance characteristics required the Army has taken the lead in the past two years in pioneering technical advancements common to its areas of interest. A great deal of time and effort has been spent in general aviation in learning how to fly higher and faster. The Army's endeavor is to get aircraft industry and research organizations interested in how to fly lower and slower.

To this end, following up important work done by the National Advisory Committee for Aeronautics, the Army is participating in the development of four flying test beds to investigate the feasibility of various systems of short or vertical take-off and landing. A test bed is a small prototype vehicle which can be built cheaply, almost on the baling-wire principle, to investigate possibilities which might be applied to larger aircraft.

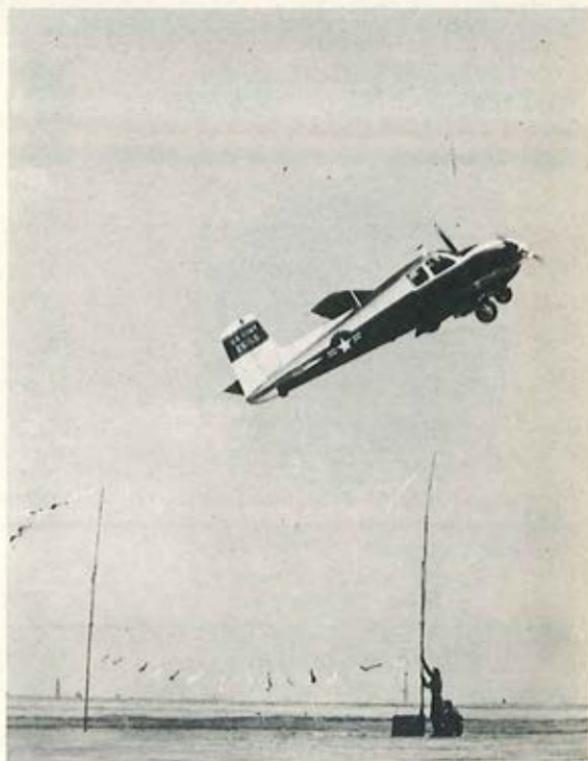
The test beds which the Army is investigating are as follows:

First, *boundary layer control*. This is a means of controlling the air flow next to an air foil to obtain greatly increased lift from any given air foil. This also has the

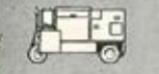
(Continued on Page 25)

CAPABILITIES . . . Manpower, Tools and Experience

The amazing photograph at right was taken by Tom Ashley, managing editor of *Flight Magazine*, at the National Aircraft Show in Oklahoma City over the Labor Day weekend. It shows a U. S. Army L-23 Beechcraft making a successful takeoff and climb over a simulated obstacle, represented by the two poles. A previous takeoff by another make airplane had cut the upper ribbon, which the photo shows as broken. The number at the base of the pole represents the distance in yards from the beginning of the takeoff run of the L-23.



BEECH BUILDS

	MA-3 MULTI-PURPOSE VEHICLES
	C-26, MD-3 POWER UNITS
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	6-PLACE BEECHCRAFT TWIN-BONANZA
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	BEECHCRAFT T-34 TRAINERS
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The U. S. Army L-23B transport, rugged military version of the famous Beechcraft Twin-Bonanza, has a proud and distinguished record of service. First ordered into military production in 1952, the L-23 was the first twin-engine airplane used by the Army Field Forces. From the battle fields of Korea to the training fields at home, and back again to foreign stations, the L-23 has met the exacting demands of military service with distinction. Today, the Army's confidence in the L-23B's dependability and superior performance has resulted in new orders to fill the Army Aviation Division's expanding needs.

We're happy to welcome the United States Army to the long list of enthusiastic "re-order customers" . . . evidence again that Beechcraft has the manpower, tools and experience capabilities to design and produce quality aviation products.

† Beechcraft

ARMY AVIATION

DECEMBER 15, 1956
VOLUME 4 — NUMBER 12

Paid Circulation — November, 1956



Courtesy of Kollsman Instrument Corp.

ADVERTISERS IN THIS ISSUE
Cessna Aircraft Company
Hiller Helicopters

"ARMY AVIATION MAGAZINE," Westport, Connecticut. Issued monthly. Subscription price, \$2.00 a year to Z. I. Addresses; \$2.40 a year to APO, U.S. Territory, and Canada addresses; \$2.65 a year to foreign addresses. Single issue, 25¢. Publisher, Dorothy Kesten. Second Class Mail Privileges authorized at Westport, Conn. Copyright, 1956 by Dorothy Kesten. Display and Classified Advertising Rates furnished on request. Westport phone, Clearwater 9-4752. All material submitted for publication must be signed. The writer's name will be withheld upon request. Unsolicited material and/or photographs will not be returned unless accompanied by a return-addressed envelope bearing sufficient postage. The editors reserve the right to alter, edit or delete copy and/or specific names from all unsolicited material.

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DD Memorandum

[WASHINGTON, Nov. 26—In a Memorandum delivered to members of the Armed Forces Policy Council, Secretary of Defense Charles E. Wilson defined the responsibilities of the Army, Navy, and Air Force in regard to new weapons and new strategic concepts. The following is the text of Secretary Wilson's Memorandum with particular references to those matters affecting the use of aircraft by the Army.]

Important changes in organization and in roles and missions are not easily decided upon or effected. It is not as though we were starting fresh with a clean sheet of paper, so to speak, or could set up a theoretically perfect organization and division of responsibilities between the military departments. Assignment of responsibilities must continue to recognize the precedents of the past and the availability of men and facilities for carrying out assigned missions. Problems of this nature would be easier to solve if there were always complete unanimity of opinion among all responsible executives of the Defense Department, both military and civilian. The very nature of the problems, however, and the varying background and experience of the individuals serving in responsible positions make some differences of opinion normal and to be expected.

In spite of the differences of opinion which may exist there are times when conditions require that changes should be made in administrative responsibilities and at such times

decisions are mandatory. That is the situation now.

The National Security Act of 1947 states:

SECTION 2—In enacting this legislation, it is the intent of Congress to provide a comprehensive program for the future security of the United States; to provide for the establishment of integrated policies and procedures for the departments, agencies and functions of the Government relating to the national security; to provide three military departments, separately administered, for the operation and administration of the Army, the Navy (including naval aviation and the United States Marine Corps), and the Air Force, with their assigned combat and service components; to provide for their authoritative coordination and unified direction under civilian control of the Secretary of Defense but not to merge them; to provide for the effective strategic direction of the armed forces and for their operation under unified control and for their integration into an efficient team of land, naval and air forces but not to establish a single chief of staff over the armed forces nor an armed forces general staff (but this is not to be interpreted as applying to the Joint Chiefs of Staff or Joint Staff).

Nine years of experience operating under the National Security Act of 1947, as amended, have proved the soundness of this comprehensive program for national security.

The statement of roles and missions recommended by the joint Chiefs of Staff at
(Continued on Page 26)

FLYING PLATFORM 1957



Progress in

MOBILITY TO MATCH OUR AIR AGE

With the Army's announcement that Hiller Helicopters has been given a contract to build prototype multi-engine Flying Platforms, the ducted fan program is now in its second important phase. Developed with the full cooperation and guidance of the United States Army, the Flying Platform represents a solid advancement toward military requirements for simplicity and low cost in aircraft.

As in the case of the original Hiller Flying Platform model, the pilot stands above the

lifting duct and relies on instinctive body balance for directional control. Possibilities are limitless for application of the ducted fan principle to small and large aircraft, using single or multiple units of this new lift principle.

Pioneer manufacturer of Ducted Fan Aircraft, Hiller Helicopters in cooperation with the U. S. Army is blazing new trails for military mobility.



HILLER HELICOPTERS PALO ALTO, CALIF.

CURRENT

Cover Story The Sikorsky H-37A

FORT RUCKER, ALA.—Currently undergoing service test and evaluation at the Army Aviation Test Board, the multi-engine Sikorsky H-37A helicopter handled itself nicely during its ferry-run from Sikorsky's Stratford, Conn. plant to this Alabama test facility.

Ferry pilots, Maj. Willie W. J. Barrios, Lt. Anthony Carroll, and CWO Frank Pauli, received transition checkouts in mid-November and then rotated the *stick handling* on the long X-C hop.

Designed for Army transport and cargo missions, the '54 contracted Sikorsky model is capable of accommodating 36 fully equipped troops, 24 litters, or equipment up to a 105 mm howitzer, a jeep, and a trailer.

A five-bladed single main rotor and a four-bladed anti-torque tail rotor are powered by two P & W R-2800-54, 18 cylinder, twin-row, radial engines. Equipped with single-stage superchargers, a "clam shell" nose door, cargo loading ramp, traversing hoist, and a cargo sling capable of carrying 10,000 lbs, the Sikorsky H-37 will also undergo a later logistical evaluation by the Transportation Test and Support Activity at Ft. Rucker.

A similar H-37A was ferried earlier by USMC pilots to Patuxent River where it will receive a Marine comparative evaluation.



CONFERENCE—General Williston B. Palmer, Vice Chief of Staff, U.S. Army, delivering the opening address of the three-day Pentagon meeting of Army aviation officers representing world-wide Army commands.

Quo Vadis

WASHINGTON, D. C.—Army aviation officers representing Army-wide major commands met at the Pentagon, Washington, D. C., November 13-15, and discussed world-wide Army aviation activities.

Purpose of the 3-day closed meeting was to provide an interchange of ideas and information among the military on the status and progress of Army aviation. As an end product, this conference is expected to establish basic data for the orderly development of the Aviation Plan to obtain maximum utilization of personnel and equipment and to obtain maximum efficiency in operating techniques and procedures.

Gen. Williston B. Palmer, Army Vice Chief of Staff, delivered the opening address of the conference on November 13th.

ROTC Selections

WASHINGTON, D. C.—An expected 400 college seniors currently enrolled in the Army ROTC are scheduled to begin flight training at civilian educational institutions during the current academic year.

Flight instruction under the new ROTC program will be taken by the cadets on an extra curricula basis, and will be given by approved civilian flying schools under CAA-certified instructors. An added feature of the regular ROTC course, flight training will be available at no expense to senior cadets who agree to serve on active duty as commissioned officers for not less than 3 years upon graduation from the ROTC course.

The scheduled program of instruction calls for 35 hrs of ground school instruction and 35 hrs of flight instruction in light aircraft. Educational institutions selected to participate in the program are:

FIRST ARMY AREA: Cornell Univ.;

Univ. of Maine; Univ. of New Hampshire; Northeastern Univ.; Norwich Univ.; Rutgers Univ.; and Syracuse University.

SECOND ARMY AREA: John Hopkins Univ.; Univ. of Kentucky; Ohio State Univ.; Penn State Univ.; VMI; VPI; and W. Va. University.

THIRD ARMY AREA: Alabama Polytechnic Inst.; The Citadel; Univ. of Florida; Georgia Tech.; N. C. State; Univ. of Tennessee.

FOURTH ARMY AREA: LSU; Univ. of Oklahoma; Texas A & M; and Univ. of Texas.

FIFTH ARMY AREA: Colorado A & M; Univ. of Illinois; Kansas State; Michigan State; Univ. of Minnesota; Univ. of Missouri; Purdue; S. Dakota State; and Univ. of Wisconsin.

SIXTH ARMY AREA: Arizona State; UCLA; Univ. of Idaho; Oregon State; Univ. of Santa Clara; Utah State; and Univ. of Washington.



Combat commuter —

at 8 second intervals

In recent tests duplicating actual assault landings, Fairchild C-123's gave dramatic evidence of performance under combat conditions.

The target—a rough, ungraded field—was ringed by “hostile” forces. Heavily laden, the C-123's approached the field at 500 ft. altitude—too low for heavy A.A. guns, too high for small-arms fire. Just short of their touchdown point, the highly maneuverable assault transports swept down, flaring out just as they flashed over the clearing's edge. Two minutes later, twelve C-123's had rolled to a halt—troops and trucks were fanning out to their assigned positions. The C-123's had landed at 8 second intervals!

This dramatic demonstration of pilot and crew proficiency was made possible by C-123 maneuverability, short field performance and utter reliability—all three, features of Fairchild aircraft designs.


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... WHERE THE FUTURE IS MEASURED IN LIGHT-YEARS!

Rescuing an injured woman in remote Arizona called for a deft helicopter landing, some extensive and tricky mountain climbing and . . .

Four Strong Backs!

FT. HUACHUCA, ARIZ.—A breathless and bearded youth staggered out of the Tumacacori mountains the morning of September 19th at a place near Arivaca, Ariz., about 10 miles above the Mexican border. To the first man he saw, Randal Hill, a grizzled uranium prospector, he mouthed through cracked lips, "Need a stretcher and two men . . . woman hurt up near Cog Mines . . . been hurt since Monday."

The Cog mines are just beyond Scorpion Gulch, 15 miles of country too narrow and treacherous even for mules. The trip is said to be possible only by strong men with packs on their backs.

The youth, Ron Pritchard, a U. of Calif. student working in Arizona during the summer as a core-driller, said later the prospector had told him, "Ain't no two men can get anybody down out of there on a stretcher. But the United States Army could do it if anybody could. Come on!"

Army Help Summoned

The two men sped in Hill's jeep the ten miles to Kinsley Ranch, where the Army presently maintained an air-traffic-control and navigation field. A field radio-telephone call, through Ft. Huachuca, to Bisbee-Douglas Airport brought Lt. William F. Denman of the 416th Signal Avn Co, CWO Howard L. Proctor, 93rd Trans Co, and Sp-3 Ronald Madison, a surgical technician, in an H-19D helicopter within an hour.

At Kingsley, they picked up Dr. Stanley Tanz, who had been dispatched from Tucson Medical Center, and they took along the old prospector as a guide.

In a few minutes, Lt. Denman put his chopper down on a highly unlevel dime, a jagged indenture in a mountain side, above Blanca Canyon. There was room for one medium size helicopter and not a nickel's worth of anything else.

Hazardous Descent

The rescue team made its way down the shaley mountain for about a mile to the tent where Mrs. Gordon Mitts, the injured woman, awaited. Dr. Tanz, assisted by Medic Madison, applied wire-splints to her broken ankle. He said, "It was a bad break and her leg was shot with gangrene."

Mr. & Mrs. Mitts, shareholders in the Cog Uranium mines, then recounted their tale. Mrs. Mitts fell and twisted her ankle badly while on a core-drilling operation. Because she was unable to make the hard trip out, her husband had tended the injury, believing it was a simple sprain. Two days



HAPPY ENDING—L-r are: Co-pilot, CWO Howard L. Proctor; Mrs. Mitts; Medical Corpsman, Sp-3 Ronald Madison; 1/Lt William F. Denman, 416th Sig Avn Co; and Dr. Stanley Tanz, Tucson Medical Center.

later the swelling did not go down and Mrs. Mitts became delirious with pain.

After Mrs. Mitts had been removed from the H-19 at Kinsley Field, Pritchard breathed a sigh of relief, shook hands with Lt. Denman, and said, "By golly, Sir, I came for two men and a stretcher and I got the whole U. S. Army and a helicopter, too!"

Lt. Denman said later at Huachuca, "The roughest part of the rescue was navigating the lady the mile back up to where we'd parked the chopper; it was rock and straight up. We carried her in a chair and I assure you it was a rough ride we gave her but she didn't complain once."

"She was a spunky one, okay," put in CWO Proctor. "We were glad to help out." Madison, the hardworking medic, did not say anything. He had fallen asleep on the return trip and even the landing hadn't phased him.

—Roy Williams, PIO

RECRUITING—Vacancies for aeronautical and mechanical engineers in grades GS-9 through GS-13 exist at TRECOM, Ft. Eustis, Va. If interested in employment in the R & D field, contact the Commanding Officer, TRECOM, directly.

Cessna's armored OE-2 protects Marine pilots

Cessna's reconnaissance-liaison plane—the OE-2—brings greater versatility to Marine Corps air operations, is specifically designed to give the pilot protection in combat.

The rugged plane's 220-m.p.h. dive-speed capability combines with its self-sealing fuel tanks, flak curtain and armored seats to give the Marine pilot maximum protection, get him in and out of targets, fast!

A more powerful version of Cessna's famed L-19, the OE-2 is the first liaison airplane with built-in target-marking capabilities. It also is used as an artillery spotter, to lay communications wire and to drop supplies to troop positions.

The versatile OE-2 meets a specific need, is another example of Cessna's cooperation with the military in planning for today's air age. CESSNA AIRCRAFT CO., WICHITA, KAN.



Thick, nylon flak curtain and armor plate in rear compartment protect observer.



Flak curtain and armor plate afford pilot maximum protection.

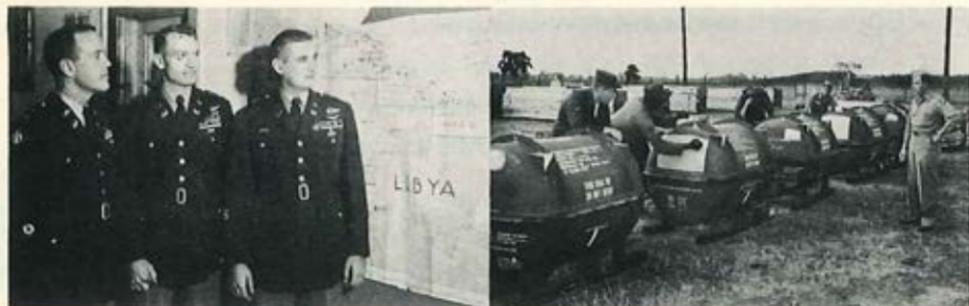


Three-quarter inch armor plate fits under pilot and observer seats.



A new seventy-seven man "splinter" organization of Engineer pilots and crewmen recently departed on a 3-year full scale survey operation in the deserts of . . .

Libya!



PHOTOS AT TOP—Libya-bound are (l. to r.) Capt. Frank R. Wilson, Maj. Phillips Melzer (CO of the new 572d Engr Platoon), and Capt. James E. Greer. At the right, Capt. Jack J. Nelson checks the progress of packing & crating operations as the 572d Engr Plat (Topo Avn) prepares for departure to the independent kingdom of Libya.

STOCKTON, CALIF.—The Department of the Army has revealed that a large scale geodetic survey operation will be conducted in the immediate future in the independent kingdom of Libya in North Africa.

The mission is a result of an agreement with the Libyan government to provide accurate map control for that country and has no connection with the current crisis in the Middle East.

Extensive Preparations

The DA announcement came as six months of preparation for the mission were concluded by the 30th Engineer Group and two of its sub units: the 521st Engr Co (Topo Avn) and the 542nd Engr Co (Topo Survey).

The three year mapping operation will be conducted by the newly organized 329th Engr Det (Geodetic Survey). Included in the Det will be the 542d Engr Co and the 572nd Engr Platoon (Topo Avn). Maj. Leo H. Bellieu, a senior Army Aviator and veteran of the Alaska operation, was designated Executive Officer of the 329th Engr Det.

77-Man Unit

Commanding the 24 officers and 53 enlisted men of the 572nd is Maj. Phillips Melzer, another senior AA and veteran of the Alaska mission. His Executive Officer will be Maj. William H. Thomas, who also served in the Arctic with the 30th Engineer Group.

The bulk of the personnel and aviation equipment will be shipped from CONUS on a Navy escort type carrier in December. Once in Libya the main base of operations for the 329th will be Wheelus AFB, just east of the ancient city of Tripoli.

Dependent travel has been authorized for all military personnel involved in the move

as soon as government transportation becomes available.

Much of the survey activity will be conducted over terrain hotly contested by the British and German forces during World War II. The presence of undetonated and unmarked minefields, hastily laid during Marshal Rommel's final retreat from El Alamein, will provide an added element of risk to the rigors of a desert survey operation.

Veteran Crews

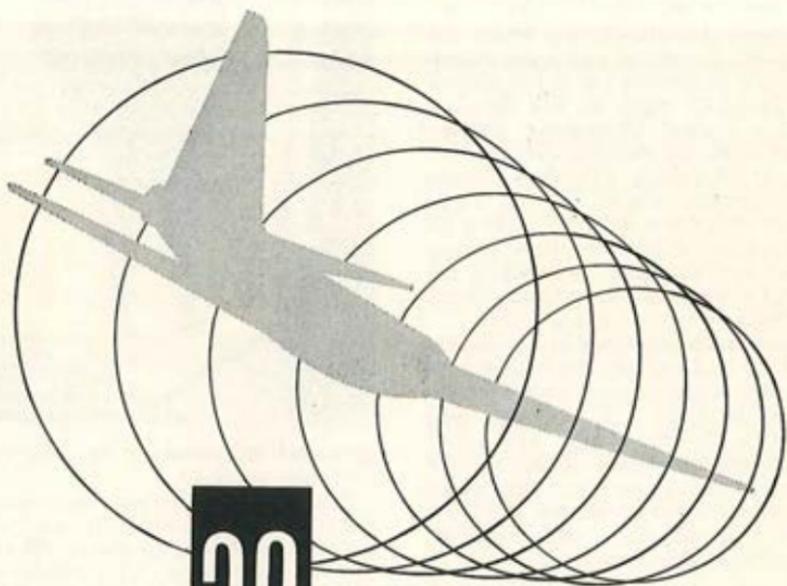
Nearly all of the pilots chosen for the operation are veterans of the Alaska mission. Their aggregate flying experience represents over 24,000 hours of flight time.

Among other AAs slated to make the Tripoli tour are: Capt. *Frederick Gates*, James Greer, Peter Herring, Harold Howell, Jack Nelson, Richard Roberts, Story Stevens, and *John Yates*; and Lts Richard Bastian, *Bruce Crandall*, *Larry Herman*, Herb Johnson, *Herb Neseth*, Cornelius Radu, and Ray Thompson. The italicized AAs have already departed for Tripoli with the bul kof the *Desert Rats* expected to depart in December via aircraft carrier. YC, (Lt.) William F. Gabella

Who's Who

We believe the '56 "Who's Who in Army Aviation" to be the most comprehensive compilation of Army aviation personnel in existence, short of the "Do Not Open!" files in TAGO.

We have overprinted an extra 300 issues of this Yearbook in the event you decide at this time that it will be a handy addition in your Jep center-slot. Clean out the crushed waxed paper and crumbs and carry a "Hooz-boo" instead. Cost? \$1.00 . . .



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'COPTER

FT. CLAYTON, CANAL ZONE—An H-19 helicopter, one of the many aircraft flown and maintained by the 937th Engr. Co. (Avn) (IAGS) in Central and South America, was utilized in making an un-precedented personnel parachute jump to aid the lone survivor of a crashed Guatemalan airliner.

Earlier in 1956, an *Aviateca Airlines* DC-3, enroute to Guatemala City from Puerto Barrios, Guatemala, crashed in the *Sierra de las Minas* mountains with 30 persons on board. As soon as the position of the crashed aircraft had been definitely determined, the Guatemalan Government sent out two ground parties to try and reach the crash site.

The Army aircraft stationed at Guatemala City (an L-20 and two H-13s, assigned to the IAGS, Hqs, Canal Zone) were immediately utilized to assist and re-supply these ground parties. It was quickly determined that a larger helicopter was needed for the possible evacuation of survivors. Due to altitude limitations imposed on the H-13s, it was evident that an H-19 should be secured for work at the altitudes in excess of 9,000 feet.

Through the cooperation of IAGS with the Guatemalan Government, an H-19 helicopter stationed in Nicaragua was immediately dispatched to Guatemala City. Pilot of the aircraft was *Capt. Earl W. Nielsen*; co-pilot, *Lt. Jorge Ortiz Santiago* with *Sp-3 Sanders* as crew chief. The H-19 arrived in Guatemala City early on the afternoon of the 25th.

Due to extremely poor weather, it was not until the morning of the 28th that the crash area was sighted. President Castillo Armas of Guatemala, flying as co-pilot with *Lt. Ortiz*, spotted the lone survivor. On his return to the base camp, the President ordered two parachutists ready for the jump at the crash site. The two chutists were Guatemalan Army personnel, a Captain and a non-com. These men wore two chutes, one back pack and a chest chute. The parachutists were to follow two cargo chutes so as to observe jump conditions at the site.

At an indicated airspeed of 20 knots, an indicated altitude of 8650 feet and at about 350 feet above the tree-surrounded crash site, the cargo chute drops were made; the



personnel following on the next two passes over the wreckage.

That the two parachutists were able to make the jump successfully emphatically illustrates the skill displayed by the two pilots, Nielsen and Ortiz. Considering the poor weather at the height which limited the altitude to the pilot and the fact that cloud formations at the flight altitude forced the pilot to orbit in tight circles to avoid an IFR condition, all agreed the job was professionally and skillfully performed.

Perhaps the 937th can lay claim to an unofficial record: the first personnel jump from an H-19, to say nothing of a jump at 8,650 feet and at a height of only 350 feet above the ground for the jumpers.

YC, (Lt) Joseph R. Gayhart, Jr.

Capt. Nielsen (in center) briefing the Guatemalan Air Force Captain prior to the jump. The GI with his back to the camera is Sp-2 Sanders, crew-chief on the 937th H-19. Others in the photo are Guatemalan nationals.



BAILOUT

In undergoing dynamic endurance testing as well as flight testing at the Transportation Research and Engineering Command, the "Aerocycle" receives the . . .

Trolley Line Treatment

FT. EUSTIS, Va.—The deLackner Aerocycle is undergoing research and engineering tests at Fort Eustis to determine safe operating ranges; pilot techniques; standards of safety; engineering evaluation of machine; component reliability; and areas of development that will improve flight performance. Mr. Chaney and Capt Sundby are employed as project engineer and test engineer, respectively.

The Aerocycle is a single place machine—Empty weight, 250 lb; max. gross weight, 470 lb; powered by a Mercury outboard Mark 55, 4 cylinder engine developing 42-43 HP with two 2-bladed contra-rotating 15' diameter fixed pitch rotor blades.

Two of these machines are undergoing tests at TRECUM, one is being utilized for dynamic endurance tests and one for flight tests. The endurance tests are scheduled for 100 hrs of operation to evaluate component and system reliability. To date, 17 Oct, this machine has accumulated a total of 63.2 hours. The second machine is being used for flight testing and has accumulated 10 hours of flight time. During this period, 7 major and 28 minor engineering discrepancies, causing lengthy delays, were discovered and corrected. Flight tests are now being conducted by attaching the Aerocycle to an overhead trolley line with a linear span of 800'. With this rig the Aerocycle has flown at rates of 30 mph, climbed at an angle of 15 deg., obtained 40' altitudes and passed through translational lift; however, abrupt flares or maneuvers have not yet been successfully completed. Several attempts at flaring the machine have resulted in the rotor blade tips deflecting and striking each other causing blade damage (and almost Sam Sundby damage). Engineering fixes to alleviate this condition are underway and by the time this is published, this deficiency should be corrected.

Captain Sundby has been assigned as test pilot and has established (I'm certain) several unofficial world's records while flying the Aerocycle. In August, Captain Sundby remained aloft in free flight for 41 minutes. During this period 15 continuous minutes were flown "hands off" accomplishing turns,

forward, lateral and hovering flight. Prior to this flight, he had a total of 10 minutes flight time on the Aerocycle (see photo of this flight).



Capt Sundby has also flown the Aerocycle through translational lift in free flight exceeding thirty feet altitude and 30 mph.

by Capt. H. W. Huntzinger

Invitation

ELMHURST, N. Y.—Technical courses in the theory, operation, maintenance and overhaul of Kollsman automatic navigation systems have been added to the curriculum of the Kollsman Instrument School and are now available to all branches of the military, airlines, and airframe manufacturers' personnel. Mr. J. V. Connelly has been appointed Administrator of Training for the training course which will stress Theory and Operations, Field Organizational Maintenance, and Depot Overhaul for Flight, Navigation, and Engine Instrument Systems and Communications Equipment.

The first school session to include the new courses was attended entirely by instrument specialists selected by the Air Training Command. The second and third sessions were attended by personnel of the Boeing Airplane Company. New personnel being added to Kollsman's rapidly expanding Service Engineering Department are also receiving their training in the school.

STOCKTON, CALIF.—Major John L. Briggs says farewell to Captain William F. Gurley and his Mexico-bound contingent before the group from the 521st Engineer Company departed from Stockton. Standing beside one of the company's H-19s are (left to right): Lts. James F. Cooper, Charles Traill, James Allen, Robert Sternat, Bobby E. Bogard and Captain Gurley and Major Briggs. Kneeling from left to right are: Sgt. Roy E. Brown, Sp-3 Leslie Byrd, Sp-3 Roland Arsenault, and SFC Lyman F. Barber. Mailing address of the "Serape Set" is I.A.G.S., Apartado Number 95, Monterrey 95, N.L. Mexico. Bill Gurley pens: "This isn't the package deal to Mexico. They'll be working us!"



WASHINGTON, D.C.—Shown in a photo at the recent Pentagon meeting are four key figures in the Army aviation scene. (Left to right): Brig. Gen. Carl I. Hutton, Commanding General of the Army Aviation Center, Ft. Rucker, Ala.; Lt. Col. Laurence Bowlby, representing U.S. Army, Far East and Eighth Army; Colonel Warren R. Williams, Army Aviation Officer, Headquarters, U.S. Army, Europe; and Maj. Gen. Hamilton H. Howze, Chief of the Army Aviation Directorate, ODCSOPS, D/A. The conference, attended by Aviation officers from all major commands, provided for the interchange of information on the status and progress of Army aviation.



WICHITA, KAN.—Styling with a new flair is illustrated in the adjoining photograph of the new 1957 Cessna Model 182 as it prepares to takeoff. By lowering the "Land-o-Matic" gear a full four inches, company officials claim exceptional stability of the aircraft in high and gusty winds. Expanding the tread 5.4 inches is expected to improve ground handling characteristics. An overall change in attitude has been accomplished by shortening the nose gear 2 inches. A beef-up in the tire ply from 4 to 6 ply and the increase in thickness of the main gear legs (11/16 to 3/4 inches) are two additional changes. The 182 is powered by a 230 hp Continental 0-470-L engine.

FT. WORTH, TEX.—The Army's turbine powered Bell XH-40 helicopter hovers at the Bell Aircraft Corporation helicopter division plant at Ft. Worth ahead of schedule and just 16 months after Bell Aircraft had received the design competition contract. The first flying model of the XH-40 was produced less than a year after the military reviewed a wooden mockup last November. Called the only all-new helicopter on the rotary wing horizon, the Bell design possesses a turbo-shaft power-plant, the Lycoming T-53, and is expected to cruise at 100 knots and carry a 1,000-lb payload. Deliveries to field troops are expected by 1959. Both the turbine engine and the aircraft are sponsored by the U. S. Army.

PASADENA, CALIF.—A rugged, light-weight aerial reconnaissance camera, shown above wing-mounted on an Army L-19, has been developed by the Hycon Mfg. Co. of Pasadena. Designed for use in missile and high speed drone aircraft, the camera can also be used for more conventional aerial reconnaissance tasks. Known as the KA-20, the Hycon camera uses a 9x9-inch film and a 6-inch metrogen lens to provide maximum area of coverage. Weighing only 17 lbs (one-fifth the weight of comparable aerial cameras), the KA-20 has built-in image motion compensation. Developed under the direction of the Signal Corps Engineering Labs at Ft. Monmouth, the KA-20 has been field tested at the AEPG at Ft. Huachuca.



FT. RUCKER, ALA.—Initial service testing of the Army's YH-34 Ram Jet helicopter has begun at the Army Aviation Test Board at Ft. Rucker. Four of the 12 YH-32s ordered by the Army and developed by Hiller Helicopters of Palo Alto, Calif., are expected to undergo extensive field tests by Board Nr 6 project officers. A two-place, two-bladed single main rotor model, powered by two Ram Jet engines developing 40 lbs. of thrust each, the YH-32 has a published flight endurance without refueling of approximately one half-hour. (Your editor had the opportunity to clock a few of Jim Bowman's runs at Rucker and to note the refueling and igniting operations. Quite a thirsty little Beast!)



GLEN RIDDLE, PENNA.—Transcendental Aircraft Corporation's TAC Model 2 convertiplane on which fabrication has been completed. Now undergoing pre-flight studies on the test apron at the Glen Riddle plant, the TAC Model 2 is expected to be flying in early 1957, less than ten months after the award of a contract by the Air Force covering its construction. A high wing convertiplane with VTOL capabilities, the Transcendental entry employs 3-bladed rotors at each wing tip. In its forward flight attitude the TAC Model 2 has an anticipated 140 mph cruising speed with the 250 hp engine initially installed. The earlier Model 1-G attained conversions up to 90% during more than 100 flights in '54-'55.

FT. MONROE, VA.—Eight-year-old Bradford Bache, son of Lt. Col. and Mrs. Benjamin A. Bache, examines models of Army aviation equipment with General W. G. Wyman, Commanding General of the Continental Army Command, in the General's office at Ft. Monroe, Va. The pow-wow took place after General Wyman, some 500 Ft. Monroe troops, and representatives of all Scout troops at the Fort turned out for a Retreat Parade held in honor of the young Cub Scout and his collie "Mister Admiral." The two were principals in the October 3rd rescue of a two-and-a-half year old toddler from the waters of nearby Mill Creek. A prouder Dad than Army Aviator Bache does not exist and rightly so.

FT. RUCKER, ALA.—Now subjected to a constant barrage of good-natured jibes from his fellow officers, 1/Lt Thurlow M. Matteson (left) of the ARMAVs Dept of Tactics knows the effects of the *celebrity treatment*. Featured recently on the front page of the *Army Times* and in other military journals, Matteson is the unintended victim of a new Army AR which permits the simultaneous wearing of badges. He is possibly the only man in the Army who is qualified to wear four U. S. Badges: the Combat Medical Badge, the Combat Infantryman Badge, the Paratrooper Badge, and the Army Aviator Badge. They say Badges are a big morale booster.



STRATFORD, CONN.—Recalling a Turkey-Day *wishbone-wish* to have a smooth flight home, Army ferry pilots (l. to r.) CWO Frank Pauli, Maj. Willie W. J. Barrios, and Lt. Anthony Carroll obviously enjoy the prospects of flying the Sikorsky H-37A from Stratford, Conn. to their parent unit, the Army Aviation Test Board, at Ft. Rucker, Ala. Mr. Ferguson, Sikorsky checkout pilot (far right), handled the transitional training of the three "students." Contracted for in 1954 by the U.S. Army, the twin-engine Sikorsky H-37 is also being given USMC consideration as an organic aircraft in the Marine transport and cargo picture.



CHOFU, JAPAN—When Chofu TAAM Center's Sp-3 Wilson Hoag won the "Soldier of the Month" award for the 2nd time, Maj. Donald B. Thomson, left, the post CO, handed him the customary 3-day pass and then had to figure out an additional prize for a two-time winner. *Decision?* To let Hoag take command of the post for a day, take the CO's seat, and issue all orders of the day. Hoag's first order of business? He issued himself another 3-day pass. That's a 3-day pass for each award, one from Commander Thomson and one from Commander Hoag. Hoag had won his first award in August and his exemplary work had returned him a second award in October.



CONTROL—You may wonder how a closed-circuit distance record is authenticated if part of the mileage is logged at night. Mr. Frank K. MacMahon (Mil. Ln. Admin. with *Vertol*) came up with the answer in the above photo. During the H-21 record run at Hightstown, N. J., two sixty-inch anti-aircraft searchlights were utilized as pylons to aid the pilots in locating the course's turn-around points. As a further *check* on corner-cutters, luminous *Scotchlite* tape was installed on the main landing gear fairings, thereby permitting official observers to make certain the "noise" overhead was actually going around the pylon. Ingenious!

(Dear Editor:) I'm an active Reservist and serve as an AA in a Mobilization Designation category. The regulations state I must fly 50 hours a year to remain active in the USAR Aviation Program. I believe that I am in a rather humorous quandary, although the humor of the situation often escapes me. Listen to this tale! For my 2 weeks AD and my twelve paid drills I receive \$155.83 in flight pay *per year*. I can fly my damn fool head off but I'll only receive pay for twelve drills, and the 2-week tour. Now here's the clobber! I have two \$5,000 life insurance policies with one of the well-known companies. They've insisted that I pay an additional flight premium to cover my USAR aviation participation, or else they won't pay off on the basic life policies. Guess what I've shelled out for each \$5,000 policy? Exactly \$15.00 per \$1,000 of coverage or \$150.00 per year in additional flight premiums. I know that I can't have my cake and eat it, too, but that \$5.83 net I receive each year for my 50-100 hours of flying certainly isn't a bonanza. I can't haggle with the military on the pay but I do think that the premiums on USAR Aviation participation are somewhat unrealistic. Isn't it possible for us to obtain some performance figures for Army USAR and NG flying so that they'll have correct actuarial information? Even the broker winces when he calls to pick up my check. What's the answer?

No Fat Cat

(Ed. Guess who is in the same boat? Move over, brother, and give me an oar!)

COLD SPOT

(Dear Editor:) How come nothing's been published in the Pilot's Magazine about Operation *Cold Spot*? Seven H-34s from the 64th Trans Co carried payloads to pinnacles 14,110 feet high which would make those landing spots used in the Grand Canyon expedition look like Stage Fields.

First, there was a World Record made. A flight of five H-34s landed 40 combat-equipped troops on the top of Pikes Peak in the middle of the summer. They were also evacuated by the same means. During the operation the troops were air-lifted approximately 20 miles. Twenty minutes were required for the mission. The Peak is 14,110 feet high.

During the exercise one could expect to see a battery of two 75 mm Pack Howitzers (1,450 lbs.) on any ridge line on the Continental Divide. You can get pictures and information from the *Denver Post*, Denver, Colo. The dates were Sept. 17th through 30th.

We heard tell that the H-21s that were at Camp Hale during the middle of the winter and at the same place could hardly get

A Many Sided Thing

Letters from all sources are welcomed. All letters for publication must bear the signature of the writer. The writer's name will be withheld upon his personal request.

off the ground. We proved that our H-34s can carry and support troops anywhere in the world, certainly a milestone in Army aviation. Let's give them something to talk about.

A Pikes Peak Commando (Ed. We acknowledge this flight performance of both personnel and equipment as "Well Done." We cannot say the same for the reportorial coverage of the event. When a World Record claim is received in this office in the form of an unsigned "Letter to the Editor" it amplifies our much tooted point: AAs are quick to say, "Let me fly it." And in the same breath, they'll add, "But let John write about it.")

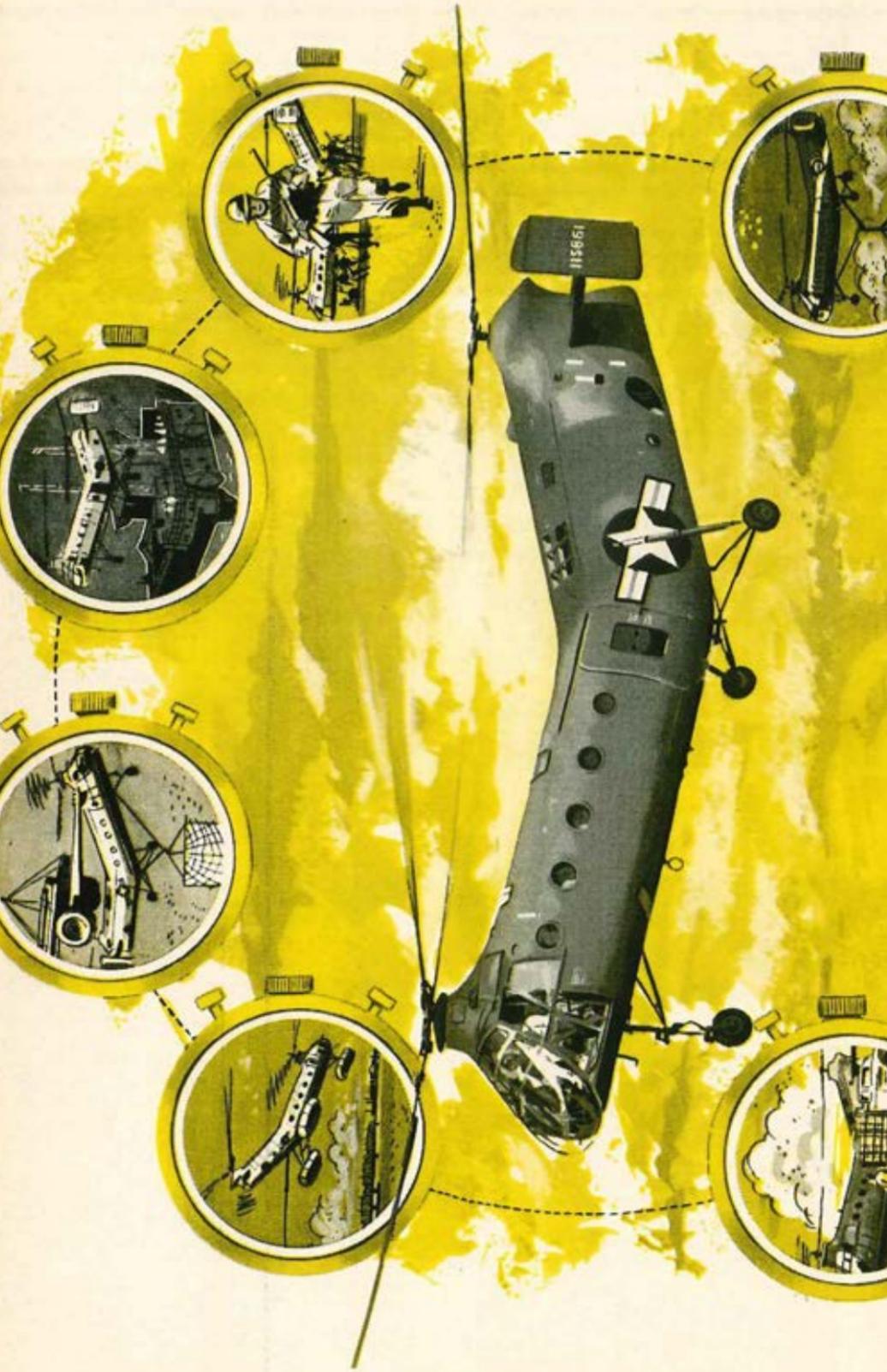
TRECOM

(Dear Editor:) I hope you are able to find sufficient time to read competitor's magazines, but in case you or other Army Aviation readers are not regular perusers of *Aviation Week* I would like to use this publication as a medium to invite your attention to Page 26 (*AvWeek*, 8 Oct 56), subject: "Army Strengthens its Aviation Program." The article delineates the future of Army aviation relative to research and development being accomplished by the Transportation Corps and the TRECOM, Ft. Eustis, Va. (Now that we've finally got everyone in Army aviation, including Sam Freeman, to know what TRADCOM designates, DA has changed our designation to TRECOM (Transportation Research & Engineering Command, Sam!) In addition to outlining R&D functions the article also points out the expansion of our program.

Sincerely, (Capt.) H. W. Huntzinger
(Ed. For obvious reasons, we find the time to read competitors' magazines. The article was given a thorough perusal here.)

★ Colonel: "I wonder what I can give my son for his birthday. What do you think a 21 year old boy would want most?"

Helpful Exec: "A 19 year old girl."





MOBILITY 'ROUND THE CLOCK

Every hour, every day—in almost every part of the free world Vertol helicopters are on the job.

They carry men and supplies to our remote radar outposts—the Distant Early Warning stations in the arctic, the Texas Towers off our coasts. They deliver assault troops in Atomic Age maneuvers, and haul cargo to locations

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MORTON, PENNSYLVANIA

FORMERLY PIASECKI HELICOPTER CORPORATION

A Many-Sided Thing

Letters to the Editor

FINIS

(Dear Editor:) Although I presume it's rather late to partake of the "D-Day" discussion, I have read with interest Lt. Col. J. E. Swenson's letter concerning the first mission flown over the Normandy beachhead in 1944. If for no other purpose than the enlightenment of posterity I would like to add a few words. Mind you, I would never take issue with Swens insofar as "his war" is concerned on Omaha Beach, but "if you would accept the word of a D-Day Division AO" (4th Inf Div) on Utah Beach—another war almost at the time—the following are the facts:

On 7 June, 1944, D plus 1, one half of the aircraft of the 4th Infantry Division Artillery were flown from England to the Normandy Beachhead. The L-4's in this flight were equipped with auxiliary gas tanks which had been fabricated at Grove Air Base, Wantage, England. They were actually oxygen tanks which were fastened in the cockpits so that they would drain to the shut off valve of the main system.

The remaining L-4's of the Division were loaded on 2½ ton long wheel base, 6x6 trucks which accompanied the sea-borne contingent of the invasion force. Lt. Col. Delbert Bristol, then a Captain, and First Army Artillery AO, had masterminded that operation. At approximately 1500 hours on that date this armada of L-4's arrived over the Utah beachhead accompanied by the L-5 assigned to the 4th Division. Lt. Col. David E. Condon, then a 1st Lt., was the L-5 pilot.

Shortly after their arrival, I, as pilot with Lt. Condon, flew the first mission from the Utah Beachhead. Condon registered one battery of 155 mm Guns which was attached to the 4th Division and continued to adjust

fire on two enemy artillery positions. The mission lasted 35 minutes; the aircraft was L-5 number 42-98593 and the validity of these facts are attested to by my own WD AAF Form 5 for the month of June, 1944, plus official after action reports.

Lest I be accused of falsely laying claim to the first mission flown in Normandy—which I actually think it was—I should add that Capt. Gerry Byrd, V Corps AO at the time, has a story of his own which involved a D plus one mission. Which mission preceded the other I cannot say, but by D plus two, nine aircraft of the 4th Division Artillery were flying (one was damaged as it was off loaded) and that's a FACT.

I've enclosed a negative of 'ole 593' taken in England prior to the invasion. I have many fond memories of this aircraft as I know Dave Condon has. It was in 593 that Dave flew his memorable mission wherein he successfully expended the entire Division Artillery's basic load of ammunition against the German tank attack towards Avranche. 593 later passed to the 4th Armored Division at the end of the war. I had the sad experience of watching her undeserved and most inglorious ending: one Major D in July 1945 landed her on my strip at Gmunden, Austria, ran her into a compost pile off the runway and turned her over. Thus died a venerable lady. Sincerely,

JAMES G. GREGORIE, JR.
Lt. Colonel GS
Army Attache
American Embassy
San Jose, Costa Rica

AMISS, IV

(Dear Editor:) Concerning CWO Ziegler's last reply in the November issue (*Amiss, III*), I am as anxious as you and Mr. Ziegler, not to mention the readers, to put an end to this feud about Pikes Peak, and I am not too proud to admit that I misunderstood the points of issue until reading the November issue.

After reviewing the original article in "AA" entitled "Pikes Peak or But," which read "It is believed that the 8,000 foot mark set by an H-21 at White Sands, N. Mex., was the previous high mark," I finally got the point Mr. Ziegler was trying to put across. Please be informed that the article (according to our PIO) was not intended to

★ In this issue is a reference to a "theatrical" mission wherein entertainers were airlifted by AAs in time to catch the next curtain. On record is the similar stranding of an All-Girl Orchestra in Sendai, Japan, in early '46. The promptness with which the 11th Airborne pilots fulfilled their mission was augmented to a degree by the fact that the next show was scheduled for Division Headquarters.



convey the claim that the H-21 was the first to hit the 8,000 foot mark. And I'd be the first to admit that. According to the PIO, and my subsequent arguments, White Sands was the first time the H-21 landed at 8,000 feet piloted by Army pilots.

Now, Mr. Ziegler, if this doesn't clear up the misunderstanding, please write me a personal letter, or better still, I'll be over in EUCOM in February, so let's settle this matter over a large stein.

Capt. Walter E. Spriggs, Jr.

CLAIM STAKED

(Dear Editor:) With the announcement of the transfer of many 521st Engr Company personnel and aircraft to new survey stations adjacent to the *Halls of Montezuma* (Mexico contingent) and the *shores of Tripoli* (Libyan contingent), it seems that Army aviation has more current argument for, and a valid claim on, the USMC spirited fight song. Anyhow, here's our version of the *Marine Hymn*:

The 30th Engineers' Hymn

*From the halls of Montezuma
To the shores of Tripoli.
You will see our Army aircraft
Over land and over sea.*

*First to fly surveyors in and out,
And to map the globe round-about;
We're glad as hell that we're without
The United States Marines!*

YC, (Lt.) William F. Gabella

BEG TO DIFFER

(Dear Editor:) In regard to the article, "CAVU Plus," which appeared in the November issue, I would like to correct an error in that it pertains to me. I am not the first Warrant Officer or Flying Warrant Officer to successfully complete Officer Candidate School. There are numerous Warrant Officers who have completed OCS dating back to the time OCS first opened its doors. The first *Flying Warrant Officer* to complete OCS was Lt. Richard G. Foreman, who is presently assigned to the AAUTC, Fort Sill, Oklahoma. I should like to take this opportunity to thank Mr. Joyce for an otherwise fine article.

Sincerely, Lt. Harold N. McLaughlin

THIS AIN'T "IT!"

(Dear Editor:) As a long-time subscriber I thought you would like to have the enclosed snapshot of the original "Clank Buckets" which hung in the headquarters of the 8th Army Flight Detachment at the Race-track in Seoul in '51. Dario Politella and I were together with the Flt Det and I can assure you that "Clank Stories" were plentiful there. The placard over the helmet reads: "Helmets will be worn while telling combat stories—we got the clanks."

Sincerely, Jesse M. Wright

★ IT's Back! ★

After modification and retro-fit, Army aviation's widely-accepted, guardedly-discussed controversial project, "IT," has again been sent to the field for further service testing. "IT" is the only Army aviation project that is AA-procured, AA-designed, and AA-administered, a noteworthy feat in this day of Navy facilities, AF administration, Coast Guard concurrence, USMC test and evaluation, industry self-resignation, and fourth estate confusion.

Some of the recent comments on "IT" may now be published. At the White Sands Proving Ground where "IT" was put under close scrutiny, Lt. Ephraim Martin commented: "IT doesn't look like any missile around here." Lt. Joseph B. Holden felt that "IT is hotter than any missile rocket" at the WSPG. Other New Mexico comment—Lt. John B. Swan, Jr.: "IT peeled off on me." Lt. John J. Miller: "IT came; IT saw; IT went!" Lt. Gale V. Smith returned a classified comment.

At Fort Meade, Maryland, "IT" received the full treatment. 2nd Arm'd Cav Regt personnel had these comments: Lt. Harold F. MacDonald: "Now I Know!" Lt. James H. Merryman: "No comment." Maj. James L. Bates: "Whoops!" Maj. Phillip C. Heath: "IT figures!" Meado's Army Avn Section's Pelham G. Helton "I flew IT without an instructor pilot!" Maj. William R. Miller: "I couldn't say a word." SFC Robert H. Davis: "Seventh Army needs IT; we don't!" Mrs. Evelyn W. Ryder: "IT's weird!" Maj. John B. Dickson: "IT will stimulate all who see IT!" Lt. Col. Edward C. Podworny: "I wonder if IT can hover on instruments?" Pvt. Shirley B. Willis: "Me no worry, me no cry, me just glad IT no fly!"

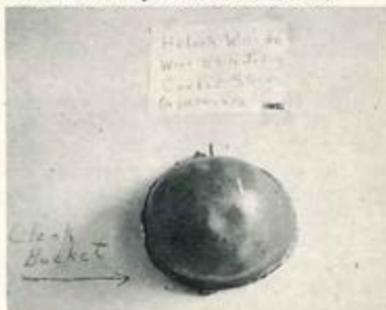
In Baltimore, Maryland-NG pilots' comments—Capt Charles L. Heathcoat (Advisor): "Hot! Best thing since shoulder harness!" Maj. William H. Graul: "Oh, brother, so this is IT?" Lt. Col. Otway B. Binns (Sr. Adv): "Well done, that's the word!"

Fort Holabird's cryptologist AAs had this to say—Capt Glenn M. Ebaugh: "Intelligence is working on a new classification for IT." Lt. George M. Belk, Jr.: "IT's hotter than a two-dollar pistol!" Lt. Francis P. McDermott: "It's better than grand ol' opey on Saturday night!"

The Command Section at Ft. Meade lent vocal support—C/S Thomas N. Gruff: "Something Kilroy hasn't got!" Mr. Thomas P. Keating: "Believe the commercial airlines could use IT." Col. James E. Allen: "Got a terrific kick out of seeing IT!" (Ed. This comment is particularly encouraging in that Col. Allen is Finance Officer.) Miss Lois H. Scarbro: "Wow! I was struck speechless by IT!" Capt Harry C. Law, Jr.: "Talk about flying saucers!"

The G-3 Section at Ft. Meade was equally demoralized—PF Passarella: "This beats me!" HH Hrdendberah: "This is magnificent!" RL Landry: "I was stuck by the fickle finger of fate." F. R. Brophy: "IT's above the best." Nick Sloan: "There must be more." G. V. Johnson: "IT is nostradamus."

When last seen "IT" was being packed and crated for shipment to FECOM.



Iron Curtain

BERLIN, GERMANY—Thought the readers of *ARMY AVIATION* would be interested in knowing a little about what goes on in the only Army Aviation Section located 110 miles behind the Iron Curtain. For record-keeping purposes, we are the Section of the 6th Inf Regt, probably the only Regiment having 3 H-13 copters assigned to it, and rarer still, only two authorized pilots. I italicize the word, "probably," for I've seen what happens to those who make bold-faced statements in "AA" about being the only units to do this or that. They're engulfed the next month by those who take exception.

Our local flying area consists of the three west sectors of Berlin or approximately 185 square miles. We are limited to this area by our own Hqs but legally we could fly in a 20-mile radius of the center of Berlin. Needless to say, we do not mind the limitation.

As for missions and operations, they are quite normal in most respects but sometimes turn out to be very interesting and amusing. For example, we held a training problem with the Regt in the Grunewald Forest (which actually is a large park). It was rather difficult for anyone to maintain the proper concentration and enthusiasm for the problem when you have a huge nudist colony right smack in the middle of the attack zone.

Periodically, the question of an L-23 is brought up. Although we certainly can use an L-23 to maintain proper liaison with the various headquarters in West Germany, the question always hits a snag someplace. We have a real need for this craft and I hope that someday certain people in the Army will realize that we are no longer *Cub* pilots. With only choppers authorized, you may wonder how we meet our instrument minimums. We get most of our annual instrument flying with the AF in C-47s.

In addition to supporting the Regt, we also serve the Berlin Command and USCOB with Army aviation support. Assigned AAs are Lt. Clardie A. White (Maint, Supply, & you name it) and yours truly as Chief Honcho. Also logging time with us is Maj. Donn T. Boyd, asgd to the Regt with duty in MOS 1542 (Exec, 3rd Bn). Six chopper mechanics, a clerk, and a driver complete the Berlin crew.

I'd like to issue an invitation through "AA" to all Aviators who desire to and can manage to visit this divided city to come up and see us any time. We guarantee to roll out the carpet (not *Red*) and give you your choice of the \$25 or \$50 tour. For those arriving between May & October we have a *Super-Duper \$100 Tour which includes*, among other things, the four points on our situation map labeled "NC." This is a new

symbol I've learned since I taught the "Aviation Section Situation Map" in the AAS several years ago. *Auf Wiedersehen* from the only remaining WW II occupied area.

YC, (Capt.) Sylvester J. Hunter
(Ed. An explanation of the new map symbol can be found in the third paragraph.)

Nature Boys

HOLLOMAN AFB, N. MEX.—A unique distinction typifies the Army Aviation Field Maintenance Shop here at Holloman AFB. We are a Transportation Corps unit working under the control of the Office, Chief of Ordnance. This came to pass when responsibility for acft fld maint support of this area was transferred from Fourth Army to OCO at the time the White Sands Proving Ground was designated a Class II Installation. A second distinction is that we are a 100% unit, probably one of the first outfits to go down the line for "ARMY AVIATION" from CO to civilian assistant.

We expect a new high in both the quantity and quality of our maintenance work within the next few months. The reason? We've been operating as *Nature Boys* and we expect to move into Hangar 3 here very shortly.

Some of our unit members (we're authorized 1 off, 14 EM, and 2 civs) have wide AA experience. M/Sgt Charles (*Chuck*) Snyder, an original L-pilot, having been on flying status from '42 thru '54 and M/Sgt William (*Mac*) McRae, Jr., another original L-pilot, are two of our old standbys. M/Sgt Laurence E. Wiard, Jr., a former Combat Engineer and Army/Navy WO, is a new member, holding the Shop Foreman slot. SFCs Lloyd H. Tate, a recent newcomer from FECOM, having had years of experience in AA supply, and Leonard C. Adkins, our F/W Tech Inspector, in joining us from the 19th Armd Corps in EUCCOM, augment our organization considerably. Our seven enlisted crewchiefs fall short numerically of filling our unit's authorized strength but through their excellent work we have been able to fill our mission while in an *understrength* status. YC, Lt. William W. Spalding, Chief, Fld Maint Braqch.

It is with sadness that I write to inform you of the death of Major Thomas S. Rankin, our Commanding Officer, and a warm personal friend of each man in the AFFE Flight Detachment. He died as a result of injuries sustained in an L-23 accident here at our home strip on the 6th of November. I know that all of his personal friends at the Aviation School and throughout Army aviation will mourn his passing. He was an excellent officer, an excellent pilot, and a wonderful person.

Lt. Robert W. Koepf

Ay, Pancho!

MONTERREY, MEXICO—After the latest DA changes, our Mexican Detachment of the 521st Engr Co (Topo Avn) includes: Capts. Paul Hopkins & Bill Gurley and Lts Don Coggins, Jim Allen, Bob Sternat, Bob Bogard, Jim Cooper and Bob Trull. For housekeeping purposes, we're all assigned to the 937th Eng Avn Co of Ft. Clayton, CZ. If you've got the space, please tell any and all Yellow Hats of 53-L that I'd like to hear from them. Our mailing address is IAGS, Apartado Postal Number 95, Monterrey, N.L. Mexico.

YC, (Lt.) Brooks Homan

On Guard!

TACOMA, WASH.—A few short lines about the Wash-NG Aviation set-up. Capt. De-Verne R. Yost serves as Army Advisor to the nineteen National Guard pilots in this sector. Equipment-wise, we have a *Beaver*, a *Navion*, five L-19s, and two H-23s. Not exactly an Empire but we've managed to keep these aircraft in top condition so that the NG pilots can meet their minimum requirements. One plug: In addition to getting much valuable information from "AA", I keep up with many of the pilots with whom I would otherwise lose contact. To mention a few, Maj. Jaubert, Maj. Haney, Lt. Col. Shiveley, and many others who have been in Army aviation a long time. One suggestion: Army aviation may become Big Business but don't ever stop in your efforts to keep us one Big Family. Keep a good part of the book personal and it will continue to grow.

Sincerely,

M/Sgt. Claude M. Butler

Rolling Along

FT. HUACHUCA, ARIZ.—"The Show Must Go On!" The 416th Signal Aviation Company abided by this old theatrical axiom recently when the All-Army Talent Show "Rolling Along" ceased rolling and was stranded here as they prepared to move on to Fort Bliss for their next show.

Two AF C-47s had been dispatched to pick up the performers and take them to Bliss but one of the craft was grounded at Williams AFB. At this point the 416th stepped in to save the day.

Two *Beavers* piloted by Lts Glenn Lewis and Richard Shanks airdropped the stragglers and more than 800 pounds of baggage and equipment and sped to Bliss well in advance of "Curtain Call." The flights may well have marked the first Army aviation venture into the theatrical world. It marked, at least, another *well done* for Army aviation.

Red Arrow

FT. RILEY, KAN.—Preparation for Operation *Red Arrow* is the word at the 1st Div Air Section here. *Red Arrow* is a regimental-size maneuver designed to test the mobile task force concept. AAs, in conjunction with C-123 jockeys, will provide the air support as the regiments battle their way across the Riley reservation.

Night flying is the most interesting part of this preparation with the AAs of the 1st training in night operations off their field strips. The nightwork has been so successful that some pilots now claim they find it difficult to land in the daytime . . .

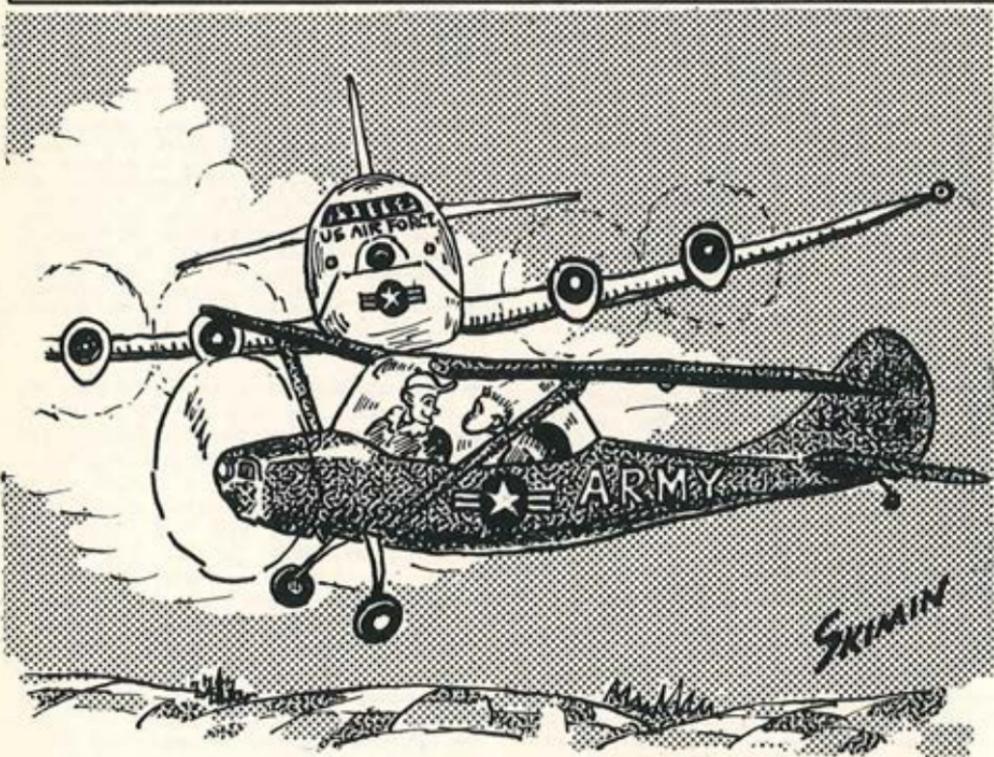
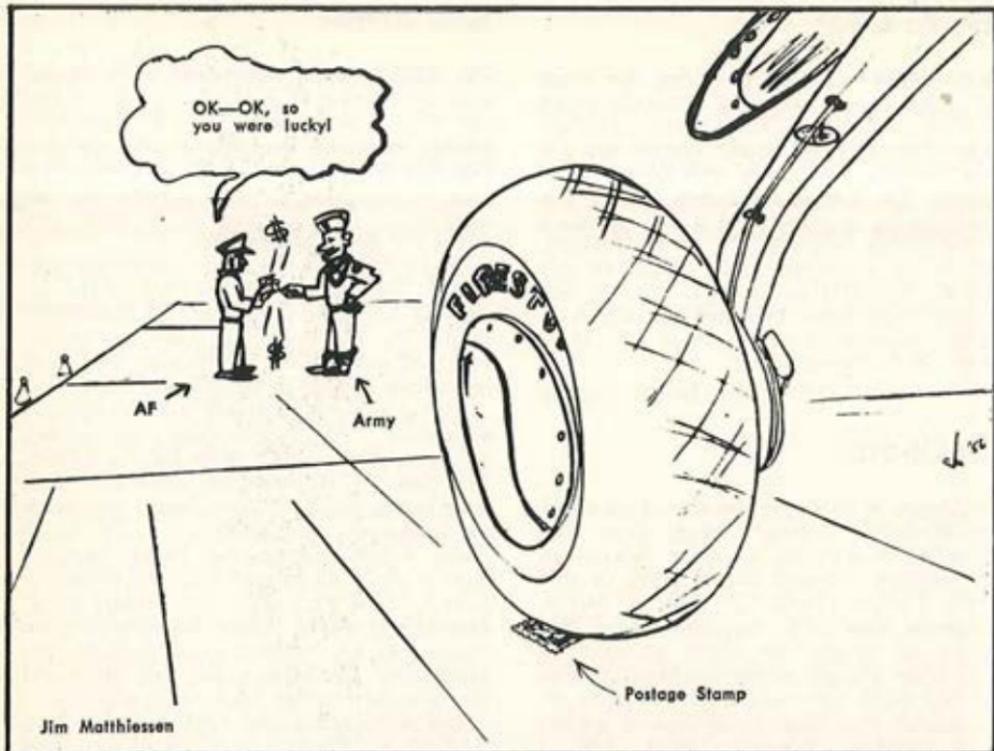
Our Air Section recently came to the aid of Forbes AFB, Topeka, Kan., in helping to make their annual "Kids Day" a success. We flew an H-23 to the celebration and then had to guard it from the 11 bus loads of enthusiastic youngsters . . . Lt. Lloyd Keith Adams became the First's *free fall expert*, when he jumped from an uncooperative L-17 during a night cross-country flight. Needless to say, Lt. Adams has been in great demand as an informal (and unpaid) lecturer since his exploit, and his fame and the story have grown with every telling . . .

We welcomed a new DAO recently, Maj. Richard L. Poulos, a '43 graduate from flight school, who came to us by way of VII Corps and a short sojourn at chopper school.

YC, (Lt) Ronald D. Jones

PERSONALS—Inbound: Lt. Ted Starkey (Hood); outbound: Capt. BF Richards, WA Baugh, & JR Watson and Lts DA Lenz, JR Dome and JE Armstrong to ARMAV. Lt. RC George to USARCIB and Lts. AL Smith & JL Bentley to 5th Army Fil Det, Ft Sheridan. TDY to Chop School: Lts HG Sparks, WE Lumpkins, AE Toepel, RJ Steloff, JT Rolph, & OE Bolhofner. On Post Transfer to 2d & 3d AA Cos (Ottler): Lts KL Eshbaugh, WE Ledgerwood, DE Keele, & WL Curtis. Up one to 1/Lt: JL Carney, HW McGregor, GS Reese, RN DeGunter, & LF Matteson. Spliced: Lt RP Steloff to Lois; Lt JL Carney to Jean.

★ The husband describes the woman as, "a thing that . . . tells the cab where to stop, slowly opens her handbag, takes out a pocketbook, closes the handbag, opens the pocketbook, takes out a change purse, closes the pocketbook, opens the change purse, takes out a \$20 bill, closes the change purse, hands the \$20 bill to the driver . . . opens the change purse, puts in her change, closes the change purse, opens the pocketbook, puts in the change purse, closes the pocketbook, opens the handbag, puts in the pocketbook, closes the handbag, and THEN . . . looking at the people waiting outside for the cab, gives the cab driver another address three blocks farther down the street, and after repeating the whole process at the new address, does she give the cabbie a single? . . . Uh, uh—the TEN-SPOT!"



"It's this way, Mr. Witze . . . the Army aircraft fly low and slow and the . . ."

FUTURE AIRCRAFT by Maj. Gen. Hamilton H. Howze

effect of lowering the stalling speed of an aircraft and thereby lowering its landing or take-off speed.

Second, *deflected slip stream*. The deflected slip stream principle makes use of a very heavily flapped wing which has the effect of deflecting the air flow downward to give very short, or even vertical, take-off and landing possibilities.

Third, *rotatable ducted fans*. A ducted fan or propeller gives 25 to 30 per cent more efficiency than that obtained from an unducted propeller. In this test bed the ducts are rotated to a vertical configuration for take-off and landing and a horizontal position for fast forward flight.

Fourth, *the tilt wing*. In this design the whole wing, with the propellers mounted thereon, is rotated vertically for take-off and landing and in a horizontal plane for forward flight. (In another adaption of these last two principles, propellers alone or rotors are rotated upward for take-off and landing and in a horizontal plane for vertical flight.)

A fifth principle, which is being pursued by the Air Force, is the *deflected jet* wherein the exhaust from a jet engine is deflected downwards for take-off and landing and then turned into the horizontal plane for high speed, forward flight.

We feel that the application of the best of these principles discussed can give the Army the fixed wing aircraft it requires for higher performance, transport and cargo purposes.

The higher performance aircraft is needed to perform conventional observation missions and to carry electronic gear for battle area surveillance. It should have a speed of 275 to 300 knots and be able to land and take off over a 50-foot obstacle within 600 feet. An aircraft to meet this requirement is in design competition now and should be available to the Army by 1960.

In cargo aircraft there is a requirement for

a fixed wing plane with about a 2½-ton payload. It should have a cruise speed of about 200 knots and take-off and landing capabilities, again over a 50-foot obstacle, within 500 feet. A heavier requirement in the field of a four-ton transport should have a speed of about 250 knots and like landing and take-off capabilities. Aircraft to meet both these requirements are under consideration at the present time and are possible of development by 1960-61 or earlier.

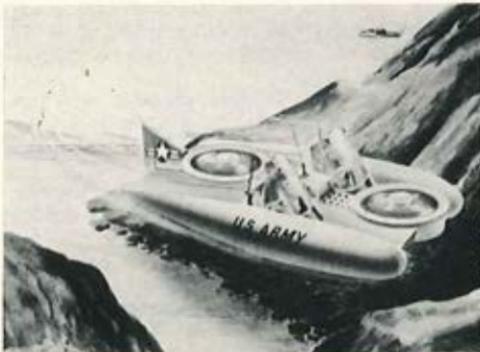
Further, it is possible that we might be able to combine the capabilities of both these type aircraft in one having a *short take-off* capability of 4 tons and a *vertical take-off* capability of 2 tons by making use of some of the principles now being tested in our test bed program. In the short 4-ton take-off usage of this plane, it should have a speed of about 200 knots, a troop capacity of 40 men, and take-off and landing capability within 500 feet. In its vertical take-off configuration, the plane would have a lesser load of about 2 tons and a speed of about 250 knots. Test models of these aircraft could be available in the 1961 to 1962 period.

Let us turn now to the rotary wing aircraft, or, as it is better known, the helicopter. As I indicated earlier, our chief aim here is to get helicopters with simpler design, easier maintenance, and more suited to field needs of the Army. In light helicopters we hope to achieve this by making them smaller, more compact, and simpler. In large helicopters, we are going over to simplified designs and improved power plants; the development of turbo-shaft engines holds great promise in this regard. Let me outline a few significant trends in helicopter development.

First, we are working on a light, simple observation helicopter. We hope to be able to procure a helicopter of this type in sufficient numbers to distribute them on a really large scale to our combat forces. It should be small, simple, and cost about 1/3 of the present models. It will be placed in design

(Continued on Page 27)

ILLUSTRATIONS BELOW: Artist's conceptions of an aerial jeep (left) and a two-and-a-half-ton transport aircraft.



DD Memorandum
(An Extract)
(Continued from Page 4)

Key West and Newport and approved by Secretary of Defense James Forrestal, and as modified in 1953, have also proved to be sound and effectively to implement the intent of Congress as expressed in the National Security Act.

No basic changes in the present roles and missions of the armed services are necessary, but the development of new weapons and of new strategic concepts, together with the nine years' operating experience by the Department of Defense have pointed up the need for some clarification and clearer interpretation of the roles and missions of the armed services. We have recognized the need for a review of these matters and from time to time certain steps have been taken and we are now taking others to improve the effectiveness of our over-all military establishment, to avoid unnecessary duplication of activities and functions and to utilize most effectively the funds made available by the people through Congress.

I would like to point out that clarification and interpretation of roles and missions does not in itself predetermine the weapons to be used by each of the armed services and their numbers, nor the numbers of men to be trained in various fields. It should be clearly understood that the approval of roles and missions of the armed services for guidance in peacetime does not predetermine the weapons or forces which a commander in the field would be permitted to use in the event of war. Also, the development of a weapon by a particular military department does not in itself predetermine its use. Such determinations rest with the Secretary of Defense after considering the recommendations of the Joint Chiefs of Staff and the secretaries of the military departments.

The recent clarification of command responsibilities for field commanders should be most helpful in determining weapons and forces to be employed in various missions and should assist the Joint Chiefs of Staff in making recommendations in this regard to the Secretary of Defense in order to determine approved requirements for each of the armed services.

We have recently reviewed five important problem areas which need to be cleared up. The recommendations of the Joint Chiefs of Staff in regard to these matters have been carefully considered and their differences of opinion carefully weighed. In addition I have given consideration to the opinions in these areas of responsible officials, both military and civilian, in the office of the Secretary of Defense. These matters are being resolved as follows:

In matters affecting the use of aircraft by the U.S. Army, the combat zone is defined

as extending not more than 100 miles forward of the general line of contact between U.S. and enemy ground forces. Its extension to the rear of the general line of contact will be designated by the appropriate field commander and normally extends back of the front lines about 100 miles.

The Army aviation program will consist of those types of aircraft required to carry out the following Army functions envisaged within the combat zone:

A. Command, liaison and communications.

B. Observation, visual and photographic reconnaissance, fire adjustment and topographical survey.

C. Airlift of Army personnel and materiel.

D. Aeromedical evacuation.

The Army aircraft program to carry out these functions will be subject to the following limitations:

A. Fixed wing aircraft, convertiplanes and vertical short take-off and landing aircraft will have an empty weight not to exceed 5,000 pounds. Rotary wing aircraft will have an empty weight not to exceed 20,000 pounds. Specific exceptions to weight limitations for specific aircraft for specific purposes may be granted by the Secretary of Defense after consideration of Army requirements and appropriate Air Force functions and capabilities. (For example, the Secretary of Defense has just approved the purchase by the Army of five De Havilland DHC-4 airplanes, "Twin Otter," for test and evaluation and is giving consideration to another project involving a plane in the development stage.)

B. The provision of a limited airlift capability within the Army aviation program shall not serve as a basis for increasing or decreasing Air Force forces necessary to support or protect the Army airlift forces. Provision of this limited airlift capability will apply only to small combat units and limited quantities of materiel to improve local mobility and not to the provision of an airlift capability sufficient for the large-scale movement of sizable Army combat units which would infringe on the mission of the Air Force.

C. As limited Army aviation airlift capability becomes available to active Army forces, provision should be made for compensation reductions in other forms of Army transportation designed to operate within the combat zone.

D. The Army aviation program will not provide for aircraft to perform the following functions:

(1) Strategic and tactical airlift.

(a) Airlift of Army supplies, equipment, personnel and units from exterior points to points within Army combat zone.

(b) Airlift for evacuation of personnel and materiel from Army combat zone.

(c) Airlift for air movement of troops, supplies and equipment in the initial and subsequent phases of airborne operations.

(d) Aeromedical evacuation from Air

Force operating locations within the combat zone through Air Force casualty staging units to hospital facilities outside combat zone and aeromedical evacuation from an airhead or an airborne objective area where airborne operation includes air-landed logistical support by Air Force.

- (2) Tactical reconnaissance.
- (3) Interdiction of the battlefield.
- (4) Close combat air support.

E. The Army will not maintain unilateral aviation research facilities but will confine itself to development and determination of specific requirements peculiar to Army needs, to evaluation of proposals and to user testing of equipment. The Army will make maximum use of Air Force and Navy aircraft research and development facilities. The Air Force and Navy will be responsive to Army needs in such research activities on a reimbursable basis.

F. The Army will use existing types of Navy, Air Force or civilian aircraft when they are suitable, or may be suitably modified, to meet Army requirements, rather

competition next year and it should be available for issue to the Army by 1959 or 1960. It is also possible that one of several commercial helicopters under development might enable the Army to meet this requirement earlier.

Next, a replacement for the utility helicopter. This is the *Bell H-40* which should fly within the next couple of months. It will have a cruise speed of 100 knots and a payload of about 1,000 pounds. This is the first helicopter that has been designed to be powered by turbo-shaft engines. It will be available for issue to the troops in 1959.

Next, we have a requirement for a new medium cargo helicopter. This helicopter should have a payload of 3 tons, and again will be powered by turbo-shaft engines. Proposals on helicopters of this type are being considered at the present time. We should be able to have them available for issue in 1960 or '61.

For the heavy cargo lift requirement, we are considering flying cranes. A flying crane is a system of helicopter rotors, engines and control gear which is tied together by a framework to lift the payload instead of having a fuselage. We feel that this is our best approach to the heavy lift requirement for moving tanks over barriers, moving bridging, placing bridges on sites, moving missiles about the battlefield, etc. The flying crane concept is in the hands of industry for study at the present time. We should conduct a design competition for cranes next year and hope to be able to develop one for use by the Army during the period 1962 to 1963. These cranes should have a speed of about 50 knots and payloads of from 8 to 15 tons depending on range.

Finally, we have requirements for what we call "small lift devices." Two of these

DD Memorandum (An Extract)

(Continued from Page 26)

than attempt to develop and procure new types.

With regard to the 4 November 1952 Pace-Finletter Memorandum of Understanding, I am directing my staff to prepare an appropriate technical and detailed directive for coordination and issuance. Until this directive is approved, the Memorandum of Understanding will remain applicable except as specifically amended herein or by subsequent Secretary of Defense direction.

There has been a great deal of discussion and consideration given to the requirements for the airlift of tactical units and supplies. The current composition of the Air Force structure has been carefully examined and it appears that it presently provides adequate airborne lift in the light of currently approved strategic concepts.

FUTURE AIRCRAFT

by Maj. Gen. Hamilton H. Howze

(Continued from Page 25)

are being tested at the present time. These are the *DeLackner Aerocycle* and the *Hiller Flying Platform*. Both of these should develop a forward speed of about 25 knots and be able to keep one man with his equipment in the air for about an hour. They will be air transportable and will add a great deal to the mobility of the individual on the battlefield. We foresee them being used by patrols, messengers, for reconnaissance, and to perform many of the missions which have always required the movement of an individual freely and quickly in the battle area. Both of these models are in flying tests at the present time and should be turned over to the troops for troop tests within the next calendar year.

The next adaptation of this concept is what we will call the "aerial jeep". This vehicle incorporates two of the rotors which you saw in the *Hiller Flying Platform*. This vehicle should weigh about 1,000 pounds and have a payload of about 1,000 pounds. It could mount radio equipment, machine guns, and could, we feel, even mount a 106 mm rifle. This vehicle, too, will be air transportable. We are going out on design competition for a vehicle of this type this year and we hope to have it ready for troop test by 1959. The future possibilities of this application are so great that I will leave them to your imagination.

Gentlemen, this is the Army's program in research and development of the aircraft to give us the air mobility which the future will require. In conclusion, I would like simply to say that as the future brings more radical concepts, aviation research will stay ahead of them.

Saber Knot

HOPPSTADTEN, GERMANY—Word finally comes from the *Happy Valley* . . . All those AAs who have been stationed at Hoppstaden or Baumholder know the field that is hid way down in the picturesque valley of the Nahe.

We were sorry to lose our friends from the 30th TAAM Company to Hanau. Active on the field is the 42nd FA Group presently participating in the large scale maneuver called *Saber Knot*. The 265th FA Bn just returned from a NATO maneuver up in northern Germany where demonstrations of the 280 mm Gun were put on for the German Republic, British, and Netherlands Armies. As is the case in the Army you meet many old friends doing this. In this instance we were reunited with a Dutch pilot who had gone through flight school with one of our AAs.

One interesting form of recreation enjoyed by the AAs here is glider flying. A German Glider Club has offered all AAs free rides. Their prediction: three starts and then they'll solo us. It's a wonderful experience and a good way to practice forced landings.

Among our AAs here are Capt Lonnie Moseley (Gp AO), Lt Bruce Hoppe, and your correspondent, Lt. Calvin F. Phillips, Jr.

Double Time

FT. RILEY, KAN.—Although the 3rd Army Avn Co (FW-TT) is not yet up to full strength, we can definitely say that we are *operational* on a limited basis. Seven of our currently asgd 25 pilots are already *Otter-qualified* with 5 more undergoing transition at this time. The Aircraft Status Board shows 6 craft here at Marshall Field with 3 to be delivered in the next week or two.

CLASSIFIED

SOUTHERN AIRWAYS COMPANY, CAMP WOLTERS, MINERAL WELLS, TEXAS, is accepting applications for employment of Helicopter Instructor Pilots and Maintenance Personnel. Write or call at once for information.

FOR THE ARMY AVIATOR'S BIRTHDAY present him with a set of sterling or gold filled rank and wing insignia—the finest he can wear. L. G. Balfour Company, Attleboro, Mass.

IMPORTED HAND EMBROIDERED SERVICE RIBBONS add dignity, prestige, & honor to your uniform. Service ribbons guaranteed to retain true color & captivating appearance even after years of wear & dry cleaning. Easily attached and removed. PRICE—45c. per ribbon. State ribbons authorized and type of background material desired. Excellent gift. Cash, check or MO. Please no COD's. G. V. Parker, PO Box 1829, Williamsburg 9, Va.

I HAVE 300 EXTRA '56 Yearbooks on hand at one dollar each. The mildew in our cellar will get 'em by Feb. 1st. If interested (and loaded with one dollar) write the editor.

Incidentally, the trip to de Havilland in Toronto to take delivery of the new planes is a much sought after assignment, being good experience in the new aircraft plus an admittedly enjoyable trip. The *growing pains* (short for *doing without*) are very evident here but under Capt. Valaer's command we hope to become completely operational within the next month.

YC, (Lt) Max Moroz

PERSONALS—For "Pen Pal" purposes, the following are currently assigned to the 3rd: Capt Edward P. Valaer (CO), Clifford R. Stewart, and Raymond G. Smith; 1st William F. Williams, Joseph J. Holden, Jimmy D. DeLoach, Lionel A. Jackson, Donald C. Turner, Donald H. MacDonald, Gordon L. Foreman, and Charles S. Wingate.

H-21 Packet

FECOM—*Procrastination*, the curse of the human race, prevented me from sending in an address change but I would like to notify the readers that most of our "AFPE-bound H-21 Packet" are here now. Although the H-21s won't be here for awhile yet, we're getting our flight time in H-19s . . . The 6th (Trans Co) has had a platoon of H-19s at *Fuji-san* for a week now—mountain operations. Our home base is at Patton Army Airfield (Camp Drew), a really beautiful spot on the Kanto plain. Had a nice flight down to the Zama Airstrip the other day which, of course, is located on a hilltop alongside Camp Zama, and is the home of the AFPE Flight Det . . . Nice people. Soon as we get the 21s I thought of a nice photo—picture 3 H-21s in formation with Fuji as a backdrop! Can you use it?

YC, (CWO) W. H. Parker

(Ed. *Hate to admit it, but we have to go commercial on the cover or we drop four pages on each issue as we've done this month. We welcome any and all photos, nevertheless, and will always find space for them.*)

Ice Cube

FT. RILEY, KAN.—A NOTAM on *Operation Ice Cube*. CWOs Payne and Hyde and crewchief Sgt Ogletree of the 33rd Hcptr Co picked up a winterized H-21 at the Vertol factory in Morton, Pa, and will initiate a 7-month TDY mission with the Arctic Test Board (CONARC) at Ft. Greeley, Alaska. This carries them through the Xmas season and they're snowed under with requests to mail Santa letters back to the Riley Pops and Moms . . .

YC, (WO) George F. Beaton

★ A Presidio pilot has come up with a new drink concoction—vodka and carrot juice. You still get drunk but you see better.

AA of the Month

1st Lt Eugene W. Spencer of the 1st Inf Div Air Section, Ft. Riley, Kan., took part in a rescue operation that certainly qualifies him as "Pilot of the Month." While in-flight, Lt Spencer received a radio communication regarding the crash of a C-47. Shortly after, Lt Spencer located the crash site at the 11,200 foot level of Mt. Yale, Colorado. Landing at a nearby air strip, he quickly organized a rescue party. The first member of the military service to arrive at the scene of the crash, Lt Spencer took immediate steps to accumulate and safeguard the personal effects of the occupants of the aircraft.

Weather Ordeal

He then proceeded to make identification of the bodies of the crash victims. Despite below freezing temperatures at the 11,200 foot level and a lack of bedding equipment, Lt. Spencer remained on guard overnight, safeguarding the wreckage until Air Force personnel arrived.

For his actions in this incident, Lt. Spencer has been commended by Maj. Gen. Willis S. Matthews, CG of the 1st Inf Div; and by Lt. Gen. J. H. Atkinson, USAF, Commander of the Air Defense Command.

Your correspondent, Lt. Ronald D. Jones

To the Suburbs

JAPAN—The aviation section of the 1st Cav Div Artillery, stationed at Momote Airfield, Camp Drake near Tokyo, has been busy with the many maneuvers conducted by DivArty. Using our five aircraft—three L-19s and one each L-20 and H-13, during the first part of September we moved to the field for six weeks and set up operations on the slopes of famed Mt. Fuji. There we were able to adjust fire, conduct reconnaissance, paradrop, and other tactical missions.

We've also undergone a period of many changes in personnel. Capt Robert F. Little,

Jr., DivArty AO, is the CO of our flight section which is a combination of the Div-Arty air section and the air section of the 583rd Field Arty Bn. Recent losses were Lts Thomas Anderson and Robert Moulthrop who have headed for the "Land of the Big PX." In their places we have two new faces—Lt Claude Razey, back on flying status after 16 months on the ground, and Lt William Peachey, newly out of Korea. Lt Willard Bennett Jr. is the Div-Arty Flight "old timer." The 583rd Bn TDY with the Tokyo *Bulldogs* football team, aviators are Lt Edward Kauchick, now and Lt Arthur West, who has just joined the "Big Horse" after a short tour in the land of the morning calm.

We invite any of our friends who might be passing through Camp Drake on their way to or from Far East assignments to stop and visit us. YC, (Lt) Arthur H. West

More Chiefs

NOTAM—The sixteen WO-W1 graduates of the first class of Cargo Hcptr Pilots given at Fort Rucker, Ala., were all promoted to "Chief" on 30 Oct. 56. The ex-EM, all members of Class 55-F that graduated on 30 Apr 55, are: CWOs Leonard T. Brown, Meckie I. Keys, Joseph M. Truitt, & John F. Williams (ARMAV); CWOs Donald C. Beachnaw & Robert W. Buechter (3rd HC, Belvoir); CWOs Henry R. Beau, Stanton L. Beedy, Bobby G. Bruce, Jay L. Dugger, Charles R. Hall, Jr., Michael Madden, & Louis L. Share (4th HC, Benning); CWO Raymond T. Kline (101st Abn, Campbell); and CWOs Rex C. Flohr & Donald R. Joyce (8th HC, Bragg).

NOTAM—Hiro H. Tsukimura, the first "C/C of the Month," is now wearing civvies in San Francisco while studying for his A & E during the day and working on *United* DC-7s at night. The Army's loss is *United's* gain.

YC, (CWO) Donald R. Joyce

OK, Army seven-one-seven!
... that damn engine
must be warm by NOW!



YOU CAN'T WIN!

"Saddle up", the Captain said,
"We have a flight for you."
"In what to where with whom," I spake,
"Or should that be—with WHO?"

"Take 825 and these 3 star plates,
The old man's at Pershing Heights;
Most people bark, but don't be late,
That guy also bites."

In a cloud of fog, I dashed away,
Full cyclic, power and pitch.
Hit translation just in time
To miss a big deep ditch.

Across the hills, amidst the haze,
Through the smoke of Tokyo,
I pushed my little chopper
As fast as it would go.

With a roar that stopped the traffic
I screamed into the port;
Locked the cyclic, placed the plates,
Then stood by to report.

Two hours drifted slowly by,
A third was wearing thin,
When finally his car appeared
But he was not within.

The Aide got out and calmly said,
(As calm as an Aide can say it)
"The General has been delayed,
By ear you'll have to play it."

Man, what a tune I could have played,
When the Aide said that to me,
Instead, I merely bit my tongue
And grinned for all to see.

To make a long story longer
The General finally came.
The Mission was soon accomplished
And unblemished stayed our name.

I told the General I didn't like it
And that if that was efficiency,
He could take my bars away
And make me a PFC.

You could tell the way he looked,
That he had seen my view.
He smiled and departing, said,
"I'll be in touch with you."

He kept his word; he wrote to me
And signed it personally.
It said in short, "Send your bars,
You are now a PFC."

— R. W. Koepf

★ At Fort Clayton, Joe Gayhart was telling the one about the two AAs who were cast away in the middle of the Caribbean for three years. One day they stepped to the shore of the island and stood gazing out onto the horizon. Suddenly, one of the AAs spotted a bottle being washed ashore. He raced out into the surf and pulled it back in. It was one of those new KING-SIZE Coca-Cola bottles. He looked at it; then suddenly, a frightening thought crossed his mind. "My God!" He shrieked to his friend, "We've shrunk!"

★ One Ivy League institution, so intent upon building character that it lost its first eight gridiron seminars, recently posted this notice on all entrances to its stadium: "Intoxicating beverages prohibited." To which many an old grad countered: "What am I supposed to do while that slaughter is going on—play Jacks?"

★ Major George E. Tillery pens from Formosa: "Some zoologists here have come up with a unique development. They've succeeded in cross breeding a tiger with a parakeet, though hard to believe."

George adds, "When it talks, EVERYBODY listens!"

Coordination

FT. RILEY, KAN.—Unprecedented U.S. military history was written at Fort Riley in late November by precision-trained infantrymen and their aviator teammates. Army helicopters of the 33rd Hcptr Co and Air Force C-119 and C-123 troop carrier aircraft combined forces to unite elements of the first completely airlifted R.C.T. in history during Exercise Red Arrow.

The skill and sureness of the Army and Air Force flyers was one of the marvels during the 3-day airlift of the 16th R.C.T. The Army chopper pilots of the 33rd, supported by IP's from the H-21 Transition School, did a tremendous job in shuttling combat-ready troops from assembly areas to the battle scene.

Picking up C-123 troop arrivals at the

prepared sod strips and expediting their movement to the front lines, the Army helicopters amply demonstrated the role of rapid airlift to the many Army and AF official observers. Representatives from Hq, Fifth Army; Strategic Air Command; and Continental Command observed the exercise. Maj. Gen. J. M. Rockingham, CG of the illustrious 1st Canadian Infantry Division and Lt. Col. Stanley C. Water of the Princess Pat Regiment of Canada moved over the entire maneuver area aboard one of the 33rd's H-21 helicopters.

Participating in Red Arrow and flying the various missions were Lt Col Newton; Maj Bauer; Capt Black; Lt Hatton; CWOs Breshers, Cooney, Cook, Kidd, Spencer, Potts, Bunnell, Wheatly, and Chambers; and WOs Sandidge, Williams, Rhinehart, Sligh, Ferguson, Hileman, and Rushing.

YC, (WO) G. F. Beaston

Combat Preference Card

Due to the increased danger of global conflict, it has been proposed that a "Combat Preference Card" be issued to all officers of the Army—both RA and Reserves. Such a preference card could replace the peacetime "Officers' Assignment Preference Card" which has been so helpful to us in the Officer Corps in the past.

The new Combat Preference Card would serve to eliminate the ever so noticeable "rumblings" heard from Reserve officers in the past when orders were cut. In the words of a famous Louisiana general in the days of the Civil Insurrection—"Men, when ab say cease, cease. CEASE!!!"

In order to prove to you many reservists

(oftentimes so mistakenly referred to as "Xmas rush help") that the Regulars are in there pitching under all conditions, the Regular Army subcommittee has proposed the enclosed card be filled out by all officers in event of hostilities. As you can plainly see, the Reservists actually get more choices than do the Regulars (count 'em). This preferential treatment is extended to Reservists in order to quell these distasteful remarks so prevalent in the Reserve ranks.

Look it over, men, and see for yourself. Please don't rush the committee for these forms. There are still minor administrative approvals to be obtained from higher headquarters.

COMBAT PERSONNEL PREFERENCE CARD

Part I — Hostility Considerations

(To be filled out by all officers in event of outbreak of hostilities)

1. In event of the outbreak of hostilities I prefer the following geographical area:

a. RESERVISTS (Check all 10 in order of preference)

- Israel
- Egypt
- Jordan
- Hungary
- Poland
- Russia
- Siberia
- China (exclusive of Hong-Kong area)
- Indo-China
- Thule, Greenland

b. REGULARS (Only one check necessary)

- C&GSC (5 yr. course during hostilities)
- Hawaii (tax-exempt area)
- Panama (Restriction: No skis allowed)
- Fort Huachuca (Indian combat area)
- Georgia Tech (Tough Aero-Engineering Course — 8 yrs.)
- War College (Overseas bars — 1 per week, indicate sleeve length)
- Armed Forces Staff College

2. In event of the outbreak of hostilities, I prefer the following duty assignment:

a. RESERVISTS (Check all you want)

- Platoon leader, rifle company
- Rifle Co. Cmdr.
- Arty F.O.
- Special Forces type duty
- Frogman
- Demolition expert
- Bazooka, gunner
- Motor officer

b. REGULARS (Check any 1)

Student at Combat School (C&GSC, War College, etc.)

Military attache to a South American country

PMS&T at Vassar or MGM

3. I prefer the following awards and decorations:

a. RESERVISTS (Check any)

- National Defense Service Ribbon
- American Defense Ribbon
- Pre-Ben-Gurion ribbon with metal motzah ball
- Commendation Ribbon

b. REGULARS (Indicate preference by number)

- 5 rows of red, green and blue (Only 4 per row)
- Above, with CIB and star
- Barely enough to cover my tunic, (indicate depth and width of lapel)

Part II — Efficiency

4. In event I were commanding a unit I would:

a. RESERVISTS:

- Perform at my usual mediocre efficiency
- Desire to excel but continually be an "eight-ball"
- Chicken out and resign

b. REGULARS:

- Particularly desire to serve with myself
- Prefer me to most
- Fight to get me
- Immediately apply for a school
- Write my memoirs

5. I am, in my estimation:

a. RESERVISTS:

- A typical slovenly, despicable reservist
- An outstanding liability
- A mediocre asset
- A knave despised by all

Combat Preference Card

b. REGULARS:

- General Officer material
- Capable of being Chief of Staff, DA
- Future, CG, CONARC
- Presidential timber
- On the "truly outstanding" list

6. My morals are:

a. RESERVISTS:

- Acceptable, except I occasionally lie, cheat and goldbrick
- Questionable: I chase women!
- Obscured by alcohol over 10 years old
- I invoke the 5th Amendment

b. REGULARS:

- Highly acceptable
- Beyond reproach
- Those of a saint

7. In event of mobilization, I prefer to serve under:

a. RESERVISTS (Your choice)

- A hard-bitten regular
- A Reserve hater
- Both choices above

b. REGULARS

- My father
- Myself
- Santa Claus (my brother)

8. My political sentiments are:

a. RESERVISTS (Check one)

- Republican
- Democrat
- Whig

b. REGULARS (Check one)

- Exactly those of my rater and indorser

Part III — Aviation

9. In event of my being assigned to an Army Aviation unit I prefer to operate the following aircraft: (Army Aviators only!)

a. RESERVISTS (Check one)

- L-19
- H-13
- Hiller Hornet
- Aerocycle

b. REGULARS (Check any number)

- L-23
- L-26
- Tethered easy chair

10. The qualifications for the award of Senior Army Aviator for Reserve Officers should be: (Army aviators Only!)

a. RESERVISTS (Check one)

- 1,000 hours convertiplane time
- Check-out in F-104 in a supersonic dive
- 4,000 hours night time in any consecutive 7 years

b. REGULARS (Check on)

- All choices in 10a above

11. The qualifications for the award of Senior Army Aviator for Regular Officers should be: (Army Aviators Only!)

a. RESERVISTS (Check one)

- Any choice in 11b below

b. REGULARS

- A qualified graduate of an aviation training course
- 3 months consecutive duty in an aviation staff position
- Legitimate son of a deceased aviator
- Present qualifications

(Ed. The above dissertation, if such a word is appropriate here, was given to us by an "integrated" Reservist. He asked that we withhold his name, pending a change of season in USARAL.)

Alaska Story

ANCHORAGE, ALASKA—Our outfit, the 23rd Inf Air Section, has just moved to Alaska and of the entire group here at Anchorage, we have an artillery and a regimental air section working together. Capt. Lucky Pierre Laber is Honcho of the Regt. and Lt. Mud Flats Rymus is bossing the Cannon-cockers. Yours truly is holding down the Ops post with Lts. Charlie Smith, Charlie Frank, and Tommy Jordan making up the rest of the crew.

For a small section, we have run the gamut on landing gear—skids, skis, and floats for the choppers and tandem-wheels, skis, and floats for the F/W. If any one is short on night time, just send them up here; it's one of the few places where you can log night time during duty hours.

Clobbered two of the above; maybe they will leave my copy alone now that they'll receive theirs.

YC, Capt. Billy C. Hall

★ No "Think" or "Plan Ahead" wall slogan adorns this Westport editorial office; just an appropriate two-sentence summarization: "This is a Non-Profit organization; we did not plan it to be one, but that's the way it's working out."

HOME FRONT

We are not certain if your issues are forwarded to you when you go TDY on an exercise or to a school. We are certain that you will receive your issues at a home mailing address. If they are not forwarding from the Home Front, you'll at least have a batch when you arrive home.

- AABERG, Quentin J., Jr., 2/Lt., Class 56-15, A-1 AATC, Fort Rucker, Ala. (Temp.)
- ALMQUIST, Allen F., Capt., 52nd Transportation Bn (Hcptr), Fort Riley, Kansas.
- ARMSRONG, Donald, Lt., 40 Amherst Avenue, Menlo Park, California.
- ARNOLD, Glen I., Capt., Dept of Rotary Wing Trng, ARMAV Regt, Fort Rucker, Alabama.
- ASBURY, John H., Captain, 8th Transportation Co. (Lt Hcptr), Fort Bragg, N. C.
- BASTIAN, Richard K., 1/Lt., 572d Engr Platoon (Topo Avn), APO 231, New York, N. Y.
- BAUGH, Willard A., Jr., Capt., Dept of Rotary Wing Trng, ARMAV Regt, Ft. Rucker, Alabama.
- BEACH, James R., 1/Lt., Lawson AAF Command Maint Detachment, Ft. Benning, Georgia.
- BEAU, Henry R., CWO, 4th Transportation Company (Lt Hcptr), Fort Benning, Georgia.
- BELL, William R., Lt., 4th Armored Division, Ft. Hood, Texas. (PO Notice; unconfirmed).
- BENTLEY, James H., Lt., 5th AAA Regional Command, Fort Sheridan, Illinois.
- BILL, Gary R., 1/Lt., SETAF, APO 168, N. Y., N. Y.
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- BOURNE, Eldred G., CWO, Army Primary Helicopter School, Camp Walters, Texas.
- BOYD, Eugene T., Lt., Mays, Apartment 1A, Enterprise, Alabama.
- BOYLE, Garrison J., Capt., Headquarters, 2d AAA Bn, Fort Polk, Louisiana.
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- CASTRILLO, J. A., 1/Lt., Hq Det, 54th Trans Bn (Hcptr), APO 177, New York, N. Y.
- CHASE, Richard G., M/Sgt., 41st Battalion (K-D Det), APO 46, New York, N. Y.
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- CONNOR, Joe P., Capt., 500 North Herring Street, Dothan, Alabama.
- COOPER, Thomas E., WO, 110th Transportation Co (Hcptr), APO 29, New York, N. Y.
- CORNELL, Mark W., WO-1, 33rd Transportation Co (Lt Hcptr), Fort Riley, Kansas.
- COX, Newton C., 1/Lt., 180 Ganahl-Mallonee Village, Fort Bragg, North Carolina.
- CROSBY, Glen L., Lt., Officer Stu Company, AATC 56-15, Fort Rucker, Ala. (Temp.)
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- DIRESTA, Anthony T., Capt., 41st Trans Battalion (AAM), APO 28, New York, N. Y.
- DOME, John R., Hq & Svc Co, ARMAV Regt, Fort Rucker, Alabama.
- DOME, John R., Lt., 506 Roosevelt Drive, Dothan, Alabama.
- DOREY, Frank F., Lt., Flt Det, APO 301, San Francisco, Calif. (By Capt GW Cadmus).
- ERHARDT, Chris, Captain, Hq and Svc Company, ARMAV Regt, Fort Rucker, Alabama.
- ERICKSON, Clarence M., 1/Lt., 2606 Crabapple Road, Baltimore 14, Maryland.
- ESHAUGH, Kenneth L., Lt., 117 West 15th Street, Junction City, Kansas. (Temp.)
- FERRY, Theodore S., Capt., Army Aviation Safety Board, Fort Rucker, Alabama.
- FETTER, Robert D., 1/Lt., 416th Signal Aviation Company, Ft. Huachuca, Arizona.
- FLEMING, Bobby J., Lt., 1522 East 55th Street, Tulsa, Oklahoma.
- FLINT, Robert W., 1/Lt., 572d Engr Plat (Topo Avn), APO 231, New York, New York.
- GARDNER, Earle F., Major, Trans Sect, Hq, Fourth Army, Ft. Sam Houston, Texas.
- GATES, Frederick R., Capt., 329th Engineer Detachment, APO 231, New York, N. Y.
- GAVIN, James W., Mr., 132 El Porto, Manhattan Beach, California.
- GEORGE, Robert C., Lt., 2nd Army Aviation Company (FW-TT), Fort Riley, Kansas.
- GRAZIANI, James C., 1/Lt., Box 2-324, Off Stu Co, ARMAV Regt., Ft. Rucker, Alabama.
- GUEQUIERRE, Daniel R. C., PFC, Dispensary, 3rd Bn, 3rd ACR, APO 114, New York, N. Y.
- GURLEY, William F., Capt., IAGS, Apartado Postal Nr 95, Monterrey, N.L. Mexico.
- HAMILTON, Ernest L., Lt. Col., 1213 Shell Avenue, Pacific Grove, California.
- HAMMACK, Earl J., Capt., Transportation Sect, Hq, Fourth Army, Ft. Sam Houston, Texas.
- HARDIN, William R., 110th Trans Company (Hcptr), APO 29, New York, N. Y.
- HENDERSON, Alexander L., Mr., 821 Delaware Avenue, Erie Pennsylvania.
- HERRING, Harold D., Capt., G-3 Air Section, Fort Stewart, Georgia.
- HICKS, Orman E., Major, AATC 1-0-8, Class 57-6, ARMAV Regt, Ft. Rucker, Alabama.
- HILL, James W., Jr., Lt. Col., Combat Dev Test & Expr Cen CONARC (7113), Ft. Ord, Calif.
- HOGAN, Wilbur R., M/Sgt., 90th Replacement Battalion, Ft. Lewis, Wash. (Temp.)
- HOLLOMAN, William H., III, CWO, Arty & GM Center (4050), Ft. Sill, Oklahoma.
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- KEELE, Darrell E., Lt., 71st Transportation Bn, Fort Riley, Kansas.
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- KENDALL, Howard A., 1/Lt., 1st Combat Aviation Company, Ft. Polk, Louisiana.
- KETZLER, Kenneth L., 1/Lt., Adv Gp, 101st Abn Div, Fort Campbell, Kentucky.
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- LILLEY, Aaron, Lt., Avn Maintenance School, Trans School, Ft. Eustis, Va. (TDY).
- LITTLE, Robert F., Jr., Capt., Avn Sect, Div Artillery, APO 201, San Francisco, Calif.
- LORD, M. D., Capt., 521st Engr Co (Topo Avn), Sharpe Gen Depot, Lathrop, California.

NOTE: The above "Change of Address" page and the reverse side (Page 30) are reproduced in the '56 "Who's Who" so that it will be current upon receipt.

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- MANTHEI, John E., Capt., Hq, (9400th), Fort Monmouth, N. J. (by Capt GW Cadmus).
- MATHEWS, Morgan H., Capt., 28 Kyle, Ayer, Mass.
- MICKELSON, Harold E., Sgt., Fort Lewis Aviation Company (Prov), Ft. Lewis, Washington.
- MILES, Charles R., Lt., 1706 Maplewood Drive, Columbia, South Carolina.
- MILLER, Norman H., Lt., P.O. Box 152, Fort Rucker, Alabama.
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- NEFF, Owen B., Lt., 143rd Armd Sig Co, 3rd Armd Div, APO 39, N. Y., N. Y. (by Capt GW Cadmus).
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- PARKER, William H., CWO, 6th Trans Co (Hcptr), APO 43, San Francisco, Calif.
- PARTIN, Charles G., Sp-3, Hq & Hq Det, LAAFC, Fort Benning, Georgia.
- PHILLIPS, Jack R., Capt., Hq & Hq Co, 60 Inf Regt, 9th Inf Div, Ft. Carson, Colo.
- POTTER, Ira H., Jr., M/Sgt., Hq Co, 9250.3 TU, TC, The Trans School, Ft. Eustis, Va.
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- PRATER, Donald R., PFC, 416th Signal Aviation Company, Ft. Huachuca, Arizona.
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- RAWLINGS, Harry E., Lt., 303 Daleville Avenue, Enterprise, Alabama.
- RAZEY, Claude L., 1/Lt., Hq Btry, Avn Sect, 1st Cav Div Arty, APO 61/3, San Francisco, Calif.
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- RHODES, Carl, Capt., 498th Combat Engineer Battalion, Ft. Ord, California.
- RICE, Irwin G., Capt., 1123-C-2 E.C. Knight Street, Lewis Heights, Ft. Belvoir, Va.
- RICHARDS, Barton F., Capt., 110 Girard Avenue, Dothan, Alabama.
- RODRIGUE, John L., Capt., Army Sect, Aviation Sect, MAAG-Taiwan, APO 63, S. F., Calif.
- ROSS, Warren R., 1/Lt., 206 Lincoln Street, Newton Highlands 61, Mass. (Temp).
- ROSSMAN, Jay D., Lt., 1st Inf Div Air Section, Fort Riley, Kansas.
- RUSK, Richard A., Capt., Section 224, OSB/TSS, Fort Monmouth, New Jersey.
- RUSSELL, Dan C., Lt., 98-20 62nd Drive, Apt F, Rego Park, New York 74, New York.
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- SKIPPER, James R., WO, 110th Trans Bn (Hcptr), APO 29, New York, N. Y.
- SMITH, Alfred R., 1/Lt., 5th Army Flight Det, Fort Sheridan, Illinois.
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- STOUTAMIRE, David F., Lt., Hq, 11th Armored Cavalry Regt, Fort Knox, Kentucky.
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- SWABB, Fred C., Capt., 31st AAA Brigade, McChord AFB, Wash. (PO Notice; unconfirmed).
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- TRACY, Thomas W., 2/Lt., III Corps Arty Avn Section, Ft. Hood, Texas.
- TRUEX, Raymond W., Lt., AAAHTC 57-6, Army Avn Sch, Ft. Rucker, Ala. (Eff 1 Jan 57).
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- WALLS, James H., Jr., Lt., 937th Engineer Group, Fort Campbell, Kentucky.
- WALTON, Eugene R., Capt., Contract Training Det (R/W), Camp Walters, Texas.
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- WEIBEL, Aubrey J., Jr., WO, 64th Trans Co (Lt Hcptr), Ft. Sill, Oklahoma.
- WESNER, Dean C., 1/Lt., 521st Engr Co (Avn), Sharpe Gen Depot, Lathrop, California.
- WILHELM, Edgar E., Cpl., 30th Field Artillery Bn, APO 66, New York, N. Y.
- WILSON, Clifford C., Capt., Box 2-593, Off Stu Co, Ft. Rucker, Alabama. (Temp).
- WINKLER, Frederick W., Lt., 1432 Joliet Street, Aurora 8, Colorado.
- WOOD, Horace M., Colonel, 1077 Grierson Avenue, Fort Huachuca, Arizona.
- WROTEN, Cecil, Lt., 7th Army Avn Trng Det (7737), APO 46, New York, N. Y. (by Capt GW Cadmus).

Stockton Personals

PERSONALS—New arrivals at the 521st this month include: Lts Richard Auth, Allen Blankinship, Dick Center, John McGuire, and James H. Miller. To the S & F at Rucker went Capt. Chris Erhardt and Lts. Norm Miller and Bob Chedester. The Maint Sch at Eustis claimed Lt Aaron Lilley. No month goes by without our 95-pilot-plus organ adding to the Nat'l Census. Congrats to Lt. Robert and Rita Bishop on Junior AA, William Robert; to Lt Chauncey and Gladys Veatch on aviatrix, Deborah Berta, who crossed out at 6 & 14 (their third child); and to Lt Wallace and Lorraine Franklin on daughter, Kani Ci, who tipped the scales a 5 & 14.

YC, William F. Gabella

★ Most men respect age . . . when it's bottled.

★ Kilmer to Rodrigue: "Take away Marilyn's blonde hair and what have you got?"

Rodrique to Kilmer: "The sexiest bald-headed woman you've ever seen!"

★ The colonel and his wife were in a fur salon looking at one of those minks they invariably parade in front of a captured audience. The salesman turned to the wife and started waxing eloquent. She quickly pulled him to one side and said, "SELL HIM! Never mind about me. I'm on your side already."

Perhaps you too have wondered at our somewhat inconsistent treatment of civilians and civilian aircraft at Army aviation installations.

Right at this moment we're trying to stress that air travel—and by derivation, Army aviation—is a safe procedure. Yet, when a group of visiting civilian dignitaries, members of the press, or what have you visit one of our installations and employ Army aircraft, we jam a military release form into their hands.

Random Thoughts

Why does the Army attach this disclaimer on air travel in its equipment? Movement by air is but one form of transportation. If the President of Bethlehem Steel visits the Aberdeen Proving Grounds, do we insist that he sign a release before he enters a staff car or an Army bus?

Let's be realistic in our thinking. Projecting a civilian from point A to point B in Army aircraft is nothing more than a rapid means of safe transportation. To insist upon a release beclouds the issue and connotes a distinct aura of risk.

The virtual ban upon civilian aircraft employing Army airfields is another inconsistency. Although it is not a rigid ban, the restrictions imposed upon a would-be official visitor certainly encourage him to use other less rapid means of reaching the installation.

In most instances, the prior permission of the post commander is required. A "Hold Harmless" paper may have to be signed. And our official visitor may have to prove that he's heavily insured.

Here again, we must insist that air travel be recognized as a conventional means of transportation. If the visitor has bona fide business on Post, do we require prior permission, a "Hold Harmless" paper, and proof of insurance if he drives on Post in his own car for a brief business visit? Do we insist upon these restrictions if he enters the Main Gate by cab or bus? We certainly do not.

Let's consider these suggestions in the light of the above inconsistency. Army airfields should be open to civilian aircraft whose passengers have bona fide business on Post with the military, excluding all drumbeaters who do not have a military contract at the time of the visit. By recognizing the use of business aircraft by corporations, the military can facilitate its dealings with industry by an "Open Airfield" approach.

Pursuing this thought, Army Airfields should be open to general civilian aviation, providing that the military installation is not in competition with a nearby local civilian facility. We can avoid the maintenance

and refueling contingencies by advance information but at the same time we can afford civilian aviation the opportunity to visit the inaccessible by air local area by simply giving them parking space. We certainly have free access to their facilities to visit their particular areas.

Last, all Army Airfields should always be available to military personnel with private aircraft. We accommodate their cars, cycles, trailers, and what have you, without ques-

tion. Surely we can enhance and stimulate this evidence of a keen interest in aviation.

We envision no borders of civilian aircraft parked at any Army airfield as a result of these proposals. We do envision facilitated dealings with industry, cordial relations with civilian aviation, and a growing interest in aviation by the military.

Under current consideration at the D/A level are Master Army Aviator Wings, similar in appearance to the AF Command Pilot insignia. That those who will eventually wear these wings are entitled to wear them is beyond question; the requirements are extensive.

You will not find us arguing pro or con on this new award for it is certain that no inequity will occur here. However, we believe that those who are concerned with this award should also show equal and "current" consideration to the award of distinctive insignia to qualified enlisted maintenance personnel.

They are also part of the "Team." Many have toiled for 5-7 years in Army aviation; they've logged their 1,500 to 3,000 hours on all types of aircraft—multi-engine, R/W, and what have you, and often in the open in dismal weather long after the Senior Pilot has called it a day.

We again stress that we are dealing with hard-to-replace technicians and every effort should be made to hold on to them. A distinctive badge has been proven to be a decided incentive. What—if any—are the objections to this award?

Now that another year has come to an end, the reader may expect a summary of our progress as well as a forecast. The altimeter and advertiser's list found on Page 4 amply cover both. With the Holiday Season just around the corner, so to speak, may we take this opportunity to wish you and yours the very best for '57. You can be sure that when that Big Night rolls around we're going to offer a toast to you.

Your editor,
Art Kesten

RETURN POSTAGE GUARANTEED

POSTMASTER: If this magazine is addressed to a member of the United States Military or Naval Service, whose address has been changed by official orders, it may be forwarded without additional postage. See Sec. 43.12(i) P. L. & R. Mail in conformity with P. O. D. Order No. 19687.

AFFIX FORM 3579 IF COPY IS UNDELIVERABLE. RETURN THE ENTIRE ISSUE.

There was a time in Army aviation's past when old-time L-pilots hesitantly approached the scales and with tongue in cheek watched the Doc flip the weight along the bar. If the weight went one ounce past the 170 lb. limit, the unique weighing-in ceremony had dire repercussions. The Flight Surgeon scowled and depending upon those extra ounces or pounds, many L-pilots faced a short period of grounding while they melted off the suet.

Weights Upped

Today's weight limitations have been upped slightly but despite the fact that higher performance aircraft with increased weight-carrying capabilities are on the horizon, the rotund shape is still not the ideal cockpit body-configuration. In short, they expect you to walk to your craft, not wallow to it.

Two Choices

If you've faced the weight problem before, you may have resorted to one of two solutions. You may have imbibed *explosion* pills, those tiny little wonders that virtually explode into a head of cabbage in your stomach. Or, you may have stopped eating entirely for two or three days on one of those *quickie* diet jobs. We feel *we've* got the solution. If you're tired of cabbage or you've found that you've blacked out on that third day of abstinence, try the following dietary suggestions. Man, the *last* thing we want you to do is to stop eating! Here are three squares a day. Gorge yourself! Feed your fat face! And yet, watch those pounds melt away!

MONDAY: [Breakfast] Weak Tea; [Lunch] 1 Bouillion cube in 1/2 glass diluted water;

[Dinner] 1 pigeon thigh—2 oz. glass of prune juice (*Gargle only*).

TUESDAY: [Breakfast] Scraped crumbs from burned toast; [Lunch] 1 Doughnut hole (*without sugar*); [Dinner] 2 jellyfish skins, 1 glass dehydrated water.

WEDNESDAY: [Breakfast] 1 boiled out stain from tablecloth; [Lunch] Half-dozen poppy seeds; [Dinner] Bee's knees, mosquito's knuckles sauteed in vinegar.

THURSDAY: [Breakfast] Shredded Egg Shell; [Lunch] Bellybutton from a navel orange; [Dinner] Three eyes from Irish potatoes (*should be diced*).

FRIDAY: [Breakfast] Two lobster antennae; [Lunch] One Guppy Fin; [Dinner] Fillet of soft shell crab claw.

SATURDAY: [Breakfast] Four chopped banana seeds; [Lunch] Broiled butterfly liver; [Dinner] Jellyfish vertebrae a-la-bookbinders.

SUNDAY: (*You're coming down the stretch, man! You've done well. Note that we've given you an extra Sunday supplement of 26.7 calories!*) [Breakfast] Pickled hummingbird tongue; [Lunch] Prime ribs of tadpole (*Be certain you have the ribs!*) [Dinner] Aroma of custard pie plate, tossed paprika and four leaf clover (1) salad.

NOTE: ALL MEALS ARE TO BE EATEN UNDER A MICROSCOPE TO AVOID THE TEMPTATION OF EATING EXTRA PORTIONS.