ARMY AVIATION
APRIL 15, 1957

ARMY AVIATION

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Editorial

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"ARMY AVIATION MAGAZINE is" sold on a money-back guarantee with subscribers to receive a pro-rated refund of that portion of the subscription that is unfilled at the time the request for refund is made.

To the Point!

FORT BENNING, GA.—Shown alighting from an H-13 helicopter at Fort Benning's Baughman Range to observe a firing demonstration is the Assistant Secretary of the Army for Manpower and Reserves, Hugh M. Milton, II.

Accompanied by Walter L. Weible, Lt. Gen. (Ret.) Mr. Milton visited the post in March for orientations on the U.S. Army Infantry School and the U. S. Army Human Research Unit activities. (U.S. Army photo.)

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Publication Dates

The closing date for all editorial submissions to the periodical is the 15th of the month for publication in the *subsequent* month's issue. If pertinent, copy is carried over to the second issue. Mailing date of the periodical is the 15th of the month appearing on the cover.

An AA ASSOCIATION Has Been Organized!

For additional information refer to the centerfold

News in Brief

An Oklahoma First

NORMAN, OKLA.—Army ROTC Cadet Captain Caleb J. Archer, of Lindsay, Oklahoma, a senior at the University of Oklahoma, completed his first solo flight on Feb. 25th after 8 hours and 20 minutes of dual instruction to become the first student to solo under the Army's ROTC Aviation Program.

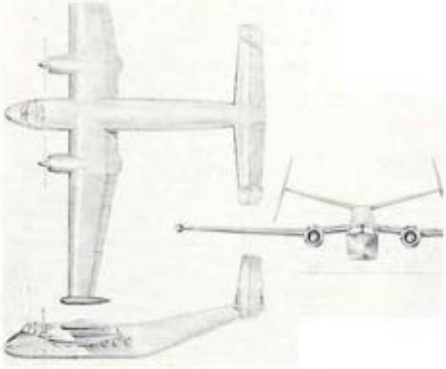
Col. Metticus W. May, Professor of Military Science and Tactics at the Oklahoma institution, stated that the University of Oklahoma was the first unit in the nation to start flight training under the new program. The contract was signed on Dec. 18th and the first class of instruction was held on Feb. 8th — CWO Ben W. Hinds

Tradition

FT. RUCKER, ALA.—When Brig. Gen Bogardus S. Cairns, now a student in the helicopter pilots' course, came down after his first solo flight in the H-13 helicopter he was met by his son. Douglas, who pinned on and polished the *oversized* solo wings which all students by tradition are required to wear for a period of 24 hours after completion of the solo flight.

General Cairns was formerly Assistant Chief of Staff for Operations at the Continental Army Command. Ft. Monroe, Va., prior to initiating his training at ARMAV. His son, Douglas, is a cadet at the United States Air Force Military Academy in Denver, Colorado. (U.S. Army photo.)

DHC4 Caribou Ordered by U.S. Army



The DHC4 Twin-Engine *Caribou*

TORONTO, CANADA—The de Havilland Aircraft of Canada, Ltd., recently announced the order for five DCH4 *Caribou* twin-engine transport planes by the Canadian Department of Defense on behalf of the U.S. Army.

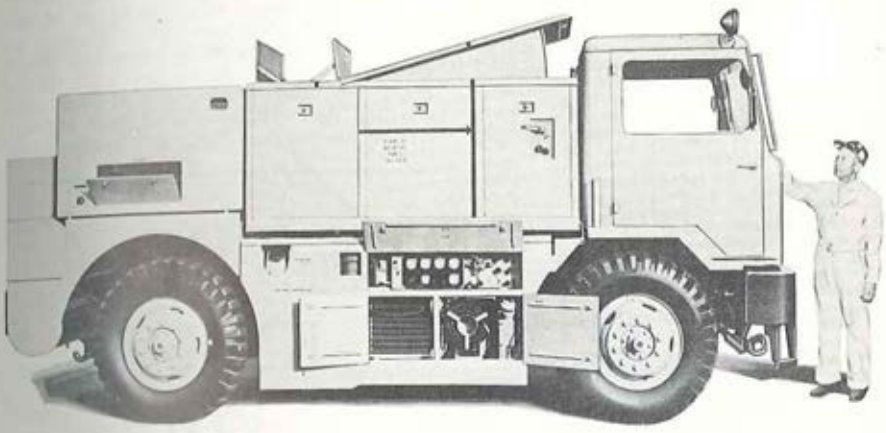
The order, valued at approximately $2.5 million, is expected to be fulfilled in early '59. The *Caribou,* grossing at 24,000 lbs, will have a 28 combat-troop seating arrangement, a cruising speed of 185 TAS at 7,500, a touchdown speed of 60 mph, and 26,000 foot (twin engine) or 13,000 (single engine) service ceiling. A Pratt & Whitney R2000-4 engine will power the *Caribou* although a turbo-prop installation is a practicable consideration for future development.

The *Caribou* will be in the performance class of the *Beaver* and the *Otter,* having an estimated 450 foot take-off run with

(*Continued on Page* 34)

SUBMIT NEWS COPY BY THE 5th

CAPABILITIES . . . Manpower, Tools and Experience



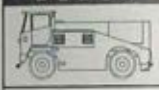
No other ground support unit offers the complete flexibility and "fast starting" action of the Beechcraft MA-3 Multi-Purpose Vehicle, now entering service with the U. S. Air Force.

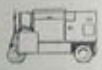
The MA-3 has 12,500 pounds draw-bar pull for towing aircraft, which can be increased by adding to its gross weight. It has reciprocating and gas turbine power plants, an air cycle type air-conditioner of 13-ton capacity, high pressure air compressor with capacity of 15 CFM of free air at pressures up to 3500 PSI. The vehicle can travel at 45 mph, maneuvers easily, has four-wheel power steering, four-wheel drive and four-speed torque converter transmission (four speeds forward and two reverse).

The MA-3 provides 28 Kilowatts direct current from two self-cooled 500 ampere 28-volt generators; features split and single bus; has three-phase alternating current 60 KVA-45 KW; and a self-cooled alternator, precisely controlled frequency 400 CPS.

Unexcelled in-the-field service by thousands of Beechcraft ground power units and a world-wide service organization add to the advantages of this truly exceptional unit.

BEECH BUILDS


MA-3 MULTI-PURPOSE VEHICLES


C-26, MD-3 POWER UNITS


TANK-WING-MAJOR SUBASSEMBLY SUBCONTRACT PRODUCTION


BEECHCRAFT T-34 TRAINERS


BEECHCRAFT L-23 TRANSPORTS


4-PLACE BEECHCRAFT BONANZA


6-PLACE BEECHCRAFT TWIN-BONANZA


8-PLACE BEECHCRAFT SUPER 18

Inquiries from airlines, manufacturers, and others who desire details of the most advanced and modern ground support unit will be welcomed by the Contract Administration Division, Beech Aircraft Corporation, Wichita 1, Kansas.

Beechcraft

BEECH AIRCRAFT CORPORATION, WICHITA, KANSAS, U. S. A.

THE KMAG AIR FORCE

by Col. James G. Holland, Jr.

The American public has become intimately familiar with the Republic of Korea since those fateful days in June, 1950 when the Red forces from North Korea began their treacherous attack to the south. Perhaps the most widely read and most famous of stories about the valor and worth of our Republic of Korea (ROK) allies was General Van Fleet's *Reader's Digest* article which showed so clearly how the American taxpayer could have 10 divisions for the price of one by direct support of the ROK army. All of this is general information in the minds of Americans.

Too few of us are familiar with the small, closely knit force that has and is serving as the U.S. mentors to the ROK army under the program that was implemented along the lines of General Van Fleet's recommendations.

Professional Advice Rendered

The U.S. Military Advisory Group to the Republic of Korea, known in Army lingo as KMAG, is a relatively small unit numberswise (Its total strength is considerably less than a standard infantry regiment), yet over the width and breadth of the Republic of Korea it gives professional advice to the Republic of Korea Army from the Chief of Staff level to the level of the general staffs of the infantry divisions. No matter where you go in Korea you are likely to see the flying eagle insignia of KMAG as its officers and enlisted men advise on such diverse programs as infantry tactics, vehicle rebuilding or the construction of a new elementary school building.

This is the story of only one small part of the KMAG operation but a very modern and significant part that enables a small, well-knit force to operate effectively throughout Korea—*the KMAG air arm.*

Employ Army Models

Flying standard Army liaison type aircraft and helicopters KMAG pilots, predominately lieutenants—many newly graduated from the Army Aviation School, assist in binding together the farflung advisory detachments. In the mountainous Korean peninsula, with no hard-surfaced roads outside of the major cities, aircraft are of critical importance.

For example a ride by jeep from a division to a corps headquarters may take over two hours on tortuous mountain roads. An L-19 aircraft can wing a KMAG advisor between the same points in fifteen minutes. The advisor arrives fresh and ready to work at once, rather than tired and covered with dust. When winter snows or summer rains block mountain passes the airplanes offer the only practical solution to transportation.

In naval strategy there is an adage that *"bases create ships."* A corollary for Korea is, *"aircraft create advisors."*

Take a typical day in the life of a general staff advisor to Headquarters of the Korean Army. Beginning his morning at 0730 going over telegrams, cables and letters that have come in during the night he is ready for an eight o'clock general staff briefing. By nine he is at a local airstrip and on his way to a field army headquarters to discuss plans and operations with the KMAG advisors and Korean officers on the Army staff. By eleven he is in the air again and may drop in at a Corps headquarters for a conference or inspection.

Following lunch with the corps-level advisory detachment he is away again flying to one of the seventeen Korean Army schools. By mid afternoon he is again in conference going over school curriculum or visiting classrooms or shops where Korean officers or isolated posts scattered by over hundred soldiers are being taught the skills required in a modern army.

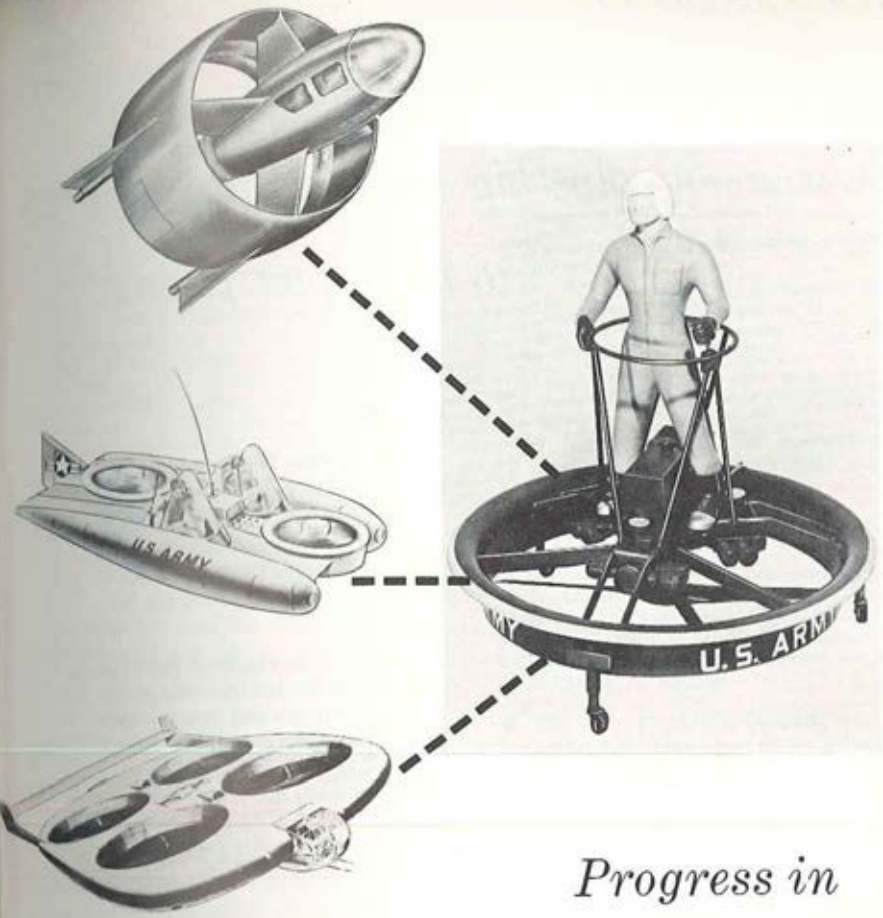
By the close of day our staff officer is once again in Seoul having completed in terms of surface transportation, the work of a week in less than ten hours.

In a thousand ways the KMAG aircraft serve in making its parent unit a more efficient force. Medical evacuation, church services, supply missions, mail delivery and many other activities are merely routine duties. The chaplain's activities are particularly striking for with an airplane a KMAG chaplain becomes a 20th Century circuit rider holding as many as four Sunday services for American soldiers in relatively isolated posts scattered by over hunlred miles.

(*Continued on page* 34)

About the Author

Colonel James G. Holland, Jr. serves as Senior Advisor to the Republic of Korea Command and General Staff College. In this capacity he has daily contact with ROK Army aviation elements and their specific utility to the Advisory Group missions.



Progress in

MOBILITY TO MATCH OUR AIR AGE

The Army's ducted fan program is now in its second important phase.

Hiller Helicopters and the United States Army have demonstrated "flyability" with the original Flying Platform. Today, fundamental research, investigation, and design and fabrication of prototype aircraft represent solid advancements toward military requirements for 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.

New Cessna YH-41

"delivers" top performance

plus big maintenance savings

to helicopter flying!

Cessna's all-new YH-41, recently purchased by the U. S. Army for its air "arm," combines the latest in design and engineering advances to give operating and maintenance performance never before experienced in the helicopter field!

For example, the engine—mounted in the nose of the fuselage—makes installation and servicing easy, provides extra cargo or passenger space. Cessna has made the rotor assembly aerodynamically clean. Also, the drive system on the new YH-41 is a masterpiece of simplicity, has a minimum of parts—conveniently located for easy servicing.

Cessna

Offering multi-utility uses, the 4-place YH-41, at 3,000 lbs. gross weight, can climb higher, faster than any other helicopter in its class—sea level to 10,000 ft. in less than 12 minutes! Its speed is the fastest in the light helicopter field.

The delivery of L-23D type aircraft with de-icer boots and propeller anti-icer may not necessarily mean that the all-weather aircraft is here and that we can now cope with all . . .

ICING CONDITIONS

by Maj. Gen. Hamilton H. Howze

Gentlemen: During this spring and summer, units will begin receiving the L-23D aircraft. As you know, this aircraft has certain deicing equipment which will greatly improve our weather flight capability. However, before becoming too enthusiastic on the matter I feel we should know a little more about it—especially its limitations.

The deicing equipment consists of deicer boots on the wings and vertical and horizontal stablizer, prop anti-icer (slinger), windshield defroster and, of course, pitot tube and carburetor heat. This looks pretty good—and is good—but need we be reminded that an all-weather aircraft has never been built. For example, the L-26C has deicing equipment similar to that of the L-23D, and here are extracts from two pilot reports on the L-26C under icing conditions:

No. 1

"I filed IFR and was cleared to 11,000 *feet—rime ice was forecast and after about ten minutes in the soup, ice was building up fast on the aircraft. The air inlet for the heater and defroster iced over causing the heater to fail and the cockpit filled with fumes. I turned off the heater—the windshield iced over—air speed started falling off, dropped from* 185 *to* 130 *MPH indicated—trimmed the aircraft nose high to maintain altitude and heavy ice formed under the wing, deicer boots would not clear it off—ice built up on the engine nacelles, prop spinner and windshield. Engines and propellers functioned normally."*

No. 2

"I filed IFR and was cleared to 8,000 *feet—moderate to heavy rime ice forecast. Windshield iced over and defroster would not keep it off—ice thrown from props made large dents in side of aircraft—heavy clear ice formed on aircraft—air speed decreased to* 150 *mph indicated—trimmed nose high to maintain altitude—finally broke out in the clear and noticed heavy clear ice under the wing as well as covering entire aircraft. Upon landing, inspection showed all parts of aircraft not protected by boots, covered with from* 1½ *to* 3 *inches of clear ice."*

These two reports clearly emphasize that our present deicing equipment cannot cope with all icing conditions. Windshields freeze over, heaters fail, gross weight increases, airfoils are spoiled, air speed decreases, stalling speed increases, the nose goes up to maintain altitude and the pilot wonders why he ever left the infantry.

A few general rules of thumb which will assist in keeping us out of trouble are as follows:

Do *not* rely on the standard adiabatic rate to determine temperatures aloft.

Do *not* fly into known icing conditions when it can be avoided.

Do *not* believe that ice will not form below 24 degrees F—it has been encountered at 40 below.

Do *not* discount the probability of heavy clear ice even though only rime ice is forecast—cumulus clouds have a way of hiding in heavy stratus.

Do not forget that aircraft cannot cope with heavy clear ice.

A word of caution concerning operation of the L-23D. The added weight, oxygen equipment and super-charged engines make the check-out in this model more critical than the normal transition from one modification to another.

★ Our FY 58 budget provides funds to continue the instrument training program conducted by the Contract Instrument Schools. Plans should be made to renew the contracts and fill the quotas on about the same basis as for FY 57. No final action may be taken prior to approval of the budget.

★ A master Army Aviator designation is about to be added to our family of aviation designations; this will be effected by a change to AR 600-106, to be published in the near future. Prerequisites for its award will be: fifteen years as a rated aviator (three years in other services may be counted); three thousand hours pilot time (military, civilian, first pilot, instructor pilot and student time may be counted); instrument qualification for five years with a current Army special instrument certificate; and helicopter-qualified, currently. Prerequisites for MSC and warrant officers will be less demanding.

The badge will be identical to the present Senior Army Aviator badge with a wreath added to encircle the star.

★ I have just returned from a moderately extensive trip which took me to California and back. It improved both my instrument flying techniques and my morale. Notes follow.

The staff and faculty at Fort Leavenworth

ICING CONDITIONS
by Maj. Gen. Hamilton H. Howze
(Continued from Page 9)

is intensely interested in Army Aviation. Under the direction of the Commandant, General McGarr, this institution is devoting much thought and energy to the proper utilization of Army Aviation. This is of paramount importance, for here and at other schools will be developed the doctrine which will govern the growth and future activity of aviation in the Army.

The unit training commands at Sill and Riley, although they still suffer from the pains normal to any organization charged with the activation of new units, still give the visitor a heartening boost, particularly when he sees the impressive quantities of fine looking aircraft. As you know, transition training responsibility is being removed from these stations and transferred to Fort Rucker, effective this summer.

I had a look at the 1st, 4th, 5th and 9th Divisions. I was glad to see that two of them have already instituted a scheme whereby a sizeable percentage of assigned aviators—including those recently graduated from The Aviation School—are rotated for short periods of time (30 days to 60 days), on Division orders, to ground duty in the divisions. In both cases the program was reported to be—thus far—very successful, and the line unit commanders receiving aviators found that they could employ them, even for these short periods, to very beneficial effect. Where this is done, of course, care should be taken to see that the aviator is assigned to a ground job where he learns the *tactics and technique* of his basic arm (assignment as assistant laundry officer won't do), and secondly, that he is afforded opportunity to get in his flight proficiency time.

Disappointing was the fact that the idea of a Division Aviation Company training exercise was not everywhere utilized. I wish to quote extracts from a previous letter:

"We must be very careful to see that tactical units not degenerate into outfits whose only capability is flying staff officers from here to there. I feel there is not enough initiative displayed in some units in originating and conducting field problems by the unit itself. For example . . . it should be extremely useful to any division aviation detachment to have its own field exercise, wherein the aircraft and pilots and mechanics and vehicles are placed in a field situation drawn up in conjunction with the division G3, and thereafter proceeding according to the directions of a division G2, G3, G4 detachment (also in the field) in the execution of a two or three day problem, the only participating troops being the aviation detachment itself. Prime purposes of such an exercise should be to develop the proper procedures and practice in selection of airstrips, operation of these airstrips, execution of missions assigned (during the exercises) by the general staff, camouflage and concealment of airstrips and aircraft, and supply and maintenance procedures.

"I urge on all aviation unit commanders that they suggest to their senior commanders the execution of a purely aviation exercise at least twice annually."

That part of the new guided missile course, which I sat in on at Fort Bliss, was interesting and instructive. Aviation officers will find it worth their while to attend. I also told the School that it was desirable for them to have a rated aviator on the staff, for he would contribute much to the School. No difficulty selling that.

I was favorably impressed also with the apparent enthusiasm of the University of Southern California in conducting our Flight Safety Course there. I think the University will continue to try to do its level best, and it remains up to us to see that it gets proper guidance.

Finally, Jim Wells and I had a look in on the ingenious but not-very-successful effort by Doctor Paul Dudley White and colleagues, by Messrs. Donald Douglas (Senior and Junior) and others of Douglas Aircraft, and by representatives and photographers from the National Geographic Society to obtain the heartbeat of the gray whale at Scammon's Lagoon, on the Pacific coast of Baja, California. Scammon's is where the gray whale goes on his honeymoon, because of the privacy and because the accommodations are nice. A Beaver and an H-19 (piloted by Captain Floyd E. Petty, 1st Lt. Roland T. Zapata, CWO Ralph L. Ebert, and WO Richard A. Schweitzer; crew members were SP2 Eugene Marcum and SP3 Richard Siemiakoski) were assisting (the expedition, not the love-making of the whales), and earned the very high and repeatedly expressed admiration of the distinguished civilians comprising the group. While no electrocardiograph was taken, we: (1) saw so damned many whales you wouldn't believe it (maybe 500, including calves), (2) saw as many sharks as whales, (3) killed a number of brant (black Pacific geese), (4) caught innumerable calico bass using orange peel as the lure, (5) enjoyed every bit of it.

★ We need stronger and better organized on-the-job training for our mechanics. Included in this training should be an occasional, by-the-numbers, instruction period on postflight inspection and other maintenance which lends itself to group instruction. The Army has found this to be a very profitable method of instruction and it seldom fails to turn up a few deviations from the approved methods. Our maintenance periods should never be without officer supervision, and

(*Continued on Page* 12)

Delivered: One Bridge

At Ft. Belvoir recently the Vertol H-21 dramatically demonstrated how it can save time and manpower in dry-span and ponton bridging operations.

As top Army aviation and Corps of Engineers' officers looked on, the H-21 overcame moderate turbulence to place such equipment as a 3,400-pound fixed-span steel treadway within six inches of target.

Another example of the versatility of Vertol's H-21 Work Horse.

VERTOL Aircraft Corporation

MORTON, PENNSYLVANIA

ICING CONDITIONS
by Maj. Gen. Hamilton H. Howze
(Continued from Page 10)

when an aircraft is receiving a periodic inspection, the officer who normally flies it will profit greatly if he closely attends it and even works (in fatigue clothes) with the mechanic until the job is done. This should provide excellent training for the young pilot and give a bit of inspiration to the mechanic. It will at least surprise him.

★ In some instances our system of requisitioning aircraft mechanics by MOS fails to produce a mechanic qualified to maintain the type aircraft assigned. This is a serious problem in small units having only one or two mechanics—so serious that use of the aircraft may be restricted for lack of maintenance.

In all cases where the mechanic requisitioned must be qualified on a particular type aircraft, the aviation officer should make sure that his unit personnel officer spells out the particular qualification required in addition to listing the appropriate MOS.

Since the TOE for the light helicopter companies shows the mechanic requirements only under MOS 674 (tandem rotor mechanic) some commanders are requisitioning against this MOS for H-34 helictopter companies. This produces a fine mess. It is suggested that, if appropriate, you introduce your personnel officer to MOS 673, ask him to insure that your requisitions for mechanic personnel properly reflect your needs, and see if you can keep him from strangling on the numbers racket.

★ I would like to call your attention to the National Aviation Education Council. This organization has been formed in Washington for the purpose of selling the "Air Age" to on-coming generations. One of the Council's first objectives is to introduce aviation materials into the elementary and secondary schools. The Council feels that incorporation of aviation ideas and problems into instructional materials, such subjects as mathematics, science, geography and reading can be made more interesting and result in better instruction. Secondly, they feel the graduates will, by becoming more familiar with aviation, be more receptive to the Air Age.

Many of you may be contacted by local school authorities seeking your opinion of the plan. I personnally approve of the efforts of the Council and, who knows? Removal of the mystery flight from the minds of little girls may pave the way for their future husbands to become Army aviators, RON'S notwithstanding. And not to be ignored is the possibility that such a program will improve the navigational ability of our future Army aviators.

★ Distribution of a new Army regulation entitled, *"Army Membership and Participation on Regional Airspace Subcommittees,"* will be made in March. The new publication will be AR 15-95 and will supersede SR 15-95-5. This regulation establishes procedures for obtaining: (1) airspace clearance for new construction which has an airspace implication; (2) command relationship with Regional Airspace Subcommittees; and (3) Army membership on those sub-committees.

Under this regulation the installation commander is responsible for initiating action for airspace clearance simultaneous with his initial construction request.

★ I received a request from the CAA Administrator asking the Army's cooperation in fighting a growing air collision problem. I have assured him of our full cooperation.

The collision problem in the continental U.S. and even in some overseas areas is becoming increasingly serious. Controlled air traffic in this country increased 23 per cent in FY 56 over what it was in FY 55. The Army now operates an appreciable number of aircraft in areas also utilized by common air carriers and consequently has a public obligation to do everything possible to avoid collisions: specifically, adherence to flight rules, alertness for other traffic and correct procedures. A study made by the CAA Technical Development Center indicated that the most lethal collision situation is that of one aircraft overtaking another on a slightly different heading at slightly different speeds or at different rates of climb or descent. So look to the rear, to the side, top and bottom and *do not fly under VFR unless the weather is VFR.*

Best wishes,

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

Power Package

Early models of Army L-23 aircraft will be returned to the Beech factory in Wichita, Kan., and manufactured as completely new airplanes, Beech Aircraft announced recently. A manufacturing program valued at approximately $1,710,000 *will underwrite a "rebuild program" for many "A" and "B" units with deliveries to start in September, '57 and continuing through August, '58. The rebuilds will be powered by the* 340 *hp super-charged Lycoming engines and will be equipped with new electronics, accessories, systems, interior styling, including a third cabin window on each side of the fuselage, with each airframe being completely stripped and brought back to zero time.*

FLYING FIRE ENGINE

The Kaman HOK-1 helicopter is famed for its versatility and adaptability to a variety of uses. Based on an actual incident, the photos below show how the HOK-1 can be used effectively as a piece of fire fighting equipment and local crash rescue vehicle.

1. Simulated crash consists of a scrapped plane soaked with aviation gas and jet fuel.

2. Carrying a pilot and three fire fighters, the HOK hovers over fire fighting equipment while ground crewman hooks it to the ship.

3. Flying to the crash scene, the HOK hovers and sets the fire apparatus on the ground automatically.

4. The helicopter lands near the equipment and discharges firemen who begin immediately to unreel the hoses.

5. Hovering over the flames, the HOK uses the powerful downwash of air from its rotors to beat down the fire. Firemen go into action.

6. Mission is accomplished as chemicals open path for the rescue of the "pilot." Elapsed time from arrival on the scene — 45 seconds!

Kaman's continuous research is helping to keep our National Defense effort strong.

KAMAN THE KAMAN AIRCRAFT CORPORATION, BLOOMFIELD, CONNECTICUT

To know the road ahead—ask those coming back. . . . Chinese Proverb

A Brief on the UCLA Safety Course

Since exchanging notes on the first Army class to attend the Safety Course given at the University of Southern California, Los Angeles, I felt that some informal comments upon the course would be appreciated by the readers of ARMY AVIATION in that many will attend subsequent classes.

I believe that considerable Army-wide publicity has been given to this particular course and it is a popular one.

Dr. Louis Kaplan serves as Coordinator of the Division of Aviation Safety at UCLA and supervise the course which has the following objectives:

The development of a basic understanding of the fundamentals of aeronautical engineering as applied to the operation of modern aircraft.

The provision of information on the aeromedical problems affecting passengers and aircrews.

The development of an understanding of the psychological factors involved in the operation of modern aircraft.

And, the development of an understanding of aircraft accident investigation procedures and findings as they contribute to the development of preventive measures.

Now that the objectives are out of the way, one can see from the above coverage, that the merits of the course cannot be denied and that its potential value to Army aviation will be noticed as graduates return to various commands.

The highlight of the course as far as I was concerned was the aeronautical engineering portion. Admittedly, the first class got off to a rough start, but the material presented then and the material now being taught are very much worthwhile.

The number of graduate aeronautical engineers in Army aviation is considerably few. I think that all personnel who someday plan to enter, as well as those who are already engaged in, Army aviation research and development, test, and maintenance activities and who do not have the advantage of a formal background in aeronautical engineering will find this particular course very beneficial.

During a visit of the class to a local aircraft manufacturer, presentations were made by designers and technical terms employed were understood by the group. This further substantiates my above remark.

Part of the investigation phase of the course included visits to recent military accidents in the local area as well as a field problem exercise to investigate a reconstructed Army aircraft accident.

Proficiency flying for the class (always a consideration) was arranged through the National Guard activity located at Van Nuys, some 20 miles from the college campus. Aircraft availability was not a problem, thanks to the excellent support of the N.G.

Accommodations are also no problem. Hotels, apartments, and rooms are available within walking distance of the campus. However, for those who have their automobiles with them, no difficulty is encountered in finding apartments in any direction from the campus. For example, my wife and I lived in an apartment with furnished linen, dishes, and steam-heated swimming pool for $115 per month.

Needless to say, there are many sightseeing in the vicinity and a car is mighty convenient for this pursuit.

I believe that the future students of this course will find it a most rewarding endeavor. It should prove to be excellent training for those who are required to possess a background in Aviation Safety.

About the Author

Major Joseph M. Bowers, a Senior Army Aviator assigned to the Office of the Chief, Transportation Corps, D/A, attended the initial Safety Course conducted at UCLA. Multi-engine and rotary-wing qualified, Maj. Bowers received his Army flight training at Pittsburg, Kansas, graduating as one of the earlier LP's in the aviation program. A Plans & Training Officer, his most "frequent flights are now on U.S. 1" between his Arlington home and his office at Gravelly Point.

The DHC4 Caribou

An order for the supply of its new DHC4 *Caribou* twin-engine transport airplanes from the Canadian Department of Defence Production on behalf of the United States Army was recently announced by the de Havilland Aircraft of Canada, Ltd. of Toronto. The aircraft, on which deliveries are scheduled to commence early in 1959, are being purchased for evaluation by the United States Army. Theh value of the order will be approximately $2,500,00.00.

The development of the *Caribou* has been under consideration by de Havilland, Canada for some time. Design studies have been actively underway during the past two years. The decision to proceed with the design and development of the *Caribou* was arrived at several months ago, when the Canadian Army and the Department of Defence Production indicated that they would be prepared to participate with de Havilland, Canada in the design and manufacture of prototype aircraft.

The United States Army has extended active assistance in recent years to a number of design and research projects having as their objective the further development of STOL and VTOL type aircraft. The new twin-engined *Caribou* is basically in the DC3 load-carrying category but with take-off and landing performance calculated to equal or surpass that of the *Beaver* and the *Otter*. Designed with payload and STOL characteristics as a primary consideration, the *Caribou* logically could augment the large fleets of de Havilland L-20 *Beavers* and U1-A *Otters* now performing valuable service for the U.S. Army.

Designed and built by

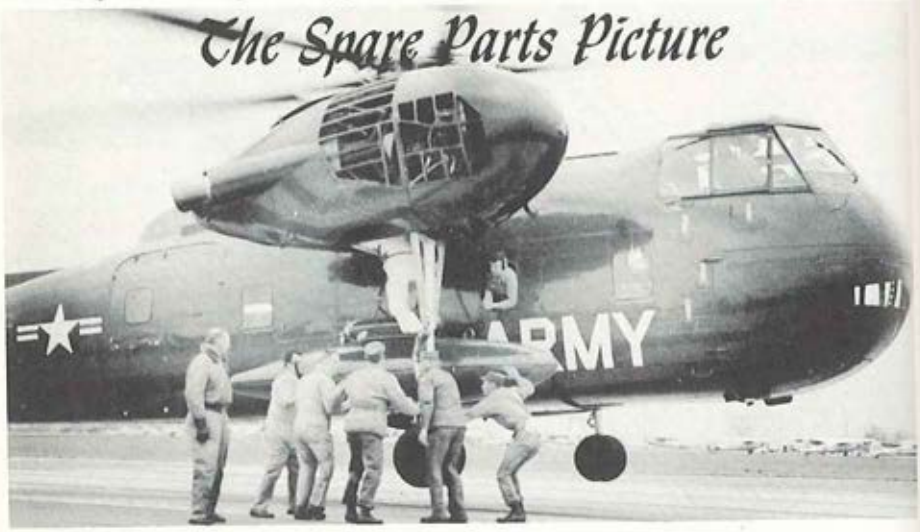
THE DE HAVILLAND AIRCRAFT OF CANADA LIMITED

POSTAL STATION "L" TORONTO ONTARIO

WASHINGTON REPRESENTATIVE — D. J. GIVENS

Accelerated logistical evaluation testing currently being performed by a Transportation Corps unit at Fort Rucker markedly reduces logistic support and provides answers to . . .

The Spare Parts Picture



FORT RUCKER, ALA.—*To cut maintenance cost, manpower and spare parts requirements, and capital investment to a minimum*—that on a thumbnail is the mission and objective of the Transportation Aircraft Test and Supply Activity at The Army Aviation Center.

Under the command of Lt. Col Charles E. Hollis, the first such logistical test unit in Army aviation history is now considered seventy-five percent operational.

In past years the amount of logistical support necessary for a new type aircraft could not be determined for a period of several years, or until a sufficient number of flying hours on the aircraft had been accumulated. The unit is commonly called, TATSA, and was established at the Ft. Rucker installation in July of last year. under normal field conditions. According to Colonel Hollis, the primary objective of TATSA is to fly 1,000 hours on a new aircraft within a six month period of time.

Crystal Ball Obviated

By rapidly accumulating flying hours it will be possible to determine the *realistic* supply requirements in approximately one-third to one-fifth of the time previously required, thereby saving millions of dollars spent over a period of years under the old system of *"crystal ball"* forecasting the spare parts requirements.

In addition to conducting logistical tests on Army aircraft the new transportation test and support unit supplies all spare parts and field maintenance support for aircraft being evaluated by the U.S. Army Aviation Board and the Signal Corps Aviation Test and Support Activity, both of which are also located at Fort Rucker.

In the future all aircraft authorized by the Army for general procurement will undergo logistical evaluation tests by TATSA. At the present time these tests are being made after the aircraft has undergone extensive capabilities tests by the Army Aviation Board. Plans for the future are to conduct simultaneous testing by each the three activities.

Under the direct control of the Transportation Supply and Maintenance Command with Headquarters in St. Louis, TATSA, when directed, conducts tests on other than standard aircraft which might have features to be considered for future application in later production aircraft.

Field Expedient

FT. RUCKER, ALA.—When the landing gear of the Army's largest helicopter, the *Sikorsky* H-37, became damaged after a practice landing during a recent routine test flight a unique *"on-the-spot"* was effected with the aid of two manufacturer's representatives.

While the big plane was kept at a hover about three feet above the surface of the landing strip, Monty Miller, Sikorsky engineer, was boosted into the landing gear well by another technical representative and several mechanics of the Transportation Aircraft Test and Support Activity.

After more than a half-hour in this perilous position Miller succeeded in adjusting the landing gear which had become locked in a down position. (U.S. Army photo.)

OPERATION from -40° to +80°F

As officer in charge of the Air Section of the Army's Arctic Indoctrination School, Capt. Foy R. Ketchersid became intimately acquainted with the first Bell helicopter ever sent to Alaska.

During nine months of 1953-4, he logged over 500 hours in this 'copter, flying in the worst sort of weather with temperatures ranging from 40° below to 80° above. On one occasion he even flew with the thermometer registering -60°. The Bell, he reports, showed infinite stamina and a much better than human ability to withstand cold and adverse weather.

A bomber pilot in both Europe and the Pacific during World War II, Capt. Ketchersid returned to service with the Oklahoma National Guard at the outbreak of Korean hostilities. With over 1500 hours fixed and 1600 hours rotary-wing experience to his credit, he is a Senior Army Aviator and typical of the officers who are devoting their careers to building the strength and efficiency of Army Aviation at the Army Aviation Center, Ft. Rucker, Alabama.

Helicopter flight and mechanical training are available to qualifed personnel at the U. S. Army Aviation School, Ft. Rucker, Alabama.

BELL Helicopter CORP.

FT. WORTH, TEXAS

Subsidiary of Bell Aircraft Corp.

IF you have anything to do with airplanes or helicopters, then you probably have something to do with Engines . . . AND IF you have anything to do with Engines, you *SHOULD* have something to do with *DALLAS AIRMOTIVE.*

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THE BEECH L-23D MODEL

A Report from the U.S. Army Aviation Board

Now under current service test and evaluation at the U.S. Army Aviation Board, Ft. Rucker, Ala., the Beech L-23D Model aircraft was delivered to the Board following a factory checkout of Board personnel at the Beech Wichita plant.

The service test given to the aircraft will determine its adequacy and suitability for Army use and at the same time determine if a requirement exists for the propeller slinger ring and anti-icing equipment.

Briefly, Board personnel describe the L-23D as a twin-engine, low-wing monoplane with seating space available for pilot, co-pilot, and four passengers. Board authorities state that the basic configuration of the "D" Model is the same as the L-23B but the "D" incorporates the following modifications:

An increase in horsepower by utilizing two Lycoming Model GSO-480-1, dry-sump, supercharged, air-cooled, horizontally opposed engines, developing 340 *brake horsepower each. (An augmentor tube exhaust is used for improved cooling.)*

The use of three-bladed, hydraulically operated, constant-speed, full-feathering propellers. Each propeller is equipped with a liquid slinger-ring type anti-icing system.

Slotted, full trailing-edge wing flaps, consisting of two sections for each wing and extending to the aileron on each side.

Pneumatic type de-icer boots installed on the leading edges of the wings, horizontal stabilizer, and vertical fin.

New instrument panel design.

Electrically operated, fuselage assist step (stair-step type).

Oxygen equipment and additional radio aids.

Something new has been added to the 3rd *Otter* Co. There seems to be some embryological mistake—big *OTTERS* are supposed to have small *otters*, but three of our mother craft now brood over three L-21 type aircraft. Maj. Bennett, our C.O., accepted these during early March (see photo this page.)

"Now, Cyril, you know we always have tea!!"

"An AAAA has been organized. . . ."

Announcing the Formation of the ARMY AVIATION ASSOCIATION

Of America

Out of a long-felt need for an overall organization of Army aviation personnel representing all segments of the active Army, the Army National Guard, and the Army Reserve establishments the Army Aviation Association of America, Inc. has emerged.

AAAA, a non-profit corporation without capital stock organized under the laws of the State of Connecticut, serves three main purposes:

To preserve and foster the spirit of good fellowship among former and present personnel of the U.S. Army, the U.S. Army National Guard, and the U.S. Army Reserve who were or currently are professionally affiliated with the field of U.S. Army aviation or its allied pursuits.

To advance the status, overall esprit, and the general knowledge and efficiency of Army aviation.

To advance those policies, programs, and concepts that will be of mutual benefit to the membership of the Association.

AAAA, with national headquarters in Westport, Connecticut, and with regional headquarters in seventeen widely-separated locations, will shortly have full National and Regional Executive Board staffs on which all components have full representation.

AAAA, returns immediate bona fide benefits to its membership. All Members of AAAA, by acting in concert, secure those group benefits that are available to any group of individuals acting as a body. Members receive a monthly issue of the authorized publication of the Association and such supplementary information as the Association may furnish from time to time.

Locator service, employment information for those interested in the field of aviation and allied fields, and investment counseling are benefits of the Association that are to be implemented in the near future.

A license renewal reminder program, an Association-paid travel and pedistrian insurance policy covering Members for accidents involving loss of life or dismemberment as pedestrians or when riding in vehicles such as a car, plane, train, bus, etc.; and a public relations program designed to assist individual Members and lecturers are planned as future benefits.

AAAA, organized on a National, Regional, and Chapter activity basis is to be governed by its own freely-elected officers, each activity being administered by a 9-member Executive Board. Individual Chapters, comprising 36 or

To advance the status, overall esprit, and the general knowledge and efficiency of individuals who are professional in one of the Army Civilian Component establishments.

from time to time.

loans may be secured without interest charges.

Individual Chapters, comprising 50 or more members, are to be chartered upon

ities and 250 or more members, shall represent the broad geographical areas.

AAAA, financed by an annual dues program, provides pro-rated funds to each Chapter and Regional Activity so that they may further the aims and purposes of the Association within their respective areas. AAAA, providing for the election of active Army, N.G., and USA leaders on *each* activity Executive Board, is a truly representative organization in which Members of all three establishments have a voice in the affairs of the Association.

AAAA is an organization for *all* Army aviation personnel—it is both a fraternal organization and a professional organization. It has been organized with moderate membership dues to further Chapter and Regional activities *as well as* a National activity.

Why not fill in the attached Membership Application and forward it to AAAA Headquarters? You will receive your AAAA Membership credentials promptly and qualify for any and all benefits and privileges attendant to the Association.

ARMY AVIATION ASSOCIATION
A Non-Profit Organization

Corresponding Address:
AAAA, Westport, Conn.

Application for AAAA Membership

I wish to become a member of the Army Aviation Association. I am a U. S. citizen, qualified under classification checked below. Please start my annual ARMY AVIATION Magazine subscription and send my membership credentials immediately.

☐ MEMBER: I am or previously were engaged professionally in the field of U.S. Army aviation in the active Army or in one of the Army Civilian Component establishments.

☐ STUDENT Member: I am currently engaged in student training at a recognized U.S. Army primary flight training facility or an Army Basic Aviation Maintenance Instruction facility. (Non-voting, non-office-holding).

☐ ASSOCIATE Member: I am neither of the above, but wish to further the aims and purposes of the Army Aviation Association. (Non-voting, non-office-holding).

Membership Year Terminates on March 31st

☐ $6.00 Enclosed: (Applications submitted from April 1st through June 30th).
☐ $4.50 Enclosed: (Applications submitted from July 1st through September 30th).
☐ $3.00 Enclosed: (Applications submitted from October 1st through December 31st).
☐ $1.50 Enclosed: (Applications submitted from January 1st through March 31st).

NAME.....
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ADDRESS.....
(Post Box Number, Residence or Quarters Address if Desired)

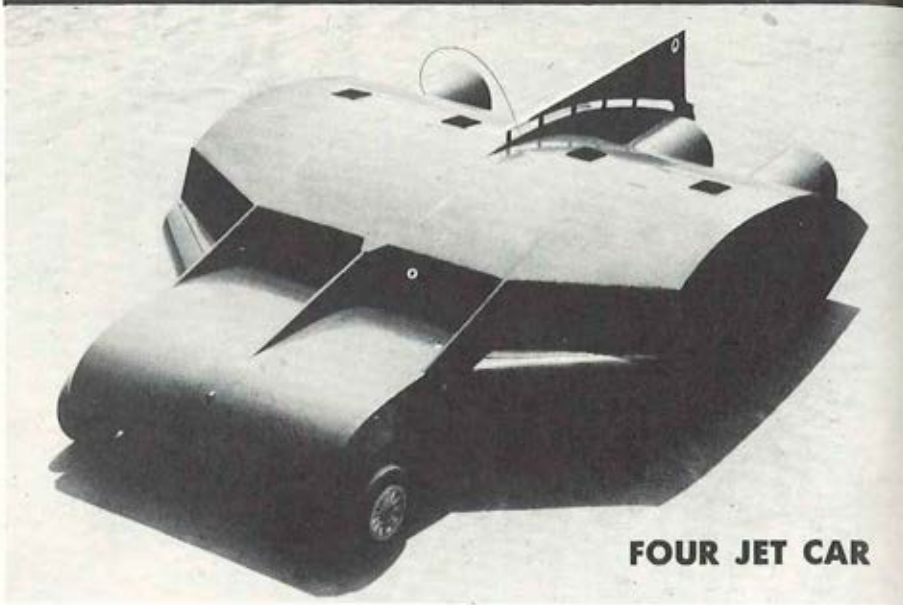
CITY.....ZONE.....STATE.....

☐ Army ☐ NG ☐ USAR SIGNATURE.....

Failure to indicate category of membership or lack of signature will invalidate this application.

Refund to Subscribers *To qualify for any and all privileges or group benefits attendant to the AAAA, it is necessary that current subscribers to ARMY AVIATION MAGAZINE change their status from magazine subscribers to members of the Association. In that a portion of the annual dues duplicate the annual subscription fee, it is necessary for the Publisher of the magazine to make a refund on that portion of the subscription that has not been fulfilled to those subscribers who wish to become members of the Association. This refund will be made in the form of a check should a monetary refund be desired. If it is at all possible, the Publisher would prefer to forward the balance of the issues due to a subscriber to any person designated by the subscriber (parents, uncle, brother, friend, etc.) so as to obviate the negotiation of many small checks.*

ALL AMERICAN INGENUITY



FOUR JET CAR

Helpful Hot Rod

The hottest hot rod on wheels today was developed by All American. But far from being a threat to life and limb this hot rod is used to *save lives.*

Powered by four jet engines, the car makes speeds of more than 200 miles per hour and is used to simulate a landing jet aircraft. Its main purpose is to drive loads at high speeds into aircraft arresting gear to test the strength and durability of the gear. On how well these arresting gear hold up may depend the life of an Air Force or Navy jet pilot.

The jet car was All American's answer to the difficult problem of how the speed of a landing jet aircraft can be attained on the ground with a load equal to the weight of an airplane. This and other tough problems for the Armed Forces and industry are All American's business.

Every engineering idea receives consideration at All American.

Engineers who can tackle these vital problems with a spirit of daring and imagination contact Walt Jones, Personnel Manager, All American Engineering Company, Box USS 2668, DuPont Airport, Wilmington 5, Delaware.

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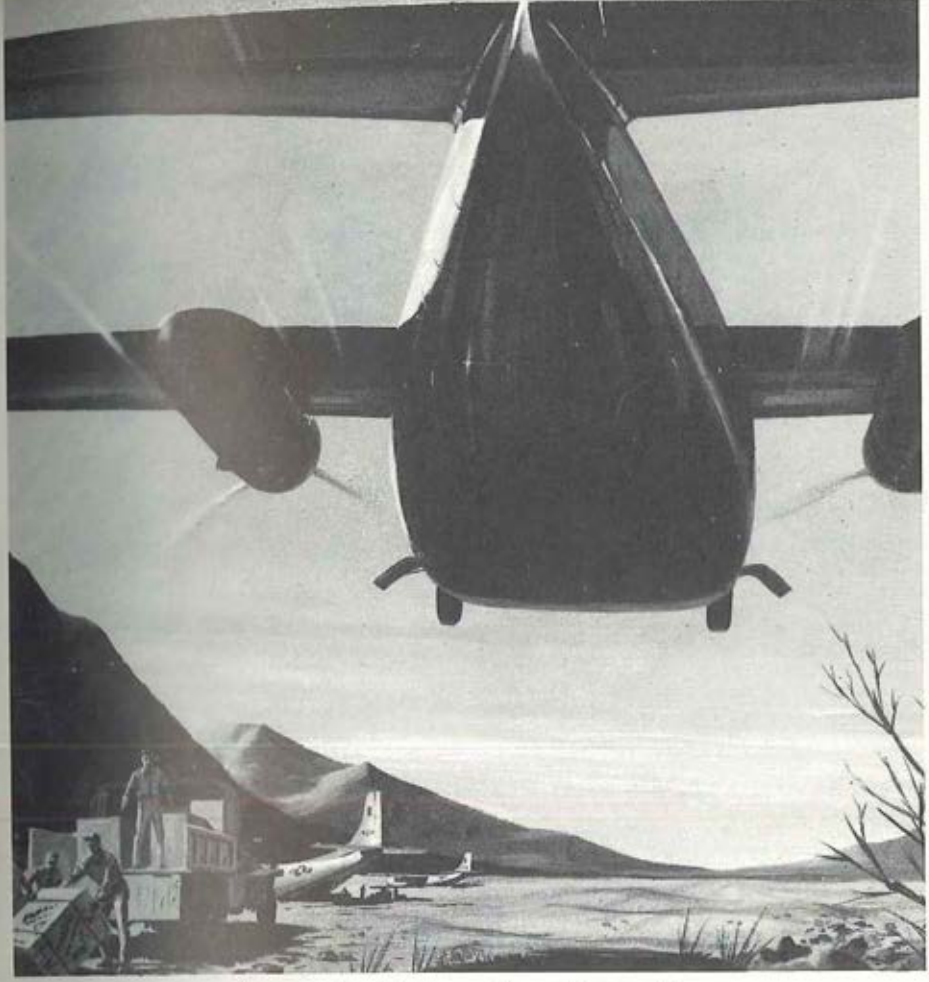

Logistics Jackpot

Steel girders—wooden beams—cable and wire reels—railroad ties and track—delicate electronic equipment—these are typical C-123 loads on any logistics mission.

Jet engines, food, medicine and hospital supplies by the ton—these make up the bulk of C-123 cargoes.

These versatile transports can move entire divisions—at the rate of up to sixty men or eight tons of cargo per plane. Big loads do not mean hard surfaced runways—the C-123's assault transport characteristics turn narrow clearings and furrowed fields into landing areas.

Reliability—versatility—performance . . . these C-123 qualities are typical of the Fairchild design and production philosophy.

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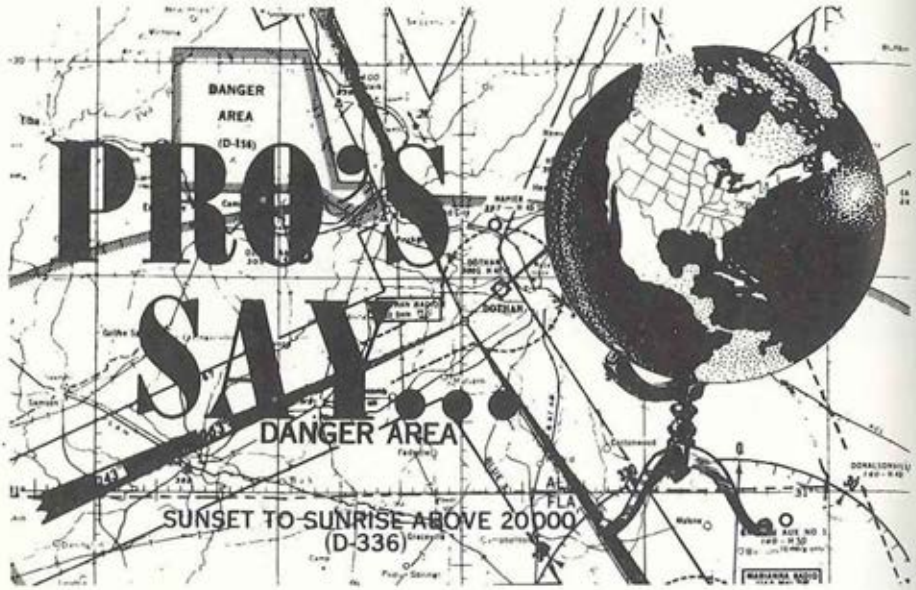
...WHERE THE FUTURE IS MEASURED IN LIGHT-YEARS!

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



Nose Count

CAMP ZAMA, JAPAN—Here at the AFFE Flight Detachment we have had almost a complete turnover of personnel since my arrival in May of '56. Our strength (recently low enough to have our pilots pull AOD twice a week) is once again on the rise. However, by the end of March our pilot total hit the 10-11 mark and alleviated our work load. The EM turnover has been almost as great although the overall picture now looks quite bright for most returns to the ZI are late in '58.

"IT" made a brief visit to our unit and has since departed. Only a few of us had the opportunity to view "IT" and those that didn't look forward to its return. I believe that "IT" is presently making its debut in Korea.

Just completed—the delivery of an L-23 from Camp Zama, Japan to Saigon. Capt. Lynn Askins and Lt. Colver Jones made the flight without benefit of special equipment and/or reserve gas atnks.

YC, (Lt.) Bob Koepp

'Nother First

FT. CLAYTON, CANAL ZONE—Visiting us here in the Caribbean from Washington were Col. Hallett D. Edson (Dep Director of Army Aviation) and Capt. Robert Mathias of Belvoir. Col. Edson received an orientation on the 937th's activities here in the Zone as well as some of our outlying projects, and made a two-day tour of the 937th's Avn Detachments in Colombia. The Colonel visited each of the Central-American projects prior to his return to the States.

Passing through the Zone in a brand new L-23D on their way to Rio de Janiero were Col. L. W. Leeney and Lt. Col. Evers of the Office, Ass't Secretary of the Army. They were delivering the craft to the Army Mission Chief in Brazil. Capt. Balint (in from Brazil for a breather) gave the Colonels survival and flight briefing for the remainder of their trip. (The remainder is 4,200 nautical miles. Some remainder, what.) Capt. Wilkinson will accept the craft in Brazil. An assignment in Rio and a "D" model aren't hard to take.

The dry season here has sure been dry; not a drop of rain since early December. (*Ed. Seems as though I remember recent muttering about too much rain. Now it's too dry??*) This makes for right nice flying weather, except for strong gusty winds (up to 50-60 MPH) in the mountainous areas and the burning-off of the jungle. Heap plenty smoke and low visibility.

YC, (Lt.) Joseph R. Gayhart

Briefings

FT. RILEY, KAN.—Greetings from the First Aviation Company. Not the First *Army* Aviation Company, but the First Aviation Company, First Infantry Division . . . Let's

not have any nasty letters from those *Otter* people.

Biggest news here has been the preparation for Exercise *King Cole.* Led by Capt. John Mordan, our crew of pilots and mechanics went through a full schedule readying for their sojourn in Fort Polk territory . . . Perhaps *"sojourn"* may not be the appropriate word.

Preparation included the whole book of field flying training: road landings, message pickup, night strip operation, resupply by air, and barrier landings. Also in the schedule—a round of ground school classes covering the special nature of the operation.

Happiest officer in the group is Lt. Robert R. Gray. As Motor Officer he had the rare privilege of bouncing to Fort Polk in the motory convoy. Other officers taking the short *Swamp Tour* included: Capt. John H. Richardson, and Lts. O. E. Bolhofner, J. L. Carney, R. W. Davis, Jr., W. J. Lumpkins, D. E. McSpadden, J. T. Ralph, J. F. Sotomayor, and H. G. Sparks.

Many go to Toronto to pick up aircraft, but the First often goes to Wichita. From our vantage point on the Kansas River our pilots pick up a number of aircraft from Cessna at Wichita. Our latest business has been in the L-19 *Easy* series. Unfortunately, we do not keep 'em long, ours being the ferry mission for other units, but we do *sit in* quite a number of aircraft.

YC, (Lt.) Ronald D. Jones

Late Model

FT. BRAGG, N.C.—A transition training program involving transition checkouts in the *Vertol* H-21C is underway in the 8th Trans Co. (Lt Hcptr). Among those receiving the training were WO's Robert Dixon, James Zeigler, James Hellums, and Willis M. Curls. The class, which began on the 15th of February, completed its course on 1 April and was the forerunner of other classes to follow. Mr. George Holmes, a *Vertol* factory representative, conducted the ground school training attendant to the course. YC, (WO) Willis M. Curls

High Interest

FT. RILEY, KAN.—Things are happening fast and furious here at the 3rd Army Aviation Co here at Ft. Riley. We're happy to announce the formation of the 3rd Aviation Enlisted Flying Club.

At the first meeting in late Feb., thirty men of the 3rd voiced their interest in the new Club. The flying and training will be undertaken at the Junction City Airport, about 5 mi. from Riley. Sp/2 William J. Young has donated the use of his *Aeronca* Champ.

A few of the members have previous flying experience and Sp/2 Young and Pvt-2 Clyde F. Adams have CAA licenses. The rated personnel of this unit are very pleased with the interest shown by our enlisted personnel and hope that other Army flying organizations will also be inspired.

Last month the 3rd participated in a demonstration showing proficiency in troop movement and resupply. The demonstration was witnessed by W. C. Wyman, CONARC Commander.

Something new has been added to the 3rd *Otter* Co. There seems to be some embryological mistake—big *OTTERS* are supposed to have small *otters,* but three of our mother craft now brood over three L-21 type aircraft. Maj. Bennett, our C.O., accepted these during early March (see photo this page.)

Volleyball, the present sport fever, is going strong and the word of the day is *"Fill up that hole"* as a fellow man crashes to the ground in agonizing pain and the game goes on. We play a rough game—guess who had the last injury?

Your friendly PIO, (Lt.) Whitney C. Scully

They're Promotin'

ILLESHEIM, GERMANY—Our Seventh Army checkout of 26th Trans Co pilots is nearly completed, and now we've just about completed the instrument phase. At first, it was quite easy to tell that we were in this phase for the helicopters could be viewed in any of a number of weird attitudes. But *now* everyone is progressing nicely.

Our field here at Illesheim is undergoing some new changes with the beacon having been in operation for some time now (and still running competition with some other nearby radio stations). Although our tower *is working up a storm, it still lacks some* essential equipment.

Since the 26th arrived in Europe last August, pilots of the unit have flown over 2,600 hours and no accidents have been recorded. This record was achieved despite our participation in three field exercises.

Always of interest is the fact that they're promoting. The 26th has just had a batch of promotions. In the past few months 27 WO's made CWO-2, two men were promoted to Sp/2, and one man to Sp/3. The month of December saw the first of the promotions (with one D/R back to November), but later in Dec., Jan., and Feb. they came in *droves.* Look for a group photo in the next correspondence.

YC, (CWO) R.P. Sword

Shingles

In the theater

free seats hiss first

To Bail or Not to Bail

FT. BENNING, GA.—The feasibility of parachute descents from the H-19 helicopter was definitely established through a series of tests conducted at Ft. Benning recently by the U.S. Army Infantry School's Airborne-Air Mobility Department.

The experiments were under the direction of Capt. Joseph E. Collins, project officer, who termed the operation a complete success.

The project was given to the Ft. Benning department after preliminary investigation by military personnel and research scientists at the U.S. Army Airborne-Electronic Board at Ft. Bragg, N.C., attested to its safety.

With the feasibility of the operation proven on paper, it remained for the department to test the theory under actual tactical situations.

In full combat garb, five Infantrymen made several test jumps from a 37th Med Det helicopter, piloted by Lt. Darwin E. Yoran. Jumping from a sitting position, the parachutists left the *Sikorsky* H-19 in 3-second intervals above the drop zone. At the time of the jump, the aircraft was traveling about 40 mph at an altitude of 1,500 feet.

According to Air Mobility Group officials, these experiments proved that jumps are practical in combat situations where terrain roughness and other disadvantages may prohibit the helicopter from landing. The tests revealed the value of the H-19 in combat, especially in night operations where jumps are imperative to land personnel with a minimum of noise. The noise of the blades is increased when a helicopter lands.

Orientation jumps from this aircraft are being made to acquaint additional members of the department with the operation. Last year the Airborne-Air Mobility Department successfully tested the *Vertol* H-21 for jumping potentialities.

M. James P. Leighton demonstrates jump techniques used in a series of tests of the Sikorsky H-19 helicopter at Ft. Lawson's Army Air Field. The Air Mobility Group of the U.S. Army Infantry School's Airborne-Air Mobility Department conducted the tests designed to develop techniques and procedures for parachuting from Army aircraft. (U.S. Army Photo.)

Damn Yankees!

SENDAI, JAPAN—A word from the *Northern-most* unit in Japan. We of the 5th Cav Regt and the 61st FA Bn Air Sections at Lanier Field feel that we have the greatest *little* outfit there is. We have a few L-19's, a *Beaver*, and an H-13 but equipment totals cannot reflect *esprit*. We share the field with the Japanese 6th Division pilots and quite a few Japanese civil aircraft are always coming and going from here. And, of course, the Air Force drops in on us now and again.

Capt. Robert Haley is the OIC at Lanier and is CO of the 61st's Air Section. He is also MaintO—school-trained, no less—of the combined section. He is assisted in Maintenance by Lt. Carl Putnam, also of the 61st. Heading the 5th Cav contingent is Lt. Curtis Steckbauer, who with Lt. Putnam, arrived here from Korea last year—a pleasant change, both admit. Have a group photo of the Northerners. Hope to see it appear here.

YC, (Lt.) Curtis J. Steckbauer

Convenient

KENMORE, N.Y.—Just a note to brief the readers on how the NY-NG, Upstate Department is faring . . . As part of the 27th Armd Division, NY-NG, we have our own airport in Orchard Park, N. Y., just southeast of Buffalo. With 1,500 feet of PSP and a good sod strip to boot, we're really functioning. We've just received a new TL-19D instrument trainer to supplement our seven L-19's, two L-17's, and two H-13's.

We have some very proficient pilots and excellent mechanics on our rolls, all under the eagle eye of Maj. Neal Baldwin, the DAO and a full-time Guard employee. Anytime that any of you are in the Buffalo area, just drop her in. Coffee's waiting.

YC, (Lt.) Harry F. Baldwin

Shingles

Let us help you out . . .

which way did

you come in?

Graduation Photo of Instrument Class No. 5 at the Ft. Benning Instrument School. Front row (l. to r.): Capts Albert Knight & James Fletcher; Lts Richard Beck, Wayne Cox, & Richard Steffanson; Capt George McIlwain; Lt Robert Heubner. Standing: Capt Robert Dyer; Dallas William; Lts Billie Williams; Elmor Thomas, James Greenquist, William Jackson, Alan Sweeney, Van Mater, & William Carter Capt Lyman Vassey; Jeptha Warren; Lt Frank Kakuk; Roland Fouilhe; Capt Ellsworth Rhodes; Anthony Hatteras; and Lt. Col. Charles Ernest. Capt. James Fletcher, second from left in front row, was honored as the top student of the Class.

Gauge-Gazing

FT. BENNING, GA.—The instrument Program has shifted into a higher gear here, with the acquisition of three additional link trainers, making a total of eight and each capable of ILS, GCA, Omni, Low Freq, and radio orientation.

The school, under the guidance of Capt. Robert A. J. Dyer, graduates ten 3-2 pilots every eight weeks. Six receive instruction in 126's while the other four from the 1st Army Aviation Co receive gauge work in the *Otter*. Class number 6 students from the 1st AA Co include: Lts John Smith, John Ahern, Dave Dillinger, and Ben Collins.

YC, (Lt.) James Greenquist

(Ed. For additional details on Ft. Benning Instrument Training, see the graduation Group Photo below.)

Shingles

The full teapot

makes no noise.

. . . Chinese Proverb

Nice Custom

FT. BENNING, GA.—Fort Benning's first lady, Mrs. Herbert B. Powell, now wears a pair of silver helicopter wings.

True to the custom of Army aviation, Maj. Gen. Powell, U.S. Army Infantry Center commander, pinned miniature wings on Mrs. Powell immediately after receiving his own emblem at a recent ceremony held at Fort Benning's Lawson Army Air Field last week.

The two-star general qualified for his wings by successfully completing flight training under the instruction of Capt. Robert A. Michelson, commander of the Third Combat Aviation Company of the Third Infantry Division.

The Army tradition began in 1950 at the Aviation Center, then at Fort Sill, Okla. There for the first time since the Air Force was separated from the Army, soldier fliers were entitled to wear regular pilot wings. To commemorate the event, the Army aviators presented miniature wings to their wives.

The custom spread throughout the service and today is part of every graduation ceremony at the Army Aviation School at Fort Rucker, Ala.

Lt. Col. Charles Ernest of Carmel, Calif., Lawson Army Air Field Command executive officer, presented the wings to Gen. Powell to give to his wife in behalf of the Lawson command.

Submit Copy by the 1st

Maintenance Tips

The editor has provided this space to be used every month for maintenance news. This will be conducted on a very informal basis ,and your comments, suggestions, or questions are encouraged.

We are particularly anxious to receive questions concerning supply or maintenance problems encountered in the support of Army aviation.

Send your questions or suggestions to the following address:

MIKE BUTTON
c/o Army Aviation Magazine
Westport, Connecticut

Fire away and put old "MIKE" to work.

—★—

From where this scribe sits, it looks and feels like spring is in the air. *Lots of good flying weather coming up.* Good weather means more hours on our aircraft, and more operating hours increases the maintenance required.

Perhaps more maintenance is the wrong approach. What we need is *better* maintenance. Although it is not intended to use this column as a "soap box" site for making speeches, we are going to get this off our chest here and now.

Fortunately, everyone connected with the Army aviation program recognizes and accepts their responsibilities. From top to bottom, it seems that everyone tries to do just a little bit more, even after putting forth everything they had. This is a mighty healthy situation, as long as it is controlled. We must be careful that we do not become too ambitious, and tackle jobs that are beyond our assigned responsibilities or capabilities. Too much attention to those areas that should be taken care of by a higher echelon of maintenance means that the little day-to-day preventive maintenance operations will suffer.

In case you think those little jobs aren't important, let's review a recent fatal accident of an Air Force H-19B.

The Emergency UER submitted reads something like this:

> *"A normal flight. Rotor blade pitch linkage failed in flight. Aircraft crashed and burned. Fatal to crew of three. Investigation discloses that retaining nut in trunnion assembly between pitch link and star plate contained no cotter key. Nut worked loose and bolt and linkage pulled free permitting rotor blade to assume negative pitch angle. Blade struck tail rotor and disintegrated."*

Because someone, somewhere neglected to install a five-cent cotter key, a crew of three was lost, and 120,000 dollars worth of helicopter is junk! Need we say more? Those little jobs are important!

There have been a good many UER's r porting cracking of front fuselage fuel tan on L-20's. Enough, in fact, to warrant d signing new tanks. The proposed new tan are presently undergoing engineering evalu tion tests. Meanwhile, TM 1-1L-20A-10 has been published that provides instructio for installation of additional support f front, center, and rear fuselage tanks. Th modification is a field maintenance respo sibility. When completed, it should cure t cracking problem, and eliminate any requir ment for a complete retrofit of all present installed tanks.

—★—

Several reports have been submitted of n oil pressure in the transmissions of H-1 helicopters.

This problem has been traced to corrosio in the oil pump housing. A depot modific tion is being prepared that will provide f installation of a bronze bushing in the o pump cover and a steel sleeve on the pum gear shaft. An anodized aluminum allo cover plate will be installed between th pump cover and the main gear cover a sembly. All uncoated interior surfaces of th gear box will be treated with a protectiv resin coating to hold corrosion to minimum.

All of this is fine, but what can you i the field do right now? You can do this Drain and refill the main gear box o system every 50 hours with heavy du engine oil, specification MIL 0-2104 (ORD Grade SAE 30. Use this oil in lieu of ai craft engine oil, specification MIL L-608 grade 1065. Placard the main transmissio with the following information:

> *"Lubricated with MIL* 0-2104 *(ORD Grade SAE* 30 *Oil. Do not mix wit any other type oil."*

The use of heavy duty engine oil (SA 30) and 50 hour interval changes shoul reduce substantially the moisture condens tion problem in the gear box. This chang will be reflected in the applicable handboo The authority for this procedure can b found in TB AVN 23-5-5.

—★—

The right angle drive coupling (MC 136-A) was inadvertently omitted by th contractor from radio receiver installatio on the first 20 *H-21 aircraft delivered wi radio compass ARN-6. This has caused son binding and failure of the tuning sha housing.*

The contractor has taken corrective actio at the factory to prevent recurrence, an will furnish the necessary parts to retro the first 20 *aircraft. These parts will b shipped directly to the units having th aircraft, and no requisitions are required.*

—★—

The technicians have come up with bellcrank wrench to be used to lock ailero in a neutral or zero position prior to adjus ment when rigging on L-19 aircraft.

It is a simple tool, easily fabricated by field maintenance activities. Instructions, drawings, and bill of materials can be found in TB AVN 20-17.

—★—

Be watching for T.O. 1L-20A-6F which will supplement the —6 handbook. This supplement will require an inspection of front and rear wing spar bolts, NAS 59-22 and C2W495, and upper and lower wing strut bolts C2W497 and NAS 60-26 plus their respective bushings and attachment brackets at every 6th periodic. It seems that some of them are cracking, possibly due to metal fatigue or grinding action. The only remedy is, of course, to replace any defective part with a serviceable like item.

The 6th periodic, by the way, is a field maintenance responsibility. If you get stuck on removing or replacing spar or strut bolts, drop "Mike Button" a line, and maybe he can give you some pointers.

—★—

Would like to urge all concerned to be particularly careful when submitting UER exhibits to insure that the exhibit is *complete.* All original parts equipment should be forwarded. There have been a few cases where the investigation was held up by omission of certain parts during re-assembly prior to forwarding.

Old Mike has spring fever, and certainly would like to go fishing. Hope you can keep him so busy that he can't get away. Fire in your problems and keep him chained to the desk. Yours for better maintenance,

Mike Button

STRATFORD, CONN.—Receipt of Army-Air Force contracts totaling $2,080,460 for development and production of T53 gas turbine aircraft engines was announced recently by the Lycoming Division, Avco Manufacturing Corp. The sum is divided for two purposes, to accelerate development work on the engine and to provide for delivery of a quantity of engines to firms for vertical take-off and landing (VTOL) applications.

According to S.B. Withington, Lycoming president, the funds for acceleration of advanced work on the T53 *"are a mark of the high military interest"* in the program. Additional funds are provided to speed the turbine project over and above initial contract terms.

In addition to the VTOL applications, which are of a confidential nature, the T53 is currently undergoing flight testing in the Army's Bell XH-40 and in a modified Kaman HOK-1. — Robert W. Stock

Pickup

DANBURY, CONN.—Glidden S. Doman, President of Doman Helicopters, Inc., recently announced the completion of a contract for a service test quantity of Doman YH-31 helicopters.

The final ship was accepted by the U.S.A.F. for the U.S. Army in mid-February and was flown from the Doman plant in Danbury, Conn., to Fort Rucker, Ala., by CWOs Alva Anderson and Jack A. Bell.

"Airstrip Hell! Report to "B" Battery."

No Rock 'n Roll

PALO ALTO, CALIF.—A recent picture taken of the U.S. Army's *Flying Platform* shows it in stability tests at Hiller Helicopters' plant at Palo Alto, Calif.

The craft shown in the photo below is the originial research *Platform* first announced in 1955, which has been flown extensively to prove the advantages of the ducted-fan principle for verticle take-off aircraft and the feasibility of body balance for in-flight directional control. The Army has ordered two new versions of the *Flying Platform* from Hiller as prototypes, which use the multi-engine principle for safety, and incorporate design refinements developed as a result of testing the original craft.

— Ralph Kummer

WICHITA, KAN.—Cessna Aircraft Company has announced the delivery of its 500th twin-engine Model 310. The airplane has been in production since late 1954 and is currently in service all over the world.

Commenting on the delivery, Frank Martin, Cessna marketing manager, commercial aircraft, said, *"The delivery of this 500th light twin marks a milestone in not only Cessna history but business aviation as well."*

"It is gratifying to see the 500th airplane going to one of our many South American friends," Martin added. He said the delivery of the 310 to a Latin country emphasized the growing importance of Cessna's export market, especially in Central and South America.

Receiving the 500th airplane was Gustavo Mailhos, a rancher from Montevideo, Uruguay. Prior to his purchase of the 310, Mailhos had logged 200 hours in a single-engine Cessna 170 but had no twin-engine experience. He spent a week at the factory getting checked out in the 310. The South American, who comes from a family of four brothers and one sister and is the only pilot in the family, said the airplane would be used for both business and pleasure in connection with the family's wheat and cattle interests on the ranch.

Beefed-UP H-23D's

Announcement has been made by the Department of Defense of an award to Hiller Helicopters of a new contract totaling $4,795,872 for an undisclosed number of three-place Army H-23D helicopters. Placed through the Navy's Bureau of Aeronautics the contract authorizes Hiller to proceed with production of its newest model of the H-23 series used by the Army in helicopter training and reconnaissance missions.

The Army H-23D has a new transmission and drive system designed for 1000 hour service between overhauls, a Lycoming 250 horsepower engine, and an entirely redesigned tail rotor assembly; and is the first helicopter designed under the Army's concept of achieving lower operating costs over extended periods. The 1000 hour overhaul period for the "D" is more than twice as long as that for the H-23C presently in service with the Army.

NON-CONCURRENCE

(Dear Editor:) I take issue with the thoughts expressed by Capt. Theodore L. Prevost in his March article entitled *"The Bigger the Better?"*

Capt. Prevost would have the reader believe that the *Cub* is the only satisfactory aerial observation platform, and that any aircraft that is bigger, faster, and farther reaching is a step in the *wrong* direction.

I would ask this question of the author: Will you, as a Divarty Air Officer, send your observer pilots in *Cubs* 15-39 miles beyond the friendly perimeter to observe the Army's rocket and missile fires?

The equipment must fit the mission. Although Army aircraft have changed radically since WW II, Army artillery has made corresponding and equally radical changes. The *fire for effect* will be leveled on targets well beyond the binocular-range of a rear-seat observer in a *Cub*. Now—do we just stick with the *Cub* and write off Army observation or do we insist upon procuring aircraft with characteristics that will enable the pilot and/or observer to perform their mission successfully and *live?* I'd hate to *be* pooping along in my *Cub* and have to contend with enemy missiles and rockets that compare with ours. If *Bigger and Better* means that I'll be around to fire another mission the next day or the same afternoon, I want 'em *Bigger and Better.*

The author also claims that instrument training is wasted on observer pilots. I must assume from his statement that when the ceiling or the sun drops all aerial observation of artillery fires must also cease. Who's to say the enemy won't put in some overtime?

Or—with just a little farsight—can we envision Army aerial observers employing radar and other electronic aids to follow through on the observation mission despite the dew or darkness? I'll be the first to admit that the electronics industry has not kept pace with the aircraft industry relative to the aerial observation of Army artillery fires but they can catch up and we'd better have 'round-the-clock, all-weather trained pilots available when they give the scopes to the observers. The electronics industry is proceeding very nicely on drone equipment but here again if a drone is sent on that 30-mile "scan job," the aerial quarterback flipping the dials will require and want something big, fast, and capable of all-weather operation.

I also think the author overstresses the *intimate knowledge* angle. Army aviators should be branch qualified but let's not get that intimate that we jeopardize our primary prificiency.

As an artilleryman ,and consequently an artillery-pilot) I'm interested in ranges, trajectories, rate of fire, and the potential of each type of ammo. I do not wish to be that intimate with the artillery that the Battalion Commander will expect me to disassemble and reassemble a 155 mm breech block. I don't expect him to know how to check my mags (and this is truly a simple step.)

If by placing me in an aviation company I am removed from the *intimate* "breech block" type of knowledge I cannot be against the aviation company concept, nor for that matter, a separate branch.

I admire the author for speaking out as he did but I think that the people to whom he refers as *the chosen* are well aware of the aerial observation mission and what must be done. To my way of thinking they are not lost in the forest. I believe they know about the sling, the bow and arrow, and the *Cub* and have capably measured the worth of these weapons in modern warfare.

Another Weekend Warrior

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.

START IT!

(Dear Editor:) Interest is very keen among our pilots for an Aviation Association. We have long needed a strong voice in the making of policies and decisions of the Armed Forces and we will continue to stand aside and let things happen if we do not join together and get our *many* voices under one head. The N.G. Association is a good example of this.

Sincerely,

(Capt.) Ray E. Chowning
AVO, New Mexico-N.G.

BLEND IT!

(Dear Editor:) I personally think the idea of an AAA to be a beneficial one. It would be of greater benefit to the AD aviators than to NG aviators, but there would be several instances where it could be applied [to N.G. problems.]

I haven't been able to contact our pilots as yet but shall do so as soon as possible. My suggestion is that the AAA be handled through the N.G. Association (both U.S. and State) in conjunction with the ROA for those on active duty. I believe most officers on AD belong to the ROA. Just as soon

A Many Sided Thing

Letters to the Editor

as I can round up the aggregate opinion of the pilots here, I'll send them along.

(Capt.) Donald G. Elfinger
Avn Maint Super, S.D.-N.G.

OUTLINE IT!

(Dear Editor:) At a meeting of all Army aviators of the State of Idaho, the subject of an AAA to be a beneficial one. It would information on hand. The group is in full accord with the concept of an Association and would like to have more information concerning the benefits of the Association and its attendant group undertakings.

(Capt.) Walter F. Huber
State Avn Off, Ida-N.G.

AMPLIFY IT!

(Dear Editor:) We here in the 25th Aviation Company are very happy to hear of the formation of an AAA. I can guarantee the support of 98% of the pilots in our unit, approximately 42 individuals. In fact, we're anxious to become *Charter Members* of the Association, if such a thing is possible. We hope that among its other goals will be these four pursuits: 1) the furtherance of Army aviation by making it known to both the public and the military, 2) the representation of Army aviation and AA personnel whenever the need arises, 3) the basis for group undertakings, such as group insurance, and 4) the publication of *Army Aviation Magazine*, a highly satisfactory organizational publication.

(Capt.) Wallace I. Baker
25th Aviation Co, APO 25, SF

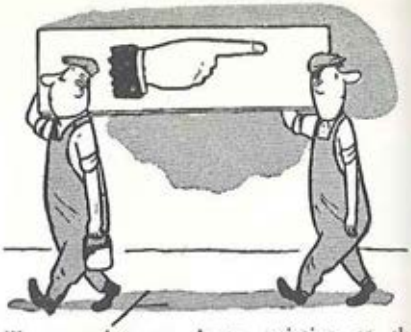
(Ed. Note: Whether or not they are intended for publication any and all comments pertinent to the existing Army Aviation Association will be welcomed. A list of Charter Members shall be published in the next two issues.)

THE VOID

(Dear Editor:) Something has been sticking in my crop for about a year now and until I can dig up a satisfactory explanation I'll just have to go on feeling uncomfortable.

About a year ago it was deemed appropriate to elevate the rank of the Division Aviation Officer to Lt. Colonel. It would seem to me that for the same reason (and at the same time) the Division Artillery Aviation Officers, the Group Aviation Officers, and the like should have been elevated to majors, i.e., the position should call for a major.

Why does the void in rank exist between the grades of Captain and Lt. Colonel in Infantry Divisions? Sincerely, An old but



still as active an Army aviatior as the Reserve structure will permit.

Andrew F. Papa
Capt, Arty-USAR
98th Div Arty A0

(Ed. We do not know the reason for the void. Perhaps, the official answer is related to a "ground duty" assignment period. Active Army pilots, of course, have a wide variety of aviation assignments calling for the grade of major and can be shifted accordingly, if rotation to ground duty is not ordered. The USAR or National Guard pilot has no out—he either gets older in grade, elects to serve on ground duty for a given period with rather difficult checkouts at a later date, or—seeing the Dead End—quits the Civilian Component Program with some bitterness.)

ACTION TAKEN

(Dear Editor:) The recent suggestion submitted by Capt. Edward Polanski (*AA, Feb.* '57) concerning the provision of training aids by manufacturers is under consideration. The opinion is that the suggestion has a lot of merit, and the possibilities of obtaining such material [from the manufacturers] is being investigated. If and when this type of material becomes available, the field will be notified.

Fred R. Reed
Major, TC
TSMC, St. Louis, Mo.

PUZZLED

(Dear Editor:) Just a not to inform you that we finally received our copies of the *"Who's Who"* and noted several remarks of disapproval. I believe it worthy of mention that those who made the remarks had not bothered to send in questionnaires. Despite this initial lack of interest they searched the volumes for their own names and were actually puzzled when they did not appear. YC, Bob Koepp, Japan.

(Ed. On the bottom of Page 4 of the Who's Who—and in as bold a size of type as is permissable on a comparatively blank page—the puzzled reader should find this notation: "No claim or representation is made that the 1956 Yearbook is an all-inclusive listing of all Army aviation personnel. Complete listings were solicited from

all subscribers to "Army Aviation Magazine" with invitations being extended through the publication to non-subscribers."

The Publisher, in her editorial on Page 66 of the Yearbook, mentioned that some 594 subscribers were not listed because of temporary TDY or school addresses, addresses that would be incorrect by publication date, or frankly, because of the fact that the subscriber was voluntarily "lost" and hadn't checked back into the net.

Subscribers will attest to the fact that we placed "back-to-back" questionnaires in several successive issues, the second side to be employed by friends, non-subscriber variety. Here and now we'll state that the '57 edition to be published as the November, '57 issue of the magazine will again list all subscribers to the magazine and we presume that in December, '57 there will again be puzzled people.)

WANT THAT OTTER!

(Dear Editor:) Who is Carl Agar?—In connection with the *"Otter, one each, animal-type"* reference you made in a recent issue, we members of the Third Army Aviation Company would like to pursue the matter. As it stands we're still without a mascot and will not settle for anything less than an *otter*. With malice to none.

(Lt.) Whitney C. Scully.

(Ed. Mr. Carl Agar is Vice President of Research and Technical Development of Okanagan Helicopters, Ltd., located at Vancouver Airport, Vancouver, B.C. In view of the fact that his lads do their hovering in the remote regions of Canada, we thought he may consent to research an Otter or two or four.)

HELP WANTED

(Dear Editor:) Many thanks for the insertion placed in the *Personal Notes Section* of the publication. It should prove to be very fruitful in our need for Army aviators in the 79th Inf Div. USAR, here in Pennsylvania. Maj. Harry A. Lutz wishes to thank you for the offer of lunch and perhaps, with the kindness of the column mention, we may have 50 or so more pilots, then—we'll all DIVE IN on your field and make a day of it.

VTY, Sgt. Jack J. Hecht

(Ed. There wasn't an "AA" or any other information available in '48 when we left AD and were anxious to hook up with a USAR unit before the rust set in. We sincerely hope that many more USAR Aviation Officers and NG Advisors or AO's will place similar Gratis notices in the publication. Attrition is a constant and many of those leaving the active Army would, in our opinion, like to know whether there's a spot open for them in their own State or in a nearby State.)

NOTHING TO LOSE

(Dear Editor:) The fear of washout isn't a sufficient reason for delaying a subscription to *ARMY AVIATION*. It's a worthwhile AA news medium to primary students, too. Enclosed is an MO for 15 semolians in payment for six one-year subscriptions for the following officer-students of Class 57-11, Section 2, here at Camp Gary. Better known as *"Blue Hats,"* they are Capt. James W. Johnson, Jr.; and Lts. James P. Cheveril, Charles B. Fountain, E. R. Castle, Jr., Charles Erickson, and Paul Garbo.

In our Section we also have five *ex-Warrant Officers*—yours truly included—and as of the 15th training day *Blue Hats* 2 soloed their last men in the L-19A's. Our ex-WO's include 1/Lts Cook and Cominos (Riley); 2/Lt McGlaun (Sill); and 1/Lt Olson and 2/Lt Anderson (Benning).

Sincerely, (Lt.) Anthony M. Cominos

(Ed. Primary students, both commissioned and enlisted, as well as any other subscriber, subscribe to "AA" on a money-back guarantee. We've operated under a Gentlemen's Agreement in the past but this guarantee now appears in writing on the masthead Page (p.4). Students have nothing to lose!)

ANNIVERSARY

(Dear Editor:) The editorial on the 15th Anniversary of Army aviation has sparked considerable interest locally. As a result we are in the process of writing a feature article for the Sunday supplement of *The Oregonian* to be printed during the week of June 6th, '57. Capt. R. J. St. Aubin and YC have been in Army aviation since '42; however, we need some aditional background and history on Army aviation. Could you suggest a source to us? *(Ed. Librarian, ARMAV, Ft. Rucker, Ala.)* In addition, we are trying to arrange a tie-in with the Chamber of Commerce to run an Army aviation demonstration and Open House in conjunction with our Portland Rose Festival, 12-15 June, 1957.

The article on the *Army Aviation Association* in the recent issue was taken up with our personnel at a meeting the other night. The results were that Oregon had at least twenty people who were definitely interested

A Many-Sided Thing

Letters to the Editor

Shingles

It's your lantern --

Don't poke holes

in the paper

A Many-Sided Thing

Letters to the Editor

in the AAA and its attendant benefits. Can you furnish us any additional info on this?

Sincerely,

Roland C. Smith
Capt., Arty
Supvr., Army Avn

(Ed. You'll find information on the AAAA throughout this issue. As the AAAA increases its benefits to its membership, full details of such benefits will be carried to all subscribers in this periodical.)

THE DHC4 *Caribou*

(Continued from Page 4)

zero wind. Take-off distance with a light 10 mph wind is expected to be 330 feet.

Basically in the DC3 load-carrying category, the DHC4 has a clear unobstructed cabin with direct access through large rear-loading doors. The rear door arrangement permits rapid jettisoning of cargo in airborne operations while an adjustable loading ramp and freight winching facilities provide for rapid loading and insure a quick turn-around on the ground.

Other pertinent statistics: *Wing span,* 95 *feet. Cabin dimensions,* 6' 11" *wide by* 7' 3" high. *Cabin volume,* 1,052 cubic feet. *Rate of climb* (two engines), 1,580 feet at sea level.

Payload, 7,320 lbs. with fuel for 200 miles, 6,000 lbs with fuel for 600 miles. *Empty weight,* 14,500 lbs. *Estimated direct operating costs,* $99.37 per hour. *Estimated direct operating costs per ton-mile* (*statute miles*), 18.7 cents.

THE KMAG AIR FORCE

by Col. James G. Holland, Jr.

(Continued from Page 6)

The same aircraft that dropped in through the week to bring liaison officers, directives from headquarters and that all-important mail from home serve again on Sunday in keeping American hearts close to God.

Nowhere in the world is there a more striking example of the efficiency and effectiveness of the air age than in our Army Advisory Group in Korea. Both Americans and Koreans can join in chorus in praising the unselfish efforts of these young pilots who serve so well on this important *warm front* of the Cold War.

Shingles

Congratulations!

ALLRED, David Ross, 3rd son and fourth child, born to Lt. James H. and Esther Allred on January 16 '57 at Ft. Riley Kan. (*6 lbs, 14 oz.*)

FOREMAN, Nancy Jane, 2nd daughter and second child, born to Lt. Gordon and Barbara Foreman on January 8, '57 at Ft. Riley, Kan. (*8 lbs, 10 oz.*)

HOFFMAN, Jonathan Wade, a son and third child, born to SFC William P. and Ginnie Hoffman on March 14, '57 at Ft. Bragg, N.C. (*8 lb, 15½ oz.*)

MOROZ, Steven Mark, 1st son and first child, born to Lt. Max and Carolyn Moroz on February 10, '57 at Ft. Riley, Kan. (*4 lbs, 6 oz.*)

WILLIAMS, Janet Lee, 3rd daughter and third child, born to Lt. William F. and Donna Williams on October 10 '56, at Ft. Riley, Kan. (*6 lbs, 13 oz.*)

(Ed. For additional birth announcements, see the article appearing on the bottom of this column. C'mon now, you fellows are doing better than this . . . four tax exemptions last month and only thirteen this month. Let's hear from you! We know you may not save the issues, but at least give the youngster a worthwhile scrapbook item!)

MARRIED: Lt. Curtis C. Crouch, First Aviation Company, First Inf Div, Ft. Riley, Kan., to Sondra.

Medic!

FT. HUACHUCA, ARIZ.—*CONTEST?* Eight officers' wives of the 416th Signal Aviation Company gave birth to babies during the month of January.

The new mothers were duly awarded silver loving cups and bouquets of flowers. The cups are traditional awards to new mothers among the officers' wives of the 416th. The cups are engraved with the name and date of birth of the new arrivals.

Receiving the cups for Births in January were Mrs. William Denman, Mrs. Randolph Kohlwinter, Mrs, Paul Buchanan, Mrs. Darwin Peterson, Mrs. Lawrence Iverson, Mrs. Harry Scott, and Mrs. Robert Sands.

This Month's . . .

ABBOTT, Basil G., Capt., 6 Duchess Avenue, South Burlington, Vermont.
ALLEN, James M., 1/Lt., 1817 Rosecrans Way, Stockton 4, California.
ARCHULETA, James M., Capt., Aviation Sect, Hqs, 555th Engineer Gp, APO 164, New York, N. Y.
ARLEDGE, William L., 1/Lt, P.O. Box 9087, c/o Williams Drug Store, Knoxville, Tenn.
ATKINSON, Robert V., Lt., Aviation Sect, 5th Infantry Division, Ft. Ord, California.
BAGLEY, Robert, 1/Lt, 3rd Army Aviation Company (FW-TT), Fort Riley, Kansas.
BALDUS, John C., Lt., Aviation Section, Miller Field, Ft. Wadwsworth, S.I., New York.
BAUGH, Russell E., Capt., 515 Cheyenne Boulevard, Colorado Springs, Colorado.
BEACHNAW, Donald C., CWO-2, 2815 Mildred Avenue, Lansing 6, Michigan.
BEAU, H.R., CWO, 11th Transportation Company (Lt Hcptr), APO 46, New York, N. Y.
BELL, Jack A., CWO, 406 Glenn Street, Enterprise, Ala.
BELTRAN, Gilbert, 1/Lt, 49th Med Det (Hcptr Ambulance), APO 301, San Francisco, Calif.
BISHOP, Robert E., Lt., 521st Engr Co (Topo Avn), Sharpe General Depot, Lathrop, Calif.
BOND, J. Stephen, Jr., 1/Lt, 814 West 4th Street, Junction City, Kansas.
BOUAS, Raymond L., Lt, 780 East 70th Terrace, Kansas City, Missouri.
BOYLE, Garrison J., Capt., Headquarters, RFA Tng Battalion, Ft. Eustis, Virginia.
BROWN, Robert L., Jr., Maj, Aviation Sect, Hq, V Corps, APO 79, New York, N. Y.
BRUCE, Robert L., Quarters 32-1, Fort Eustis, Va.
CAMPBELL, Harold T., 1/Lt, Hq 317th Engineer Bn (C), APO 757, New York, N. Y.
CAMPBELL, J. T., WO, 54th Transportation Co (Lt Hcptr), Ft. Sill, Oklahoma.
CARGEN, Alfred J., CWO, 544th Transportation Det (CHFM), Ft. Hood, Texas.
CARROLL, Anthony, 1/Lt, U.S. Army Aviation Board, Ft. Rucker, Alabama.
CHESSER, Conrad F., Lt, 1313 Pando Avenue, Colorado Springs, Colorado.
COLOZZI, Carl A., Maj, AHATC Class 57-8, ARMAV, Fort Rucker, Alabama.
COOK, Harry J, Jr., 1/Lt, AAUTC, Rotary-Wing Sect, Marchall AAF, Ft. Riley, Kansas.
CORSER, Lawrence E., Lt, 244 Robert E. Lee Drive, Columbus, Georgia.
DeBOER, Henry W., Capt 340 Griggs Street S. E., Grand Rapids 7, Michigan.
DWYER, Dale D, Lt, 4325 West Cleveland Avenue, Milwaukee 15, Wisconsin.
ELLIOTT, Bernard V. Jr, Lt, Hq, TSESS, Ft. Gordon, Ga. (PO Notice; unconfirmed by subscriber).
FINLEY, Thomas O., Capt, 1 Dixie Drive, Ozark, Okla.
FITZGERALD, Jesse F., Capt, Quarters 44, Fort Sheridan, Illinois.
GILMER, Charles T., Lt, Aviation Company 4th Armored Division, Ft. Hood, Texas.
GURLEY, William F., Capt, 521st Engr Co (Topo Avn), Sharpe Gen'l Depot, Lathrop, Calif.
HAGGARD, Frank E., Lt, 82nd Airborne Division, Ft. Bragg, North Carolina.
HALLORAN, Walter T., Capt, USAREUR Central Film & Equip Exch, APO 164, N. Y., N. Y.
HENDERSON, Alexander L., A/1c, 6521st Test Sqn, L.G. Hanscom Field, Bedford, Mass.
HERNDON, Charlie A., Lt, Box 644, Aliceville, Ala.
HICKS, John W., M/Sgt, US Army Arctic Test Board, APO 733, Seattle, Wash.
HILL, Ralph E., Capt, Army Avn Flt Info Det (SCIA), DA, OCSIGO, Washington 25, D.C.
HOMAN, Brooks, Lt, 123 Mary D Avenue, San Antonio, Texas.
JENSEN, Frank L., Jr., 5 Main Street, Farmingdale, New Jersey.
JOHNSTON, John A., Lt, 9251 Trans Arctic Group Aviation Det, APO 23, New York, N.Y.
KELLAR, Robert H., 1/Lt, 3rd Army Aviation Company (FW-TT), Ft. Riley, Kansas.
KELLEY, Everett L., CWO, 407E, Route No. 4, Highland Drive, Alexandria. Va.
KERSKI, John B., Capt, 1350 Carney Boulevard, Marinette, Wisconsin.
KING, Freddie G., Mr., Plaza Trailer Court, Junction City, Kansas.
KING, Harold J., Sp/2, Transportation Test & Support Activ, Ft. Rucker, Alabama.
LANDRY, Edward L., Capt, 306-D East Court, Aberdeen, Maryland.
LASEWICZ, P. J., Jr., Sp/3, c/o Porcelli, Algunquin Trail, Pine Rock Park, Shelton, Conn.
LESSARD, Robert., Capt, 615 Oakland Street, Arlington, Virginia.
LONG, Thomas L., Jr., 1/Lt, 31 East Shore Drive, Asheville, North Carolina.
McCANTS, L., Lt. Col., Hq Co, Seventh Army (Aviation), APO 46, New York, N. Y.
MELANI, Joseph F, Mr., 2705 23rd Road North, Arlington, Virginia.
MILLER, Joanne M., Mrs. 1040 Ada Avenue, Columbus, Georgia.
MILLER, Lewis, Capt, U.S. Army Signal Depot, Lexington, Kentucky.
NICHOLAS, Robert W., Jr., Capt., Headquarters, USARAL (8367), APO 949, Seattle, Wash.
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. . . Takeoffs!

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NORTHERNMOST IN JAPAN—Members of the combined 5th Cav-61st FA Bn Air Sections stationed at Lanier Field, Sendai, Japan, appear happy in their role as Nippon Yankees. Front (l. to r.): Lt. CJ Steckbauer; SFC C Grounds; Capt R Haley; and Sp/2 D Goodin. Rear: Sp/3 G Lawson; PFC's G Corbin and A Griffin; and Sp/3 C Cardenas. Missing: Lt C Putnam; SP/3's A Fitzgerald and P Gilbert; and PFC S Wilson.

Purely a Personal Matter

Panama Personals

One of *"Our Hardier than Most,"* Lt. Quay Jorgensen, departed the Canal Zone by private *vehicle* on 8 Feb. from San Jose, Costa Rica, for the U.S. and separation. This little trip will take Quay from Costa Rica through Nicaragua, Honduras, El Salvador, Guatemala, and Mexico. Quite educational and a *real* test for an automobile. Some time this month Lt Charlie Herndon will also start a similar journey from Costa Rica. Word from the travelers: (Quote) *"Beats walking!"* (Unquote).

For the best in Caribbean cruises and to insure a trip through the Canal, one might depart from this command as did Capt. *"Smokey"* Culp. *Smokey* and family boarded a *banana boat* (United Fruit Company) at Buenaventura, Colombia on the Pacific, transited through the Canal (jeering as they went by) while we waved goodbye from the bridge, and continued on to New York. After the customary leave (in this case, to return to a non-banana mode of nutrition), the Culp family will journey on to Stockton, Calif., to join the 30th, or whatever part of it is still left at Stockton. All this and pay, too! YC, Joe Gayhart.

Ft. Riley Personals

The First Aviation Company had its initial Company Dinner-Dance early in March at the Ft. Riley Officers' Open Mess. Over 100 unit members and their guests enjoyed an evening of cocktails, dinner, and dancing. The evening was highlighted by the first *Kansas* appearance of the *Modern Dream Workshop Group.*

Among the actors long to be remembered for their *sensitive* portrayals were Lt. Harold W. McGregor, who delicately sketched an episode in the life of a shy mountain girl, and Capt. Robert J. Drda, who poignantly revealed the inner torment of a filter tip cigarette.

New arrivals here include Lts AG Conlon, DD DeBoer, JR Mather, GR Finlay, and JS Bond. Outbounds were Lts AE Toepel, R Dunfield, and EW Spencer (to 5th Army Instrument Sch); and Lts GD Carpenter, JD Rossman, CP Logg, CE Drake, LW Keister, and DR Smith (to Chopper School). Back as Whirly-Birds are Lts SM Pierce and RF Sielaff. YC, (Lt.) Ronald D. Jones.

Three of our fold here at the 3rd Army Avn Co reported to the Fifth Army Area Inst School operated by Central American Airways Flying Service at Freeman Field near Seymour, Ind. They were Capt. William B. Berry, and Lts William L. Curtis and Donald H. McDonald.

Lt. Jerry R. Keebaugh was an inbound, returning from Ft. Rucker where he attended the Instrument Flight Examiners' Course. We hope that 'ehll take it easy on us poor peons. Yc, (Lt.) Whitney C. Scully

Ft. Benning Personals

The 1st Army Aviation Company bade farewell to Lt. Ronald Anderson who was recently discharged. Lt. Anderson will take up residence in Minneapolis where he is enrolled in the School of Veterinary Medicine at the University of Minnesota.

YC, Jim Greenquist.

PORTLAND, ORE.—This is a belated status report on the Oregon National guard. We have one-half of the 41st Infantry Division, the other half being in the State of Washington. Personnel-wise, we have 20 Army aviators and 14 enlisted men with Capt. Robert J. St. Aubin serving as our Advisor.

At present, our equipment consists of four L-19A's, one TL-19D, one L-20A, and three L-17's, in case some of you AD fellows wondered what happened to the Navions. We're located on the Portland International Airport and have our own operations set-up and strip as per attached brochure. We certainly welcome any and all transient AA's and keep our service facilities open five days a week, 0800 to 1630. If anybody is hurting for gas, oil, anything—we're available.

YC, (Capt.) Roland C. Smith, Supvr

Shingles

Please don't ask for information!

If I knew anything . . . .

. . . . I wouldn't be here!

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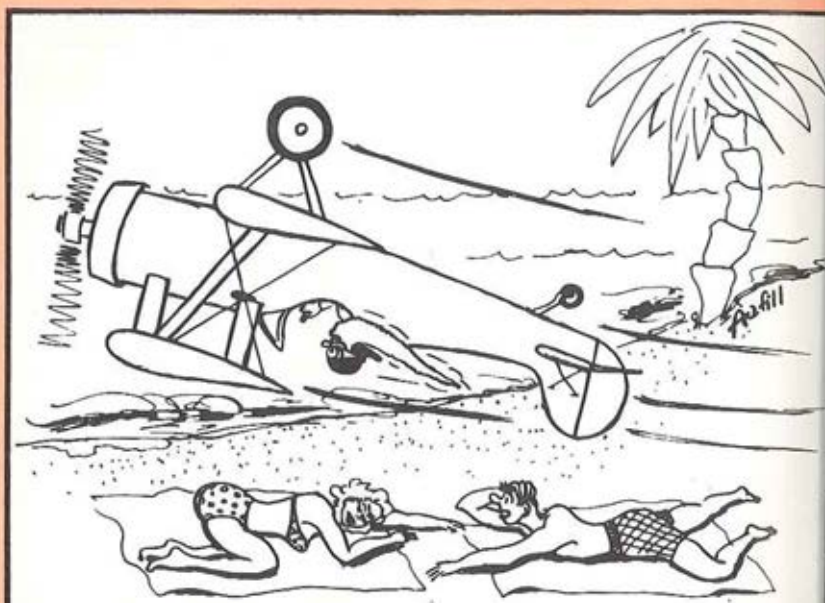

Who says there are no old bold pilots?