

ARMY AVIATION

FEBRUARY 15, 1957

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WITH THE U.N.



The Royal Canadian Air Force recently announced that 4 de Havilland *Otters* will shortly operate with the United Nations Emergency Forces in Egypt. Similar to the *Otters* currently employed by Aviation Companies in the U. S. Army, the Canadian-built aircraft will work out of the *Abu Suweir* area near the Suez Canal and will be used for reconnaissance, short-range communications and general supplying among UN ground units.

Delivery of the *Otters* to the U. N. proved to be a R.C.A.F.-de Havilland-R.C.N. combined operation. The aircraft (pictured above) were readied and painted with U. N. markings at the de Havilland Downsview plant, and were then flown by R.C.A.F. pilots to Halifax, Nova Scotia. There the aircraft were loaded onto the Royal Canadian Navy aircraft carrier *Magnificent* which transported them to Port Said.

The *Otter* has proven to be a versatile, reliable workhorse aircraft in both military and civilian operations. In constant use with the R.C.A.F., U. S. Army, U. S. Navy, and the Norwegian Air Force, among other armed forces, it is also the backbone of the Phillipine Airlines operations on the Islands, in Norway as a passenger-cargo carrier and in seven other countries throughout the world.

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ARMY AVIATION

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VIP Graduation

FT. RUCKER, ALA.—Maj. Gen. John B. Medaris, commanding general of the Army Ballistic Missile Agency at Huntsville, Ala., was recently awarded the wings of an Army aviator when he graduated from the Special General Officers' Course—Class No. 2—at the Army Aviation School. Presenting the diploma to Gen. Medaris is Colonel John D. Edmunds, right, assistant commandant, during the special ceremony held at the Ft. Rucker installation. (U. S. Army photo).

Another general officer, Brig. Gen. Bogardus S. Cairns, is currently undergoing rotary and fixed wing flight training at the Army Aviation School. For additional facts on Gen. Cairns, see page 6.

Re-Order

FORT WORTH, TEX.—The receipt of an Army order for 84 H-13 helicopters and spare parts was announced recently by the Bell Helicopter Corporation.

Totaling more than \$3 million, the fixed-price type contract calls for deliveries in October of this year and continuing through October, 1958.

Harvey Gaylord, Bell Helicopter president, said the new order is in addition to previous contracts, under which the Army had ordered a total of 105 H-13H's for use as liaison and training aircraft.

★ Publication Phone No.: CLeawater
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CURRENT

Wish Fulfilled

FORT MONROE, VA.—A U. S. Army officer who first applied for flight training as a West Point cadet is on the way to earning his wings—25 years later.

He is Brig. Gen. Bogardus S. Cairns, who left his post here as Deputy C-3 (Plans and Training), HQ, CONARC, in late January to become a student-pilot at the Army Aviation Center, Ft. Rucker, Ala.

"That first application was turned down because I was suffering from eyestrain and couldn't pass the vision test," the general said. "I was told to rest my eyes during the summer and re-apply. Instead, I took a job as a lifeguard—which, of course, did nothing to rest my eyes. So that was that."

Upon graduation from the U. S. Military Academy in 1932, General Cairns went into the traditional mobile arm of his service, the cavalry. He transferred to Armor, the new mobile arm, and in 1939 joined the 13th Armored Regiment of the First Armored Division. The General's World War II combat duty was with this division in North Africa and Italy.

His interest in flying was re-born during a tour as commander of Combat Command "R" of the Second Armored Division in Europe in 1952. In this assignment, and later as Commanding General, Base Section, United States Army Europe, Communication Zone Europe, he spent a great deal of time traveling in Army command aircraft.

While he was about it, he took over the controls and got in some flying time.

"During 1955," Gen. Cairns said, "I did almost everything but solo an Army L-19. I took off, landed, flew—but always with a co-pilot. To solo would have been illegal, of course. I never considered it possible that a general officer would be allowed to take flight training."

Then Maj. Gen. Hamilton H. Howze, also an Armor officer, went to the Office of the Deputy Chief of Staff for Operations in Washington to head the Army's aviation program. As part of his job, Gen. Howze passed a flight physical and subsequently earned fixed-wing, helicopter and instrument pilot ratings.

General Cairns decided to apply for the training, too. But again his application was rejected, this time because the Army had an immediate assignment for him at Headquarters, CONARC.

Now, a year later, he's to receive that coveted flight training.

"I'm starting with helicopter training, since I'm primarily interested in its possibilities in the mobile Army of the future. The officers at the Army Aviation Center



Brigadier General Bogardus S. Cairns

think it will take me about 3 or 4 months to master the more complex helicopter—the small Bell H-13 first; then, the larger Sikorsky H-19. Later I will go to work on the fixed-wing aircraft."

HPOA

WASHINGTON, D. C.—Secretary of Defense Charles E. Wilson has authorized the Army to continue to participate with the Navy in development of an improved observation airplane and to procure five such aircraft for engineering and service tests.

This authorization notes an exemption to the 5,000 pound empty weight limitation imposed on the Army for fixed-wing aircraft, convertiplane and vertical/short take-off and landing aircraft in the memorandum on clarification of roles and missions of the Armed Forces released to the press on Nov. 26, 1956.

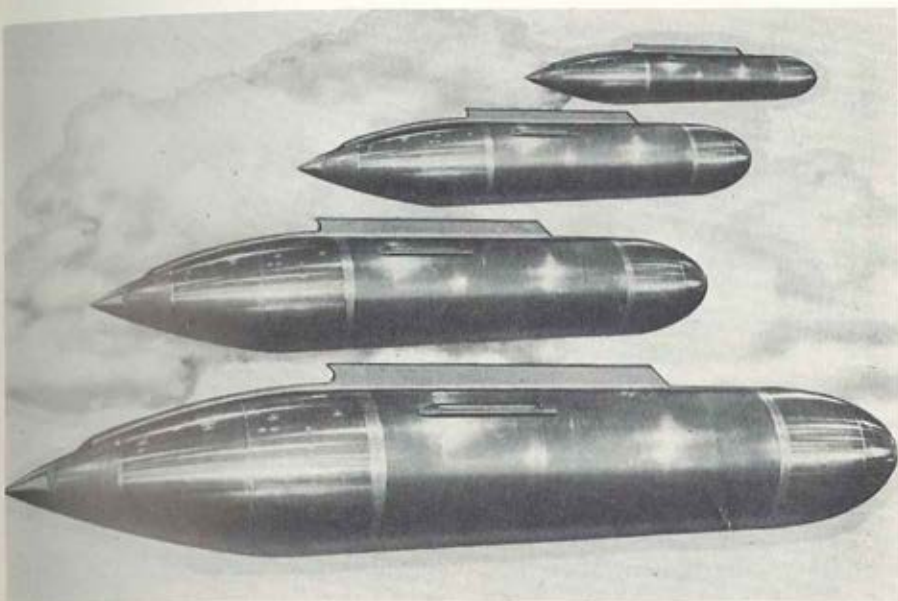
The November memorandum stated that the Secretary of Defense was giving consideration to lifting the limitation on aircraft weight in connection with an Army project involving a plane in the development stage. The aircraft referred to in the memorandum is the one which the Army has now been authorized to develop in conjunction with the Navy.

Nix!

WASHINGTON, D. C.—The Secretary of Defense in a memorandum to the Service Secretaries directed that Armed Forces participation in the civilian-sponsored National Aircraft Show during the '57 calendar year was not justified in the interest of the

(Continued on Page 8)

CAPABILITIES . . . Manpower, Tools and Experience



The 1700-gallon jettisonable fuel tank for the Boeing B-47 "Stratojet" is only one of the many designs manufactured on Beechcraft's versatile production lines. During the Korean War, for example, Beech Aircraft Corporation manufactured 20 different types of aircraft tanks and fire bombs, establishing a production record of 400 tanks a day and delivering a total of more than 150,000 tanks to the U. S. Armed Forces.

In addition to the 1700-gallon "Stratojet" tanks, Beechcraft's "tank line" is now producing 1400-gallon tanks for Lockheed's G-130 "Hercules" . . . 282-gallon tanks for McDonnell's F3H-2N "Demon" . . . and 230-gallon and 450-gallon tanks for Republic's F-84F "Thunderstreak" and RF-84F "Thunderflash." Beechcraft's Research & Development Laboratories are busy, too, with classified projects for new aircraft tanks and refueling equipment.

Beech Aircraft Corporation has five major plants with 134-million square feet of plant area and 7,000 skilled employees . . . *with capabilities.* Beechcraft's manpower, tools and experience can be put to work to solve research, development or production problems. Whatever your needs, telephone or write Beechcraft's Contract Administration Division today.

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| | TANK-WING-MAJOR SUBASSEMBLY SUBCONTRACT PRODUCTION |

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Armed Forces or the public and would not be authorized.

An earlier meeting of the Joint Services Committee had determined earlier that the benefits derived from Armed Forces participation in the civilian-sponsored National Aircraft Show held at Oklahoma City during September 1-3, 1956, were not commensurate with the cost to the government.

The decision did not preclude consideration of requests for Army participation in civilian-sponsored regional and local aviation events as directed by pertinent AR's.

It is expected that large scale displays and demonstrations of aircraft will in the future be limited to Armed Forces Day "Open House" programs wherein the public will be afforded maximum opportunities to view the current aircraft and developments in military aviation.

USAR Boost

WASHINGTON, D. C.—The Department of the Army has approved the issue of aircraft to the Army Reserve in Fiscal 1958. The basis of initial issue will be up to three L-19 aircraft per USAR combat division. There are ten USAR combat divisions.

It is anticipated that the L-19 aircraft will be made available to each combat division that has the capability of receiving, operating, and maintaining the aircraft.

Certain advantages to the Army Reserve Program are expected to accrue as a result of this issue of organic aircraft. D/A expects that there will be increased interest among all USAR aviators and improved training will result. USAR personnel will be flying the type of aircraft they normally employ in their annual summer training program and in the event of mobilization.

The aircraft will enable USAR commanders and staff officers to personally supervise training in their many widely-separated subordinate units and will also be available for use by Active Army advisor personnel in the supervision of outlying Reserve units.

The issue of aircraft to the Army Re-



Hughes Model 269

serve is also expected to increase the interest of enlisted USAR mechanics and permit a more realistic training program for these personnel.

It is planned that the aircraft will be accessible to all USAR aviators, regardless of unit assignment. Some exceptions are expected to occur, however, and civilian contract flight training will continue to be utilized in those areas where the aircraft will not be readily accessible to the Reservist.

Coast Debut

CULVER CITY, CALIF.—Preview flights of the Hughes Model 269 helicopter were staged recently at the Hughes Tool Company's aircraft division at Culver City, Calif. Members of the press viewed the ultra-light two-man vehicle as Hughes test pilot, Gale J. Moore, gave orientation rides to many D/A officials in attendance.

Weighing only 850 lbs, the Model 269 is 8½ feet high, can lift 900 lbs and has a cruising range of 170 miles per hour. Constructed of open, steel-tube construction, the new Hughes model is powered by a 4-cylinder, air-cooled 170 hp Lycoming engine. Company officials state that 150 and 160 hp engines are interchangeable as alternates.

Described by company engineers as "radical in its simplicity and economy," the aircraft has hovered out of ground effect at 1750 pounds gross weight. They point out that its listed 650 lb useful load is conservative and that further tests may substantiate an increase in useful load and gross weight. Based on previous testing the Model 269's fuel consumption is a low 66 lbs/hr.

(In the photo above, Hughes test pilot Gale J. Moore, left, checks cockpit procedures with Col. Hallett D. Edson, Deputy Director of Army Aviation, ODCSOPS, D/A.)



A specific exemption to the 5,000 lb. empty weight limitation imposed by the recent DOD Memorandum will permit the Army to procure 5 aircraft in the . . .

HPOA Category

Gentlemen: In the memorandum to members of the Armed Forces Policy Council on 26 November 1956, the Secretary of Defense placed certain weight limitations on Army aircraft. However, at the same time he stated that specific exemptions for specific aircraft for specific purposes would be made upon justification for such aircraft by the Army. Concurrently with the issue of the memorandum he approved the purchase by the Army of five *DeHavilland DHC-4* airplanes. On 31 December 1956 another exception was made to the 5000 pound empty weight limitation for an improved observation aircraft; this authorized the Army to continue to participate with the Navy in development of the improved observation airplane and to procure five of these airplanes for engineering and service tests. The Army name for this aircraft is "*Higher Performance Observation Aircraft (HPOA)*".

Competitive designs have been submitted by several aircraft manufacturers and the Army hopes to make its selection by 1 February. It will be around the first of March before the Army and Navy will be able to announce the winner of this design competition. We anticipate the aircraft finally procured will have a minimum top speed of 275 knots, a slow flight speed of less than 100 knots, and will cruise at 200 knots with a fuel range of two hours. Not bad. Externally mounted wing tanks will increase its range capability to about 1,000 miles. It will carry a pilot, observer and maybe about 500 pounds of electronic equipment. We also expect the aircraft to take off and land over a 50-foot obstacle within a distance of 600 feet.

by Maj. Gen. Hamilton H. Howze

★ Authority has just been received to issue three L-19 aircraft to each Reserve Combat Division for FY 58. This represents the initial step in providing equipment to the Reserve for training purposes. Each division must be capable of receiving, maintaining and operating the aircraft prior to receipt. An evaluation of FY 58 operations will be made to determine aircraft requirements for these divisions for FY 59. Current plans are to provide these divisions with up to 30 per cent of all TO&E items for training purposes.

★ During a recent meeting with Forest Officials of the state of California, it was revealed that sight-seeing pilots interfered with forest fire fighting efforts. It was pointed out that the Forest Service utilizes aircraft to drop water and chemical bombs on the fires as well as to parachute personnel and equipment into the area. Aircraft flown by casual pilots create confusion and hazards to other aircraft involved in these operations.

Disaster operations, whether caused by fire, flood or other means are a serious business and all our aviators should avoid flying over such areas unless actually on business there. Don't bollux up our good reputation.

★ People at the Aviation Conference in November said that the multitude of manuals and other poop-sheets and the fascinating Army requisitioning procedures made it practically impossible for a hard working field soldier (1) to know what equipment was available to

help him with his problem and (2) to get it if he did know. Our man Witherspoon has managed to dig up the following bits of wisdom, so draw up a chair and pay attention:

To preclude unnecessary administrative delay in obtaining signal items of equipment and spare parts for Army aviation, care should be exercised in conforming to applicable supply publications. These D/A pamphlets will serve as a ready reference for correct procedures: 310-21, "*Military Publications, Index of Supply Manuals Signal Corps*"; 310-4, "*Military Publications, Index of Technical Manuals, Technical Bulletins, Supply Bulletins, Lubrication Work Orders, and Modification Work Orders*"; and 310-1, "*Military Publications, Index of Administrative Publications*". These pamphlets give guidance as to the document to be followed in each case (Technical Orders, DA Circulars, Special Regulations, etc.).

Engineer air items are requisitioned and issued in the same manner as other items carried in the Army supply system, and are listed in Engineer Supply Manual 5-5, "*List of Current Issue Items*." This is the appropriate manual for troop use. If the need should arise at any particular airfield in CONUS for a non-standard item it may be secured by local procurement with funds available to the Post or Army Commander.

Complete justification must accompany all requisitions. For airfields outside CONUS, local procurement of non-standard items may not be appropriate in all cases. Requisitions for items which cannot be procured locally should therefore be placed on CONUS through channels, citing appropri-

ate funds available to the Theater Commander. Upon a receipt of these requisitions at the CONUS oversea supply agency, items not available in stock will be supplied through local procurement action.

Medical items currently authorized Army aviation units, or found to be essential, should be obtained through contact with the local post, camp or station medical supply officer, who will furnish necessary advice and assistance as to the method of their supply.

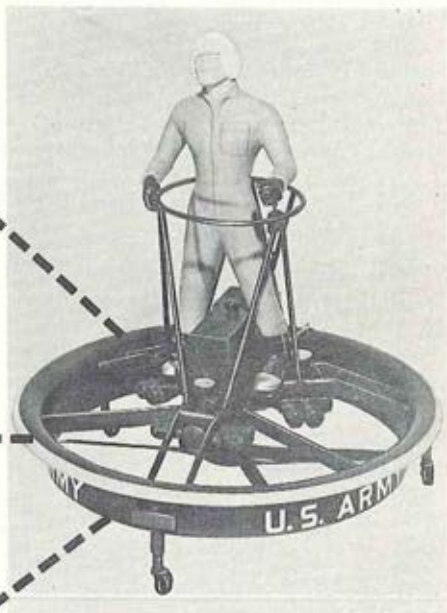
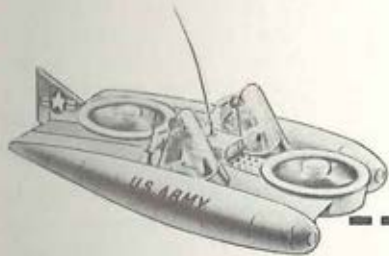
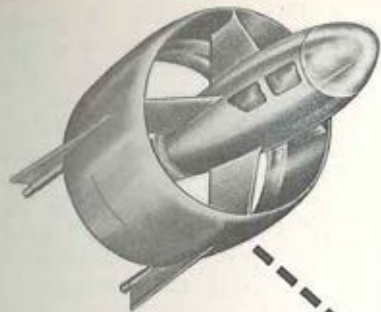
In the case of units operating in an assigned or attached status not at parent station, necessary medical supply support may be obtained from the command to which assigned or attached.

★ The GCA Radar Program was discussed at the conference here on 15 November. Present for the meeting were representatives from overseas theaters, CONARC, DCSPER, DCSOPS, and OCSigO.

It was announced that the Signal Corps has contracted for purchase of 41 AN/FPN-33 quad radars from FY 56 funds. Basis for this number was one for each class A and B airfield world wide as authorized by DA Circular 729-19. Ten additional sets will be purchased with FY 57 funds for training and pipeline requirements. We expect deliveries to start in April 1957 at a rate of about three sets per month.

Personnel requirements for FY 57 and early FY 58 are for 123 radar operators. Signal Corps has arranged to put 40 students in the Air Force school in FY 57, graduating about 24 of them. The balance will be trained in Air Force schools in FY 58. It was agreed at the meeting that field activities would start action to change TO&E's and TA's to reflect space requirements for these operators. Time is running out, so these space requirements should be set up as soon as possible.

(Continued on Page 12)



Progress in

MOBILITY TO MATCH OUR AIR AGE

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the future simplified low-cost aircraft. Where flight in and around restricted areas requires compact lifting systems, the ducted fan concept provides an optimum solution.

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.

HPOA Category

by Maj. Gen. Hamilton H. Howze

(Continued from Page 10)

★ Students at the Army Aviation Safety Course report that the instruction in Aviation Physiology, Aviation Psychology, and Aircraft Accident Investigation are very interesting and instructive. The sub-course in Aeronautical Engineering was criticized for poor organization and presentation. This latter we hope can be corrected.

★ The Army will fly several L-23D aircraft to Europe starting in May 1957. One purpose of this is to establish a long range flight delivery capability to permit rapid delivery of aircraft in a flyable condition for replacement of combat losses. It will save also the cost of disassembly, crating and reassembly, as well as shipping space on surface transportation.

★ Army Aviation will celebrate its fifteenth anniversary on 6 June 1957. CINFO D/A has been requested to give publicity on this event through PIO facilities.

★ Our "Army Aviation Plan" has been given the new title of "Army Aviation Guidelines for the Development of Doctrine and Organization through 1961"—a real catchy title. A revision of this document will be issued this spring to reflect the latest plans based upon current DA policy.

★ With the implementation of the Army ROTC Flight Training Program in selected colleges and universities during the latter half of this school year, Army commanders have been directed to have their aviation officers conduct periodic visits to insure technical supervision of the program.

In this connection it would be handy if everybody became familiar with the mission of this program. The successful completion of the training offered will qualify selected ROTC students for a CAA Private Pilot's Certificate; it is not designed to qualify him as an Army aviator. The ROTC graduate who successfully completes the flight training at these schools will receive Army flight training at Camp Gary and Fort Rucker upon his entry on active duty. Normally, branch school must be completed before entry into Army flight training; however, in some instances involving ROTC graduates, it may be deferred until after flight training.

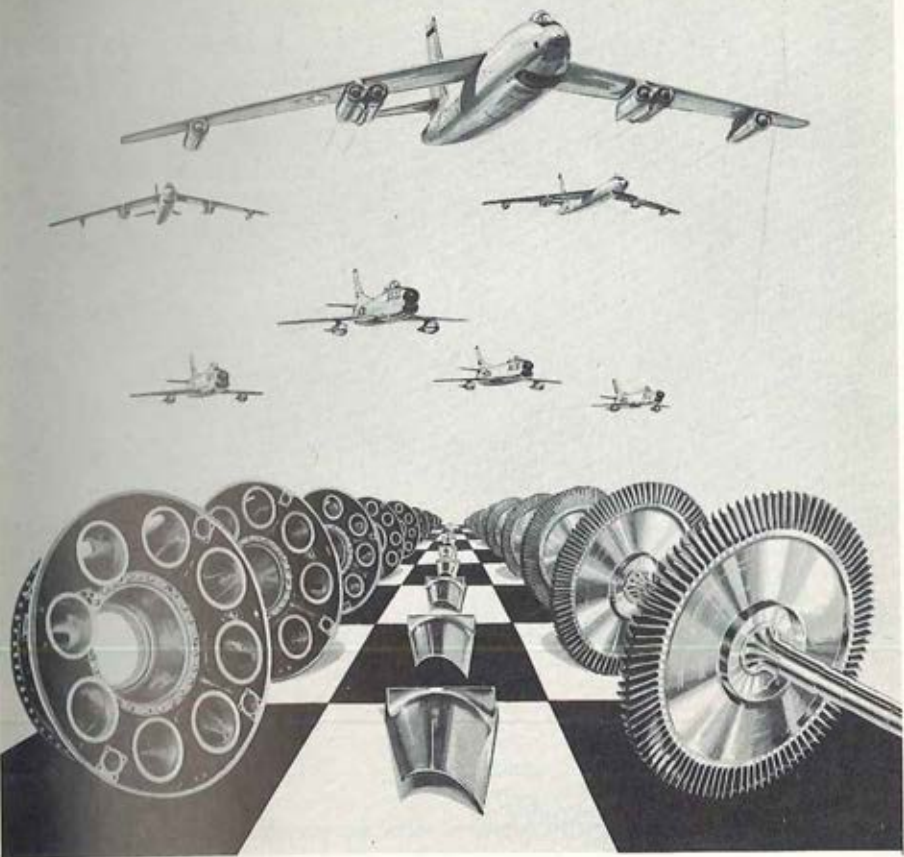
In inspecting the ROTC flight training institutions, Army aviation officers should exercise a little judgment in comparing the standards and requirements established at Army conducted flying schools with those of the civilian schools. Detailed instructions for implementing this program, to include the POI, were issued to CONUS Army commanders in TM 25, Hq CONARC dated 28 November 1956.

★ Our most embarrassing and most frequent violation is the case where an Army pilot flies into a control zone without clearance when weather is below VFR minimums for control zones. I urge you to brush up your aviators on what a control zone is, what the weather minimums are for it, and what the procedures are for flying in or through it. See Par 18, AR 95-8. You might save a widow here and there.

Best wishes,

HAMILTON H. HOWZE
Major General, GS
Director of Army Aviation,
ODCSOPS

(Ed. Note: Several copies of "Army Aviation" are being sent monthly to the P.M.S. & T's of the 40 institutions involved in the Army ROTC Flight Training Program. Subjects relative to Army aviation and slanted to an ROTC audience are earnestly solicited.)



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fighters and bombers. Subcontracting many other parts as well, Fairchild Engine Division has proved dependable production performance in mass quantity to highest precision standards.

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

An address by Lt. Col. Carl E. Bobo, ODCSOPS before an interested Helicopter Association of America audience outlined the many values of . . .

Civilian Contract Training

Mr. Chairman, Members and Guests of the Helicopter Association of America:

General Howze asked me to convey his greetings and best wishes for a successful convention. He is very interested in the Helicopter Association, and has a high regard for its many contributions to the helicopter field. General Howze sincerely wanted to attend this convention, but heavy commitments forced him to regretfully decline the kind invitation extended by your secretary, Don Larsen.

Let us now turn to the subject at hand, "Military Training and Contracts."

As many of you know, the Air Force conducted primary pilot training and much of the aircraft mechanic training for the Army for many years. On 19 April 1956 the Department of Defense assigned responsibility for all Army Aviation to the Army. We believe this was a very important and constructive step forward. The Army had long felt that the parent should train its own children. Gary Air Force Base, now Camp Gary, was transferred to the Army for use as a site for fixed wing primary pilot training. Wolters Air Force Base, now Camp Wolters, was transferred to the Army for use as a site for cargo helicopter primary pilot training.

The establishment of a civilian contract school to conduct Army fixed wing primary pilot training at Camp Gary was greatly facilitated by the excellent cooperation received from the Air Force. The contract was negotiated by the Air Force and then transferred to the Army. General Howze made his appreciation a matter of record by a letter to General Disosway, Commander, Fly TAF, and a memorandum to the Chief of Staff of the Air Force. Mr. Hugh M. Milton, AS/A, expressed the appreciation of the Army in his speech at Camp Gary in December during the transfer ceremonies, and later in a memorandum to the Secretary of the Air Force.

This spirit of friendly cooperation is quite different from that usually reported to the public, and is more often the rule rather than the exception in inter-service relations. The first class of approximately 100 students began fixed wing primary training at the civilian contract school at Camp Gary, San Marcos, Texas on 7 January. It is too early to judge results, but the overall appearance of the operation has led normally conservative observers to predict great success.

The Army negotiated the contract for cargo helicopters primary pilot training at Camp Wolters, Texas with relative ease,



Lt. Col. Carl E. Bobo

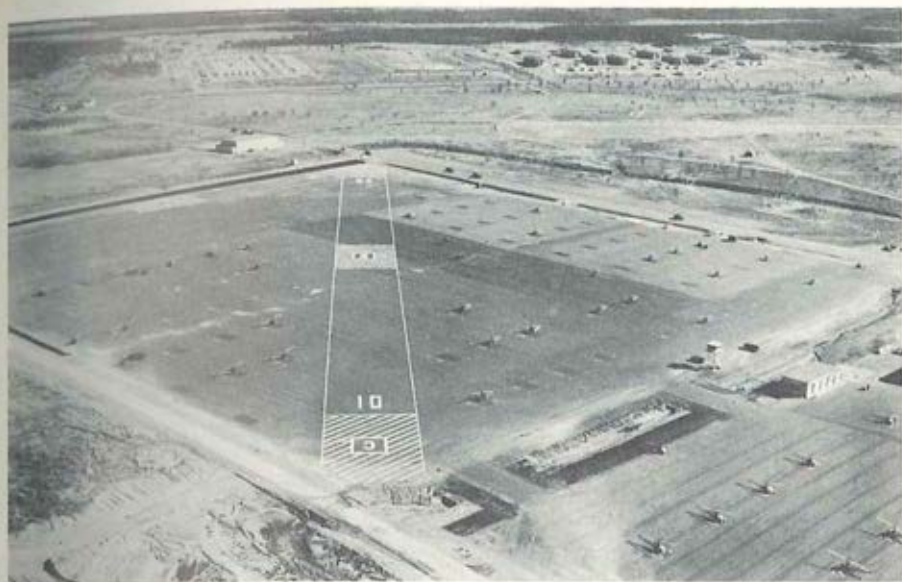
Presently assigned to the Army Aviation Directorate, ODCSOPS, D/A in the Pentagon, Lt. Col. Carl E. Bobo is an old-timer in AA experience, having graduated as a Liaison Pilot in one of the earlier classes held at Pittsburg, Kan. A Senior pilot with fixed and rotary wing, multi-engine and instrument ratings, Col. Bobo regularly logs Saturday and Sunday desk-time "in the shop." A family man in his off-duty hours, the Colonel has a young son and daughter and resides "just four traffic jams away from the Pentagon" in Falls Church, Va.

even though this was the first time in history such a large number of helicopter pilots were to be trained at a civilian contract school. Because this is a first, some time can be profitably spent on the events leading to the consummation of this contract.

There are many who do not realize that the Army is the largest helicopter owner and operator in the World today. I need not recount here the many missions peculiar to the Army alone, that can be accomplished best by use of the helicopter. However, these missions led the Army into its role of largest user, and it appears this condition will continue into the foreseeable future.

For several years the Army had been exploring the possibility of employing civilian contract helicopter training. It was believed that the many advantages found by the Air Force in civilian contract fixed wing pilot training could be realized in helicopter training. Economy was the primary advantage hoped for. However, there are some members of the Armed Forces, Army, Navy and Air Force who do not believe it practicable

(Continued on Page 30)



The Camp Wolters Story

MINERAL WELLS, TEX. — The changeover from an Air Force base without flight facilities to an Army post with flight facilities may not have stirred many natives in this sector of Texas but the prodigious earthmoving and asphaltic paving required to convert Camp Wolters created "True Texan" statistics.

Starting in June, '56, three AF heavy construction engineer battalions completed a large heliport (see photo), a maintenance shop area, one stage field, and seven classrooms by the time the first Army class arrived on November 21st. Three more stage fields will be completed by this Spring.

The heliport itself includes 208,000 square yards of 2-inch asphaltic concrete pavement with each of the stage fields including a total of 80 acres and more than 100,000 square yards of 2-inch asphaltic concrete pavement. In all, more than 70,000

tons of asphaltic mix will be produced for the projects.

Prior to the heavy construction projects, water lines were laid, roads were built, and two quarries started, one for the aggregate rock used in making asphalt, and the other for the conglomerate rock used for the base. On the conglomerate quarry alone, over 150,000 pounds of dynamite were used.

Over 400,000 cubic yards of earth—Texas earth—have been moved thus far and more than 450,000 square yards of paving have been laid. When the four stage fields are complete, their 24 runways will constitute 213,000 square yards of paving.

Army helicopters, used in the flight instruction, are kept at the main Heliport, which is equipped with a control tower, marked runways, and lighting facilities for night flying. When all aircraft are de-

livered, there will be 120 H-23 helicopters and five fixed-wing aircraft based on the Post.

The Stage Fields are also of interest, consisting of a hovering area, control center, parking area, two taxiways, and six landing strips. General dimensions of these Stage Fields are 2,640 feet by 1,350 feet. When complete, the Stage Fields will be equipped with lighting. The landing strips measuring 1,600 feet by 50 feet will be separated by 150 feet of stabilized material.

The Army Primary Helicopter School, with Col. John L. Inskeep as Commanding Officer and School Commandant, provides pre-flight, primary, and basic training for Army officers, warrant officers, and enlisted men in preparation for advanced and tactical flight training given at ARMAV, Ft. Rucker. The majority of the students are enlisted men with a few MSC and TC officers accepted.

Southern Airways Company, with headquarters in Atlanta, Georgia, provides civilian contract training at the Army installation for the con-

tract period January '57-June '57. The Southern Airways contract is for \$890,215.

Sixty civilians, employees of Southern Airways, currently serve as flight instructors while the authorized military strength calls for 26 officers, one WO, 44 EM, and 12 civilians. The best part of the officer and WO strength are helicopter rated and periodically give check rides to the students and to the contractors' pilots to assure adequate progress in training. Associated ground school training is also given by Southern Airways' employees with military subjects being taught by military personnel.

Five classes, each beginning with approximately 75 students, will be in residence, with a new class arriving every four weeks after Jan. 2, '57. The total length of the training course conducted at Camp Wolters is 22 weeks, with the first graduation slated for May 11, '57 and a graduation each month thereafter. Four of the five classes in residence will be in various phases of flight training while the fifth will be in pre-flight, OCS-type training.

"When the Heat is Off . . ."

Students in the U. S. Army Primary Helicopter School at Camp Wolters, Texas, now have their own exclusive club.

It is so exclusive, in fact, that the enlisted students aren't even eligible for membership until they successfully complete the 4-week "Pre-Flight" or Phase 1 portion of the course in the Army's newest flight training program.

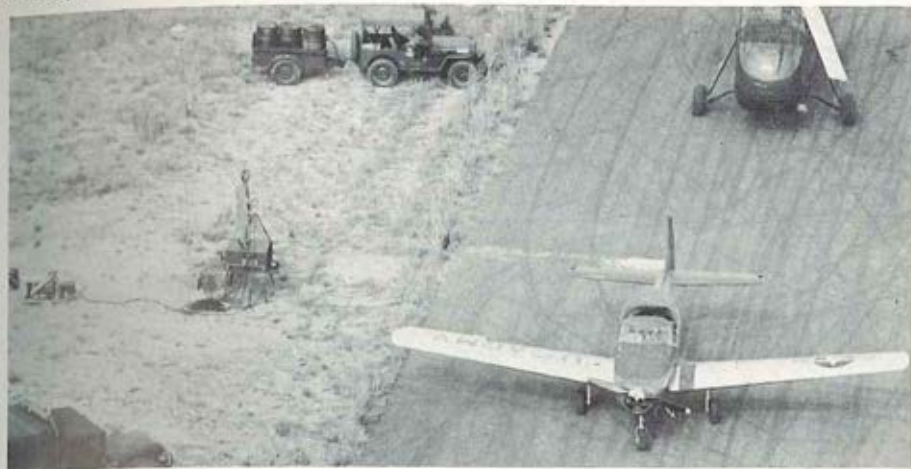
That's all right, too . . . The first four weeks consists of intensified officer-candidate type training to fit the students for later appointments as Warrant Officers. They are too busy shining shoes, cleaning barracks, and studying to have time to go to a Club. Then too, the physical conditioning they go through leaves them too tired to enjoy the Club's facilities.

Those who prove themselves to be physically, morally and mentally qualified as po-

tential Warrant Officers start flight training in their fifth week. At this time, the heat is off and they become eligible to relax and enjoy their own Club, which is located in the immediate vicinity of the Student Company area.

In recent ceremonies the Club was formally opened by Mrs. James P. Pickel, wife of Candidate Pickel, the honor graduate of the School's first class to complete Phase 1. Col. John L. Inskeep, a graduate of Army Aviation's first Senior Officer Class and Commanding Officer of Camp Wolters; Col. Chester H. Meek, Deputy Post Commander; and the writer who serves as Assistant School Commandant, also took part in the ceremonies officially opening the Club and its facilities to Class 1 and subsequent Classes. YC, Col. Wayne E. Downing.

(Photo on Page 22)



THE COLLINS INTEGRATED FLIGHT CONTROL SYSTEM

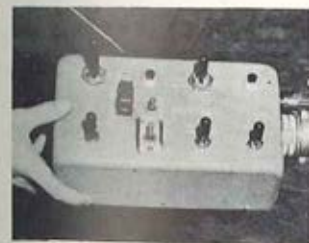
One of the newer projects scheduled for service test and evaluation at the U. S. Army Aviation Board, the Collins Model FD-103C Integrated Flight System affords a simplified integration of flight instrumentation by a pictorial presentation on two instruments—an Approach Horizon and a Course Selector.

The Collins Approach Horizon integrates attitude, position, and steering information in a *forward view* presentation. Roll and pitch reference is portrayed on the instrument, similar to the manner it is presented on an artificial horizon. A Glidescope Pointer portrays position information while steering information for ILS letdowns and

cross-country flying are presented by a Steering Needle. The Model FD-103C compensates for cross-winds automatically.

A second instrument—the Course Indicator—combines compass heading and radio position indication to simulate a *plan view display* of the aircraft with respect to a selected course. The *course arrow* can be positioned to the omnirange or localizer course desired by means of a course selector knob. A miniature plane—etched on the instrument glass—simulates the aircraft flying the course as indicated by a *Course Bar*. When the miniature is pointed toward the Course Bar the aircraft is approaching the desired course. The aircraft is On Course when the Course Bar centers and lines up with the *Course Arrow*.

Photos (above and below): QL-17 Drone aircraft and Remote Control unit employed in the Board's determination of the effect of wing tip vortices and sonic shock to Army aircraft. Far right photo shows smoke bomb set-up used in conjunction with the test.



CURRENT PROJECTS

NOTE: The purpose of this Monthly Project Report is to keep interested agencies and individuals informed as to the status of projects assigned to the U.S. Army Aviation Board of Ft. Rucker. The data that follows is for "information purposes only" and should not be used as the basis for official action. Until such time as the project conclusions and recommendations are approved by the Commanding General, CONARC, the facts represent only the opinion of the Board as determined from test results without consideration of other factors.

Recently forwarded to Hq, CONARC, were the final reports of test on the following projects: the Safe Flight Landing Speed Indicator; the Rain Repellant Kit; the production model H-13H Helicopter; and the study of Air Transportability of the H-34A Helicopter in Transport Aircraft. The production H-13H is still under confirmatory testing, having a total test time of 75 hours (31 Dec). Supply action to obtain adapter kits from the manufacturer was initiated when the curved skid gear was found to be incompatible with presently available litter kits.

Testing has been completed on the following projects and the tentative report of test is now being prepared for review by the Project Review Board: the H-21C Helicopter; the H-34A Helicopter; the Homing Adapter AN/ARA-31; the Universal Ski Alighting Gear for L-19 Aircraft; and the Surface Ply De-icer and the Slinger Ring Type Anti-Icing Equipment for L-23 Aircraft.

Also, the Marquette Electric Windshield Wiper and Washer Assembly; the comparative evaluation of the Lear L-5 and Lear L-2 Autopilots; the U-1A Airplane; and the Effect of Wing Tip Vortices' and Sonic Shock on Army Aircraft in Flight, (with employment of QL-17 Drone Aircraft).

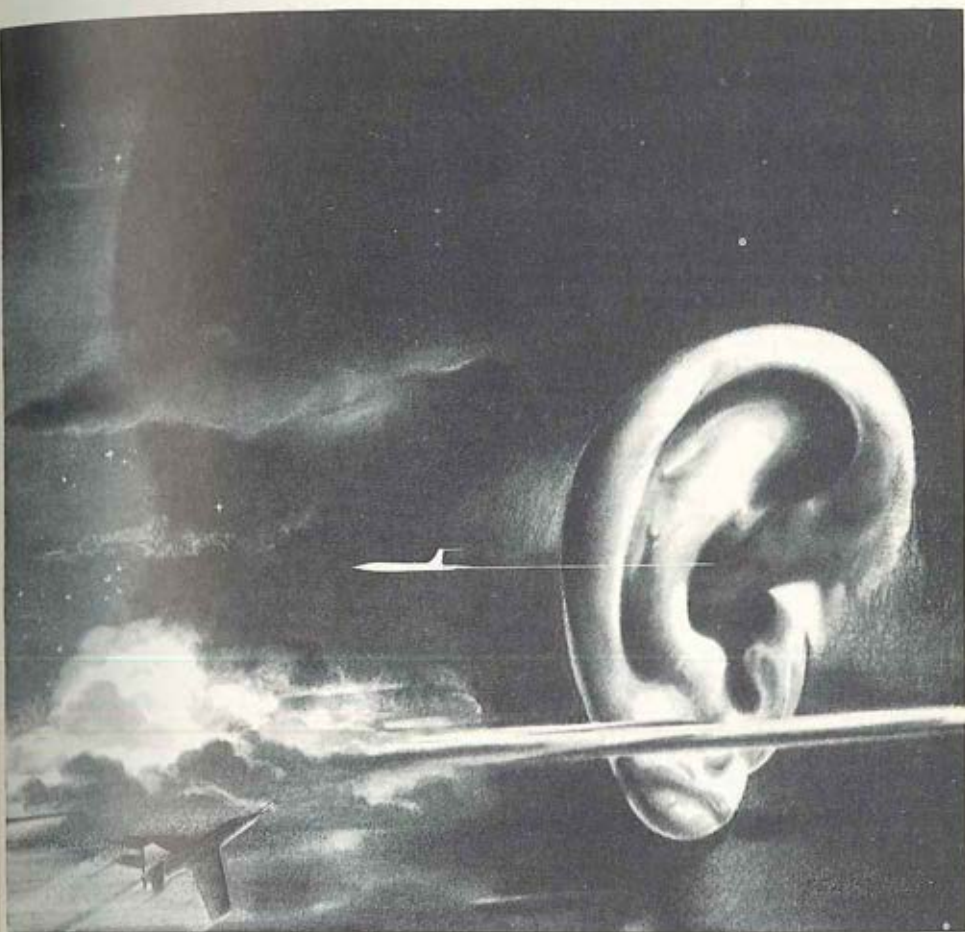
The total test time on the U-1A was 483:55 with all service testing being completed, with the exception of the bench-type troop seats. The QL-17 Drone Project was completed at Eglin AFB, Fla., during which time three Board pilots were given transition training as drone-control operators. Photographic data on this project appears on a previous page.

A tentative report of test on the following projects was recently mailed to interested agencies for coordination; the Eastern Rotocraft External Cargo Hook; the Evaluation of Personal Armor for Army Flight Personnel; the Radio Set AN/ARC-44, the Radio Set AN/-ARM-8, and Associated Tool and Test Equipment; and the OE-2 Airplane.

Also, the Bekon Light (see photos): the AN/ARC-60 Radio Set; the evaluation of the H-34A Helicopter with Winterization Kit under Extremely Low Temperatures (Climatic Hangar); and the Prestwick Pioneer Airplane;

Photos at right (Top to Bottom): Bekon Light for combat strip use; Bekon lights in dispensing-trailer arrangement; QUADRADAR in field set-up; QL-17 Drone making touch-down sans pilot.





THE **SOUND** OF PROGRESS

What is the sound of Progress? It's the whine of a jet...the busy hum of a computer...the deep roar of a rocket engine...the swish of helicopter blades. But the most important "sound" of all is mute...that of creative minds at work, solving tomorrow's problems today.

These sounds...accomplishments of engineering research...represent many "firsts" at Bell Aircraft. Here the sound of genius is reflected in such advanced projects as the GAM-63

Rascal, a long range strategic air-to-surface guided missile...the bold quest of the X-2, the world's fastest and highest flying airplane...the jet-powered X-14 VTOL...the XV-3 convertiplane...the XH-40 turbine-powered helicopter...rocket engines...electronics...servomechanisms...and atomic research.

Bell's engineers are daily meeting and resolving tomorrow's complex problems in all fields of science. *These are the sounds of progress.*

BELL
Aircraft Corp.
BUFFALO N.Y.

RESEARCH, DEVELOPMENT AND PRODUCTION IN THE FIELDS OF: Guided Missiles • Research Aircraft
Servomechanisms • Electronics • Rocket Engines • Electronic Control Systems • Vertical Rising Aircraft

CURRENT PROJECTS

Service test delays have been experienced with the following projects and are to continue upon individual rectification: QUAD-RADAR and SPAR RADAR (QUADRADAR damaged in shipment from Huachuca); the Grimes Anti-Collision Light (awaiting receipt of ECP kits); Airborne TACAN Equipment (certain essential items missing upon receipt of test equipment); and the de Lackner "Aerocycle" (delivery postponed until major deficiencies have been corrected).

Under current service testing are many test projects concerning aircraft, electronic, or associated equipment. The YH-32's—with total test time of 56:40 and 51:05 on each craft—underwent a brief period of grounding for parts and organizational maintenance.

Ten additional pilots have been given transition training on the HOK-1 helicopter with the craft reaching the 116 hr. mark. A main rotor clutch and engine change was performed during a 10-day grounding.

The Eastern Rotorcraft Helicopter External Sling Net (5,000 lb rated capacity) is under continuing tests with cargo of various sizes and shapes being transported. A service test of the H-21 Helicopter as a towing vehicle for surface-bound objects is now underway, following modifications to the tow-kit installation.

Simulated instrument time totaling 13:10 hrs. has been accomplished utilizing the Lear Natural Attitude Flight Indicator (NAFLI) with additional operational test data being required for test completion. Pending the further testing of the Remote Control Amplifier Unit with the 100-foot vertical antenna, the service test of the AN/GRN-6 Low Freq Radio Beacon may shortly be completed.

The comparative evaluation of ADF equipment of five suppliers is continuing with one substitution. The Lear Type 14-C (AN/ARN-42) has been dropped from the test program and the Lear Transistorized ADF-100 has been added, the installation taking place at the contractor's plant. The prototype model of the Magnavox (AN/ARN-43) failed to operate satisfactorily during test and has been replaced by a service test model at SCEL, Ft. Monmouth. This evaluation also involves the ARC Type 21 ADF, the Wilcox Type 701-B, and the Collins Type DF-201.

WICHITA, KAN.—Cessna Aircraft Company received two contracts from the French government for the purchase of 90 Model L-19 observation-reconnaissance airplanes, according to Dwane L. Wallace, president. The contracts from the French marked the first direct sale of L-19's to a foreign government.

Commenting on the use of the L-19's by the French, Wallace said he anticipated that some of the aircraft would be used in the North Africa area. Initial deliveries on the first of the two contracts are expected to start in February.

Clank Stories

by Dario Politella

The term "Missing in Action" was almost foreign to Army Aviators in action in Korea.

According to available records (EUSAK commands reports), only two pilots were so reported during the entire action. The first report was made in July 1951, but no further details were given beyond the cryptic notation in the statistics section of the report: *Missing in Action . . .*

But the mystery surrounding the disappearance of Major Larry Loos, aviation officer of IX Corps Artillery, was a subject of common discussion among the 338 pilots in the Theater, in spite of the same cold statistical report to the EUSAK commander for February, 1952.

On 18 Feb., Major Loos undertook a behind-the-lines G-2 mission with an intelligence staff observer. The last radio contact with Loos' L-19 was recorded at 1600 hours, after which he was neither heard from nor seen again.

Searching aircraft found no trace of the missing plane. Aerial photos were taken near Chorwon where he had last reported his position. The searchers found a hole in a frozen lake about 8 miles behind enemy lines. The lake may have sealed his fate, for the shape of the hole, according to photo interpreting specialists, resembled one which might have shaped the crash of a small aircraft.

To add to the evidence, front line observers of the 2nd Division reported that Chinese soldiers had been fishing around the lake after the plane had been reported missing.

But no concrete evidence of Loos' fate was ever established.



Dario Politella



"Something Old!"

"Ran across the enclosed snap while emptying a WW II footlocker. Think the place was Hagenau Airfield, Alsace, in March, '45. Who? The DivArty and Gp AO's of VI Corps. Left to right (and much younger): Unknown, Murphy, Unknown, Shelton, Taylor, Unknown, Hoffman, Lawrence, Neumann, Hanselman, Unknown, and Grizzle. Seems tho "Major" Goodhand took the picture of the group. Those were care-free days in a not-too-carefree situation, YC, (Lt. Col.) Richard T. Neumann.

This tabloid reminds us of a group of Customer Relations men. A few are carefully scrutinizing the goods of a competitor; two are discussing the relative merits of a local steak joint; while a lone hustler disconsolately ponders another night on a rather hard bed. The photo is of 1908 vintage, a point in time that saw the Signal Corps realize the relation between aeronautics and electronics. Balloon ascensions were being made in Washington to see if radio signals could be received in the air.



"Something New!"

WICHITA, KAN.—The first delivery of an Army L-23D command transport under a \$2.8 million production contract for a sizable quantity of the new aircraft was made by the Beech Aircraft Corporation. Equipped with two 340-horsepower supercharged Lycoming engines, the '57 military version of the Beechcraft E50 Twin-Bonanza has a top performance of 240 mph and a cruising speed of 228 mph. Deliveries of the new L-23D aircraft will continue through the spring with several to be flown to the European theatre of operations by selected Army crews. A 24,800 foot service ceiling and a 1,620 foot per minute rate of climb are added features of the new L-23D Model.

FORT RUCKER, ALA.—A Kaman HOK-1 helicopter undergoing evaluation at the U. S. Army Aviation Board at Fort Rucker is being used to carry a variety of external and internal cargo loads. Internal loads range from C rations to ammunition with external loads including jeeps, artillery pieces, drums of fuel and other bulky articles. The HOK is also being evaluated for medical evacuation, rescue, personnel transportation, and such general utility operations as laying battlefield communication wire, observation, etc.

Ten test board project officers recently completed their transitional training in the Kaman model at the Rucker facility.



"Something Borrowed!"

PALO ALTO, CALIF.—The first flight of a one-man, collapsible rotorcycle developed by *Hiller Helicopters* was announced by the U. S. Navy recently.

Designated the XROE-1, the one-man helicopter can be collapsed into a small package for easy transportation or parachute drop and is capable of quick assembly. Weighing less than 250 lbs, the *Hiller* craft is powered by a *Nelson* 4-cylinder, opposed, 2-cycle, aircooled engine manufactured by Barmotive Products, Inc. A single rotor, 18 feet in diameter, provides lift with a small tail rotor compensating for torque.

FT. MONMOUTH, N. J.—This monster, a Lockheed Lodestar C-60, was used in 1953-1954 by the Signal Corps as an airborne electronic lab. The aircraft pictured was leased by the Army and employed at Ft. Monmouth, N. J., prior to its movement to Ft. Huachuca, Arizona. The fine print to the right of the door reads "*Capt. Robert E. Brizee, First Pilot.*" The use of the C-60 was terminated when a C-46 was borrowed at a later date from the Navy. But during the period it was based at Fort Monmouth, it "bugged" the eyes of quite a few transient AA's. Your correspondent, Capt. Ray W. Truex.



"Something Blue!"

WICHITA, KAN.—The delivery of the first five T-37 twin-jet trainers to the USAF was announced by the Cessna Aircraft Company recently. Four of the new jets have gone to the Flying Training Air Force at Connally AFB, Texas, while the fifth was delivered to Eglin AFB, Florida.

The T-37's will be used in the primary flight training program with three distinct student groupings undertaking training in the new side-by-side trainer. Twenty students with 40 hrs of previous T-34 time will comprise the first group while a second group composed of students with 20 hours in the T-34 and a third group with no previous flight time will also receive 150 hours in the Cessna jet.

CAMP WOLTERS, TEX.—Standing at the entrance of the new club for candidates of the U.S. Army Primary Helicopter School are: left to right, Capt. James R. Thames, Company Commander of the Student Company; Col. Wayne E. Downing, Assistant School Commandant; Col. John L. Inskeep, Camp Wolters Commanding Officer; Mrs. James P. Pickel; Candidate Pickel, Honor graduate of the first graduating class of the school; and Col. Chester H. Meek, Deputy Post Commander. (See story on the bottom of Page 18.)

The new club will be available to students upon completion of their Phase 1, OCS-type training at the Camp Wolters helicopter facility. Until then, it's a closed shop!

Pro's Say

Informal Voluntary Reports
Giving the "AA" Picture
In the Line Outfits

Augmentation

CLARKSVILLE, TENN.—Set up along the exact curriculum of the Instrument Flight Course at Fort Rucker, the Third Army Instrument Flight School is located at Outlaw Field, Clarksville, Tenn., adjacent to Ft. Campbell, Ky. A contract school, the training is administered by Central American Airways, Inc., with home offices at Bowman Field, Louisville, Ky.

Using Beech *Bonanzas*, each 8-week class consists of 26 students (slightly more than Rucker classes)

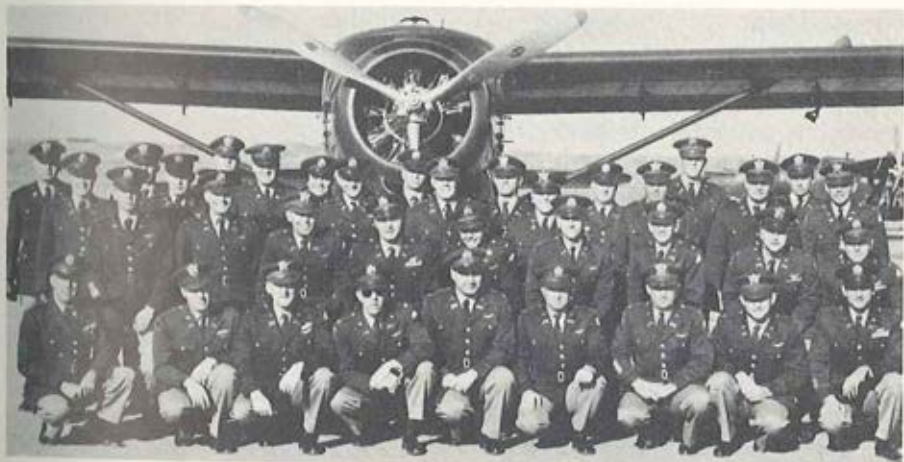
with each student receiving 79 first pilot hours, at least 31 hours of copilot time, and 40 hours of Link. The first class which started on 29 Oct graduated 25 students on 22 December with our second class scheduled for a 26 Feb graduation date.

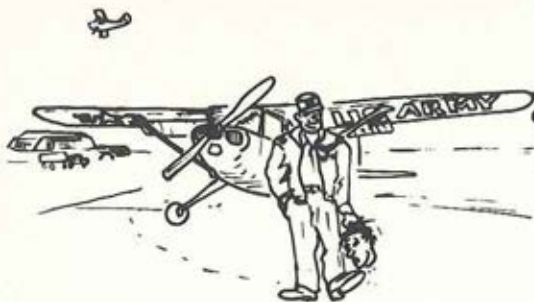
The quota system is followed throughout with the breakdown as follows for each class: Ft. Bragg (10), Ft. Benning (7), Ft. Campbell (6), and one each from Forts Gordon, Jackson, and Stewart. On the administrative side, the students are billeted at Ft. Campbell, coming to and from work by Army bus, a matter of a 15-minute ride. Pay and normal administration is handled by the Hq Section at Ft. Campbell.

Basic progress checks are given in the 4th week of training; final checks, with the award of Standard Instrument Tickets, are made during the 7th and 8th weeks. Administering the check rides are Capts. Neely Brown (President) and John Murray, Sam Kalagian, and Dale Wees, all of the Third Army Instrument Pilot Examiner's Board.

HOME TO ROOST—A rare group photo of the 2d Army Avn Co (Ft. Riley), a photo that caught almost all of the unit's pilots on home base. FRONT (L-R): Capts WA Ratcliff, Jr., CF Sweeney, & SF Blunck, Sr; Maj GE Bean (CO); and Capts CA Brizius, Sr; JG Kelly, JO Giddens, GV Jarrard, and TD Cretin. SECOND ROW: Capt LC Caldwell; and Lts IL Laney, PL Stansel, HG Fox, WL Stephens, KL

Eshbaugh, WE Ledgerwood, Jr Franznick, & E Martin, III. THIRD ROW: Lts. RR Murphy, DF Bongers, LJ Phillips, Jr., CB Peach, HL Anderson; WR Martin; MM Morgan, PI Smith, & DA Smith. FOURTH ROW: Lts. DH Greiner, AD Culp, BF Baldwin, RJ Daum, MT Peterson. EW Konrad, JC Graham, DE Keeke, and OJ Undewood. Missing: Capts GJ DuPont & DJ Ott.





AT THE COMBAT STRIP

As Director of the School, Third Army's Liaison Officer, and Contracting Officer's representative, besides performing duties as an Instrument Flight Examiner. I find that my days are *full* ones.

For the record, we are the *first* Army to get our contract school underway and the first to graduate a class. Due credit should be given to Col. K. K. Blaker (Third Army Avn Officer) and Capt. Neely Brown for their initiative and work in laying the groundwork for this school. I would very much like the Directors of the schools in the other Army areas to write to me so that we can exchange ideas.

YC, Capt. Sam Kalagian

Lucky 13th

HUK-SAN-NI, KOREA—There are new aircraft, new pilots, and new crewchiefs slated for the Lucky 13th in the coming weeks and we're eagerly looking forward to greeting the newcomers. The veteran H-19s of the 13th Trans Co will shortly be replaced by H-21s, but it is going to be exceedingly difficult to replace the great crew of pilots and crewchiefs who have rotated.

Our CO, Maj. Gerald L. Hough, doesn't believe we'll be moving mountains with the "twenty-ones," but with our particular problems,

everyone is anxious to see them in operation here in Korea. We'll keep you up on the progress. Five of our pilots left for the Transition School in January and together with the seven other pilots scheduled for the ferry flight, they made a spirited group on departure.

Looking ahead to new activities is to be expected but at the same time we'd like to keep in touch with the past by asking our Lucky 13th *Oldtimers* to drop us a line. Include a snap and your Hangar Stories from "way back when." They'll help preserve a colorful history. YC, (Lt.) Mickey E. Fouts. Tack-on: Among others here with us are CWO's William G. Everhart and Harold C. Fellon; Lt. Rowland Nicholson and CWO Frederick Nicholson (no relation!), both of the 151st CHFMD. Write!

TDY-Tour

FT. BRAGG, N C.—The 8th Helicopter Company is now back at Fort Bragg after completing a fairly lengthy TDY-tour at Ft. Benning and as a matter of information for "AA" readers, I would like to pass on the statistics the 8th compiled while on its TDY-tour:

Between 1 Oct and 13 Dec our Vertol H-21's logged 809 hrs total time; carried 1,777 passengers and

24,400 lbs of cargo; and flew 28,505 passenger-miles and 278,683 cargo-miles.

During our stay at Ft. Benning, our mission was to support the Infantry School while the 4th Helicopter Company (the unit normally at Ft. Benning) was participating in maneuvers at Ft. Campbell. During the tour we returned to Bragg during the 13 Dec-14 Jan period and resumed our Benning operations after the 14th.

Maj. John F. Sullivan has assumed command of the 8th Helicopter Company replacing Capt. Edward Stewart. A veteran of 17 years' service, Maj. Sullivan's previous assignment was Ch of AA, Trans Div, Hq, USAREUR, YC, WO Willis M. Curls.

Merger

FT. LEWIS, WASH.—There've been some changes made, *an old expression in this magazine*. Since our last report, the 2nd Aviation Co (Prov) and all of the separate aviation units here at Ft. Lewis have merged into a single aviation unit, officially designated as the *Ft. Lewis Aviation Company (Prov)*. Maj Troy B. Hammons is the Company Commander. The *Gyroscope* move by units of the 2nd Inf Div has been completed and the 4th Inf Div has taken its place here at Ft. Lewis.

What with flying service missions for the 4th Inf Div and atchd units; making IRAN trips to Canada and California; attending schools in Alabama, Georgia and California; losing old pilots and gaining new ones; making married AA's out of single one's (*let's pause for a moment of silent prayer*); flying cover for numerous parades; hunting downed aircraft; getting promoted, having babies; and playing Santa Claus to the children of the Company, you might say that we certainly haven't let any clouds grow under our props. Who played *Santa*? You guessed it

—Capt. Bruce R. Volk and no padding was necessary! Your correspondent, (Lt.) Marshall E. Dixon.

No Interruption

FT, RILEY, KAN.—To bring the readers up to date on the 2nd Army Avn Co—at the end of the current class of four, all of our pilots will be qualified in the U-1A. Training is in the advanced stage and we shortly expect to participate in what will be our first field problem emphasizing the *Otter's* combat mission.

As of the end of Dec '56, the Company had transported 1,128 passengers a total of 183,117 passenger-miles and had transported 35,774 lbs of cargo. These performance statistics were compiled without interrupting the concurrent Company training programs.

The group photo submitted caught almost all of us at the same time, in the same uniform, and facing in the same direction. This oddity plus the fact that photographers just aren't that handy may conflict with the above statistics but I assure you that just as soon as the boys had finished saying "*Cheese*," they were up in the blue again. YC, Capt. Theodore D. Cretin.

HELIPAD, THE PENTAGON—Brig. Gen. P. C. Gupta, Military and Naval Attache of India, is shown above with Capt. Leslie H. Gilbert prior to their orientation flight over Washington, D. C. The Foreign Liaison Division, ACSI; the Army Aviation Div, ODCSOPS, and the Flight Det at Ft. Belvoir coordinated to arrange the flights for Gen. Gupta and Indian Ambassador, G. L. Mehta.



Red Arrow

FT. RILEY, KAN.—We've been *hopping* the past few months and missed out on a few issues as a result. Looking back, the first week in December saw the culmination of the 1st Inf Division's extensive *Red Arrow* operations. During this exercise, our Div pilots were involved in numerous missions: courier, photo, smoke, and observation runs. The Div Avn Section, commanded by Maj. Richard Poulos, moved into the field with the division and operated from a tactical strip while the remaining pilots stayed at Marshall Field on a 24-hour alert for mission requests.

Shortly before the holidays the Avn Sect were the guests of the *Aggressor Center*, located here at Ft. Riley. The missions, capabilities, problems, equipment, and general concepts of the *Aggressor Forces* was explained to us by Col. Bogue, Aggressor commander, and his staff. The talk gave us an interesting insight into the background and operation methods of a unit for which we are frequently called upon to fly missions. We are looking forward to another visit in the near future. YC, (Lt.) James L. Carney.

FT. BRAGG, N. C.—Pictured below are nine *Cessna* L-19's dispensing smoke trails while flying in the *Grand Finale* of a recent air show held at Simmons Army Airfield at Ft. Bragg. Although the photo-reduction may affect the appearance of the smoke, one can easily tell that this group of nine are flying a rather *tight* formation. (U. S. Army photo).



PLAY IT SAFE

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

Beat the Clock!

CAMP WHITTINGTON, JAPAN—Pilots and crews of the 6th Helicopter Company working in unison with an 11-man howitzer section and a recon crew set what may be a "*simulated combat*" record.

The howitzer section disassembled a 105 howitzer in 10½ minutes, lashed it to choppers swooping down in succeeding flights and after aerial delivery to a forward position, re-assembled the howitzer in 14½ minutes and simulated a fire mission in a *clocked* 50 minutes.

H-19 aircraft aided in the move while a versatile H-13 laid wire to the forward observers' posts and established simultaneous communication. YC, CWO William H. Parker.

Comm-O Link

FORT. McPHERSON, GA.—Headquarters, Third Army recently announced the installation of a *Plan 62 Drop* direct communication line between the Third Army Flight Detachment in Atlanta and the Military Flight Service at Maxwell Field, Ala.

The Flight Detachment, located at Fulton County Airport on the outskirts of Atlanta, services Headquarters, Third Army and an ever-increasing number of transient military aircraft. The *Plan 62 Drop* parallels the CAA's Airways Control System and Detachment personnel expect the new communication link to be a major boon to efficiency and safety.

- ABOWD, George T., 1/Lt., 688 Maple Street, Fostoria, Ohio.
- AKIN, Richard E., 1 Lt., AHATC 57-5, Off Stu Co, Ft. Rucker, Ala.
- ANDERSON, Charles W., WO, 608 Sissom Road, Killeen, Texas.
- ANDERSON, Edgar N., Maj., 1500 Scott Rd, Lawton, Okla. (PO Note; unconfirmed).
- ANDERSON, Robert D., CWO, Trans Acrrt & Test Activity, Fort Rucker, Ala.
- BAKER, Edwin D., Lt., Hq, 826th Tank Battalion, APO 36, New York, N. Y.
- BAUERREIS, Paul L., 1 Lt., Ft Lewis Avn Co (Prov), Ft. Lewis, Wash.
- BAUGH, Russell E., Capt., 203 Beaver Court, Apt 6, Colorado Springs, Colorado.
- BEAUMONT, Edgar S., Capt., Spartan Air Svcs, Ltd., Box 551, Ottawa, Canada.
- BELL, Donald E., Capt., Hq Co, Avn Sect, Seventh Army, APO 46, N. Y., N. Y.
- BERRY, Mike H., CWO, 1801 Chandler Avenue, Topeka, Kansas.
- BILLMAN, Ervin L., Lt., 64th Helicopter Company, Ft. Hood, Texas.
- BISHOP, Robert E., 1/Lt., AHATC 57-5, Box B-17, ARMAV Regt, Ft. Rucker.
- BIVENS, Robert D., WO, 64th Trans Co (Hcptr), Ft. Hood, Texas.
- BLACK, William E., Capt., Arctic Test Cen, CONARC, APO 733, Seattle, Wash.
- BLACKMAN, Charles M., 2/Lt., 1st Plt, 23d Co, TSB, Ft. Benning, Georgia.
- BOORAS, T. J., Capt., 110 Fairway Drive, New Hartford, N. Y. (Temp.)
- BRANOM, Billy J., Lt., 320 West 14th Street, Junction City, Kansas.
- BRENNAN, James N., Jr., 40 Ross Avenue, Torch Hill, Columbus, Georgia.
- BRIDGES, James T., 1/Lt., 11th Abn Div Hq Co (Air Sect), APO 112, N. Y., N. Y.
- BROWN, John P., 1 Lt., Avn Sect, 50th Sig Bn, Ft. Bragg, N. C.
- BRUCE, Robert L., Capt., Trans Training Command, Fort Eustis, Virginia.
- BUTLER, Daniel L., 1/Lt., Box B-56, Off Student Co, Ft. Rucker, Ala.
- CAMPBELL, Donald M., Lt., 1122 South Walnut Street, Stillwater, Oklahoma.
- CAMPBELL, James T., WO, 54th Helicopter Company, Ft. Sill, Oklahoma.
- CHAMBERLAIN, Donald, Capt., 1932 Fort Rice Street, Petersburg, Va.
- CHOATE, Bill J., Lt., 1606 S. E. 21st Street, Mineral Wells, Texas.
- CLARKE, William T., Lt., Box 5545, Lake Charles, Louisiana.
- COLOZZI, Carl A., Maj., AHATC 1-0-8, Class 57-8, Ft. Rucker, Ala.
- CONSTANTINE, Florence E., Sgt., WAC Center, Ft. McClellan, Alabama.
- CORSON, Clarence D., WO, 1503 Paige Street, Killeen, Texas.
- CRABB, Omar T., Mr., 1808 S. E. Street, Mineral Wells, Texas.
- CROWE, Hubert L., CWO, 1500 Converse Ave (Kornbow), Fayetteville, N. C.
- CROWELL, George A., Capt., 3966 Commander Drive, Columbus, Georgia.
- DEARTH, Robert D., Lt Col, Hq, VII Corps Avn Section, APO 107, N. Y., N. Y.
- DEIHS, George F., Jr., (Lt.), R. R. 2, Box 275, Dundee, Illinois.
- DePORTE, Jack B., Capt., TSMC, ASU 8179 APO 613, S. F. California.
- DeMARIA, John N., 1/Lt., 8202 AU, Hq, KMAC Air Sect, APO 102, SF, Calif.
- DETWILER, Harvey C., (1/Lt), 3213 North Keating Ave., Chicago, Illinois.
- DeWITT, Paul A., Maj., G-3 Sect, Det L, 8202 AU, KMAC, APO 102, SF, Calif.
- DION, Richard P., 1/Lt., 24-26 84th Street, Jackson Heights, N. Y.
- DOLLAHITE, Thomas N., 1/Lt., "A" Co, 53rd Sig Bn (Corps), Ft Polk, La (Temp).
- DOWNES, Miles H., Capt., Hq, 99th Inf Bn (Sep), Ft. Rucker, Alabama.
- DRAGOO, Russell N., Maj., 62404 Jeffords Street, Fort Huachuca, Arizona.
- DUNAWAY, Paul D., Maj., 1619 North Elgin Street, Tulsa 6, Oklahoma.
- DYKSTRA, Raymond J., 1/Lt., 101st Avn Co, 101st Abn Div, Ft Campbell, Ky.
- EMERY, David G., Capt., 1308 Avenue "G", Killeen, Texas.
- EULER, Herbert C., 1/Lt., Army Hcptr Class 102102, Off Stud Co, Ft. Rucker.
- FORD, Eddie L., Lt., 102 Hutchison Avenue, Enterprise, Alabama.
- FOREMAN, Richard G., Lt., Quarters 55, Camp Gary, Texas (Temp).
- FORESTER, Mrs. Boyd B., 10814 E. 57th St, c/o JR Hootson, Kansas City 33, Mo.
- GARFIELD, Warren, Capt., U. S. Army Hospital, Camp Walters, Mineral Wells, Tex.
- GONZALES, Eduardo, 1/Lt., 415 "A" Street, Rupert, Idaho.
- GOODWIN, John W., Capt., 1016 8th Street, Laurel, Md.
- HALDEMAN, Frank C., Sgt, 11th Abn Div Avn Sect, APO 112, New York, N. Y.
- HALE, William C., Maj., 804th Engr Avn Bn, APO 167 (USAF), New York, N. Y.
- HARE, Thomas F., 1/Lt., Ft Benning Road, Camellia Apts 95-D, Columbus, Ga.
- HARLAN, James M., Capt., Bldg 918, Apt 4, Camp Whitside, Ft. Riley, Kansas.
- HOELZ, Darold M., (M/Sgt), 325 Highland Drive, Rt 3, West Bend, Wisconsin.
- HOLLIDAY, Clarence E., Maj., AHATC 100-8, CI Nr 57-8, ARMAV, Ft. Rucker.
- JANSSEN, Arlo D., Lt., P. O. Box 801, Fort Huachuca, Arizona.
- JOYCE, Donald R., CWO, Arty & GM School, OCS Class 4, Ft. Sill, Oklahoma.
- KALMBACH, Jack R., 1/Lt., 10 Byrd Circle, Ozark, Alabama.
- KEITH, Arthur G., Jr., Capt., Brooke Hospital, Ward 14-A, Ft. Sam Houston, Tex.

- KELLY, Earl B., Lt Col, 1816 North 22nd, Lawton, Oklahoma.
- KING, Baird A., Capt., Avn Sec, Hq Co, VII Corps, APO 107, N. Y., N. Y.
- KING, Lonnie E., 2/Lt., 8528 Glencrest, Dallas, Texas.
- KNIGHT, Howard L., WO, 64th Trans Co (Hcptr), Ft. Hood, Texas.
- KRONTZ, Wendell K., 1/Lt., 1st Army Acft Maint Det, (Prov), APO 46, N. Y., N. Y.
- LaFORCE, Henry P., Jr., Lt., 106 White Avenue, Ozark, Alabama.
- LANKFORD, Alfred L., Sp-2, General Delivery, Spring Lake, N. C.
- LEVINSON, Joseph, Capt., ARFCOS, APO 953, San Francisco, California
- LEWIS, Joseph A., 1/Lt., 607 South Melville, Tampa, Florida.
- LEWIS, Thomas K., 1/Lt., AG Section, TAAC, Fort Rucker, Alabama.
- LOGG, Charles P., Jr., Lt., Air Sect, 1st Inf Div, Ft. Riley, Kansas.
- LUPTON, William R., Capt., 343 Oakwood Avenue, West Islip, New York.
- McGREGOR, Harold W., 1/Lt., 1119 Rucker Drive, Junction City, Kansas.
- McLAUGHLIN, Leonard L., 1/Lt., 318 Shelburn Drive, San Antonio, Texas.
- MADDOX, William J., Jr., (Maj.) General Delivery, East Lansing, Michigan.
- MAGNEY, Evan F., Capt., 1241 Lower Ferry Road, Trenton, 8, N. J.
- MANTOOTH, Glen W., WO, 64th Trans Co (Hcptr), Ft. Hood Texas.
- MARSH, Robert R., WO, 1259 Daniel Street, Clarksville, Tennessee.
- MAXEY, James H., WO, 31st Helicopter Company, Ft. Sill, Oklahoma.
- MEADOWS, James G., Sp/2, 140th Trans Det (CHFM), Ft. Bragg, N. C.
- MIDDLETON, John L., Jr., 1/Lt., 54th Helicopter Company, Ft. Sill, Okla.
- MIELKE, Virgil E., Lt, 53rd Med Det (Hcptr Amb), APO 175, N. Y., N. Y.
- MUNN, Neil B., WO, 1638 North 27th Street, Lawton, Oklahoma.
- MUSE, Samuel P., Capt., 2167 Dorsey Avenue, East Point, Georgia.
- MYERS, Richard E., WO, 54th Helicopter Company, Ft. Sill, Oklahoma.
- NEWBERN, John D., Capt., 2908 Ramsey Road, Columbus, Georgia.
- NEWTON, Albert, Lt Col, 11-B Forsyth Avenue, Ft. Riley, Kansas.
- ORRELL, Herman M., Lt., 438 West 3rd Street, Junction City, Kansas.
- OSIF, Thomas J., Lt., 2184 Fleming Drive, Augusta, Georgia.
- OUMET, Melvin H., Col., G-4 Section, Ft. Leonard Wood, Missouri.
- PESEK, George T., Lt., 50th Signal Battalion, Ft. Bragg, N. C.
- PHELPS, James A., Lt., P. O. Box 73, Howard AFB, Canal Zone.
- PIETRO, Anthony J., Mr., 239 Willow Road, Dunkirk, New York.
- PITTMAN, Jimmie L., Maj., 25th Trans Bn (Trk), APO 111, N. Y., N. Y.
- PLUMSTEAD, Peter H., 1/Lt., 596 S. Glenhurst, Birmingham, Michigan.
- POTTS, William L., 1/Lt., P. O. Box 1098, Brooks AFB, San Antonio, Tex.
- REED, Walter., 1/Lt., 2001 Avenue G, Council Bluffs, Iowa.
- RHODES, Charles C., Capt., 207 Slagle, Ft. Bragg, North Carolina.
- RICE, Thomas A., Lt., Fifth Army Flt Det, Fort Sheridan, Illinois.
- RICHARDSON, Howard B., Maj., 513 Kern, Killeen, Tex.
- ROACH, Dick E., 1/Lt., 202nd Trans Co (A Avn), APO 168, N. Y., N. Y.
- ROSER, Robert F., Capt., Psychological Research Associates, CDEC, Ft. Ord, California.
- SHIVELY, Jowarren B., Capt., 3101-B West Apache, Ft. Huachuca, Arizona.
- SMITH, Elwood L., WO, 178 Hoop Rd, Denbigh, Va.
- SMITH, Raymond D., Lt., 361 Hope Street, Glenbrook, Connecticut.
- SODERGREN, Carl I., Lt Col, 306 Smith Drive, Walker Village, Killeen, Tex.
- SPIVEY, John H., Jr., Sp/3, 4th Avenue NE, Cairo, Georgia.
- STANGER, Raymond, Pvt., Hq Co, Trans School, Fort Eustis, Virginia.
- TENNEY, Kenneth C., CWO, c/o Richardson, Rt 2, Box 128, Lake Charles, La.
- THOMAS, Albert W., Lt., 3707 Farmington Road, Stockton 6, California.
- TOEPEL, Adalbert E., Jr., 1/Lt., 423 West Pine, Junction City, Kansas.
- TOWNE, Verl E., Maj., Army Avn Div, G-3, USARAL, APO 949, Seattle, Washington.
- TOWNSEND, James O., Maj., 517½ North 12th Street, Leavenworth, Kansas.
- TSUKIMURA, Hiro, Mr., 205 Gil Blas Road, Danville, California.
- WALLER, Marshall, Maj., 808 Simmons Avenue, Enterprise, Alabama.
- WAYNE, Jerry K., WO, 1202 Culp Drive, Killeen, Texas.
- WEIBELT, Aubrey J., Jr., WO, 64th Trans Co (Hcptr), Ft. Hood, Texas.
- WIGGINS, Leon H., Lt., Hq Co, XVIII Abn Corps, Ft. Bragg, N. C.
- WILKINSON, Jesse L., Capt., JBUSMC, Army Sect, APO 676, New York, N. Y.
- WILLARD, Leland H., Capt., TAPHS, Camp Wolters, Mineral Wells, Texas.
- WINKLER, Frederick W., 1/Lt., 1104 South 202nd Street, Seattle 88, Washington.
- WOLFE, Alfred J., Capt., 151 Torch Hill Road, Columbus, Georgia.
- WOMBLE, James, Pvt., Hq Co, Trans School, Fort Eustis, Virginia.
- WOOD, Robert W., Capt., 104 Paschal, Enterprise, Alabama.

Purely a Personal Matter

FECOM Personals

AFPE Flt Det.—Individuals going or gone Stateside are Capts. McLaughlin and Ferguson and Lt. Roy E. Briggs. Also M/Sgt Reilly, Sp/2s Barrett and Sholz, and Sp/3s Takano, Spurgeon, Kimberling, and Wyner. New arrivals include Sp/2s Urdea, Forde, Nunan, and Frimodig . . . Have noticed in the past that almost all units have claimed some sort of 100% participation or other in some record-shattering event. Our page in the record book can be titled "First 100% Group of Army Aviators to Own Tailor-Made Army Dress Blues." Okay, so that doesn't impress anyone! At least, it's a first YC, (Lt.) Bob Koepp.

At the ARSEC, MAAG-Japan, Flt Det, Capts. Willie Casper, John Westphal, and Richard Scheafnocker were recent arrivals. Maj. Bill Maddox returned to the Z. I. for a semester at Michigan State at East Lansing, Mich., and I replaced him as CO of the Flt Det . . . Capt. Leo Bryan hit a "triple"—he rec'd his Sr-AA rating, his CAA ATR ticket, and an extension of his Special gauge card. Regards to all. (Maj.) Hank Wann.

The ol' 6th Hcptr Co is still in business and going strong here in Japan despite many recent personnel changes . . . CWO's Monty Kliev, Bill Hurley, Chad Stewart, and Bob Moore have spoken *Sayonara* to all hands and have departed for the land of the Big TV . . . Same for our CO, Maj. Elmer V. (Buzz) Merritt, another old hand . . . New arrivals include Capt. Allie D. Calender, Lt. R. C. Couble, and CWO's Farmer, Northern, O'Banion, Parker, Reynolds, Simmons, Williams, and Deal . . . and our new CO, Maj. Raymond C. Chapman. The VIP flights and regular training missions continue . . . Happy to see that my old buddy, CWO Don Joyce is now bracing at OCS at Sill . . . he'll make a fine officer . . . YC, CWO W. H. Parker.

Panama Personals

It's turnover-time in the 937th EAC . . . Departees are Lts. Dalton J. Smith, Frank Y. Rosa, Anthony Pitro, and Elwood Ing: Lts. Delano Degeneffe, Gerald Shelton (all for separation) . . . Incoming: Lts. Delano Degeneffe, Gerard Dyer, and James Owens . . . Your Ten Most Wanted man, Capt. Cletus Culp, has been found here but he'll be rotating Stateside soon and promises to stay off THE LIST upon receipt of his CONUS assignment . . . YC, (Lt.) Joseph Gayhart, Jr.

South America

Just arrived in Rio so the rundown will be a brief one . . . My wife and daughters

accompanied me by way of MATS and you can imagine our reaction to the heat . . . I'll be here with the Joint Brazil-U. S. State-Military Commission for 3 years and have a new L-23D coming down in Feb. or March . . . They have a heavy schedule planned for me (they say) and it appears as if I'll get a lot of l-time while here. Take care. Jess Wilkinson.

EUCOM Personals

Here at V Corps Frankfurt, Germany), Lt Col Charles Wirt replaced Lt Col James A. McCord when the latter rotated to the ZI (MDW). Working with Col Wirt in the Special Staff Section is Capt. "Mo" Mowry (Pers & Admin Off) & Maj Robert L Brown (Ops & Tng Off).

The V Corps Flt Det—under Maj Les Boyd—has Capt Jim Hancock (Ops & Saf Off). Capt Art Clarke served as Comm-O & Instrument Examiner prior to leaving for Ft Campbell recently. His replacement, Capt Ray Ingham, will join Corps from the SAATC (7th Army Aviation Tng Center for those who like it longhand).

Capt. "Buzz" Russel (IP & Tng Off), Lt Rip Collins (MaintO), Lt Tom McCord (Mtrs & Ground Off), Lt "Mac" McDonald (SuppO), Lt Dick Goff (Asst Supp), and Lt John Willey (Asst Maint) complete the V Corps picture.

Closing on a happy note, V Corps Aviation is pleased with the substantial reduction in aviation accidents in the '56 calendar year. The accident rate was reduced by a third and of the 13 accidents in Corps, there were no fatalities. YC, (Capt.) Robert B. Mowry.

Fort Riley Personals

Lt. Harold MacGregor of the 1st Inf Div Avn Sect was the first to get a deer this season, although his technique was unusual. He hit and killed a full grown doe while landing at a nearby military installation. None of the occupants of the aircraft were injured and damage to the plane was relatively minor . . . "AA" readers may not realize it, but they have an Olympic winner in their midst. Lt. Charles Logg who recently reported to the 1st is a 1952 Olympic Gold Medal Winner in the pair-without-coxswain rowing event . . . Also joining us were Lts RJ Brown, TK Wesp, DR Smith, PG Gant, MC Sykes, JO Milstead, JF Sossamon, RR Gray, LW Keister, JI Allen, and CS Crouch (and the rank-pulling is going to be terrific!) . . . TDY to Chopper School are Lts GO Blakely, SM Pierce, GS Reese, and C Harrison, Jr . . . Up one to 1/Lt go ex-2nd Lts DE Smith, WB Stern, JF Sotomayor, and DE McSpadden . . . The Green Hat

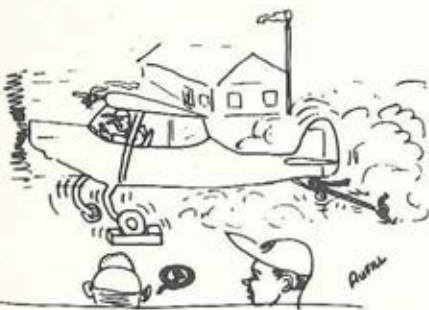
A Personal Matter...

Class that graduated Ft. Rucker in '56 held a small reunion in the formerly well-constructed of Lt. Marvin Allen. Estimates from damage control parties have not been compiled as yet although considerable demolition was performed by Lts. Brewer, Lumpkins, MacGregor, Hewett, MsSpadden, Maddox, and DeGunther, all from the *Big Red One*. Capt. John Richardson brought the matches. The chair-smashing was performed by a 2nd Army Avn Co syndicate composed of Lts. Keele and Eshbaugh. Everyone, naturally, forgot to bring Band-Aids.

YC, Lt Jim Carney

Ft. Lewis Personals

Departing the Ft. Lewis Avn Co (Prov) for *chopper school* were Lts Elvin Olson, Phillip Inman, and Capt Deryck Christy. Assuming duties at Ft. Rucker were Lts Edward Heftry and Jack Kalmbach. Other outbounds were: Lt Robert Luckenbill (EUCOM), Lt Robert Magnuson (USARAL), Lt Martin Sprague (3rd AA Co, Ft. Riley), Capt Richard Speedman (Turkey), and Lt Thomas Singer (Yuma Test Sta). Also quitting the Ft. Lewis local area are Maj Azel Frye (CONARC) and Capts George Kuhl & Reginald Woolridge & Lts William Swan and Gordon McMahon who are out as *trustees* temporarily. They're attending the 6th Army Instrument School at the Presidio, S. F. Another parolee, Capt. Bruce Volk, attended the Adv Crs at Benning. 'Nother notam: three of our EM (M/Sgt John Arndt and SFC's Jack Marshall & Jean Wade) recently rec'd certificates of achievement and M/Sgt Raymond Stewart rec'd the commendation ribbon with medal pendant. Don't let the *parolee-trustee* references throw you. We really like it here! YC, (Lt.) Marshall Dixon.



"You ought to see his landings!"

CIVILIAN CONTRACT TRAINING

by Lt. Col. Carl E. Bobo

(Continued from Page 14)

to conduct civilian helicopter pilot training on a large scale. There are two main reasons for this attitude. The doubters believe that civilian industry cannot supply enough qualified helicopter instructor pilots, or enough qualified helicopter mechanics.

The Army sought advice from every source; civilian, government, and military. The civilian aviation training industry indignantly declared that no one should doubt their ability in the face of their past record; the industry had an almost "cocksure" attitude of confidence. Aviation associations like your own, and the Aeronautical Training Society—to name a couple—were even more sure, if that were possible, that a civilian contractor could not only do the job, but could do it better.

Officials of the Civilian Aeronautics Authority advised use of civilian contract. Some members of Congress enthusiastically supported the idea; not one dissenting voice was heard from Congress. The military had a "show-me" attitude. The Army decided, with the help of civilian industry, to show the doubters.

The first encouraging sign from Camp Wolters was the relative ease in negotiating the contract. Optimism was also generated by the realization that the firm awarded the contract has successfully operated an Air Force civilian contract fixed wing pilot training school for over five years. This experience, although not precisely parallel, will be invaluable. But the most outstanding indication of future success came from reports that helicopter instructor pilots and mechanics were being recruited and trained far in excess of the most enthusiastic forecasts, and well ahead of the time table set for establishing the school.

On January 7th this year, the first class of approximately 50 students started training at the civilian contract school at Camp Wolters, Texas. As at Camp Gary, it is too early to judge results, but our most cautious observers are submitting reports filled with optimism and confidence.

Military training must anticipate future

(Continued on Page 31)

We are holding individual copies of the '56 "Who's Who" pending notification of the correct address by the persons listed below. If one of those listed resides on your Post, please ask him to drop us a note so that we may place his copy in the mails:

Capt. RV Anderson; Lts WH Archer & E Binkelman; Mrs. N. Burcher; Lt D Christy; Maj. CW Davis & KR Eckert; Lt EE Gardner; Sgt AK Glennie; Lt PJ Hoebler; Capt J Hood; Lts RM Jackson & S James; Capts FC Jarrard & RE Jarrell; Lt AC McCranie; Capt EW Miller; Lt E O'Meara; M/Sgt M Reilly; SFC W Slater; Capt WE Spriggs; Lts RI Stoverink & JL Tabor; CWO RE Tully; Lts RE Turner, WJ Werner, & WB Van Wart.

CIVILIAN CONTRACT TRAINING by Lt. Col. Carl E. Bobo (Continued from Page 30)

operational requirements, and must attempt to deliver personnel trained in new techniques as needed. Many of us believe the full utility of the helicopter will not be realized until the helicopter continues to fly when and where the fixed wing cannot. The present suspension of helicopter operations in New York when ceiling and visibility are below 500 feet and 1 mile stops the helicopter just when it could be most profitably used.

The Army must develop the ability to operate helicopters around the clock and in visibility approaching zero-zero. This will also be true of civilian operation. For some time the Army has been conducting an experimental helicopter instrument pilot training course at the Army Aviation School at Fort Rucker, Alabama. A lot of hooded instrument flight has been conducted and an appreciable amount of actual weather instrument flights are being made. I was quite pleased to hear Mr. Ken Cooper of the Civilian Aeronautics Authority, who spoke earlier today, highly praise the helicopter instrument training the Army is conducting.

Now to turn to the future of civilian contract training in the Army. It is the policy of the Dept of Defense, approved by the President, Congress, and the informed public, to utilize civilian contract services wherever beneficial to the overall military mission. The Army has long supported this policy and I feel sure will continue to use civilian contract services to the maximum in the future. Economy alone dictates the use of civilian contract wherever possible.

In this day of rapidly advancing military techniques and rapid development in the tools of the military, it is impossible to predict much beyond tomorrow the actual training requirements of any user of trained aviation personnel. I would not care to predict what Army requirements will be, but I ask you to display the vision and foresight you always have in accepting the challenge when asked by the military to train its personnel.

Your secretary, Don Larsen, asked that a few remarks be devoted to what you, the members of this association, can do to assist the Army.

My following remarks are not presented in any order of priority or importance. It is difficult to assess the value of your endeavors; all are important.

Many of you here are extremely aware of the value of publicity. So you may wonder why I say one of your contributions should be to publicize widely the advantages of civilian contract training. Many people are unaware of these advantages and some object to the use of civilian contract training in writing to their Congressmen. I have



Camp Wolters, Texas

two thick volumes of a study prepared by an impartial research agency which presents the advantages of civilian contract training. I recently made 2½ summarized pages on this subject available for use by a Congressman, on which to base an answer to an objecting constituent. So I say, spread the word, educate the public.

For another contribution. After award of a contract, when the healthy spirit of competition dies out, turn to the successful bidder through associations such as your own, and offer every assistance you can in helping to assure the best performance possible in consummating the contract. Outstanding performance by each civilian contractor is the best guarantee that the military will continue to increase their use of civilian contract services.

Your outstanding and unselfish cooperation with the military on any matter brought to your attention is known by all concerned in all fields of aviation. Much personal effort, often without hope of personal or financial gain, has been contributed. This spirit of generous cooperation, which I am sure you will continue, is of inestimable aid to not only the military, but to the nation as a whole.

Last but not least, let me ask you to continue your unbounded enthusiasm for your work, your high regard for your own ability which has been so well proven by past performance, and by all means keep that almost "cocksure" attitude of confidence. Association with such attributes is bound to influence those who have a very real need for your services.

I want to congratulate each of you personally and your association as a whole for your contributions to this aviation age, and I want to thank you for this opportunity to attend your Ninth Annual Convention. Best wishes for many successful years in the future.

A Many Sided Thing

Letters to the Editor

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.

MAKES SENSE

(Dear Editor:) You may not realize it but when manufacturers publish their technical handbooks they also make up wall-type charts of many of the technical illustrations to employ in *their own training schools* . . . Now—stop and think for a moment! How many of you have had to get these charts made up *locally* by local training aid sections with much wait?

The manufacturer goes to great expense in making plates or silk screen masters in order to run off 10 or 12 of these charts for his own purposes. The government (YOU, buddy) has to get other plates and other artists to run off their own copies.

Why don't they have the manufacturer publish sufficient copies to be sent to the service schools and the various training commands, or if this is inconvenient, have the plates or silk screen masters sent directly to the government installations for local reproduction?

I believe that the government pays for the artwork and reproduction of the originals anyway, either directly or indirectly. This duplication of effort is costing the both of us money.

Sincerely, (Capt.) Ed Polanski

(Ed. This certainly appears to be a sensible suggestion and as fellow taxpayer, we hope this comment is read by the proper authorities.)

NO THUNDERBIRD!

(Dear Editor:) I chuckled at the cartoons submitted by Jim Matthiessen, particularly the one depicting the sawed-off B-47 jockey and the Mike Cullen-type of AA whose 6'3" frame tattoos the upper plexiglas panel. Is Jim a kinsman? He sketches a jet with such a deft hand I suspect he's one of Congress' *Cloud Cleavers*. Sincerely, Captain Mac.

(Ed. Note: Jim isn't Air Force. He's a ground pounder at the AA & GM School

at Ft. Bliss. He says—in unflinching type—his Mother was frightened in his youth by a low-flying cadet and he's been a "loyal member of the opposition" ever since.)

OUTSIDE HELP

(Dear Editor:) The 3rd Army Aviation Company at Fort Riley now have their full complement of *twenty-one* Otters, all brand new, of course. We've been reading about the various bulldogs, goats, burros, and what you have that serve as mascots for the various aviation units in the Army. We ask your help. Please poll the readers and see if any one of them can help us procure an "Otter, one each, animal-type" to serve as the 3rd's mascot. Otters are pretty scarce in the Riley area and we would appreciate some outside help in the matter. In the event the ASPCA latches on to this request, we assure them that we will furnish a good, comfortable home for the critter.

Sincerely, (Lt.) Max Moroz
(Ed. The shipment will be an easy matter; the catchin' will be a lot tougher. Perhaps Carl Agar could set up a thriving Otter-export business here. Can you help the men of the 3rd, Carl?)

SEPARATE BRANCH

(Dear Editor:) I noticed the recent Letter in this column pertaining to a separate branch. I can't second this thought. I do feel, however, that because of our very heterogeneous assignments in many branches, we sadly lack representation of some form. An Army Aviation Association or Alliance would provide us with a means of speaking as *aviation* personnel about problems peculiar to our *aviation* pursuits. The Airborne people felt this way and *did* something about it. Sincerely, Major RS.

(Ed. An organization embracing Army aviation personnel could serve many interests and ends. Its eventual creation would depend to a great extent upon its "grass roots" support. We invite any and all of our readers to submit their brief comments on this suggestion. If the results show that there is a general sympathy for such an organization, we're certain that the leaders in Army aviation will be cognizant of this desire. In short, you've got to be sitting at the table before we can play poker.)

HITS US, TOO!

(Dear Editor:) In one of the recent issues a Reserve AA commented upon the high premiums he had to pay to protect his life insurance because of his participation in the USAR Flight Program. Please bear in mind that a great many active Army pilots (of which I am one) must also pay what

A Many-Sided Thing

Letters to the Editor

appears to be a disproportionate premium. Is anything being done about accident statistics on Army aviation so that correct actuarial information may be derived. Sincerely, Major JOT.

(Ed. A reliable source confirms that several insurance companies have made recent petitions for this type of information, presumably on the basis of arriving at correct actuarial data. An initial compilation, according to a key observer, revealed that the accident rate for Army aviators was somewhat less than the accident rate for commercial airline captains. The source also commented that the Chairman of the Aviation Council of the Society of American Actuaries is cognizant of the statistics and is expected to recommend a proportionate slash in the premium rate. For more on insurance, see the editorial on Page 34.)

WHERE, OH, WHERE?

(Dear Editor:) Speaking of Yearbooks, if we don't get our copy soon, a great many of our friends will get Christmas cards from the Black Tribe at Easter time. We counted on using the Yearbook for our Christmas Card mailing and held up sending them. Sincerely, (Mrs.) William E. Black.

(Ed. Our sincere apologies for a promise not kept.)

SCAPEGOAT

(Dear Editor:) I've already made good use of my Yearbook having sent belated letters to a few old friends. Although I think the edition is well worth the dollar, I'm surprised at you for letting the Publisher take the rap for your transgressions. How come you didn't paste in your pan, you coward? Sincerely, Maj. Lloyd O. Borgen.

(Ed. Sticks and stones.)

SLOW BOAT

(Dear Editor:) We Foreign Correspondents have one definite disadvantage in submitting material. By the time we send our news, chatter, and nonsense and it is processed, printed, and finally mailed, several months have passed. How can we overcome this? (Lt.) Robert Koepp, AFCE Flt Det.

(Ed. If you are going to bag a bird, you've got to lead it. . . . Material received through January 15th appears in this issue which was placed in the mails on February 15th. The ZI subscribers should read this material between the 15th and the 20th of February; the four-week gap being customary for a monthly. There is no way we can circumvent the Connecticut to FECOM

CLASSIFIED

H-13 QUALIFIED pilots (Army-trained) and A & E mechanics needed for operations in the Reno area. Will use Bell 47-J Rangers in the coming months. If interested, contact L. B. Scheer, Helicopter Transports, Inc., P. O. Box 953, Reno, Nevada.

GIFT PACKAGED Military insignia sets in sterling and gold filled qualities. Army Aviator and Senior Army Aviator wings in sterling silver. Write for free flyer. L.G. Balfour Company, Attleboro, Mass.

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or EUCOM delivery time. Material received AFTER January 15th goes in the February-prepared March issue. It is here that an article mildeus. The solution? Prepare and submit your copy on the first of the month and AIRMAIL it by the 5th, at the latest. You'll catch the next issue by doing so.)

Congratulations!



ZEPPENFELD, Mary Sue, a second daughter and third child, born to Major Bernard and Hazel Zeppenfeld, on 2 January, 1957. (6 lb, 9½ oz.)

POLITELLA, Daria Kay, a second daughter and third child for Mr. Dario and Frances Politella.

Personal Notes

BOXER LITTER, 2 males, one female. A very Senior aviator with three daughters, two sons, all young, desires breathing space. No reasonable offer refused. Write Box B, ARMY AVIATION.

JR: On your next flight this way, bring back my volume 1. I've got yours. Tom, Ft. Benning. (Ed. And don't sluff off on posting the revisions, JR.)

AL BAYER: You left town with that credit card. Would appreciate an unpunched copy. Editor.

Let's Chat...

On the 6th of June, 1957 Army Aviation will celebrate its fifteenth anniversary.

We feel that something more than just publicity should mark this date for it is an eventful one for all of us.

Our fifteenth anniversary proves quite emphatically that Army Aviation is not a *Johnny-Come-Lately*; that it is a seasoned veteran and not a new toy or a new tool in the hands of the Army commander.

Army Aviation came into existence on June 6, 1942. We would think that on this same day in 1957 Army aviation leaders would want to convene—or certainly would say: *'Look, we've come this far in 15 years; let's get together and review what we have done, what we are doing, and what we intend to do in the future.'*

Industry has worked with Army Aviation all the way. Why not invite industry to share in our anniversary? They've shared out successes and headaches for the 15 years. In asking ourselves, *"Where do we go from here?"* let's mull over our future in the company of industry representatives who will certainly take a most active part in shaping that future.

Bearing in mind that the general public should also know about our "fifteen-year-old" establishment, we would think that widespread publicity designed to reach the general public would be appropriate on this occasion. The recent *Memorandum* made front page reading and unless we want to kid ourselves on this score, the fact remains that for a substantial part of the general public the *Memorandum* was their initial acquaintance with Army Aviation.

The best way to reach the general public on aviation matters, as OCINFO will confirm, is through the Aviation Writers Association, a recognized organization of professional aviation reporters who carry the aviation party line to the public through all of our established newspapers and magazines.

It would be our suggestion to include the entire AWA membership in an anniversary celebration, to invite them to the suggested discussions, to the hash-sessions. By taking advantage of this—and every other opportunity to present Army Aviation to AWA—simply providing interesting copy to people who thrive on copy—we will find that AWA will bend over backwards to help us. Some of them may have a transportation problem or work on a tight schedule. We are in the transportation business.

The fifteenth anniversary of Army Aviation can come and go just as any other

day. If this happens we believe it would be a mistake. *Let's seize this opportunity, capitalize on it, and make it a truly memorable and rewarding occasion.*

FLIGHT PAY INSURANCE

A new plan for Flight Pay Insurance Protection is being widely discussed. The plan is both reasonable and comprehensive.

Working on the theory that Army aviation personnel can and should have *their own flight pay protection plan*, we have consulted several large insurance firms.

Should these consultations bear fruit, we feel that we will at least save the \$5.00 administrative expense attendant to the existing plan while offering the same basic coverage. The possibility also exists that a reduced premium may be secured if the plan is based upon available accident data and is restricted to rated Army aviation personnel.

We expect to be able to present detailed information to you shortly. If you are interested in this type of coverage, it will be to your advantage to consider the forthcoming "AA Plan."

EMPTY SEAT

On the reverse side of this page is an inset showing the new subscription fees for the publication. As we mentioned last month, the overall increase is slight—but in view of the fact that we are operating at air-coach rates and have a scheduled airline's load factor, the step was necessary.

Slightly more than two-thirds of the rated commissioned officers in Army aviation currently subscribe to the publication. Despite our efforts to keep the publication at a reasonable cost to the individual, the remaining one-third comprise an illusive potential audience.

We sometimes wonder just what it will take to secure their needed support, to take off with every seat occupied. Apparently it is something more than just maintaining low fares.

Not having the support of this *missing third* does hurt. It's the difference between 40 and 60 pages each month; the close editing of copy; the mandatory reduction in the size of all photos; the awkward size of the publication itself.

Please bear this in mind as you and your friend settle back in your seats this month. The both of you are now subsidizing that *third seat—the empty one*.

Through no fault of yours (or ours), you and your friend are paying for that free-rider.

LET'S INVESTIGATE!

An item appearing in *Planes*, the official publication of the Aircraft Industries Association, cannot help but make you pause and reflect.

The article says that a *piece of string—*

similar to the one made famous by Guy de Maupassant—is now being used by pilots of faster-than-sound aircraft to determine whether their flight is along the intended path. The article comments that Air Defense Command pilots follow the technique of Orville and Wilbur Wright, who tied a *piece of string* to their primitive planes more than 50 years ago to find out the angle of flight and whether or not the direction was true.

The *Planes* article also mentions that it is quite probable that when America's aircraft industry develops the first *manned* interplanetary craft, the *piece of string* will be attached to aid the pilot's judgement.

If this is true, perhaps our entire instrumentation program may be solved at dime store costs. The *piece of string* could alter the cockpit configuration radically and although this is pure daydreaming, perhaps the days of comfortable, uncluttered cockpits are to return. Even John Q. Taxpayer would probably breathe a sigh of relief. He certainly can't be wild about *Avionics* when the "Avi" part of an aircraft comes to \$3 million and the "onics" half totals a cool \$26 million.

However, until it appears as SOP in the AF Pilots' Operating Procedures Section of the Tech Orders, don't call your investment counselor. We have a suspicion that the cluttered cockpit, the cramped pilot, and the string-less electronics systems are here to stay.

GOOD BUY

We cautiously make note of the fact that some 210 "Who's Who—'56 Yearbooks" are still available at one dollar postpaid. Previous (and premature) announcements to this effect brought us a

Gayhart

I think I cracked the heat barrier!



Matthiessen

landslide of mail, although the landslide predominantly contained requests for copies previously purchased. If you are a pilot, crewchief, tech rep, desk man, wife, or would-be politician, you'll find that the Yearbook with its 3,200 individual listings is a good buy. We should know—we know how much it costs to produce it.

RED PALEFACE

On Page 34 of the January issue we placed a photo of a crewchief supervising the removal of a rotorhead by means of the crane on a 10-ton wrecker. The descriptive text accompanying the photo started off "During a regular 5-hour periodic inspection of a Vertol H-21 'Workhorse' helicopter . . ."

This typographic error (which should have read "50-hour periodic inspection") may have given some readers the impression that a big inspection is necessary every five hours, which, of course, is not the case.

According to a reliable source, the actual transmission removal for tear-down inspection (shown in the photo) is now required at the 450-hour interval. Our embarrassment is only exceeded by our desire to correct this error as soon as possible.

NO SWEAT

For the first time in many months we recently were faced with the problem of military security. We do not believe we have any questionable *Majors* subscribing to the publication but the address of a recent subscriber certainly made us pause for a moment. We still feel that all of AA's correspondents use common sense in making their submissions for publication. Then too, a good part of the material is PIO-prepared and submitted to other media. With these two facts in mind we feel that there should be no hesitation in honoring all subscriptions.

Next month we place the Fifth candle on the cake. Your editor, Art Kesten.

These parties are a SNAP!

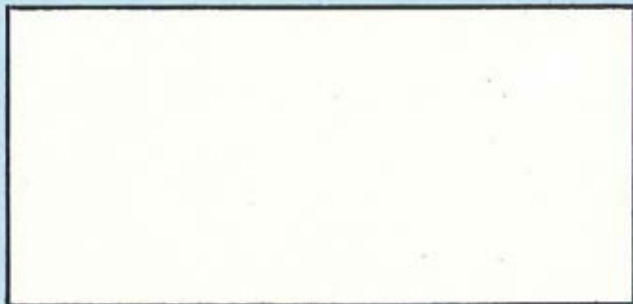


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