ARMY AVIATION

MAY, 1957

a

b

c

d

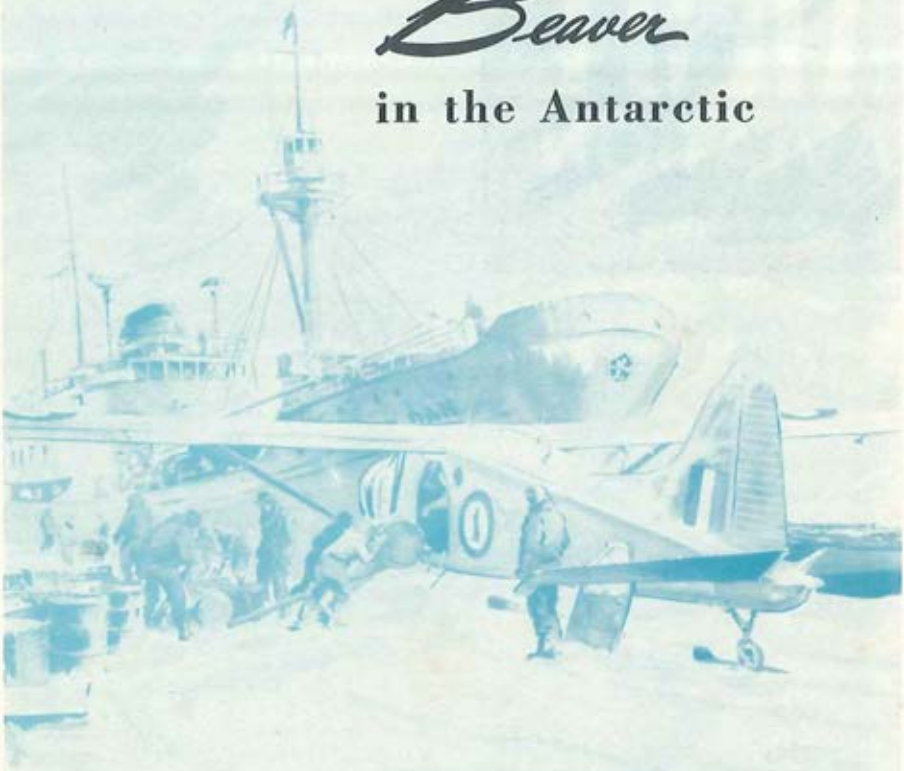
a. Beech L-23D. Two Lycoming supercharged O-450 engines, 340 h.p. each

b. Aero Commander L-26C. Two Lycoming supercharged GSO-480-A1A6 engines, 340 h.p. each

c. Bell H-40. Lycoming T53 gas turbine engine, 825 h.p.

d. Hiller H-23D. Lycoming 0-435-23A, 260 h.p. take-off, 250 h.p. normal

THE *Beaver* in the Antarctic



Ready to go anytime under extreme conditions of cold, de Havilland Beavers were chosen by the Governments of Australia, Chile, Great Britain and New Zealand for their operations in the South Polar Regions during Geophysical Year.

The Beaver takes off on wheel-skis under critical snow surface conditions with a half ton of payload and full tanks of fuel in a distance of 678 feet.

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WASHINGTON REPRESENTATIVE — D. J. GIVENS

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Editorial

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The views expressed in this magazine are those of the individual authors and are not necessarily those of the Department of the Army.

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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.

OBER-SCHLEISSHEIM AAF, GERMANY —Top Hollywood actor, *Kirk Douglas*, took time out from a heavy movie schedule to visit the 8th Helicopter Battalion.

During the visit Mr. Douglas was taken for a ride in one of the giant Sikorsky H-34A helicopters by veteran pilot and Commanding Officer of the 8th Bn, Lt Col. Jack Blohm.

During the flight, Mr. Douglas, visibly impressed with the performance and potential of the new aircraft, was permitted to take over the controls and pilot the giant transport himself.

Upon landing the veteran actor and fledgling pilot was awarded the Silver Wings of an Army Aviator by Col. Blohm, while Maj William H. Gardner, Bn Exec, presented Mr. Douglas with an impressive scroll officially making him an Honorary Pilot of the 8th Helicopter Battalion.

Prior to returning to the United Artists' film set at the Ober-Schleissheim Castle where "Paths of Glory," starring Mr. Douglas is being filmed, the actor viewed a helicopter heavy-left demonstration flown by pilots of the 18th Hcptr Co and then joined pilots of the 8th Hcptr Bn for a luncheon.

YC, (CWO) Herbert E. Woodward

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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

Television Weather Forecasting

By Lt. Col. Elmer P. Fleming, Jr.

1. The problem of obtaining timely and accurate weather briefings for Army aviators has long been acute. This problem is frequently accentuated by the nature of the organization and employment of Army aircraft; i. e., small numbers of aircraft assigned to each of several airfields at a widely separated point. The importance of good weather service increases as more pilots become instrument qalified resulting in a corresponding increase in the number of instrument flights being conducted.

Instrument flights in Army aircraft require more care in weather information and briefing due to the limitations inherent in this type aircraft. Much more attention must be paid to icing conditions and thunderstorm activity because of the lack of anti-icing equipment and the relatively light weight of the aircraft. Because of fuel capacity, considerable care must be exercised in the selection of the alternate airport to be used in case of necessity.

Flight Service Utilized

2. At present, there are very few Army airfields with assigned weather forecasters. A partial solution for most airfields has been the utilization of the telephone connection to Military Flight Service Center, where qualified forecasters are on duty at all times. Use of these telephone lines is slow and frequently necessitates delays extending from a few minutes to an hour due to the *"party line"* system of this connection or the volume of requests being handled by the forecaster on duty at the center.

It also blocks this service for lengthy periods for its primary purpose of transmitting information on flight plans. The primary deficiency of the system lies in the failure of the pilot to be able to *see* a picture of weather conditions along his proposed route. The value of *graphical* or *pictorial* representation of weather information cannot be underestimated.

It has been said that, "a picture is worth 10,000 words" which is emphatically true for aviators who are required to fly the airplane, navigate, operate the various radios, monitor engine and auxiliary equipment performances, and be cognizant of weather conditions throughout the flight.

Regional Organization

3. In view of the information contained in the preceding paragraphs, it is recommended that a study be initiated to determine the feasibility of utilizing closed circuit television weather forecasting to Army Airfields, Air Force Bases, and Naval Air Stations. Such a system could be organized on a regional basis with one television forecasting center serving a large number of airfields in its respective area.

This would permit a large reduction in the number of forecasters required, with a saving in manpower and school requirements. Airfields and bases such as The Army Aviation Center, and corresponding Air Force and Navy training centers, would probably have to retain their organic weather forecasting facilities and personnel due to the large number of weather briefings required on a daily basis. This system would have to provide two-way voice communication in order that aviators could supplement the briefing information given with questions and discussion of their own.

Savings Effected

4. On the surface, television weather forecasting on the scale proposed seems to be prohibitively expensive. However, the tremendous savings in manpower over a period of years would seem to offset to a large extent the cost and maintenance of equipment during a like period.

This system would also be a tremendous

(*Continued on Page* 35)

ABOUT THE AUTHOR

Lt. Col. Elmer P. Fleming, Jr., currently serving a ground tour of duty with the 66th Armored Field Artillery Battalion at Fort Hood, Tex., developed the above views, submitting them as a formal proposal in November, '56. The Aviation Officer of the 4th Armored Division prior to his ground tour, Col. Fleming is instrument and multi-engine qualified. He hopes to secure his helicopter rating while on TDY before reporting to his D/A assignment later this year. Sons Pearce and Michael and daughter Linda have no objection to a Whirybird being in the Fleming family.

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HILLER HELICOPTERS PALO ALTO, CALIF.

GUIDELINES

by Maj. Gen. Hamilton H. Howze
Director of Army Aviation

Gentlemen: The Army Aviation Guidelines for Development of Doctrine and Organization Through FY 61 were approved by the Chief of Staff on 14 February 1957. The document is now in the process of being published and distributed by TAG. It follows pretty much the same format as last year's plan with the exception of a new appendix on Field Service Support. Fairly wide distribution has been given this document and you should be able to lay hands on a copy without too much trouble. If you have a requirement for presenting briefings on Army Aviation, you should find these guidelines a valuable reference.

★ During the last two wars (World War II and Korea), Army aviators have been faced with the problem of training aerial observers by "on-the-job" training methods in actual combat. This appears to be not only an inefficient method, but in some instances a trifle dangerous. It has been said by many experienced aviators that it takes from two weeks to a month before an observer can tell for sure which way is up, differentiate between East and third base, and keep his breakfast off the back of the pilot's neck. The obvious answer to this problem is a continuous unit training program for aerial observers.

AR 95-51 dated 26 September 1955 prescribes a course of instruction, and AR 600-106 covers flying status and flying pay for air observers. Implementation of these regulations should satisfy several Army Aviation aims, the first of which is, obviously, to increase combat readiness. Oothers: To integrate Army Aviation in unit training programs; to utilize Army aviators in productive training rather than boring holes in the sky; and last, to expose, and therefore interest, more young officers in the aviation program (the more applicants for flight training we get, the more selective we can be in chosing our aviators).

★ Queries have been received from some of you regarding the availability of deicing kits for the L-23 airplanes. These kits have been procured for the L-23B (not the L-23A—it can't carry the weight) and distributed to field maintenance activities. Installation will be made by the field maintenance activity upon request.

★ The limited maintenance facilities at some of our airfields force joint usage by several units. Under similar circumstances, the 101st Airborne Division—which has a real sharp aviation outfit—has authorized mechanics to wear flight caps with the color of the cap identifying the parent unit: red for the TAAM Company, blue for the Aviation Company, yellow for the Reconnaissance Company, etc. This allows ready identification and control.

★ As most of you are aware, the Army Aviation Flight Information Program is in the initial stages of being extended to overseas areas, this being accomplished by establishing Flight Information Detachments in Heidelberg, Tokyo and Panama. These Detachments have the job of procuring Flight Information covering all Army airfields—including civil and military airdromes available for Army use—in each of their areas. All of this pertinent operational information, in turn, will be distributed to Army aviators via new overseas editions of the Jeppesen Airway Manual (TM 11-2557 series), as well as other flight publications. Results attained so far by the Flight Information Program within the United States are due in large part to the active cooperation and support given the program by Army aviators at all levels. I urge those of you in areas outside of the United States to extend to the program this same degree of support and cooperation. In this way we can look forward to a Flight Information Program effective throughout that part of the world we fly in. It's a pretty big part.

★ On several occasions Army aviators reporting to the factory to pick up aircraft in response to a crew request were not qualified to fly the model aircraft to be delivered. In one such instance the pilot refused a factory check-out and subsequently wrecked the aircraft during flight delivery. A fine state of affairs.

In assigning these missions to subordinate units the Aviation Officer should be sure that the unit selected has pilots available who possess the necessary proficiency—and a little judgment would help, too. In event the aircraft is a new model or type, the pilot should be instructed that *he will* obtain a check out at the factory.

★ During my recent visit through the Western Startes I looked in on a few of our Army National Guard aviation installations. It is apparent that aviation activities within the Army National Guard adhere fairly

(*Continued on the Next Page*)

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

closely to those of the Active Army. Training schedules are administered through the joint efforts of Army aviation advisors and key National Guard aviation personnel. For the most part they were adequate and had been designed to provide for the divergent experience of the individual aviators assigned to the various units.

Records here show that the National Guard flew their aircraft for a total of 106,673 hours during FY 1956. Considering that such flying was performed on weekends, after normal working hours, and during odd hours stolen from civilian occupations, I am impressed.

Annual minimum flight requirement for the National Guard are the same as those for the Active Army. There were 95 National Guard aviators removed from flight status during the first half of FY 57 for failure to meet these requirements. Currently, there are 939 Army aviators on flight status with the National Guard.

★ Department of Defense Directive number 5160.22 on the Clarification of Roles and Missions of the Departments of the Army and the Air Force regarding use of aircraft, was issued on 18 March 1957. This directive will be reproduced in an Army publication in the near future.

The directive supersedes the *Memorandum of Understanding* between the Secretary of the Army and the Secretary of the Air Force relating to Army organic aviation dated 4 November 1952. Further, it follows the same general lines as the widely publicized memorandum issued by the Secretary of Defense on *"Clarification of Roles and Missions to Improve the Effectiveness of Operations of the Department of Defense,"* dated 26 November 1956. It permits the Army to proceed in its current plans for the continued development of Army aviation.

APPOINTMENT—Harvey Gaylord, right, president of Bell Helicopter Corporation and one of the 12 new members of the Army Scientific Advisory Panel, receives certificate of appointment from Undersecretary of the Army Charles C. Finucane at an official dinner held recently at Ft. Benning to honor the panel. Forty-five leading U.S. scientists and industrialists attended the panel meeting at the U.S. Army Infantry School to pool their talents toward improving the Army's combat potential. (US Army photo.)

★ A thirty minute film on Army Aviation will be presented nationwide by the TV program *"The Big Picture"* on Sunday, 21 April 1957. This film, entitled *"Above the Best,"* has an introduction by General Carl I. Hutton and is narrated by *"Sergeant Queen,"* the regular narrator for the program. It is well worth seeing.

★ In the event you who are carrying the shield of democracy overseas plan to try for an instrument ticket when you come home, you will be interested to know that instrument Schools have been set up throughout the CONUS. Upon receipt of your CONUS Army assignment, an application for this training should be made to the appropriate Army headquarters. In event you are assigned to Hq CONARC, the Military District of Washington or the First U.S. Army, you will attend the contract instrument school in Second U.S. Army area. In any event, your application should be made to the headquarters to which you are assigned.

For those of you ordered to duty with the Army Antiaircraft Command, Department of the Army, Washington, D.C., or other places of duty not subordinate to one of the Army headquarters, your application should be addressed to the Career Management Division, DA for the instrument course conducted at the Army Aviation School, Fort Rucker, Alabama.

★ Visual Aids for Army Aviation Presentations—To assist all concerned in the presentation of Army Aviation subject matter, a "one-time" offer is made of a set of slides depicting aircraft now in use or under development for the future. The slides are 3¼" x 4" standard Signal Corps glass-encased projection material—*in black and white.*

This will not be "automatic issue"—you must request it by completing a required form and returning it to this office. All requests must be in by 31 May 1957. The offer is limited to Service Schools and headquarters down to and including divisions.

★ During February and March Colonel Edson of this office visited a considerable number of our units in Central and South America, accompanied by Captain Bob Mathias and a very capable mechanic, Specialist Goetz. They covered approximately 7000 miles in an L-23B during a seventeen day period, visiting eight foreign countries,

(*Continued on Page* 12)

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

talking with innumerable pilots, mechanics, maintenance and communication personnel, saw a great many aircraft, and observed operations in mountain and jungle terrain.

The general impression was that, notwithstanding the ruggedness of the country and the lack of radio aids and, of course, the difficulties of maintenance and spare parts, our officers and men are doing a magnificent job. The 937th Engineer Company (Aviation) located at Fort Kobbe, Canal Zone, commanded by Major Don R. George, is spread from Monterey, Mexico to central Peru and extends to the east as far as Rio De Janeiro. The total distance is about the same as that from Washington, D.C., to Honolulu. As a result of this trip we plan to take action with the various technical services and with our schools to assist this operation with better training and with better equipment.

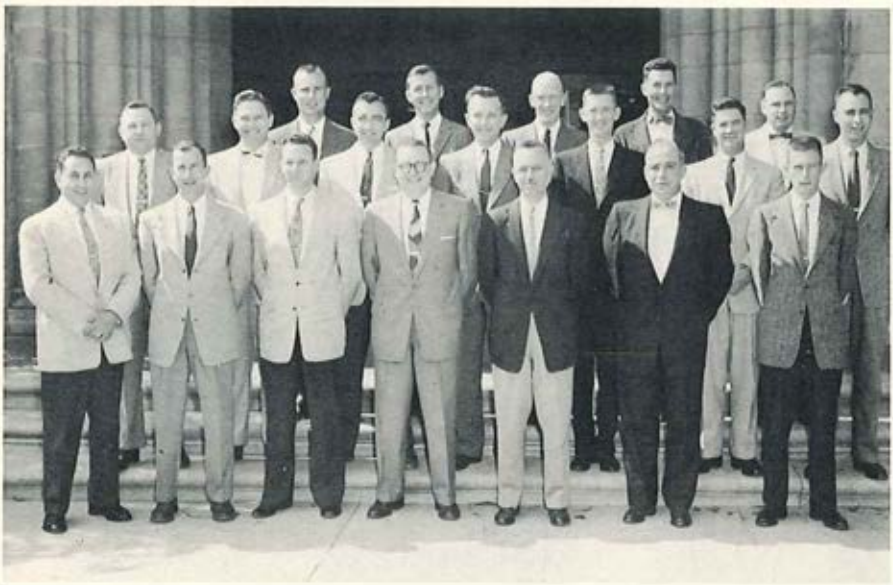
As a brief note on the background: the IAGS, Inter-American Geodetic Survey, has operated for ten years throughout this area by diplomatic arrangements between the United States and foreign governments. The mission of this unit is to collect mapping data, to teach the techniques of survey and map making; and, as an end result, to provide for the eventual complete mapping of Central and South America, a project which may continue for the next ten to fifteen years. I wish to extend my personal congratulations to all our officers and men on this project.

★ . . . . Every aircraft accident is an "inadvertent experiment with human subjects." We cannot intentionally subject people to tests in crashes . . . . But since such crashes occur, we are morally bound to learn all we can to prevent recurrence.

I suggest we orient accident investigation thinking on a "what caused it" line, rather than "Who is to blame for it." I noticed in an accident report that a 1¼" pip pin, hard to insert, in an uncomfortable place to insert, with no positive means of knowing that it was fully seated, wrecked a $35,000 helicopter and two people. Also [I] noticed that some features of design, either intentional or by chance, saved the lives of the occupants.

If we are to learn by our expensive accident experience—consider every accident as an "inadvertent experiment with human subjects", analyze and report them accordingly, so that aviation safety may keep pace with aviation.

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



ON CAMPUS—Members of Class 3 of the Safety Course given by the Division of Air Safety at the University of Southern California, Los Angeles, gather on the steps for a graduation photo, sans cap and gown. FRONT row (l to r): Maj CT Franchina; Capt EA Stewart; OP Rutledge, Jr.; Maj JD Davenport; Lt Cols JA McCord & HE Speece; and Capt IM Storer. MIDDLE Row: Maj CC Bohannan; Capt FH Troutman; Majs GT Singley & MF Hochella; and Capts PL Rudder, WH Dill, & AE Scholz. BACK Row: Capts PA Cathey & HL Walker; Maj JB Stockton; and Capts WH Henry, Jr., & JH Dibrell. Missing: Capt CK Steele.

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  6¼ hours of unrefueled flight with standard tanks.

DOMAN HELICOPTERS, INC

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Turbine-Powered HOK

BLOOMFIELD, CONN.—Since September 28, 1956, Kaman Aircraft has been operating a new gas turbine-powered version of its successful HOK type helicopter. Utilizing the *Lycoming* T-53 gas turbine in place of the Pratt and Whitney R-1340 piston engine presently installed in the HOK helicopters, Kaman looks upon the turbine-powered HOK as an *"in being"* helicopter as it is basically a standard HOK adapted to gas turbine power.

The T-53 turbine-powered HOK features greatly increased cabin area (see Fig. 1) higher performance, and a wider range of utility applications (see Fig. 2, 3, and 4). These advantages have accrued *without* any increase in the over-all dimensions of the craft when compared to the piston-engine HOK-1.

The reduction in empty weight of the turbine-powered helicopter plus the additional power output of the turbine engine provide a substantial increase in the performance and load-carrying capability of the helicopter.

To date the *Lycoming* T-53 powered *HOK* has successfully completed over 80 hours of operating time, including a 50-hour tie-down test and more than 30 hours of flight time. In its flight time the turborotor HOK has reached speeds of 115 knots and has been to 5,000 feet altitude. Further flights will include high-altitude performance tests.

The T-53 powered HOK features simplified pilot operating procedures through the use of a turbine governor. This *automatic throttle* permits the pilot to *forget* the powerplant and devote his full attention to flying the helicopter.

The turbine power control system (governor) automatically supplies the right amount of power as demanded by the pilot through his pitch stick setting and maintains rotor rpm at a constant speed which is preselected by the pilot.

The simplicity of the modification required to install the T-53 turbine in the HOK was a major factor in the selection of the HOK for this vital job. A bare minimum

(*Continued on Page* 35)

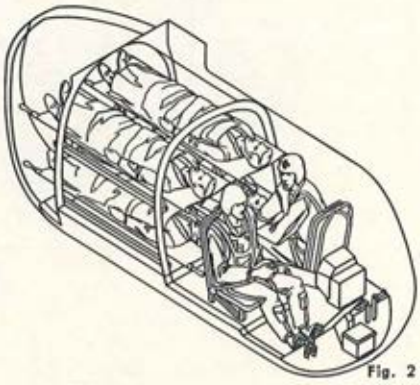


Fig. 2

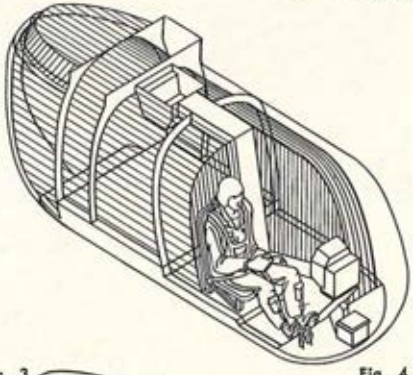


Fig. 3 Fig. 4

The USAEPG in providing a six-man, two-helicopter unit to a medical research exepedition directed by Dr. Paul Dudley White played a vital part in a modern . . .

WHALE HUNT

On January 7th the U.S. Army Electronic Proving Ground, Fort Huachuca, Arizona, received orders from the Office of the Chief Signal Officer that helped to write a new chapter in the history of aviation in the Army.

The orders directed the USAEPG to support a medical research expedition led by Doctor Paul Dudley White, the noted heart specialist Dr. White's aim was to record an electrocardiograph of the heartbeat of one of the giant gray whales that migrate to the Pacific coast area of Baja California, Mexico, to mate during the early winter months.

Dr. White believed that there was a great deal of similarity between the heart action of a whale and that of a human being. He felt that any knowledge gained from studying the heart of a whale would aid medical researchers in their studies of the human heart.

To aid the expedition the USAEPG sent an L-20 airplane and an H-19 helicopter, two officers, two warrant officers, and two maintenance crewmen to Baja California.

On February 5th the Army aircraft took off from Libby Army Airfield at Fort Huachuca to Hermosillo, Mexico, via Nogales, Arizona, picking up a Mexican government observer at Hermosillo.

Rough XC

Arriving at Baja California after a rough weather trip over the desert and the Gulf of California, the Army aircraft continued on over desert and mountainous terrain without navigation aids until they reached the Pacific where they landed on the salt flats of Black Warrior Lagoon to meet the Douglas aircraft.

Following proper arrangements with the local Mexican authorities, supplies were moved to an island in Scammon's Lagoon during the February 6-9 period. The 20th Century airborne whale hunting was now ready to begin.

Hunt as a Team

First to take off was a small Bell helicopter from the Douglas Company, followed by the Army H-19. Flying together over the lagoon which covered 20 square miles, the aviators described the lagoon as a huge goldfish bowl for the water was teeming with life, and literally swarming with giant 60-foot gray whales.

Dr. White rode in the H-19. With him were Donald Douglas, Sr., president of the Douglas Aircraft Company, and Maj. Gen. Hamilton H. Howze, director of Army aviation. For a brief period the airborne hunters surveyed the waters and then, with their quarry in sight, instructed CWO Ebert to fly down to begin the whale hunting.

Part of the Army civilian team that participated in the Scammon's Lagoon effort to secure the electrocardiograph of the gray whale: Kneeling: Sp/2 E. Marcum; Standing: Capt FE Petty; Mr. Donald Douglas, Sr.; Sp/3 R. Seimiatoski; WO RH Schweitzer; CWO R. Ebert; W. Ball (Douglas Acrft); Missing: Lt RT Zapata.

The small 'copter spotted a likely looking whale and hovered above the huge mammal. Donald Douglas, Jr., vice president of Douglas Aircraft, served as the harpoonist, leaning out of the 'copter and pointing the twin harpoon guns toward the whale which glided through the water below.

Wired for Sound

When the 'copter was within ten feet of the whale, Douglas fired his guns, the two darts streaking into the back of the whale and trailing 500 feet of wire. The whale shook slightly as if bitten by a mosquito. A small boat dropped from the bottom of the H-19 and was towed along by the wire leading from the darts imbedded in the whale.

Ashore, an electrocardiograph recorded the signals from the small boat, known to the expedition as the *sea sled*. The device registered rhythmic beats . . . possibly the heartbeat of the whale.

The two helicopters hovered over the

WHALE HUNT
(Continued from Page 15)

scene but, within 30 seconds, the first helicopter whale hunt in history was over. The darts had slipped from the whale's back.

After the initial *shoot* the helicopters returned eight more times to the hunt. Seven times the darts struck home and once they glanced off. Everything had been accounted for but the tough hide of the whale.

On one occasion the darts remained imbedded for an appreciable amount of time—40 minutes. Douglas, Sr., as harpoonist, shot the whale at a 45 degree angle and a *take* was effected.

Rhythmic Beat Detected

A rhythmical beat at a rate of 18 times per minute was transmitted to the electrocardiograph. Dr. White wasn't certain whether it was the heart beat of the whale or some other muscle but it approximated the right speed of the heart.

In one case a mother whale with her calf was shot. Whether by intention or not the calf dived *over* the back of its mother and tore off the dart.

Maneuvering a helicopter in a tight circle over a swimming whale calls for crack piloting. While airborne hunting may be easier in some ways than hunting by boat, there are serious dangers involved. Sometimes the whale will rise 35 to 40 feet out of the water *"If that happened during a shoot the whale would have taken the helicopter down with it,"* pilot Elbert said.

Dr. White, in calling the Baja California expedition *"of great interest and value,"* added, *"There was a useful trial of new techniques, for the most part successful."*

Tough Proposition

Dr. White said the line-throwing shoulder guns were satisfactory except *"they did not seem forceful enough and frequently struck the surprisingly enough tough surface of the whale's skin at an angle, resulting in deflection."*

Signals sent from the sled boats trailing the whales carried over several miles to the electrocardiograph machines on shore. Dr. White commented that a question exists as to whether or not one dart will do the job or if two must be used.

The participation of the Fort Huachuca personnel was called of "inestimable help" in the transportation of supplies and personnel.

— M. David Apker

Army participants in the expedition included: Capt Floyd E. Petty; 1/Lt Roland T. Zapata; CWO Ralph L. Ebert; WO Richard H. Schweitzer; Sp/2 Eugene Marcum; & Sp/3 Richard Selmiatoski.

Design Contract

DANBURY, CONN.—Doman Helicopters, Inc., has been awarded an engineering contract by the U.S. Army to design a two place helicopter utilizing radical design departures from present standard ships, according to a recent announcement by Glidden S. Doman, president.

Doman is one of five companies to win the design contract for which many competed. Military authorities are looking to development companies with proven engineering capabilities in the hope of attaining more advanced rotary wing design concepts for future defense as well as commercial needs, Mr. Doman said.

Continuing test of the larger Doman YH-31 helicopter with its simplified lifting rotor system at Fort Rucker, Ala., has focused attention on the advantages of employing major design departures to achieve maximum payload at low cost, easy maintenance and greater flight safety.

— Lester H. Geiss

Doubleheader

TORRANCE, CALIF.—James Gavin of Torrance, California, recently established a unique record by being the first person to take airplane and helicopter lessons at the same time and being awarded his private airplane and helicopter licenses on the same day.

Instructed by R. E. Trimble, manager of Aetna Helicopters of Aetna, Calif., Gavin soloed an Aeronca 85 light plane and a Bell 47G model on Feb. 22nd.

Gavin's course consisted of 35 hours each in airplane and helicopter instruction, a course which he completed in slightly more than two weeks.

— Jean Ross Howard

(Ed. The reporter passed on the information that the student alternated 45 minutes of instruction in the copter with one hour in the Aeronca, breaking each 1:45 period of instruction with a 20 minute rest. Having no fixed-wing habits to unlearn, the instructor stated that the student learned more quickly on both types of craft simultaneously.)

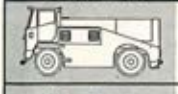
FORT WORTH, TEX.,—Bell Helicopter Corporation president Harvey Gaylord recently announced the receipt of an Army design contract for a new two-place observation helicopter. One of five contracts to be awarded by the Army Transportation Corps, the Bell design study calls for a four-months engineering research program.

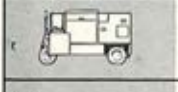
The helicopter is expected to be used by unit commanders down to the company level. Its primary missions will include battlefield reconnaissance, courier, operations, and primary training for pilots. It will not be required for aero-medical evacuations.

CAPABILITIES . . . Manpower, Tools and Experience

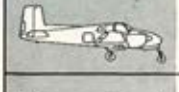
The amazing photograph at right was taken by Tom Ashley, managing editor of *Flight Magazine,* at the National Aircraft Show in Oklahoma City over the Labor Day weekend. It shows a U. S. Army L-23 Beechcraft making a successful takeoff and climb over a simulated obstacle, represented by the two poles.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

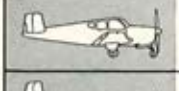
BEECH BUILDS


MA-3 MULTI-PURPOSE VEHICLES

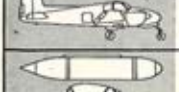

C-26, MD-3 POWER UNITS


8-PLACE BEECHCRAFT SUPER 18


6-PLACE BEECHCRAFT TWIN-BONANZA


4-PLACE BEECHCRAFT BONANZA


BEECHCRAFT T-34 TRAINERS


BEECHCRAFT L-23 TRANSPORTS


TANK-WING-MAJOR SUBASSEMBLY SUBCONTRACT PRODUCTION

The U. S. Army L-23B transport, rugged military version of the famous Beechcraft Twin-Bonanza, has a proud and distinguished record of service. First ordered into military production in 1952, the L-23 was the first twin-engine airplane used by the Army Field Forces. From the battle fields of Korea to the training fields at home, and back again to foreign stations, the L-23 has met the exacting demands of military service with distinction. Today, the Army's confidence in the L-23B's dependability and superior performance has resulted in new orders to fill the Army Aviation Division's expanding needs.

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

++ Beechcraft

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

This warhorse doubles as a pack mule!

The Fairchild C-123 Assault Transport is now doing double duty.

In combat maneuvers, it demonstrates day after day how it can operate out of pastures and clearings barely large enough for light planes; and on logistical missions, it has proved itself as a highly efficient bulk cargo and troop carrier.

Recently, in Germany, 30 C-123's moved 11,000 men and 2000 tons of equipment clear across Bavaria . . . in an even five days.

An agile combat vehicle, or an economical transport plane at will—the C-123 is in large-scale service all over the free world.

It embodies the performance, the reliability—the unlimited usefulness which distinguish aircraft designed and built by Fairchild.

FAIRCHILD

AIRCRAFT DIVISION • HAGERSTOWN 10, MARYLAND

A DIVISION OF FAIRCHILD ENGINE AND AIRPLANE CORPORATION

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

She'll go all night . . .
She'll talk your head off . . .
She's Air Associates' new . . .

TALKING BEACON

TETERBORO, N.J.—Designed to provide oral navigational directions to aircraft operating within a 50-mile radius, an experimental model of the Talking Beacon was test demonstrated recently by Air Associates, Inc., of Teterboro, N. J. before an interested civilian-military audience.

Currently being produced for the Army Electronics Proving Ground, Ft. Huachuca, Ariz., the experimental model of the Talking Beacon broadcasts ten degree bearings in the 118 to 136 megacycle frequency range, or, on UHF, from 236 to 272 and from 354 to 400 megacycles.

Operationally, a pilot tuning in on the beacon will begin to pick up compass headings as he comes within radio range of the installation. By tuning his receiver to 124.6 megacycles (Teterboro test setting), the pilot will hear two or three of these headings, each repeated at 15-second intervals. When two of these headings are equally audible he will know that he is halfway between the two beams. When on course, he will hear one heading loud and clear.

Above the enclosure which houses the transmitting equipment are three separate antennae fastened to a mast which turns at the rate of two revolutions per minute. Two of the transmitters are 5-watt units and energize the two uni-directional narrow pattern antennae mounted back to back on the mast. These 5-watt transmitters broadcast the voice bearing.

A 50-watt transmitter furnished a continuous masking tone and a station identification signal in Morse code, and energizes a bi-directional antennae which radiates a broad figure-eight pattern. All three transmitters operate on the same frequency through use of a common crystal-controlled excite:.

THE LADY VANISHES!—Col. Eric Osborne, Army Signal Corps, and F.W. Godsey, president of Air Associates, watch the "Talking Beacon's" steadily rotating antennae following Col. Osborne's landing at the Teterboro, N.J., test site. The Army project officer had followed the feminine tones of the unique guidance system in flying to Teterboro Airport. The "Talking Beacon" operated unattended — no man — no woman!

Thus, the beacon broadcasts simultaneously two bearings, 180 degrees apart and a pilot hears his bearing every 15 seconds. The figure-eight pattern of the masking tone is so designed that quiet prevails in the direction of the voice broadcast.

A self-operating unit, the *Talking Beacon* is contained in a large metal box, the type commonly used for commercial truck bodies. The antennae array is built to withstand winds up to 60 mph.

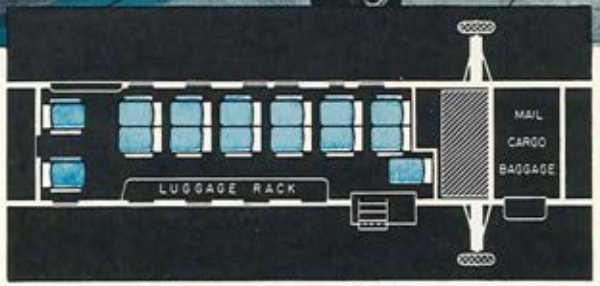
Delivered to the U.S. Army Signal Corps in mid-April, the Air Associates' unique guidance system is to be tested at the Fort Huachuca Test Activity.

F. W. Godsey, president of Air Associates, expects the *Talking Beacon* to have wide civilian applications. The individual airfield operator does have, in the *Talking Beacon,* a comparatively inexpensive guidance system for local employment. The executive listed the cost of the unit in the neighborhood of $20,000 with a substantial decrease in price being effected upon quantity orders.

New Vertol helicopter seats 19 passengers, doubles as freighter

For the first time, a large capacity helicopter, the Vertol 44, is available to commercial operators. And it comes with a selection of interiors suited for airline operation, executive transportation, or combination passenger-freight use.

Based on the design of the famous Vertol H-21, which has been flown more than 100,000 hours by the military services of the United States, Canada, France and West Germany, the Vertol 44 offers the versatility and cabin capacity long lacking in civilian helicopter operation.



Cabin layout shows 15 luxury seats in Vertol 44 airliner version.

Engineers, if you are not already working for the government or defense industry, investigate job opportunities with Vertol.

Check these new Vertol 44 features:

- **Highest useful load, greatest seating capacity, lowest seat-mile cost in commercial helicopter field. Tandem rotor design allows passengers to sit any place in cabin and eliminates balance problem in placement of cargo.**
- **Internal capacity, approximately 600 cu. ft. of freight in cargo version. Can carry 2½ tons on external cargo sling.**
- **Capacity for 19 passengers, using high density seating arrangement. Luxury seats for 15 in airline version with large window next to every seat. Seats fold away for conversion in minutes to cargo configuration.**
- **Two large doors permit quick and easy loading and unloading; rear door folds down with integral stairway.**
- **Better high altitude performance with two-speed engine supercharger.**

For detailed information on the Vertol 44 write to:

Customer Relations Manager

VERTOL *Aircraft Corporation*

MORTON, PENNSYLVANIA

OUR CHALLENGE!

Col. Robert M. Leich
President
National Executive Board
AAAA

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Capt. Roland C. Smith (G)
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Lt. William W. Spalding (A)

THE
ARMY AVIATION ASSOCIATION
OF AMERICA, INC.

Headquarters and Correspondence Address: AAAA, Warsaw, Conn. Telephone: Clearwater 9-4753

Dear Fellow Member,

Fifteen years ago, in June, the War Department, seeing its value after extensive field tests, authorized Organic aviation for Field Artillery units. Its dramatic success, from the very start, caused its approval for use by other units and today, we realize its unquestioned effectiveness in the accomplishment of the Army's mission, especially in the changing tactics of modern warfare.

At no stage in its development has it been more desirable than now for those who have been interested in aviation in the Army, in any capacity, to belong to an organization such as that which is now available to us in The Army Aviation Association of America.

What directions its activities take depends not alone upon its leadership but on the enthusiasm and interest shown by those who may be tired of trying patiently to explain just what Army aviation is, how important it has been, and what its future might be.

In discussions that have taken place throughout the country with many Army aviators and other persons closely affiliated with aviation in the Army over a period of years, I have formed some opinions which have led me to accept the Presidency of the National Executive Board, with the idea that our Association can do much for Army aviation by undertaking programs pretty much like these:

Fostering public understanding of Army aviation.
Arousing public interest.
Exchanging ideas.
Stimulating good fellowship, locally regionally, and nationally.
Inspiring Army-wide and nation-wide interest in AA careers.
Cementing relationships between those interested iin Army aviation in the Regular Army, National Guard, and the Reserves.
Disseminating information.
Motivating our personnel to increase their knowledge, skills, and techniques.
Quickening the interest of manufacturers in research and development in our field.
Providing special types of group plans (e. g., the Flight Pay Protection Plan for AAAA Members as one.)

Conducting meetings, seminars, reunions, exhibitions, air meets, etc.
Maintaining historical records.
Recognizing outstanding contributions to Army aviation.

There are undoubtedly other programs that we can develop depending on your interests and on the problems that might arise. Whatever we do and when we do it, however, is contingent upon the initial success attained by Charter Officers and Charter Members in inducing others to affiliate themselves with the AAAA. A substantial number of us must join now, if we expect to make-up soon for the time lost since 1946 in not having a medium of accomplishing most of our aims.

This letter is addressed to the most dynamic, energetic, farsighted, invigorating, venturesome and intrepid group of men I have ever known—men who will accept the challenge to rally our forces on behalf of Army aviation.

Sincerely,

Robert M. Leich

ROBERT M. LEICH
Colonel, Arty—USAR
President
National Executive Board
AAAA

FACTS about | THE ARMY AVIATION ASSOCIATION OF AMERICA, INC.

Purposes The Army Aviation Association of America is an independent, non-profit corporation without capital stock organized under the laws of the State of Connecticut; there are no stockholders or bondholders. Under the By-Laws of the organization, the Association has 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 individuals who are professionally affiliated with the field of U.S. Army aviation in the active Army or in one of the Army Civilian Component establishments.

To advance those policies, programs, and concepts that will be of mutual benefit to the membership of the Association, including those policies of the Association of the U.S. Army, the National Guard Association, and the Reserve Officers Association that are of benefit to the membership of the Association.

Benefits All members of the AAAA, by acting in concert, secure those group benefits that are available to any group of individuals as a body, such as group purchasing, group insurance, group representation, etc.; receive a monthly issue of the authorized organ of the Association; may avail themselves of a loan program wherein small emergency RON loans may be secured by Members without interest charges; and have access to an Association locator service. Employment information; a public relations program designed to assist Members and lecturers in Army aviation matters; and an Association-paid travel and pedestrian accident insurance policy covering Members for accidents involving loss of life or dismemberment as pedestrians or while riding in vehicles such as a car, plane, train, bus, etc. are under consideration as possible future benefits.

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.....
(Please Print)

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.

If you currently subscribe to "ARMY AVIATION MAGAZINE," please complete this section for refund purposes.

☐ I currently subscribe to "ARMY AVIATION MAGAZINE" and desire a pro-rated monetary refund on that part of my subscription that has not been fulfilled.

☐ I currently subscribe to "ARMY AVIATION MAGAZINE" and desire that the remaining issues comprising the balance of my subscription be sent to:

NAME.....
(Please Print) (Parents, Brother, Uncle, Friend, etc.)

ADDRESS.....

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

Speaking before the Ft. Belvoir Chapter of the ROA Maj. Gen Hamilton H. Howze discussed the "Status of Army Aviation" and touched upon the possibilities of . . .

Stripped-down Robot Helicopters

FT. BELVOIR, VA—Speaking before members of the Ft. Belvoir, Virginia, Chapter of the ROA, Maj. Gen. Hamilton H. Howze, Director of U. S. Army Aviation, gave a comprehensive report on *"The Status of Army Aviation"* at a recent monthly luncheon of the ROA in late March.

In his address, General Howze touched on several functions which have come under concentrated study within the past few years.

He indicated that the observation capabilities of Army aviation are being extended through the development of a new higher performance observation plane which will have both speed and *"loitering ability."* He also mentioned the proposed concept of Army aircraft which would carry equipment to guide guided missiles instead of merely observing the strike.

Referring to the troop-movement responsibility of Army aviation, General Howze stated that this capability is now being widely developed. *"I am confident that Army helicopter navigation and flight instrument systems can be developed within five years to the point where we can put troops down at any accessible spot on a battlefield at night or under very adverse weather conditions,"* he said.

Discussing supply movement, he mentioned the possibility of *"stripped-down"* robot helicopters which could conceivably compete economically with trucks in future military operations. He stressed the fact that helicopters are essentially short-range machines which are used to lift payloads over obstacles such as rivers, swamps, escarpments, untenable areas and the like. *"But,"* he maintained, *"this is exactly what battlefields are comprised of—obstacles over which we must deliver troops and supplies."*

"The use of aircraft to transport a small team for close-in aerial reconnaissance—a team which will have more speed, versatility and mobility than today's jeep reconnaissance team—is also a distinct possibility," the general said.

Maj. Gen. Hamilton H. Howze (left) talks with Ft. Belvoir, Va., officers, following his address to the Ft. Belvoir Chapter of ROA. The Belvoir officers are: Maj. Gen. David H. Tulley (right), C.G. of the Engineer Center and Ft. Belvoir, Va.; Col. Joseph M. Johnson (second from right), retiring President of the Belvoir ROA Chapter; and Col J.D. Strong, newly elected President of the Chapter. (U.S. Army photo.)

In closing, General Howze stated that he feels the Army Aviation program is essentially in "good shape". He said that one of the biggest problems at the present time is the shortage of mechanics, but that this situation is now being alleviated. He ended his address with a statement of appreciation for the cooperation which is being extended to Army aviation by the technical and combat arms of the Army.

FORT RILEY, KAN.—Army aviation facilities at Marshall Army Air Field were closely reviewed recently by two separate groups of visiting aviation officials. Visiting the Kansas base were Col. James R. Pritchard, president of the U.S. Army Maintenance Board at Fort Knox, Ky., and Lt. Col. Yancey H. Bivings, Jr., another member of the Board.

Arriving on the same day for a thorough look were Colonel W. G. Van Allen and Lt. Col Carl E. Bobo, Jr., both of the Army Aviation Directorate, ODCSOPS, and Col. Jack L. Marinelli, Office, Deputy Chief of Staff for Logistics, D/A. Col. Lincoln Wood, commander of the Marshall AAF installation, greeted the visitors and conducted them on a tour of 1st Infantry and Ft. Riley aviation units.

AROUND THE WORLD WITH SIKORSKY HELICOPTERS

ARCTIC STUDIES—The only access to this arctic research outpost in Northern Greenland is by helicopter. The Red Rock Camp, Nunatarssuag, established by the U. S. Army's First Engineer Task Force to carry out ice cliff studies, receives food, mail, and passengers by Sikorsky S-55, designated H-19 by the Army. The versatile S-55 is an arctic veteran. It has seen grueling service in Greenland, Northern Canada, and Alaska.

HELICOPTER HISTORY

FIRST TRANSATLANTIC FLIGHT

In July, 1952, two U. S. Air Force Sikorsky H-19s touched down at Prestwick, Scotland, after a record-making 920-mile flight from Iceland. This was the longest leg in the first and only helicopter flight across the Atlantic, from Westover Air Force Base to Wiesbaden, Germany. The pilots were Capt. Vincent H. McGovern and Lieut. Harold W. Moore.

ASSAULT EXERCISE—Marines at Camp Pendleton, California, launch a helicopter-borne vertical assault as a feature of a recent major exercise involving 15,000 men. A Marine Corps HRS, an S-55 type, is shown above after landing its assault troops. The Marine Corps also flies larger HR2S and HUS Sikorsky helicopters.

SIKORSKY AIRCRAFT

BRIDGEPORT, CONNECTICUT

One of the Divisions of United Aircraft Corporation

Pro's Say...

Below Capt. Selmer A. Sundby, an Army aviator assigned to TRECOM, Ft. Eustis, Va., is awarded the DFC by Gen. Williston B. Palmer in a late March ceremony held at the Pentagon. The Army Captain, test pilot for the Army's one-man helicopter, the de Lackner Aerocycle, had displayed outstanding skill and daring in flying the Aerocycle through transitional lift and encountering flight characteristics which were previously completely unknown. Mrs. Sundby looks on from the right.

In the Spring . . .

STUTTGART, GERMANY—The Seventh Army personnel have been somewhat shaken up of late but before we get into that here are a few operational notes . . . Right on schedule TC is putting boots on our L-23's—I say *on schedule* because all winter long the freezing level was about 2,500 feet and all summer it is about 10,000 . . . oh well . . .

Just as a matter of interest, the ten helicopter pilots in the section have a total of 6,653 hours. Although this may not be a record for a unit not equipped with helicopters only we think we rate well up on the *qualified* list.

We've been getting a great deal of fine weather of late (the kind where a young man's fancy turns to what the young girl has been thinking about all winter) and we are all trying to use up some of the leave time left on the books. I should have some interesting travel notes in my next report (Spain, Italy, the Riviera, Holland—the tulips). Ah—I wonder what the poor people are doing?

We're looking forward to receiving the new L-23's, D Models, I believe. Two or three members of the Section expect to be on the list to go to the States for the pickup. Should be an educational flight back and, of course, that 30 days in the States will be the tough part.

Our personnel changes include the replacement of Maj Brown by Lt Col McCants as C. O., Maj Childers by Capt Drane as Ops Off, Capt LaHaie by Capt Hawkins as Maint Off, and Capt Brake as Asst Maint Off, although I'm not sure who Bill Brake is replacing as yet.

We here at Stuttgart were very happy to see the picture of the USAREUR Section in the recent issue. It was a very good picture of the Heidelberg crew and besides, our Dart Board was about kaput anyhow.

YC, (Capt.) Ed Ziegler

NIGHT BEAT—Rangers load aboard a 1st Aviation Company U-1A Otter during a recent night maneuver. Eight Otters, each carrying nine combat-equipped Rangers, were employed to transport Ranger students from Lawson AAF, Ft. Benning, Ga., to a field strip on the Benning Reservation. Pathfinders at the "Airhead" established ground to air communications and handled the field strip lighting prior to the arrival of the aircraft. (US Army Photo).

Always . . . the mountains!

STOCKTON FIELD, CALIF.—As usual, the passing of the vernal equinox found all of the "raunch hands" of the 521st Engr Co scattered to the four winds on various TDY assignments and missions. Chief among these was the combined effort of the 537th Engr Co (Surv Base) and the 2nd Platoon of the 521st in desert and mountain survey operations in southern California.

Establishing camp at Thermal Airport near Indio, Calif., for the purpose of conducting survey operations in nearby Joshua Tree National Monument, the 521st utilized an H-19, six Hillers, an *Otter*, and a *Beaver* in helping survey-helicopter teams knock out over 225 square miles of land survey in approximately four weeks. This operation required the selection and occupation of over 150 points at stations ranging from below sea level to over 5,000 feet.

Double Shift

We played this one in two acts. Heading the initial group was Capt. Jim Wischmeier, aided and abetted by Lts John Grace, Tom Hope, Jim Bassett, Al Blankinship, Dick Center, and YC. Also involved in the Curtain Call were Lts. LB Haas, CD Kingsley, Wayne Stephens, D. Kuenning, J Roberts, J Wilson, Dick Rodgers (not of the Rodgers-Hammerstein duo), and Homer Brem. This group was rotated shortly after the acceptance of a new survey mission for the State of California (the Anza Desert State

The steel matting at Ft. Huachuca and the bright sun provide a backdrop for the 416th Signal Aviation Company group photo. FRONT ROW: Sfc GP Miller; Lts PJ Buchanan, RD Morgan; CW McDowell; RL Grove; RE Shanks; NJ Hughes; EJ Hafers (OpsO), GW Cook, & CB Dehrkoop. BACK ROW: Lts GD Fritchey, CA Young, JD Allan, WA Bruce, & GW Lewis (Opns Plat Ldr); Capt JB Shively (C.O.); Lts JL Tabor (Exec O), HM Webber, PL Westerfield, & HA Scott. Missing: Lts H Paladino, MA McDonald, R Keasbey, & FE Plummer.

Park and the Cleveland National Forest, near San Diego).

Leading the new detachment is Capt. Bill Gurley (who just returned from viewing similar hinterlands in Mexico). Aiding Bill are Capt. Seamon Molkenbuhr, and Lts Mike Franklin, *Speedy* Gonzalez, Bob Bishop, Jim Miller, Bob Sternat, and Aaron Lilley.

Just to prove to you that we are not forever foraging in the wastelands, the 521st teamed up with a local Marine Corps Reserve Unit the other fortnight and gave the local populace an eyeful "of the shape of things to come." An aerial assault (complete with pyrotechnics) was made on an island in the San Joaquin Rover delta. An H-19, piloted by Lt. Jim Allen, and an H-23 piloted by Lt CD Kingsley, were utilized as a troop carrier and med evac ship respectively.

YC, (Lt.) William F. Gabella

They've Had It!

FT. RILEY, KAN.—Some of you *"AA"* readers may have read or heard about the recent snow storms in western Kansas. The falling of a few snow flakes on the morning of 23 March, '57, introduced a storm in western Kansas that many old-timers said was *"the worst snow storm in 30 years."*

Public transportation was halted; communications were disrupted,; and many farm families were isolated from two or three days. When the storm rose to disaster proportions Army aviation units at Marshall AAF, Ft. Riley, were called.

The 33rd Trans Co sent H-21 choppers to the area, their mission being to rescue stranded motorists, airdrop desperately needed food to isolated communities, and evacuate those who needed medical attention. Because of the extended hours of operation the civilian supply of high octane gasoline was depleted on the first day.

When the weather opened up U-1A *"Otters"* from the 3rd Army Avn Co transported the much needed high octane fuel to Goodland, Kan. Each *Otter* carried 200 gallons of gas and reached western Kansas in 2½ hours.

On the 27th of March the operation was moved to Dodge City, Kan., where rescue operations were continued. Our pilots also hauled gas to Dodge City. It's hard for us to believe but during *"Operation Snowdrift"* the books say we transported approximately 3,000 gallons of high octane fuel. And it all started with just a few little snowflakes.

YC, PIO, 3rd Army Avn Company.

Deliveries, Inc.

ILLESHEIM, GERMANY—The 26th Trans Co pulled one on the Air Force; however, as you might expect, they were written up in the *Stars and Stripes* while the Army effort did not make the grade there.

The AF had beaten the stork some time ago, flying a civilian (female) to the hos-

ADVICE . . . .

Keep your eye on the ball
Your shoulder to the wheel
Your ear to the ground
(Now try and work in that position!)

Shingles

pital where she delivered some 45 minutes later. Two weeks ago, we were sitting in on our daily briefing when CWO John Cleary wandered in and *quietly* said, *"Major, may I borrow a helicopter—my wife is having a baby."*

Immediately—if not sooner—everyone was in a worse tizzy than Mrs. Cleary. However, our fumbling hands did manage to escort her, our local Doctor, and a medical Sergeant into an H-34 that was running up outside.

To the Firewall

CWOs Mathis and Leonard did the driving—pushing the thermal barrier all the way. Exactly 19 minutes after the touch down in front of the Nurnberg Hospital, Mrs. Cleary was looking at her new 9 lb. baby boy.

Now if that isn't helping your own in time of need, I'll eat my pitot cover. Incidently, we claim to be the first at 100% in Europe. Had one stubborn one who finally did agree, giving "AA" 100% support here.

Wonderful feeling! We no longer have to pilfer among ourselves. In the fold are CWos WE Johnson, JD Branon, JD Cleary (Daddy-O), FA Frost, HT Johnson, JF Leonard, JR., RM Lorett, FB Roberts, EH Ruehling, and WT Wills. Our APO is 177, New York. If you don't write us, at least drop the new Father a note of cheer . . .

YC, (Lt.) Harold E. Griffith

Accent the De-Positive!

FT. RILEY, KAN.—I've little doubt that some of the other aviation units will also mention it, but flying here with the Big Red One Aviation Section was stymied in late March while one of the worst storms in history swept across western Kansas. Luckily, we (at Riley) were on the edge of it, and encountered nothing more than rain changing to snow, low ceilings, and moderate winds.

The Big Red One lost its CG as Maj. Gen. Willis Matthews departed Ft. Riley for Korea and KMAG. All troops on post participated in a *Bon Voyage* parade in late March which saw a flyover led by three L-19s leading three U-1As and three H-21s. Lts Harold McGregor, Jack McCroskey, and Richard Newton did the honors for the 1st.

Mr. John L. Tappin, U. S. Ambassador to the U. K. of Libya, and Mrs. Tappin, shown being flown by Capt John C. Yates, Flt Ops Off, of the 572nd Avn Platoon at Wheelus Air Base, Libya.

A 12-plane formation of 19s flew a final farewell salute to Gen. Matthews as he drove by Marshall Field while leaving the Post.

With 15 pilots on *King Cole*, the departure of another 10 made for a quiet existence. The ten demonstrated the capabilities of Army aviation to the C & GS School at Ft. Leavenworth and included: Capt Veatch, and Lts. McDonald and Smith, among others.

YC, (Lt.) Herbert E. Sheathelm

Search

FT. RILEY, KAN—On the evening of 30 March, the AAUTC Commander received a *mission call* for one H-21C to aid in the investigation and recovery of an AF B-52 jet bomber which had crashed near Tulsa, Oklahoma.

On the following morning, CWO Robert H. Holt, WO Donald P. Frazier, and SFC C.E. Thomas departed Ft. Riley for Tulsa-Douglas Airport where they contacted Col. Robert E. Lee, USAF representative at the Wichita plant of the Boeing Aircraft Corp.

The mission of hauling special investigators to and from the scene of the crash and locating component parts which were scattered over an area of 5 square miles was undertaken immediately and completed on 7 April. Following the return of the H-21C and crew to their home station, letters of commendation and appreciation were received. YC, CWO George F. Beaston

READING UP on the third Commandant of Flying Safety are the wives of student pilots of Class 57-11 at Gary Army Air Field. Left to right are Carlita Smith, Shirley Graessle, Martha Dillman, and Geraldine Bittinger. Graham & Son instructors and Army officers explain the flying training program to the students' wives on specially conducted tours.

MOVING SOON? If possible, try to give us three weeks' notice so that your issues can be switched without interruption.

Pro's Say...

END OF THE LINE! Col. L. W. Leeney (l.) and Lt. Col. R. R. Evers, both of the OSA, Washington, D. C., are greeted in Rio by Capt. Jesse L. Wilkinson (second from left) and Capt. Ernie Hawthorn, aide to the C. G., upon their arrival at the Brazilian city. The two D/A officers had ferried the L-23D Model to Brazil for use with the JBUSMC.

RIO DE JANIERO, D.F.—Thanks to Col. L. W. Leeney and Lt Col R. R. Evers the Joint Brazil-U.S. Military Commission has one brand new L-23, a "D" model at that. In receiving this plane, the JBUSMC now has a full fledged Army Aviation Section with the following personnel, yours truly (AO, and operations, maintenance, supply, administration, etc. officer) and SFC Felix (*Clyde*) Alston as total service man in all of the above offices *plus* swabber and co-pilot. We are indebted to Cols Leeney and Evers for delivering the plane in such good condition, and wish they could have stayed longer and enjoyed the carnival period with us.

To date we have no supply books on the L-23D and we're keeping our fingers crossed in the hope that nothing falls off until we have a stock of spare parts. We've been using the plane right along and so far have experienced no trouble with the flying department.

The cute little steps that are supposed to come down from the fuselage and then slide out do not seem to be interested in working (UR coming up,, St. Loo!) and the pilot's communication box has all of us baffled as it doesn't want to speak High Freak. (The co-pilot's works fine). A small stool helps us board our Passengers in lieu of the steps which refuse to go down and out.

And Rio. It is a city more beautiful and fascinating than describable and much more difficult to live in than one would expect. It is a city of great contrasts: the most beautiful girls, very few not pretty; the most beautiful buildings and the ugliest buildings; the wildest traffic imaginable; and very expensive. Living, that is, not the traffic.

After a while, one adjusts oneself to the bugs, flies, heat, etc. and gets down to the happy business of enjoying Rio very much. I have a better opportunity to see and enjoy the country than the wife and children (due to my flying) and have been in Recife, Salvador, Rezende, Campinas, and San Paulo.

The country is wonderful and puts Texas to shame as it is as big as the *entire* USA plus *another* Texas. The people are very friendly and the ATC people are very helpful to us. The tower operators don't yell if you fail to file a local flight plan; they just quietly ask for your destination; and as a result, I have failed to file only once. Very embarrassing! On XC flights, you *always* file instruments as the weather changes very rapidly here.

The JBUSGMC has some wonderful people assigned to the Commission and their mission is a very important one. I double as aide to Maj. Gen Robert F. Sink, a great officer and a wonderful man with whom to work. All things considered, I feel that I have a first class assignment here in Brazil.

Following the Fashion in ARMY AVIATION, I place our welcome mat out, too. The invite is extended to all AA's and to the Editor (and Publisher) *without* Great Dane. Try to come at Carnival time (the Mardi-Gras) as Rio has fun for days on end. YC, Capt. Jesse L. Wilkinson

Ticklish!

WHEELUS AIR BASE, U.K. of LIBYA—Greetings from the *province* of Tripolitannia by the beautiful blue waters of the Mediterranean, the *Riviera* of North Africa, the *home* of the 572nd Engineer Aviation Platoon.

We're now fully engaged in our mission of supporting the 329th Engineer Detachment in the mammoth project of surveying the vast plains and deserts of Northern Libya. For the past two months our pilots and crewmen have been alternating between Wheelus and the desert about every two weeks.

We're using H-23's in direct support of

the field survey parties, leaving them out in the desert with the surveyors. Our U-1 *Otter*, the two *Beavers*, the two L-19s, and the two H-19s are operating from the Air Base, mainly on resupply missions to the field.

Our major concern at the present time is to determine what effects the heat and sand will have on the aircraft engines and the operating capabilities of the aircraft. Only a scant fifty miles south of Tripoli the temperature has been recorded as high as 140 degrees and the sand is extremely fine and powder-like and able to sift through the tiniest apertures. However, with the hot season only a month away we shall soon find out the answers.

Point of interest—Proving again the versatility of Army aviators, the photo above shows Lt. Robley (*Big Boom*) Smith, one of our veteran pilots, exhibiting an Italian S-3 mine which was hand-lifted by the 329th Mine Clearing Team he is commanding.

Looking on are Col. Lawrence St. John, Army Map Service Representative and C.O. of the 30th Engr Gp; Maj Ray Nielsen, C.O. of the 329th Engr Det; and Capt. Sidney Hurley. At present, there are still about two million active mines keeping their lonely vigil in the vast Libyan hinterlands, so few of the survey parties walk off to note the flora and fauna. Lt. Smith is responsible for clearing safe lanes through any mined areas that the survey parties may encounter.

TOKYO, JAPAN—Proud to move into the ranks of the 100% supporters of *ARMY AVIATION* are the combined air sections of the 1st Cavalry Div Arty and the 583rd F.A. Battalion. Shown with one of our *birds* above are (l. to r.) Lts Geoffrey Daniels, Ralph Matthews, and Claude Razey; Capt. Robert F. Litle, Jr.; and Lts. Edward Kauchick, Arthur West, William Peachey, and Willard Bennett, Jr.

Capt. Litle serves as the C.O. of our Air Section which has its home at Momote Air Field, Camp Drake, well known as *"the air-strip with the perpetual crosswind."*

YC, (Lt.) Arthur H. West

(Ed. Slightly prejudiced editorializing here but we'll say it anyway—"Fine lads, all.")

A Many Sided Thing

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

COULD USE TEN!

(Dear Editor:) In line with your offer on *"Help Wanted"* notices, the 78th Infantry Division, NJ-USAR, could use up to ten pilots in the grade of Lieutenant. We have several vacancies in the grade of Captain but they should be filled shortly by some of the eight presently assigned pilots.

Also, we have *no* enlisted personnel in units, we need some maintenance help badly. the Division's air sections and considering the proposed issue of L-19 aircraft to USAR I will be glad to hear from any prospective members, either enlisted or commissioned, but please, *no unrated pilots.*

Shouldn't there be a way we could sign up pilots with lots of experience who are not rated Army pilots without requiring them to take a 6-months course? I think so.

With reference to *"The Void"* (*p.* 32, *AA, April* 15), I think someone forgot something when the T.O. & E. change was made. There should be at least one Major in an Infantry Division, perhaps two. Certainly one in Div Arty to provide a *logical* progression for pilot promotion. I have heard that this is in the mill. Has anyone any facts on this? Sincerely,

Samuel Freeman
Lt Col, Arty-USAR

NO DISAPPOINTMENT

(Dear Editor:) Inclosed is my subscription for three years. I want to let you know that I *and my family* enjoy the publication very much and look forward to seeing it. Those of us who are far away — not in distance but because of mail and news service — look forward to getting the news in Army aviation as well as the personnel (data). We also enjoyed the *"Who's Who"* and were not disappointed in the least although we did wait for two years.

Sincerely,

John K. Finley
1st Lt., CE
U.S. Embassy
Havana, Cuba

(Ed. All good things come to those who wait. A tax refund, the first spot in the pay line, and the "Who's Who")

(Dear Editor:) Here's something for the *"Old"* column if space is available. I dug it out of the junk heap I call "Mementos of WW II."

The Liaison Pilots of the 402d FA Group and atchd FA Bns at Camp Butner, N. C., are shown in a photo taken Sept, '43, roughly 13½ years ago. Many of those who have been to Butner will remember the strip we hacked out of the woods in the PW area, and "hacked" is the appropriate word. These *Eager Beavers* were just out of Flying School and had just reported to their first duty station as aviators, pardon, liaison pilots.

Left to right, FRONT row are Lts. William D. Rotchford, Laddie J. Roark, Stanley Graves, and James H. House (Hard to believe I looked like that!) Back row (l to r) are Lts George Emberts, Robert D. Dearth, James Walton, and Cyrille LeBlanc.

Dearth, Roark, and House are still on AD. George Emberts was KIA in January, '45 in Germany. Jim Walton & Laddie Roark were in aircraft accident near Lumberton, N. C., in 1944. Jim was seriously injured and never returned to flying status and on last report was living in Wilmington, N. C. Cy LeBlanc was last reported living in Gardner, Mass., while Bill Rotchford, a Yankee boy, became converted and now lives in Raleigh, N. C. The whereabouts of Stan Graves is unknown.

Hope this brings back pleasant memories to a few old-timers.

James H. House
Major, Arty
Avn Adv, Iowa-NG

Congratulations!

FEORE, Margaret Mary, a daughter, born to Lt. and Mrs. Patrick L. Feore, Jr., 1st Avn Co, 1st Inf Div, Ft. Riley, Kan., on April 1, '57 (9 lb, 8 oz.)

HAMMONS, Susann, a daughter, born to Lt. Dale and Mrs. Angie Hammons, 521st Engr Co (Topo Avn), Lathrop, California.

HEFFNER, Cheryl, a daughter, born to Lt. Gary and Mrs. Barbara Heffner, 521st Engr Co (Topo Avn), Lathrop, California.

HOPE, Charles D., a son, born to Lt. Tom and Mrs. Jean Hope, 521st Engr Co (Topo Avn), Lathrop, California

---

KIERNAN, William E., Lt., 521st Engr Co (Topo Avn), Lathrop, California, married to Patty.

McGUIRE, John, Lt., 521st Engr Co (Topo Avn), Lathrop, Calif., married to Delores.

MURPHY, Patrick Michael, a son, born to Lt. Kevin and Mrs. Laurie Murphy, 521st Engr Co (Topo Avn), Lathrop, Calif.

A Personal Matter...

Winning the Lawson Command volleyball tournament at Ft. Benning proved hard on one AA of the 1st Army Avn Co. Lt. Ken Niederbrach tripped over a nearby fence during play and broke his arm, joining W/O James Tiernan (Asst Maint O) in the Ft. Benning Hospital. Tiernan, slated to leave for Germany in the fall, sprained his back when he met with an "unusual" accident . . . Incoming Lt. Henry B. Kelly (ARMAV) and outgoing Capt. Warren Strong (who joins the civilian ranks) balanced our books.

Lt. Joe Parlas recently won *unofficial "Crew Chief of the Month" honors.* Due to the shortage of mechanics in the 1st, crew chief duties are handled by pilots; very educational, to say the least.

YC, James C. Greenquist

Stockton Personals

521st Engr Avn Co—With an assist from the latest electronic marvel, the transistoried, omni-directional personnel locator, we'll make an attempt to rundown the far flung minions of the 521st: To Hcptr Sch, ARMAV: Lts Auth, Carson, Freeman, Nichols, and Zenz. Back from Hcptr Sch: Cap: Bernie Cobb & Lt Bob Leonard. TDY, Sky-Cav, Polk: Lts Roberts, Kuenning, Wilson, & George. 6th Army Instr Flt Sch, Oakland: Cap: Lawrence, Lts RN Jones, Byron Clark, and JF Grace. TDY, Yakima, Wash: Lt K Murphy; Enroute Teheran: Lt DD Center. TDY, Bridgeport, Conn: Lts Bob Bogard & Emmett Skinner (*Ed. 86 proof untouched!*) Released from AD: L.B. Haas, Bill Geppert, Chuck Sigler, and V. R. Watson.

YC, (Lt.) W. F. Gabella.

AHRENS, J.C., Capt., 602 Alberta Street, Enterprise, Alabama.

ALDRIDGE, George W., Jr., Capt., Quartermaster R & D Command, Natick, Mass.

ARLEDGE, William L., Lt., 115-C-3 Kimbro Loop, Fort Belvoir, Virginia.

ATHEY, Clifford S., Maj., Cas Off Sect, OS Repl Sta Pers Cen. Oakland Army Terminal Oakland. California.

ARCHULETA, James M., Capt., Hqs Avn Section, 555th Engr Group, APO 164, New York, N.Y.

BEAN, George E., Maj., 2nd Army Company (FW-TT). APO 177, New York, N. Y.

BECHTOLD, John G., 1/Lt, Company A, 20th Engr Bn (C), Camp Drum, New York.

BELK, George M., 1/Lt, 3rd Army Avn Company (FW-TT), Fort Riley, Kan.

BENEDICT, Charles A., 1/Lt, US Army Language School, Presidio of Monterey, Calif.

BERRY, John T., Capt., 62416 Jeffords Street, Fort Huachuca, Arizona.

BLACKMAN. Charles M., Lt., 3848 East 14th Street #15, Des Moines, Iowa (Temp).

BLENDERMAN, Neil A., CWO-2, 64th Trans Co (Lt Hcptr), Fort Hood, Texas.

BLEVINS, B.B., 1/Lt, 33rd Trans Co (Lt Hcptr), Fort Riley, Kansas.

BOMAN, Jack D., Lt., 3022 Ormand Drive, Columbus, Georgia.

BOURNE, Harold O., Lt., 1302 South Park Avenue, Dothan, Alabama (Temp).

BOYD, Donn T., Maj., 7th Army Aviation Trng Center, APO 46, New York, N.Y.

BOYLE, Garrison J., Capt., Aviation Department, T-School, Fort Eustis, Virginia.

BRAZIL, John E., CWO, 153rd Transportation Detachment, Ft. Belvoir, Virginia.

BRENNER, David A., CWO, 3rd Trans Co (Lt Hcptr), Fort Belvoir, Virginia.

BROWN, Leonard T., WO, c/o Cecil Huffman, New Castle, Virginia.

BRUMMIT, George P., CWO, AA & Guided Missile Center, Fort Sill, Oklahoma (Temp).

BUBLITZ, Karl E., Lt., 423 East 63rd Terrace, Kansas City 10, Missouri.

BANKER, Walter E., Capt., 29th TAAM Company, APO 46, New York, N.Y.

BURRIS, Carshal A., Jr., Lt., 117 Twiggs Road, San Antonio 9, Texas.

BYRD, James C. Lt., 64th Trans Co (Lt Hcptr), Fort Hood, Texas.

CARNEY, James L., Lt., Box No. C-12, Class 57-9, AHATC, Fort Rucker, Alabama.

CARROLL, Danford S., Capt., 7 Upatoi Drive, Columbus, Georgia.

COX, Newton C., 1/Lt, 180 Ganahl Place, Fort Bragg, North Carolina.

CRICHTON, Williams G., Capt., 682-B Infantry Post, Fort Sam Houston, Texas.

DALE, Ronald E., 1/Lt, 7th Combat Aviation Company, APO 7, S.F., California.

DALONE, Arthur A., 1/Lt, 4022 Ridgeway Drive, Foth Smith, Arkansas.

DARLING, Allan L., Lt., Off Student Co, AHATC 57-10, Fort Rucker, Alabama.

DAVIS, Earl J., WO, 793rd Trans Co Depot, APO 503, S.F. California.

DILLINGER, David R., 1/Lt., 108-A Kessler Drive, Fort Benning, Georgia.

EDWARDS, Charles A., Lt., 23 Briar Hill Courts, Ozark, Alabama.

ESHBAUGH, Kenneth L., Lt., 2nd Army Avn Co (FW-TT), APO 177, N.Y. N.Y.

ESTES, William W., 2/Sgt, 7745 Vera Cruz Road, El Paso, Texas.

EULER, Herbert C., Lt., Trans Airfield Opern Det, Fort Eustis, Va.

EVANS, James C., Capt., Hq & Hq, 3rd Trans Bn (Hcptr), Ft. Benning, Ga.

FLANARY, Kenneth J., Mr., 159 Magruder, Mineral Wells, Texas.

FRENCH, Keith A., Lt., Col., Chief, Army Avn Div, Combat Arms Section, TUSAG, APO 254, New York, N.Y.

GARDNER, Lloyd G., 1/Lt, 118 Pinehurst Drive, Enterprise, Alabama.

GIDDENS, Jessie O., Capt., 2nd Army Avn Co (FW-TT), APO 177, New York, N.Y.

GLENNIE, Alfred K., Sgt., 7703d AU, US Army Trans Depot, APO 28, N.Y., N.Y.

GOODALL, Billy R., 1/Lt, 501st Avn Co (Armd Div), Fort Polk, Louisiana.

GOODEN, James H., Maj., US Army Sig Intel Agency, Main Navy Bldg, Washington 25, DC.

GRIFFIN, Leonard L., Lt., Off Student Btry, AA& GM School, Ft. Sill Okla (Temp).

GUION, James L., Jr., Capt., 5th Infantry Division, Fort Ord, California.

GRUBAUGH, James C., WO, 3926 South Gaffey Street, San Pedro, California.

HALLER, Douglas L., 1/Lt, Hq & Hq Co, 937th Engr Group (C), Ft Campbell, Ky.

HAMPTON, William C., 1/Lt, 607 Patton Drive, Killeen, Texas.

HARE, Leroy B., Capt., 186 Catalina Drive, Camarillo, California.

HEREDIA, Francis N., WO, 608 Northside Drive, Killeen, Texas.

HARGETT, Claude E., Capt., AEOC-6, Fort Belvoir, Virginia (Temporary).

HETTEMA, Harold, Mr., Route 1, Box 162-B, Yreka, California.

HICKS, Orman E., Major, Hq, 40th Trans Bn (AAM), Fort Eustis, Virginia.

YOU CAN'T FILL YOUR BELLY PAINTING PICTURES OF BREAD

. . . . Chinese Proverb

The "26th Kangaroos," formally known to the AGO as the 26th Trans Co (Hcptr), find the bright Illesheim, Germany sun to their liking: Front row (l. to r.): Lt. Castrillo; CWOs Sword, Galbraith, Boyd, Vierling, Mathis, Turbeville, and Barrs; Capt Noland (Exec); and CWO Pearson. Back row: Lts Griffith & Mialaret; CWOs Oddone, Sheets, Kuntz, Nokes, "Dad (the oldest man in the company) Henderson, Munson, Koehn, and Gaynon; Lt Trimble; CWOs Mace, Cromeens, & Cross; Capt Peller; and Maj Valdez (Co).

THINK

. . . . or thwim?

HOLSTAD, Jerry E., Capt., 1536 11th Avenue, Columbus, Georgia.

JARRARD, Frank C., Capt., US Army Acrft Maint Center-Japan, APO 500, S.F. Calif.

JERSEY, Donald H., Capt., #3 Lafayette Drive, Skiffes Creek Apts, Lee Hall, Va.

JORDAN, A.C., Lt., 61416 Delaware Street, Fort Huachuca, Arizona.

JORDAN, DONALD R., Lt., 7467 Warwick Road, Lee Hall, Virginia.

JULIANO, Amore V., Maj., 31st Helicopter Company, Ft. Benning, Georgia.

KEENAN, Thad, 1/Lt., 5307 Kiamisha Way, Mesquite, Texas.

KESLER, Pat, 1/Lt, 2nd Army Avn Co (FWTJ), APO 177, New York, N.Y.

KLIM, William, Jr., 1/Lt, Trans Div, USABCOM Hawaii, APO 958, S.F., Calif.

KONRAD, Elmer W., 1/Lt, 2nd Army Avn Co (FW-TT), APO 177, New York, N.Y.

KRAUS, Herbert H., CWO, 804 South Lena Street, Dothan, Alabama.

KREBER, Leo M., Maj. Gen., 3971 Kioka Ave. Columbus 21, Ohio.

LECHNER, Roy J., Capt., OMR Box 384, Keesler AFB, Mississippi.

NO SHADE-TREE?
BLAME NOT THE SUN
BUT YOURSELF

. . . . Chinese Proverb

LEDGERWOOD, William L., Lt, 2nd Army Avn Co (FW-TT), APO 177, N.Y., N.Y.

LEICH, Robert M., Col., P.O. Box 869, Evansville, Indiana.

MAY, Melvin E., Sgt, General Delivery, Seaford, Virginia.

LEWIS, John S., Lt., 1st Army Avn Co (FW-TT), Ft. Benning, Georgia.

LEYKO, Robert J., Sp/2, I.A.G.S., c/o US Consul, Barranquilla, Colombia, S.A.

LIGHT, Morgan C., Maj., Hq, US Army Trans Depot (Sandofen—7703 AU), APO 28, N.Y. N.Y.

LINDSEY, James P., Lt., 25th Avn Co, 25th Inf Div, APO 25, S.F., California.

LOPES, Francis J., Mr., 145 Bay State Road, Boston 15, Massachusetts.

LUCAS, Clarence A., Lt., 2906 Terrain Lane, Austin 3, Texas.

McGHEE, Robert B., Capt., 7755-D Littlefield, Fort Knox, Kentucky.

LYNN, William R., Capt., Avn Sect, Hq US Army Comm Zone Ad-Sec, APO 122, N.Y., N.Y.

McINTOSH, Kirby D., 1/Lt, 5555 West 16th Avenue, Denver 14, Colorado.

McLAUGHLIN, Raymond G., Capt., 4th US Army Instrument Pilot Sch, Ft Sill, Okla.

McNEESE, Luna V., Lt, 202nd Avn Company, APO 168, New York, N.Y.

McNEESE, Maurice W., Lt., 240 Mulberry Street, Uvalde, Texas.

McSPADDEN, Billy M., Mr., 2104 S.E. 18th Street, Mineral Wells, Texas.

MacMILLAN, Richard H., 1/Lt, Box Mc-25, Off Stud Co, Ft. Rucker, Alabama (Temp).

MATHEWSON, Kenneth H., 1/Lt, Student Officers Company, Ft. Rucker, Alabama.

MATTHEWS, Johnny H., Lt., 2305 A Street, Meridian, Mississippi.

MENDIETA, Hector H., Capt., Room 5-A, Sultan Hall, Fort Belvoir, Virginia.

'Nother group of soup-cutters. Combined First and Second Army Instrument Class that graduated from Hinson Aviation's Contract Instrument Flight Training Course at Baltimore, Md., adhere to the lensman's word and turn out a symmetrical shot. BACK ROW (L. to R.): Dallas Hinson; Lt. JR Crozier; Capt WO Marle; Lts WJ Meehan & DC Curry; Maj RL Sandberg; Capts MK Goulding (prop) & M Horowitz; Lts DS Leonard, CE Quinn, CE Canedy, & WD Bosek; Capt NA Sloan, RM Miles. FRONT: (L. to R.): Lts GE Derrick, DJ Palczynski, LC Waugh, RA Azzelin, JK Bell (prop) & RH Hanneman; Capts JO Cunningham & JC Paquin; Lt DL Lorenz; Capt FE Stewart; Lt RP Plamendon, J. K. Hinson.

KEEP SMILING!

It makes everybody wonder what you've been up to!

MERRITT, Elmer V., Major, 3rd Trans Co (Hcptr), Fort Belvoir, Va.

MILLER, Wayne J., Capt., Mathis Road, Crystal Springs, Mississippi (Temp).

MONROE, Melvin C., Lt Col., Army Avn Sect, Hqs, AFFE/8A, APO 301, S.F. California.

MORGAN, Marvin M., 1/Lt, 2nd Army Avn Co (FW-TT), APO 177, New York, N.Y.

MORRIS, Hubert 1/Lt, 17th F.A. Group, Fort Sill, Oklahoma.

MULGREW, Edward L., Capt, Nightingale Trailer Ct, 2804 Richmond Hwy, Alexandria, Va.

NAVE, John A., Major, P.O. Box 320, New Brockton, Alabama (Temporary).

NESBITT, Miller T., Lt. Col, Director, F/W Training, Avn School, Fort Rucker, Alabama.

NEW, Guy E., 1/Lt, 32-Madison Avenue, Fort Eustis ,Virginia.

NOLAND, Clifton M., Capt, 26th Trans Co (Lt Hcptr), APO 177, New York, N. Y.

NOVAK, Richard J., Pvt, Hq Co, XVIII Airborne Corps, Ft. Bragg, North Carolina.

OBERG, Robert E, Lt., Box O-1, Off Stud Company, Fort Rucker, Alabama.

ODDONE, Louis J., CWO-2 ,Combat Avn Co, 11th Abn Div, APO 112, New York, N. Y.

PAINTON, Harry D., 2/Lt, Box P-5, Off Student Company, Fort Rucker, Alabama.

PAULEY, Warren, 314 S. Kenwood Avenue, Austin, Minnesota (Temporary).

PERRY, Frank O., Capt., P.O. Box 113, White River, S. Dakota (Temporary).

POOLE, Arthur J., Lt, 626 West San Antonio Street, San Marcos, Tex. (Temp).

POULOS, Richard L., Maj., 3268 Scott Place, Highway 18, Ft. Riley, Kan.

POYNTER, Vernon .L, Maj., Combat Avn Company, 24 Inf Div, APO 24, S.F., Calif.

PRESTON, Richard L., 1/Lt, Box 842, Ft. Huachuca, Arizona.

PRIEM, Charles M., 1/Lt, 71st Trans Bn (Hcptr), Fort Riley, Kansas.

PUCKETT, Harold W., 2/Lt, La Vergne, Tennessee.

RADSPINNER, Frank H., Jr., Lt., Box 1643, Fort Sill, Oklahoma.

RATCLIFF, Walter A, 1/Lt, 31st Trans Co (Lt Hcptr), Ft. Benning, Ga.

RAWLINE, Ralph E,. 1/Lt, 3rd Comb Avn Co, 3rd Inf Div, Ft. Benning, Ga.

RIDENOUR, William C., Lt, 7804 N. E. 112th Street, Juanita, Washington.

ROBERTS, Courtious J., CWO 712 Griffith Drive, Manhattan, Kansas.

RUFFIN, James A., Jr., Capt, 7754-D Littlefield Street, Fort Knox, Kentucky.

SAMMONS, Tom J., Lt, 946 Haynes Street, San Marcos, Texas.

SANDERS, W. D., Lt., 4397 Estridge, Memphis 17, Tennessee.

SELLICK, Jay P., 1000 Mulberry Street, Montoursville, Pennsylvania. (Temporary).

SERRANO, Candelaria A., Sp/2, Fort Lewis (Aviation Prov), Fort Lewis, Washington.

SHIPMAN, Charles S., 1/Lt, Post Air Section, Ft. Leonard Wood, Missouri.

SIMMONS, Cecil R., CWO-2, 6th Trans Co (Lt Hcptr), APO 43, S.F., California.

SLUMPFF, Carl F., Major, Trans Sect, Hq, Seventh Army, APO 46, N.Y., N.Y.

SMITH, Donald A., 1/Lt, 2nd Army Avn Company (FW-TT), APO 177, N.Y., N.Y.

SMITH, Eugene I., Lt, 1229 Snow Road, Ft. Sill, Oklahoma.

SNYDER, Paul B., Capt, Box 305, Spring Lake, N.C.

STEDMAN, Thomas M., Lt, 31st Trans Co (Hcptr), Fort Benning, Georgia.

STUTTS, Ben W., 1/Lt, Stu Off Company, Box S-49, Fort Rucker, Alabama.

TABOR, Jack L., 1/Lt, Box 703, Fort Huachuca, Arizona.
THOMPSON, Hubert A., Maj., 4416 So. Presa Street, San Antonio 10, Texas.
THERIAULT, Bernard R., Lt, 937th EAC (IAGS), Ft. Clayton, CZ (Unconfirmed, PO Notice).
THOMSON, Oliver C., Capt, Avn Sec, US Army Air Def Comd, Ent AFB, Colorado Springs, Colo.
TOM, Harry K. S., Lt, 5417½ Homeside Avenue, Los Angeles, 16, California.
TOWLE, Thomas J., Lt, Stud Off Co, ARMAV Regt, Ft. Rucker, Ala, (Temp).
TRUEX, Raymond W., Jr., Capt, P.O. Box 2306, Fort Huachuca, Arizona.
UNDERWOOD, Orlie J., 1/Lt, 2nd Army Avn Co (FW-TT), APO 177, N. Y., N. Y.
WARD, Kennedy G., Maj, Trans Supply & Maint Comd, 12th & Spruce Sts, St. Louis, Mo.
WAYT, Jerry S., 9th and Early Street, Sac City, Iowa.
WENN, Kenneth L, Lt, 474 Craig Drive, Fort Benning, Georgia.
WESTLAKE, Edgar A., 1/Lt, Nicaragua Proj, IAGS, c/o American Embassy, Managua, Nic.
WESTRICH, Ralph L., Capt, 233 Sharp Drive, Ft. Bragg, North Carolina.
WHITE, Leroy, 1/Lt, Co D, 16th Sig Bn (Corps), Fort Huachuca, Arizona.
WILLIAMS, Ernest M., 1st Army Acrft Maint Det, APO 46, New York, N. Y.
WILLIS, Charles R., Maj., P.O. Box 3036, Jacksonville, 6, Florida.
WILLIS, John A., Capt, 121 Ann Street, Enterprise, Alabama.
WILSON, Clifford C., Capt, G-3 Aviation Branch, Fort Eustis, Virginia.
WILSON, Harvey C., CWO, 1006 Avenue "D" SW, Childress, Texas (Temp.)
WOODHULL, William C, II, 1/Lt, 100 Franklin St. Bldg 7-C-11, Morristown N. J.
WORTH, Raymond J., Capt, 144 Esther Drive, Security, Colorado Springs, Colorado.
ZACHMAN Edward J., SFC, 2051 Larknall Road, Baltimore 22, Maryland.
ZENZ, Alex R, 521st Engr Co (Topo Avn) Stockton, California.

CLASSIFIED

DARIO POLITELLA, "*Clank Stories*" columnist, tells a personal clank in the May issue of "*The Sixth Estate*" magazine entitled "I Flew the Army Aviation News Beat in Korea." Readers interested in having a free copy of the magazine should write to Mr. Politella, Empire State School Press Ass'n, School of Journalism, Syracuse University, Syracuse 10, N.Y.

TURBINE-POWERED HOK
(Continued from Page 14)

of airframe changes was made for the purposes of providing a T-53 flying test bed.

Maintenance of the turbine-powered HOK is expected to be even superior to the exceptionally low maintenance requirements of the standard model. No clutch is required for use with the T-53 *free* turbine. Moreover, the turbine powerplant is *out in the open* and easily accessible for maintenance. (See Fig. 5).

Company officials state that two versions of turbine-powered HOK's could be in quantity production in one year's time. One is the T-53 powered version presently flying. The other is a twin-turbine version powered by two *Turmo* 600 turbines presently being manufactured by Blackburn and General Aircraft Ltd. of England. The twin *Turmo* powered version will be essentially an engine change from the T-53 version and is currently being evaluated by the Canadian Military Services.

Kaman Aircraft plans to undertake C.A.A. Certifications of either the *Lycoming* powered version or the twin *Turmo* version as commercial interest develops.

— Charles Kirchner

T.V. WEATHER FORECASTING
by Lt. Col. Elmer P. Fleming, Jr.
(Continued from Page 6)

improvement in weather forecasting for nearly all Army airfields and many other service installations that do not have weather forecasters on duty at all hours. Insofar as the Army is concerned, the system proposed would eleminate much of the guesswork now involved in the conduct of instrument flights and would provide pilots with briefings as complete as if the forecaster were physically present.

ELMER P. FLEMING, JR.
Lt. Col., Artillery

The Bureau Drawer

by Major Lewis E. Casner
Aviation Section, NGB

The arrival each month of *Army Aviation Magazine* is a welcome occasion here in the National Guard Bureau. Although we receive many publications, both military and civilian, we particularly look forward to each copy of *AAM* for we know that many things which are said informally within its pages may not come under official correspondence for one reason or another, and we are interested in *all* comments relative to aviation in the Army. We cannot question the source of the material for it is written *by* Army aviation personnel *for* Army aviation personnel.

You may be interested in knowing more about the Aviation Section of the NGB which administers a program involving some 950 civilian component Army aviators in the National Guard establishment.

The Aviation Section of the Bureau is a separate section of the Organization and Training Branch, Army Division. The function of this small but mighty group is to discharge the duties of administering the aviation program within the Army National Guard. This entails advising the Chief, National Guard Bureau and the Chief of the Army Division on all matters pertaining to Army aviation; supervising and coordinating the overall aviation activities related to personnel, organization, operations, training, schools, budget, assignment of aircraft and allied equipment, supply of aeronautical publications; and in addition representing the Chief, National Guard Bureau at conferences and on policy making boards pertaining to aviation matters.

Currently serving as the Chief is an aviator of wide experience, Lt. Col. Wayne N. Phillips (affectionately known to his host of friends as "*The Ace.*") Executive Officer is the undersigned, a former National Guardsman hailing from the Great State of Ohio.

Mrs. Irene Cottrell, "*The Gal Friday*" of this group, is Chief Clerk/Typist and "*Mother Confessor*" to the 945 Aviators currently on flying status throughout the Army National Guard. Captain Everett A. Koons, an officer known to many aviators, is Technical Advisor for Aviation Maintenance. Due to the organization of the National Guard Bureau, Capt Koons hangs his hat in the Logistics Branch where he holds down a mighty active "*Aviation Desk.*"

Indulgence in extracurricular activities by National Guard Bureau Army Aviators is limited to piloting the two Army aircraft assigned to the aviation section. The L-20 and L-23 which proudly bear the National Guard Emblem may be expected to pop-up in training areas from coast to coast. Such flights, performed in conjunction with Field Visitations by the Chief, National Guard Bureau, and senior members of his staff, require the three assigned "*Desk Type Aviators*" to perform an average of 20 hours flying per month.

Every National Guardsman may well be proud of the increased interest being shown in Army National Guard Aviation. The 945 aviators currently on flying status represent an increase of 65 during the past twelve months. It is of note that this figure reflects an increase in *on-hand totals* and is further magnified by the realization that 135 aviators were removed from flying status for various reasons during that period.

Of special interest to maintenance personnel is a special one-week course to be conducted for Army National Guard Aviation Maintenance Supervisors during the month of May, 1957 at Fort Eustis, Virginia. The course was originated one year ago at the request of Col. Phillips and is designed as a refresher for National Guard Maintenance Supervisors and as a medium to acquaint such personnel with the development of new concepts of Aviation Maintenance.

It appears at this writing that the long awaited revision of NGR 95 will soon make its debut through normal distribution channels. Publication of the revision will insure

SOMEBODY GOOFED!

streamlined procedures for the processing of applications for aviation flight training, flight status, etc. Such action will permit the extension of flying status to rated aviators *prior* to their receipt of Permanent Federal Recognition. Under those conditions the waiting time for flying status may be as little as four weeks.

The advent of Spring in this Capitol City, in opposition to the young man's fancy, has turned our thoughts to Summer Field Training, an era of increased activity. We anticipate that the record flying time of 106,673 hours attained during FY 1956 will be broken during the next few months. This concept is based on a recent analysis of flying time which disclosed that the average utilization rate for Army National Guard aircraft was higher during the first six months of the current fiscal year than for any similar period in the history of National Guard Army Aviation.

Lest the buttons on our blouses become strained with optimism from that backward look at FY 56 statistics, perhaps we should scan again, but this time over the other shoulder. Of the 656 aircraft that participated in establishing the record 106,673 flying hours, 49 were involved in major accidents which resulted in 8 fatalities, and serious injury to 4. Calculated at "Bargain Basement Prices" the cost of equipment and repair for these accidents was upwards of $357,510. Contrary to the famous last words, *"By God, There Will Be No More Accidents,"* Colonel Phillips, with a nod from a #1 Army Aviation enthusiast, Major General Donald W. McGowan, Chief of the Army Division, National Guard Bureau, issued a more logical plea to aviators: "If you have no regard for the Taxpayers' (YOUR) *Dollars, MAN, THINK OF YOUR OWN NECK!!"*

THE BUREAU DRAWER

The Chief and I have wondered if some of AA's readers may care to submit informally for space available publication any accident prevention plans that have proved to be effective in their local operations. Swap of such information through the *"Letters To The Editor"* column, may prove to be of value to all Birdmen. We are firm in our belief that the more cognizant an aviator becomes that "SOMETIMES IT HAPPENED THAT WAY" the fewer SOMETIMES there may be.

It's been like old times chatting with you to-day, so until next edition permit me to close the "BUREAU DRAWER".

LEWIS E. CASNER
Major, Arty
Army Avn Section
National Guard Bureau

MDAP MEMBERS of Army Primary Flight Training Class 57-14 at Camp Gary, Tex., look ahead to the course given by the U.S. Army. The Pakistani officers pictured at left are, l. to r., Capts MA Qayoom, H. M. Hashmi, Nazar Hussain, and Nazir Ahmed.

SAN MARCOS, TEX.—Four new student officers—representing one of the world's newest nations, Pakistan—recently began primary flight training at Camp Gary under an instructional program conducted by Wm. J. Graham & Son.

Following the completion of their primary course at the Texas installation, the four officers will receive tactical Army flight training at Fort Rucker, Ala., as part of the Military Defense Assistance Program.

Here to take the *full course* are Pakistan Army Artillery Captains Habib M. Hashmi, 27; Nazir Ahmed, 27; M.A. Qayoom, 26; and Nazar Hussain, 26. All are on TDY at Camp Gary from their Pakistan Artillery Observation Post located at Rawalpindi, West Pakistan.

Capt. Hashmi, the spokesman for the group, said that his nation's Army pilots would continue to be assigned exclusively to artillery units. Both Qayoom and Hussain are already qualified aviators while Hashmi and Ahmed have completed 90 hrs of pilot training in light British-made observation craft.

While all find life in the U.S. to be pretty much as they thought it would be, the four *bachelors* found one facet of American life other than they supposed—*marriage.*

"We are surprised at the number of young people who are married. We thought Americans married later, say at ages 30 for men and 25 for women," Hashmi remarked.

He added that while the Pakistan Army does not want its men to marry *before* age 26, most civilian men marry between ages 22 and 30.

Exclusive for AAAA Members:

Protection for YOU!

What happens to your take-home-pay when you are removed from flying status because of accidental bodily injury or for any physical reason?

You are not concerned with these unexpended funds and how they are eventually spent . . . You *are* concerned with the fact that a substantial part of your income is no longer available to you to meet your financial obligations.

Under the Flight Pay Protection Plan offered by AAAA to its members you can guarantee your flight pay income against loss as an Army aviator or Army crewman on flying status.

How so? Simply by availing yourself of the reasonable *accident and health* program offered by AAAA.

Reasonable? The annual premium charge to secure this coverage is *one per cent* of your ANNUAL Flight Pay, and one per cent is certainly a fractional premium to pay to protect $1,800 to $2,900.

Let's say you secure the coverage as an AAAA Member. What then?

If you are removed from flight status due to accidental bodily injury or for physical reasons, your AAAA Plan pays you monthly indemnity equal to your monthly flight pay for up to 24 months. Since it is permissable by *AR'S* for you to make up your flight time in the *third month*, there is a waiting period of 90 days for non-aviation accidents and physical disabilities.

As soon as you go into the *fourth* month and *lose* the first month's flight pay, the insurance payment picks up the tab for the *first* month. A 180-day waiting period covers those instances where the insured is involved in a military aviation accident.

In short, you can't lose. As soon as the government payments leave off, the insurance payments protect you.

Nice feeling—to protect that flight pay through your periods of disability.

The Plan is only available to members of the U.S. Army, the U.S. Army National Guard, and the U.S. Army Reserve who are on flight status and who are members of AAAA. It *is* an exclusive Plan and is *not* available to members of other Services who are on flight status.

Questions and Answers

Q. What is the effective *date* of coverage under this Plan?
A. Coverage under this Plan is effective upon the date indicated by the applicant or the postmark date of the envelope containing the application form, whichever is later. It is NOT the date the applicant certifies as to his being on flying status, etc. as shown in the form. The applicant may, in a separate notification attached to the application, request that his coverage commence on the 1st day of any given month so that a fractional month of coverage will not be lost in a month in which he has already fulfilled his flight requirements.

Q: Please explain the waiting periods. Why are they necessary?
A: AR 35-1200 and appropriate changes thereto provide that flight

requirements may be accomplished within any given three month period, thereby permitting a disability, a grounding, the termination of the disability, the return to flight status, and the satisfaction of flight requirements, all WITHIN a three month period. Since no loss is incurred in this process, the insurance company employs the waiting period in that any loss by the insured would be incurred only when the grounding exceeded the third month.

Q: If I am disabled in the eleventh month of the year covered in my policy, will my disability payments be limited to thirteen such increments under the 24-month coverage?
A: No. If, through accidental bodily injury or for physical reasons, you are grounded in your eleventh month, or your twelfth month, and fail to qualify for your incentive flight pay in that month, you can receive up to the total limit of twenty-four (24) months indemnity starting with that month.

Q: If I lose my flight pay for failure to meet my Army flying proficiency requirements, will I be covered under this Plan?
A: Unless your failure to meet flying proficiency requirements was caused by or aggravated by or attributed to accident or a physical reason, you will not be covered under this Plan for flight pay losses.

Q: Let's say as a person insured under this Plan I was injured in an automobile accident last May 3rd and as a result of the injuries received in this accident I was grounded for a period of seven months before being returned to flight status. When would I have received the first payment?
A: Assuming you had not qualified for your flying pay in May, the month of your accident, you would have received your "May" increment in early August, the 90-day waiting period having expired. Subsequently, your "June" increment would be sent to you in early September, etc.

IF APPLICANT FOR INSURANCE IS ALREADY AN AAAA MEMBER DISREGARD ABOVE HALF OF APPLICATION

ARMY AVIATION ASS'N FLIGHT PAY PROTECTION PLAN

Exclusively for AAAA Members
underwritten by
Credit Life Insurance Co.
Springfield, Ohio

(Please Print) Rank Name ASN Yrs. Service for Pay Purposes

MAILING ADDRESS.....
(Post Box Number, Residence, or Quarters Address is Desired)

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

AMOUNT OF ANNUAL FLIGHT PAY.....

I certify I am currently on flying status and entitled to receive incentive pay, and that to the best of my knowledge I am in good health, and that no action is pending to remove me from flying status for failure to meet required physical standards.

Signature of Applicant..... Date.....

APPLICATION MUST BE ACCOMPANIED BY CHECK OR MONEY ORDER FOR ANNUAL PREMIUM
The annual premium charge is 1% of ANNUAL flight pay.

CORRECTION: The home office of the Credit Life Insurance Company as listed in the Application Form appearing on Page 39 of the April, 1957 issue was Springfield, Illinois. The Form should have read: Springfield, *Ohio.*

ARMY AVIATION MAGAZINE

WESTPORT, CONNECTICUT

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

FIRST TILT-WING—The unusual aircraft pictured above is the first tilt-wing model ever built. Until now a classified project, the craft was developed by Vertol Aircraft Corporation for the U.S. Army and the ONR. When the wing and rotor-propellers are tilted vertically (as in the top photo), the new aircraft will takeoff and land like a helicopter. When they are tilted horizontally (bottom), the craft will fly like an airplane. (Vertol photo.)

ARMY AVIATION ROYALTY—Miss Margene Faggard, dark-eyed college coed from Poteet, Texas, shown being officially crowned "Queen of Army Aviation" by Col. Jules E. Gonseth, Jr., commanding officer of the Army Aviation training detachment at Camp Gary, Texas. Looking on admiringly is Lt. Richard C. Malinowski who escorted Miss Faggard to the Fiesta de San Jacinto in later April, where she represented Camp Gary and San Marcos.