ARMY AVIATION

SEPTEMBER 15, 1957

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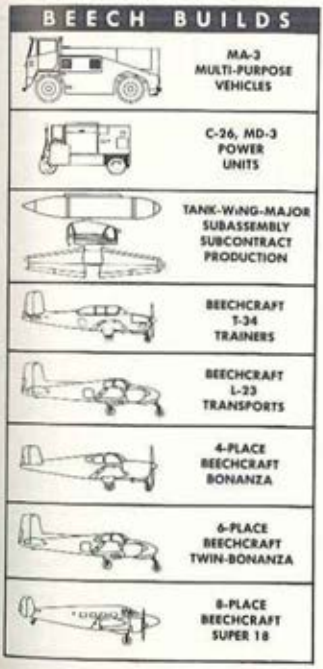
Additional Details May Be Found on Page 43

CAPABILITIES . . . Manpower, Tools and Experience

The Lockheed T2V-1 "Seastar"



Since early in 1951 Beech Aircraft Corporation has been building wings for Lockheed's famous T-33 jet trainer. To date, more than 5,000 sets of T-33 wings have been produced along with hundreds of additional wings for Lockheed's F-94C "Starfire" and T2V-1 "Seastar." As further evidence of this continuingly successful subcontract relationship, Beechcraft is now producing the aft fuselage section and 200-gallon tanks for Lockheed's new F-104 "Starfighter", the world's fastest fighter airplane.

You'll also find other major components and famous names on Beechcraft's subcontract production lines . . . canopies and windshields for Convair's F-102 delta wing fighter and major assemblies for the Convair F-106 . . . and major sub-assemblies for McDonnell's F-101 supersonic fighter. We're proud of the trust and confidence these outstanding companies have placed in Beech craftsmanship.

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ARMY AVIATION

VOLUME 5 SEPTEMBER 15, 1957 NUMBER 9

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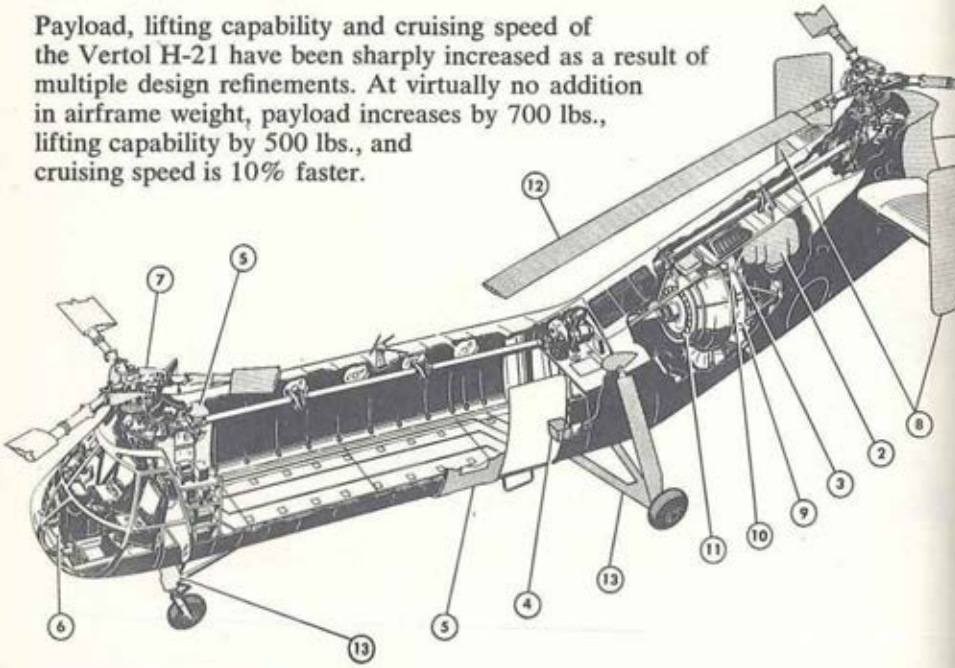
Refinements raise H-21 ton-mile/hour capability by 34%

Payload, lifting capability and cruising speed of the Vertol H-21 have been sharply increased as a result of multiple design refinements. At virtually no addition in airframe weight, payload increases by 700 lbs., lifting capability by 500 lbs., and cruising speed is 10% faster.



ITEMS INCREASING H-21 CAPABILITY	COMBINED EFFECT
1. Lighter tail fairing 2. Lighter oil tank 3. Lighter generator 4. Lighter battery 5. Lighter weight doors	Weight reduction program permits addition of many improvements.
6. Roll rate damper 7. Longitudinal stability device 8. Larger fins	These refinements mean a marked improvement in overall stability.
9. Improved supercharger 10. New air induction system 11. Improved cooling fan 12. New steel spar metal rotor blades 13. Landing gear fairings	These improvements make more power available for lift, decrease drag, increase speed, reduce fuel consumption and increase payload.

VERTOL Aircraft Corporation

Utilization of WAC* personnel in the electronics field appears to be practicable and a solution to the shortage of available male trainees. The inherent ability of female* personnel to perform tasks involving a high degree of manual dexterity is well established.

The Office, Director of WAC* favors the expansion and utilization of WAC* personnel in the "hard skill" MOS's. Much can be done by aviation officers in the field, in conjunction with local GIs, in obtaining WACs* for duty in aviation specialty fields such as Air Traffic Control, Link and Radar Operators.

At long last the regulations governing investigation and reporting of aircraft accidents have been consolidated into one paper. Change 7, SR 385-10-40 is it.

I am told that the quality of accident reports has improved markedly in the past year. The Flight Research Laboratory of NACA—a pro-outfit for certain— complimented the Army on the quality of some reports they were using in research.

To continue this improvement, I rather strongly suggest that Change 7 be the subject for some of your school sessions—using the talents of your USC graduates as instructors.

The Army Aviation Center was host to the USMA Cadets for a three day training period on 15-18 July. During this period the Cadets were given an orientation on the individual armed helicopter employed in the Sky Cav concept, flight demonstration of the tactical employment of the Sky Cav platoon, and observed an integrated maneuver employing the Sky Cav platoon in conjunction with an air lifted ROCID company supported by conventional artillery. Other periods of academic instruction were given on rotary and fixed wing principles of flight, the link trainer and combat developments. Static displays were made of aeromedical, signal and aerial resupply equipment and Sky Cav armament. In addition to this group instruction, each Cadet was given one hour of flight instruction in both the *Sioux* and the *Bird Dog*.

Factory transition maintenance courses are planned during FY 58 to meet the Army's requirements for transition training in the *Chickasaw, Shawnee, Choctaw, Mojave, Iroquois, Seneca,* and the *Otter*. Courses will also be scheduled in Magnetic and Dye Inspection, the R-1820-84 and -103 engines for the *Choctaw tnd Shawnee,* the R-1300-3 engine for the *Chickasaw,* the R-2800-54 for the *Mojave* and the T-53 turbine engine for the *Iroquois*.

Army aviation officers are urged to take positive action to assure that personnel selected to attend these courses have the necessary background to absorb this higher level of instruction. These courses are designed for both organizational and field maintenance personnel.

The 33rd Transportation Helicopter Company, Major Keith J. Bauer, Commanding completed the first stage of its move from Fort Riley, Kansas to Fort Ord, California late in June by flying its *Shawnees* (H-21's) to the new station. En route stops were made at Dodge City, Kansas; Amarillo, Texas; El Paso, Texas; Douglas, Arizona; and Palm Springs, Oxnard, and Paso Robles, California. Only one aircraft dropped out during the flight and this was due to minor engine trouble.

The company, according to reports, reflected very creditably on Army Aviation (this being the minimum standard requirement, of course) in the course of its trip.

The company has the assigned mission of supporting the activities of the Combat Development Experimentation Center at Fort Ord, a most important job, the execution of which will have marked effect on the future of Army aviation.

Captain Robert L. McDaniel, Aviation Officer of the 3rd Infantry Division, reports that he has a very fine night maintenance program going. His maintenance crews are divided into shifts with

(*Continued on Page* 42)

*If a girl is good looking, that really need be no bar to her acceptance into our ranks. (File: Air Field Beautification Program)

GUIDELINES

by Maj. Gen. Hamilton H. Howze, Chief, Army Aviation Directorate

A NEW CONCEPT FOR USAF TRAINING

Cessna's T-37 now in operation
fits the new concept in USAF training:
an easier transition into jets
for Air Force Cadets.
Side-by-side seating,
combat flight characteristics
with handling ease
result in substantial
training savings.

CESSNA AIRCRAFT CO., WICHITA, KANSAS

Cessna

1000-HOUR ACCELERATED FLIGHT TEST

With staggering amounts of taxpayers' money at stake, a monumental game of "Beat the Clock" has been played at Fort Rucker during the past six months.

The clock has been beaten and you, the taxpayer, the Army aviators, the crewmen on the line, have come up a winner.

By means of an accelerated logistical evaluation and test program—compressing 1,000 hours of operational flight time into a six-month period—the Transportation Aircraft Test and Support Activity expects substantial savings to be realized in the area of spares procurement, maintenance requirements, and personnel training.

The first aircraft to be given the "full treatment" under this 1,000 hour accelerated logistical test program was the Army's largest helicopter, the Sikorsky H-37 *Mojave*.

50 Hours Per Week

To provide the desired data, a 50 flight hour per week program was initiated by TATSA on H-37, number 54-4999, shortly after February 24th of this year. An objective of 1,000 hours of flight time under all conditions the aircraft was expected to encouter was set as a goal. TATSA flight personnel found it necessary to operate on a 24 hour, 7 day a week basis.

Flight crews subjected the *Mojave* to all possible flight situations during the entire length of the accelerated test. Flights were performed at 80% of maximum gross loadings, at max gross load, at tree top, at 10,000 foot altitude and at intermediate altitudes. TATSA handled is own crew checkouts adding "training" stresses—landing and takeoffs—to the program.

All flight data—altitude, power settings, weather at the time of the flight, and a host of other operational details—were faithfully recorded.

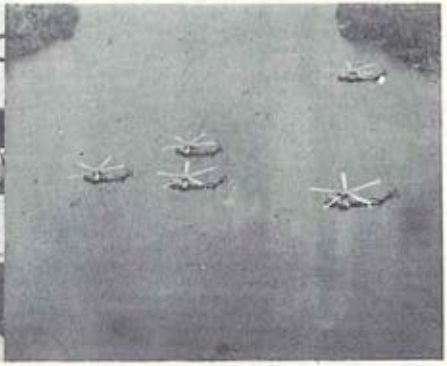
A second H-37 was received on May 3rd and immediately placed into the same rat race. Since 1,000 hours of accelerated flight time is roughly equivalent to 3 years of operation in the field, one can safely say that the 6-month maximum time limit made this a rat race.

Civilian Maintenance

The maintenance performed on this aircraft was accomplished by a civilian maintenance contractor, the Test and Development Company, a subsidiary of the Southern Airways Company, who worked throughout the night readying the test ships for the next morning's operations.

TATSA personnel recorded all maintenance functions—"touch time" maintenance, breakdown by component, by assembly, by 50 *hour inspections, by* 300 *hour inspections. Every detail of the maintenance necessary to perform the operation was recorded.*

A staff of qualified Sikorsky representatives were always on hand to provide advice and consultation on those problems that were



considered abnormal. To eliminate the problems of spare procurement and initial spare parts, early shipments were made to Fort Rucker from the manufacturer. Authority was given to supply personnel to deal directly with Sikorsky. A contract was negotiated with the manufacturer to accomplish overhaul in order to determine and increase the service life on major time change components. In short, wherever it was possible the *red tape* was cut to keep the 6-month goal within grasp.

Several unusual facets of the accelerated tests deserve comment. For example, none of the maintenance personnel had ever seen or been near an H-37 helicopter, requiring constant surveillance and supervision by the manufacturer's representatives. This requirement diminished as experience was gained by the mechanics.

Maintenance was performed out of doors necessitating the use of conventional U.S. Army Engineer lifting type cranes for all heavy major component changes.

To maintain the accelerated pace small parts were air-expressed to Fort Rucker, larger parts going by air freight. When the part was not an immediate requirement, truck transportation was employed. Direct haul by truck from the manufacturer to Fort Rucker was authorized for those parts too large to be shipped by air.

On hand to observe and celebrate the successful completion of the 1,000-hour accelerated test of the H-37 by TATSA were many military and civilian officials. Gathering by "999" upon her landing were, L-R, Brig. Gen. Richard D. Meyer, DCS LOG; Igor A. Sikorsky; Brigadier General William B. Bunker, CG, Transportation Supply and Maintenance Command; Maj. Gen. Samuel R. Browning, Deputy Chief of Transportation; Maj. Gen. Hamilton H. Howze, Director of Army Aviation, D/A; Mr. H. M. Horner, Chairman of the Board, United Aircraft Corp.; Brig. Gen. Bogardus S. Cairns, Commanding General, USA Aviation Center; Maj. Gen. R. M. Osborne, Material Developments, Hq, CONARC; Lt. Col. Charles E. Hollis, Commanding Officer, TATSA. (UAC photo).

Decorated

For exemplary duty in connection with the accelerated test of the H-37, eleven military personnel were decorated during ceremonies held just following the completion of the 1,000th hour. Maj. Gen. R. Browning and Brig. Gen. William B. Bunker are shown decorating Capt. James T. Kerr (left) and CWO's Quincy E. McPhail and Harry M. Fletcher. Not shown are CWO's Alva Anderson and William G. Gaines; M/Sgt A. J. Guisto; SFC J. W. L. E. Ennaking, W. J. Rice, and Storm; Sp-2 H. J. King; and Sp-3's O. Colman. (US Army photo).

Conversation

A "Top Drawer" conversation is held within the shadow of the clamshell doors of "999" by four officials with a vital interest in Army aviation. Maj. Gen. Hamilton H. Howze, H. M. Horner, Brig. Gen. Bogardus S. Cairns, and Maj. Gen. R. M. Osborne chat during a brief respite in the celebration ceremonies. (U.S. Army Photo.)

ACCELERATED FLIGHT TEST: Significance

Lt. Col. C. E. Hollis

Just what did the 1,000 *hour accelerated logistical test prove? This radical departure pursued by TATSA resulted in something more than just a test of patience, skill, personalities, and gas-truck juggling. Pushing the aircraft—the men in Col. Hollis' outfit crammed three years of operational flying into six months—resulted in many "fixes" that could be incorporated into the Sikorsky production line prior to the receipt of additional Mojaves. This Aero-thon form of testing catches the customary "kinks" that are peculiar to any new product and does it before you've got two lemons in your garage. Then too, major components—the transmissions, rotor hub assemblies, and the like—cost a pretty penny.*

What kind of mileage will they give? By pulling components at normal life expectancy, having them checked by the manufacturer, and having them check out "OK" or undergo "rebuild" or "modification" as necessary, the entire inspection system underwent revision. Accurate recording of data and close inspection paid dividends. In many cases the life expectancy of many major high cost components was doubled. To the crewman this means fewer teardown per flying hour. To the man writing the checks this means a reduction in spare parts provisioning. To the tactician this can means more aircraft and fewer shelf items for the same money.

Operationally, the accelerated test proved that 20-30 *minutes "down time" between flights was adequate and that operations could be planned for* 8-10 *hours of flight time per day. With maintenance being performed during periods of "No flying" and maintenance checks being performed during the day, the aircraft had to be flown. Running periodics, the "assembly by assembly" concept employed by the airlines, also served to keep the test craft airborne. Complete periodics were spread out—the landing gear assembly would be caught one day, the tail rotor assembly the next, and so on.*

Manpower, tools, equipment, and skill requirements were determined rapidly through this test. Those who always jibe about Tech Orders being a year or so behind—and subject to constant revision—will find that the best part of the revisions will wind up in the original draft. What about maintenance echelons? Training requirements? The accelerated test will help to determine a working T/O and do this BEFORE the aircraft are received.

Last but not least, an accelerated test such as this tells you as the fleet owner (Taxpayer, you own a share in his fleet!) just how much it will cost to keep this baggy running. Operational cost data is there in black and white; you know exactly where you stand.

TATSA has done a wonderful job. They can hold my wallet anytime.

Editor

United Aircraft and Sikorsky executives experience a happy occasion as "999" rolls to a halt at the 1,000-hour mark: L-R: J. E. Beighle, P. W. Holt, L. S. Johnson, R. E. Atkinson, R. A. Aspinwall, I. I. Sikorsky, all of Sikorsky; H. M. Horner and B. L. Whelan, UAC; M. E. Gluhareff, M. Miller, G. W. Fey, R. B. Lightfoot, E. E. Gustafson, A. G. Day, M. M. Carney, V. Meshako, R. Bell, H. W. Generous, and R. Owens, all of Sikorsky. (UAC photo).

Shown just prior to the decoration ceremony are left to right, Capt. James T. Kerr, CWO Quincy E. McPhail, CWO Harry M. Fletcher, CWO Alva Anderson, CWO William G. Gaines, M/Sgt A. J. Guisto, SFC J. W. Storm, Sp/2 H. J. King, Sp/3 L. E. Enneking, Sp/3 J. W. Rice and Sp/3 O. Colman. Sikorsky representatives receiving Certificates of Achievement for their efforts in thwarting serious damage to an H-37 by rapid emergency landing gear repairs are, right to left, R. E. Atkinson, M. Miller, and V. Mashako. (UAC photo).

ALL EYES are focused on "999" as he lands. (Left photo): H. M. Horner, Chairman of the Board, UAC; Lee S. Johnson, Gen. Mgr., Sikorsky; Michael E. Gluhareff, Eng. Mgr.; Igor I. Sikorsky, Founder; and Maj. William F. Usher, Exec Off, TATSA watch as intently as the military officials (right photo): Maj. Gen. R. M. Osborne, Material Devel, CONARC; Col. Robert R. Williams, President, USA Aviation Board; and Lt. Colonels William S. Contole (partially hidden), William H. Byrd, Jr., and Henry H. McKee, all of the USA Aviation Board staff.

World's First Unmanned 'Copter

The successful maiden flight of Kaman's pilotless helicopter has added a new concept to military strategy. Flown entirely by remote control, the variety of missions possible with these ships is almost limitless. Using the Kaman robot as a flying TV or motion picture camera, complete battlefield surveillance and target marking are available without hazard to personnel. Also possible is the entry of the robot helicopter into contaminated or hazardous areas.

The control station is portable and can be operated from the ground or in air to air operations. Mission equipment such as cameras, weapons, target markers and detonators can be actuated at the control station.

Kaman is proud of this forward step which has been taken in behalf of our National Defense effort.

KAMAN

THE KAMAN AIRCRAFT CORPORATION
Bloomfield, Connecticut

SUPPRESSIV

AN EXPERIMENT CONDUCTED AT ARMAV

FIRE!

FORT RUCKER, ALA.—In recent tests conducted at the Army Aviation School and at demonstrations conducted at Fort Knox and Fort Benning, officials and personnel of the Alabama facility have demonstrated that helicopters armed with rockets and machine guns provide suppressive fire in support of the helicopter-borne troops being deployed under combat conditions.

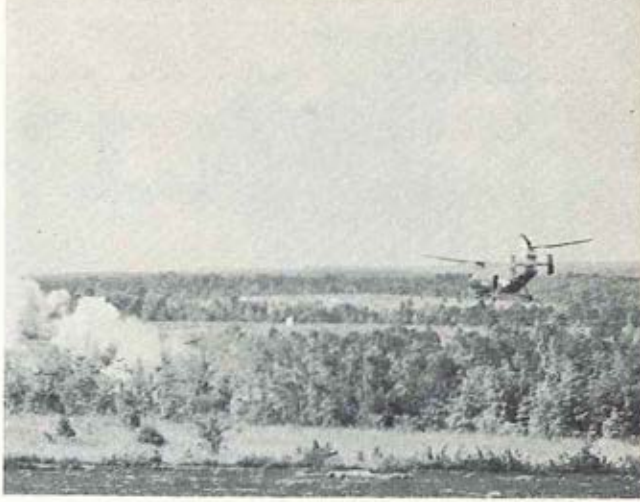
Under continuing study and evaluation are various types of armament composition and the techniques for the tactical employment of armed helicopters. Though quick to point out that their testing is "experimental and exploratory," those connected with suppressive fire projects produce awesome devastation with standard aircraft and conventional types of armament.

Weapons ranging from .30 caliber machine guns to 80 mm Oerlikon rockets have been mounted on *Sioux*, *Raven*, *Shawnee*, and *Chickasaw* aircraft.

Adopting infantry-type tactics, the "raiding parties" take full advantage of terrain features in stalking their targets, rise up quickly, fire and take cover once again.

Brig. Gen. Bogardus S. Cairns, (top right, left page) is not hesitant in calling present "platforms" a substitute but strongly feels that the suppressive fire demonstrations prove their point.

The photos on these pages were taken during a recent demonstration at which UAC and Sikorsky Aircraft executives joined official observers and ARMAV students in witnessing the static display and demonstration. (Photos, Henry Murphy, UAC.)



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At the Island Service Division, Dallas Airmotive provides modification for all types of aircraft; custom luxury interiors; aircraft painting; radio-electronics-navigation sales and installation; transient service; overhaul for fixed and rotary wing aircraft; storage; accessory sales, installation and overhaul.

In Dallas, Dallas Airmotive will continue to provide the finest in engine overhaul facilities and services.

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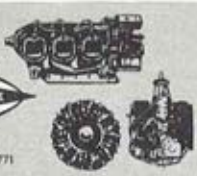

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The Filter Does It

TRIPOLI, U.K. of LIBYA—The operational capabilities of the 572nd Engineer Aviation Platoon have been substantially increased in the past month by the arrival of oil bath filters for our twelve H-23B's and the addition of one brand spanking new H-19D-4.

Operating since December of last year in the vast desert of Libya, the standard air filter on the H-23 has proven totally inadequate in filtering out the fine abrasive sand peculiar to this region. In 325 hours of operation prior to 14 June, 21 cylinder assemblies and 2 complete engine assemblies were changed. The two engines assemblies were changed directly due to burned ring and piston assemblies in the oil sump.

Problem Solved

Since the installation of the new oil bath filter assemblies on 14 June, there have not been any cylinder or engine assemblies changed in 158 hours of operation. The new filter assembly appears to have solved our induction problems on the H-23B with the only adverse effect being a slight loss of power, approximately one inch of manifold pressure at full throttle.

The new H-19D-4 was picked up at Bridgeport, Conn., by Major Leo Bellieu, Exec Officer of the 329th Engineer Det (Geodetic Survey) and Lt Raymond Thompson, Ass't Maintenance Officer. They arrived at Davison Air Field in Fort Belvoir, Va. on the same day after a flight of five and a half hours.

Air Delivered

From there, the helicopter was flown to Charleston Air Force Base, S. C. There the H-19 was dismantled and the blades, the

(*Continued on Page* 42)

PHOTO STORY—TOP—Newly-installed oil bath filter for a 572d Engr Avn Plat H-23B. The filter removes approximately one cup of fine abrasive sand per day of desert operation. TOP RIGHT—New Chickasaw, "Dog" model, is unloaded from an AF C-124 at Wheelus Air Base. CENTER—Pressed into immediate service, the "Dog" model brings a survey party to a lonely site in the "Stoney Desert" of Libya. BOTTOM—Spot-welded to a British tank retriever, a downed Otter terminates its 85 mi. ground run at Wheelus.

Photo Sequence on a High Altitude Air Rescue Mission

Two high altitude rescue missions were flown by pilots and civilian test personnel assigned to the U.S. Army Aviation Board while they were engaged in high altitude testing of the Sikorsky H-37 Mojave at Ft. Carson, Colorado. The first call requiring air evacuation was needed for a Boy Scout who was injured while hiking with a troop in the moutains north of Rock Springs, Colo. Test pilot Donald Clark & co-pilot, Capt. James E. Bowman were led through the 13,000 foot mountainous area by a light plane flown by the Wyoming Aeronautics Commissioner. Successful landings at the 10,000 foot level, the first time this craft had landed at this level, resulted in a prompt and successful air evacuation by the mercy ship, SFC Alvin G. Cooper was crew chief during the initial mission. Within three days a second call for air evacuation was received

from Flight Servce. After picking up a doctor and nurse in Pueblo, Colo., Maj. Willie W. J. Barrios and co-pilot, CWO Franklin E. Pauli, flew to an area in the vicinity of the southwest slope of Pikes Peak. After coordination with the deputy sheriff, a landing was made in a small clearing at the edge of a lake at an altitude of 9,500 feet. The injured man, brother of Senator Gordon Allott of Colorado, was found to be in critical condition by the doctor who determined that he could not be moved the ten miles by foot or by the jeep to the aircraft. The two officers reconnoitered the area, and decided upon a landing site within a mile of the injured man. Trees were felled and a successful landing in a veritable

saucer was made (see top row). The sheriff's party alternated with the military crew in carrying the patient from the cabin the one mile to the aircraft. Once loaded aboard the aircraft, the patient was rushed to Pueblo to an awaiting ambulance. The doctor who accompanied the flight stated that without the timely helicopter evacuation there would have been no chance for Mr. Allott's survival. The photo (bottom right) was taken when the Mojave made the Pikes Peak ascent. Unconfirmed reports state that the crew (Maj. Barrios, Capt. Bowman, 1st Lt Anthony Carroll, and Specialist Ray Baldwin) then airlifted fourteen military personnel off the Peak to the 14,000-foot altitude. Briefly, we hope.

THE ARMY H-23D :

BREAK-THROUGH IN COSTS...

1000 HOUR TEST COMPLETED—Hiller crew standing beside Army H-23D after completion of 1000 hour accelerated ground endurance test.

EXTENDED OVERHAUL CYCLE HELICOPTER ACHIEVES HIGHER AVAILABILITY, LOWER MAINTENANCE

With completion of the first 1000 hour accelerated ground endurance test by the H-23D helicopter, the Army's program to achieve drastically lower helicopter operating costs is rapidly being realized.

Using a completely new drive system throughout, the Army H-23D represents a major technical achievement. Its design period of 1000 hours between overhauls is approximately twice as long as for similar helicopters presently used by the Army.

Since the biggest factor in the cost of helicopter operation has been extensive maintenance and frequent overhauls, drastic reduction in maintenance requirements means sharply decreased operating costs and much higher availability—or translated, *low cost mobility*.

EXPERIENCE BUILT THE "D" Behind the design of the "D" model lies many hundreds of thousands of hours of Hiller *field experience* in helicopter operations around the world, including the exclusive use of H-23s as basic trainers at the Primary Helicopter Training Base, Camp Wolters, Texas. (see right)

HILLER HELICOPTERS
PALO ALTO, CALIFORNIA

Otter dumping its 1800 lb. water load on a forest fire.

Installation of two 107 gallon tanks on Otter seaplane floats.

Airborne Bucket Brigade

A new use has been developed for the Otter U-1A by Ontario's Department of Lands and Forests. Water tanks with a combined capacity of 215 gallons are installed on the seaplane floats. A refill tube enables the Otter to scoop up the water in 18 seconds while skimming the surface without stopping. Flying low, the pilot flips a switch, the tanks revolve and instantly jettison their load.

Given a situation with a fire burning within 2 miles of a lake, an Otter can deliver a 2150-gallon drenching over the fire within an hour. This will thoroughly saturate an area of 2000 sq. ft.

Designed and built by

THE DE HAVILLAND AIRCRAFT OF CANADA LIMITED

POSTAL STATION "L" TORONTO ONTARIO

WASHINGTON REPRESENTATIVE — D. J. GIVENS

Current Projects

Service testing of varied types of aircraft and equipment continued at a brisk pace at the U.S. Army Aviation Board during July, 1957. Undergoing evaluation by test board project officers were sixteen separate projects, several of which are discussed here:

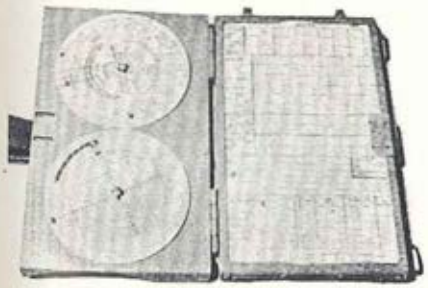
A total of 3 hours of operation under tow tension was accumulated on the *Vertol Tow Kit Modification for the H-21C Helicopter.* Used in support of tests conducted by the Combat Developments Group, the USA Engineer Center, the kit was employed in towing a class 50 pontoon ferry loaded with an M-49 tank, a 400-foot section of the "Diamond L'il" minefield snake, a granel used to breach barbed wire entaglements, and blown-down trees of varying sizes up to approximately 18 inches in diameter and 100 feet in length.

Hot and High

The service test of the H-37A Helicopter blew hot in July, two H-37's being flown to White Sands Proving Ground, N.Mex., for tests in support of Redstone Arsenal at that installation. Following the completion of their desert testing at Yuma Test Center, Ariz., the *Mojaves* underwent high-altitude testing during August at Fort Carson, Colo. (Rescue operations by these test craft are described on Page 18.)

Also undergoing "heat treating" was the L-23D *Seminole.* With its test log at 417 hours the "Dog" model was flown to the Yuma Test Center for desert testing and thence to Fort Carson for the high-altitude evaluation.

Project Nr AVN 1557—*Fixed Wing Instrument Program*—found one test craft being flown to the Sperry Gyroscope plant at Great Neck, L. I., for dual omni installation. Concurrently, non-instrument rated AAs were instructed in the use of the Collins IFS to determine whether it offered any advantages over present instrument systems for training purposes.



Final reports of test are being written on the *Marquette Metal Products Electric Windshield Wiper and Washer Assembly,* the *AN/ARN-21 TACAN Receiver,* and the *L-19E Airplane.*

Evaluation of *NICAD* and *Sonotone nickel-cadmium batteries* will be initiated upon receipt of the batteries from TRECOM. Although the installation kits for mounting the *Grimes Anti-Collision Lights* on Board aircraft have not been received, a report is being prepared based upon data accumulated during tests of aircraft delivered with factory-installed Grimes anti-collision lights.

Helicopter Instruments

The *Helicopter Instrument Program* project found tests of the Instantaneous Vertical Speed Indicator and the NAFLI continuing under simulated and actual instrument conditions. The Lear NAFLI, originally installed on the pilot's panel, has since been moved to the co-pilot's panel for further test purposes.

Nr AVN 1757—*Service Test of Navigational Chart Holders*—will be conducted to determine if any one of three chart holders fulfills the need for such a device, and if so, which is the most suitable for use by the Army in all types of Army aircraft. Comparative evaluation of the Jeppesen Flight Desk, the Jeppesen Knee-Nav, and Flightcraft's Pilot's Third Hand will also reveal if any one of these chart holders interferes with flight controls or instrument scan during flight.

Descriptions

The *Flight Desk* attaches to the aircraft in front of the pilot and provides a lighted area to which charts can be clipped. A metal pad shaped to fit above the knee, the *Knee-Nav* is secured to the leg by a web strap. A two-section device, the *Knee-Nav* opens on a hinge to display a computer on one side and a cross-country planning form on the other. The *Pilot's Third Hand,* a metal clip board that is attached to the control column for use, has two clips to hold flight charts, flight logs, or let-down charts. (Illustrated in this issue).

"ARMY AVIATION" fits within the new mobility concept. It's been known to take wings. If you are an active Army subscriber, have your issues sent to your home address. Unit-delivered copies wind up in some odd places.

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.

☐ MEMBER: My past or current duties affiliate me with the field of U.S. Army aviation or its allied pursuits.

☐ 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).

☐ 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) (Rank)

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

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

If applying for *Member* status, briefly list your affiliation with Army aviation:

.....

.....

☐ Army; ☐ NG; ☐ USAR; ☐ Friend SIGNATURE.....

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

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

☐ 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.....
(Post Box Number, Residence, or Quarter Address is Desired)

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

Energy, Inc.

Bob Leich

There is no question that the AAAA's President, Col. Robert M. Leich, is a dynamo. The extent of his extracurricular activities may never be fully known.

He has a long record of pro-Army activity that has brought him very close to the 30-year point. He's been associated with AUSA and ROA and serves as CO of a USAR School as a Reservist in his home state of Indiana.

Called upon to greet a very important Pentagon civilian official during a pass-through stop in Indiana, Bob acted upon the vague telegram and corraled troops, a band, local authorities, as much brass as he could muster, and had the red carpet in readiness as the VIP flight taxied to the ramp.

"My somewhat barren pate was considerably reddened when an Air Force Under Secretary alighted from that plane," he quipped.

Misfortune is not customarily his lot; his vitality and drive continually amazing his close friends. A "solid citizen," he takes an active part in all community projects and is always ready to ring a door-bell or deliver a necessary speech.

A key figure in the National American Red Cross organization, Bob glued himself to the committee workshops during the recent Washington conference, a fact that didn't surprise many of his friends in the Pentagon who were anxious to have him down one "home-cooked" meal.

A trim athletic man with a jaunty walk, Colonel Leich has been with Army aviation since early 1942, being one of the original band of 25-odd Grasshoppers. A Captain and Maintenance Officer at the time, he clearly remembers his initial "clobber" with civilian flight instructor, Ted Schirmacher, as his check-ride monitor.

"You know, knees shook in '42, also," he grins in retrospect.

One of a small group of four officers who carried the AA torch in the Pentagon shortly thereafter, the present AA representation in the five-sided Hall of Arbitration impresses Bob.

Although lost in the '43 concrete maze, the Colonel said, "The entire Army aviation program could be and was discussed at a cafeteria lunch table each day. We'll never have close coordination like that again."

Now the President of a wholesale drug distribution firm, Col. Leich is continually on the go, attending conventions in many parts of the U.S. and forever dispensing his thoughtful gifts to his friends and their children.

An avid photographer, he usually greets friends at his hotel door by illuminating a flash bulb in their faces. Ex-Polaroid-Land enthusiast, he switched to the pocket-size Minox when he found that his photographic equipment meant an extra suitcase on his travels.

Long-distance callers invariably talk to Millie, his wife, or to his teen-age son, Robert, since his evenings are devoted to USAR duty, a community project, or "another speech." Five will get you twenty you'll have to leave an Operator number on evening calls.

The possessor of a fine sense of humor, he is not the least bit sensitive about his rapidly diminishing head of hair. Like Yul Brunner he takes to the razor and cheerfully removes the "daily return."

15 Year Man

"I haven't noticed any women swooning yet, et cetera, et cetera, et cetera," he comments.

Keenly interested in people and their problems, the Colonel views Army aviation as something more than a "scrapbook reference." His extensive experience and continual ties to Army aviation made him a "natural" to lead the Army Aviation Association during its initial year or organization.

(The first in a series of informal profiles on the executive officers of the AAAA.)

AFOF

A New Service

HEIDELBERG, GERMANY—The Signal Corps has done it again! SIGNAL in USAREUR and especially the 4th Signal Group (Col. George F. Moynahan, Jr., Commanding) now provides Army aviators in Western Germany with the same service FSC are, and have been, providing to Air Force and Army pilots in Europe.

The 5th Aviation Operations Detachment (Army) which has a dual mission—we'll save mission #2 for another article—is responsible for the operation of the Army Flight Operations Facility, another Sig C first located here at Heidelberg Army Air Field.

Ribbon Cut

This facility was inaugurated on 6 June 57, the 15th Anniversary of Army Aviation. General H. I. Hodes, Commander in Chief, USAREUR, cut the ribbon marking the official adoption of the flight-following system.

Special guest was Brig. Gen. W. T. Guest, USAREUR Signal Officer.

The Army Flight Operations Facility (AFOF) has been established to enable the Commander in Chief, USAREUR, to effect *positive* monitoring of Army flight operations within the AFOF area of responsibility. This area of responsibility comprises Western Germany in its entirety, less Air Force installations.

The mission is to promote the safe, orderly, and expeditious movement of Army air traffic by assisting pilots in the preparation of a safe and efficient flight; monitoring cross-country Army flights; clearances; and conducting searches on overdue aircraft.

Close Liaison

To accomplish this mission, AFOF is in close liaison with AF FSC, Civil Air Traffic Control, and Air Sea Rescue. AFOF is divided into three sections (a) a Clearance Section, providing flight plan clearances and overall supervision of the Facility, (b) a Flight Following Section, providing flight monitoring on cross-country flights from the time the aircraft becomes airborne until the time the flight plan is closed, and (c) a Traffic Section, receiving flight plans and allied messages.

AFOF has an extensive communication system (similar to the Plan 62 Stateside) which ties in the major and more active Army air fields in Western Germany. In addition, an *Air Priority* system is in effect for users of the dial telephone.

During the second half of July, AFOF processed 3,000 flight plans and handled 25,935 incoming and outgoing phone calls. The smooth operation of this System and Facility is due to the efforts of Maj. Wutzke (CO); Capt Wurth (Exec); Capt Morris (Opns); Capts Frizzell and Galambos and Lts Clark, Ford, and Stumpff (Clearance Officers); and WOJG Herron, our expert Communications Officer, whose services have been invaluable in establishing this system.

Your reporter, (Capt) Louis Galambos

View of Clearance Officer Section of AFOF showing two Clearance Officers on duty, a Clerk posting NOTAMS, and the Flight Following Section in the right rear background. Note the new European Jeppesen on the desk. L-R: Capts William Morris & Louis Galambos; Sp/3 Louise Fann, SFC Magella Garand, and Paul Weissmueller.

View of the Traffic Section where all incoming flight plans and movement messages are processed. Sgt Joy (center of table) serves as router checking and distributing all incoming movement messages. L-R: Pvt/2 Thomas Born, Sp/3 Stanley Slease, ,Sgt John Joy, Anton Doetsch, and PFC Berlin Owens.

AROUND THE WORLD WITH SIKORSKY HELICOPTERS

HEAVY HAULING—Big Sikorsky S-56-type helicopters (Army H-37) have demonstrated many uses, carrying troops, supplies, vehicles and weapons. A big H-37, above, carries a heavy Army truck during recent demonstrations for The Army Aviation Board. H-37s are undergoing rigorous field testing at Ft. Rucker, Alabama.

SIKORSKYS TO CHILE—With the delivery of four S-55 helicopters, Chile becomes the 23rd nation to operate Sikorsky helicopters. The Chilean Air Force will fly these versatile helicopters in air-sea rescue duty, service in which the S-55 has been conspicuously successful.

TURBINE-POWERED S-58—This turbine-powered Sikorsky S-58 has been flying since the beginning of the year. Built under an experimental Navy program, the test bed is equipped with two General Electric T-58 gas turbines, each rated in excess of 1000 hp. Performance is classified.

SIKORSKY AIRCRAFT

STRATFORD, CONNECTICUT

One of the Divisions of United Aircraft Corporation

World's Only FLYING FINANCE OFFICER

The Army Aviation Center, Fort Rucker, Alabama, believes that its 1st Lieut. William Delos Smith is the world's only Finance Officer with wings.

This seeming paradox came about when Lieut. Smith, after earning an artillery commission in 1952 and qualifying as an Army Aviator, saw active service in Korea and then applied for a Regular Army Commission. Because of his civilian experience in a bank, his commission was issued in the Finance Corps.

That, however, did not deter Lieut. Smith's flying ambitions for he went on to qualify as a Rotary Wing Pilot. He is now a helicopter flight instructor at the Army Aviation Center, Fort Rucker, Alabama — one of the enthusiastic group of officers responsible for seeing that Army Aviation receives full value for the $60,000 estimated cost of training each Helicopter Pilot.

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

BELL Helicopter CORPORATION

FORT WORTH, TEXAS

SUBSIDIARY OF BELL AIRCRAFT CORPORATION

Watch "Whirlybirds" on TV — consult your local paper for time and station.

AAUTC H-21 First to Log 1000 Operational Hours

FT. RILEY, KAN.—An H-21 *Shawnee*, the first of a group of 12 to be received at Ft. Riley in late '54, recently completed 1,000 hours of flying time, becoming the first of its type in the world to log this operational total.

At the controls of the copter when it completed its 1,000 hours of operation was Lt. Col. Albert Newton, CO of the Army Aviation Unit Training Command, and CWO James E. Breshears, Senior Instruction Pilot. In the passenger compartment was Major General David H. Buchanan, Commanding General of Fort Riley, who had boarded the craft for a brief flight over the reservation and portions of the local community.

Upon landing a Certificate of Achievement was presented to Col. Newton in behalf of the AAUTC by representatives of the Vertol Aircraft Corporation. The Certificate praised the unit for their cooperation with the builders of the machine in accomplishing this total number of flying hours.

General Buchanan was presented a model of the *Shawnee* by Hunter Rees, technical representative of Vertol, honoring the Army on having the first H-21 to amass 1,000 hours. The model will be placed in Fort Riley's museum as a permanent remembrance of the event.

The U.S. defense establishment holds title to 508 H-21 helicopters, the first of which was delivered in February, 1953. Since that time the machines have piled up a total of 126,644 hours of flying time.

Fort Riley has possession of the second "high time" aircraft, which to date has logged 842 hours of flying.

Photo Above

In the "presentation photo" above, General Buchanan (left) holds the model H-21 and Col. Newton and CWO Breshears admire the Certificate. Looking on at the right are Hunter Rees and John Christer (far right) of Vertol. (U.S. Army photo).

Colonel Gilmon A. Huff, Lawson C.O., Retires

FT. BENNING, GA.—August 31st brought to a close the twenty-three year Army career of Col. Gilmon A. Huff, Commanding Officer of Lawson Air Field Command.

Though not an Army aviator himself, Col. Huff has striven relentlessly to promote and further Army aviation in every way possible.

A veteran of two wars, Col. Huff has seen combat as a battalion commander in Europe and Korea and has served in Japan and Turkey training national troops in both countries.

Following his return from Korea in '54, the Colonel assumed command of LAAFC, then composed of 4 officers, 27 enlisted men, and 8 officers of the TIC Flight Detachment. On his departure the Command included 215 officers, 690 enlisted men, and the equipment of three Army Aviation Troop Transport Companies and a large Command Flight Detachment, consisting of over 100 rotary and fixed wing aircraft.

It is with great regret that the members of LAAFC and Army aviation as a whole lose a man who has worked so diligently for their improvement and growth.

Photo Stories

FT DEVENS, MASS.—Shown immediately below are a part of the 80-odd persons who attended the recent NG-USAR-Army 'Fly-In Get-Together'' held under the auspices of the Northeast Region of the AAAA. Early morning rains and low ceilings lowered the head count, according to Lt. Col. James E. Murphy, Pres, Northeast Region. No captioning accompanied the photo but we'll bet you've got some friends among this crowd of Damn Yankees.

RALEIGH, N. C.—Igor Bensen is shown having his Gyrocopter refueled at a downtown gas station with standard auto gas after having flown to a parking lot 15 mi. outside of Raleigh and then driving on U.S. 1 with conventional traffic to Cameron Village, a local shopping center. Also visited were a drive-in bank, a laundry, the post office, and a supermarket. A small propeller behind the driver's seat provides forward thrust for ground speeds up to 30 mph. The 200 lb. craft, powered by a 40 hp, 4-cylinder, air-cooled engine, tops at 80 mph and cruises at 50 mph when airborne. Sold in kit form at $1995 less engine, the Gyrocopter's materials come in do-it-yourself kit form at $395 less engine.

FT RUCKER, ALA.—Having concluded their first organizational meeting, five members of the Alabama Regional Executive Board of the AAAA look forward to increased interest at Army aviation's number one facility. Left to right, Maj. James O. Townsend, Secretary, ARMAV (Secretary); Lt. Col. Charles E. Hollis, CO, TATSA (VP, Industrial Affairs); Col. John J. Tolson, Ass't Commandant, AAS (President); Lt. Col. Alexander J. Rankin, Deputy President, USA Aviation Board (Exec VP); and Lt. Col. Thomas J. Sabiston, Director of Publ and NRI, ARMAV (VP, Reserve Affairs pro tem). The Board laid plans for a three-Chapter organization at the Fort Rucker activity.

PARIS, FRANCE—Congestion in the Metro? No, this isn't a subway scene during the rush hour. Shown at the right are a part of the many thousands of interested Frenchmen who went through the Marietta-built Lockheed C-130 Hercules during the recent 22nd Paris International Air Show. The American transport was on exhibit at the biennial air show as part of the U.S. Air Force display. Fifteen nations displayed new aircraft and 200 manufacturers presented their products during the show. Some 700,000 Frenchmen, considerably less than the proverbial fifty million, visited the exhibits during the show's final day.

FT. SAM HOUSTON, TEX.—Lt. Col. Spurgeon H. Neel, Chief of the Aviation Branch, Office of the Surgeon General in Washington, recently inspected Brooke Army Medical Center Helicopter Ambulance Detachments and briefed pilots on the latest developments in Army aviation.

Observing the helicopter units in action during "Operation Blowup," the Army Medical Service School mass casualty evacuation problem held at Camp Bullis, Colonel Neel stressed the need for Medical Service Corps Officers, fully trained in all functions of the Medical Service, who can fly aircraft.

Pilots assigned to helicopter ambulance detachments can expect more training, according to the Washington official. "Plans call for fixed-wing aircraft for moving patients over 300 miles and the fact that Medical Service Corps pilots must fly in all types of weather, we'll need instrument training too."

Twenty-one pilots of the 82nd and 57th Helicopter Ambulance Detachments participated in "Operation Blowup" and attended the briefing. Col. Neel is shown at the left conferring with Captain Joseph P. Madrano, Commanding Officer of the 82nd Helicopter Ambulance Detachment, Captain Harlan G. Matter, Chief of the Army Aviation Branch, Brooke Army Medical Center, looks on from the ground.

FT. RUCKER, ALA.—During a recent visit to the U.S. Army Aviation Board, Maj. Gen. R. M. Osborne, Material Developments, Hq, CONARC, was given an orientation ride in the H-37 Mojave. Maj. Willie W. J. Barrios, project officer on the H-37, is shown with Gen. Osborne (right) at the controls of the Mojave. It's unconfirmed but we hear the General flew the Mojave. (US Army photo).

Photo Stories

WW II veteran, Senior AA, James E. Murphy serves as President of the Northeast Region of the AAAA. A lieutenant Colonel in the Massachusetts USAR, Jim never misses the opportunity to wade into AA discussions and problems. Popular and affable, his Irish grin disappears rapidly whenever one touches his tender spot—the Red Sox. Hailing from Malden, Mass., he adds the brood "A" to the 4 A's.

PALO ALTO, CALIFORNIA—The Army's H-23D Raven, the first helicopter put into production that was designed under the Army's concept of obtaining lower operating costs through long overhaul cycles, recently completed a 1,000-hour accelerated ground endurance test at Hiller Helicopters' Palo Alto plant. It was at the Army-Industry Symposium in St. Louis during 1954 that the Army first made known its requirements for a helicopter which could fly 1,000 hours between major overhauls. Shortly after the St. Louis meeting, Hiller Helicopters was awarded a contract for its "D" model embodying a drive package capable of 1,000-hour overhaul periods. Under direction of the

FORT RILEY, KAN.—Lt. Col. John Gall is the new aviation officer of the 1st Infantry Division. Newly arrived at Ft. Riley, the veteran fixed-wing flyer completed helicopter training just prior to reporting for his new assignment with the 1st. (U.S. Army photo).

FORT RUCKER, ALA.—Colonel I. B. Washburn (left) pins Army aviator wings on his son, Second Lieutenant Richard B. Washburn, at graduation ceremonies of the Aviation Tactics Course held recently at Fort Rucker. The event marked the second occasion in Army aviation history that a father and son have been active on duty at the same time as Army aviators. In July, 1955, Lieutenant Colonel James A. McCord pinned wings on his son, First Lieutenant Thomas B. McCord. Colonel Washburn, now assigned in the Department of the Army in Washington, D.C., was commandant of the Army Aviation School from 1951 to 1954. (U.S. Army photo).

Army, the first two helicopters were completed ahead of schedule in 1956, one to be used for flight testing and the other for ground tests. Standing beside the Raven which completed the 1,000-hour accelerated ground endurance test are the Hiller employees who were closely associated with the project. Herb Moseley, Project Engineer, is third from right, and Henry Niemczura, Design Specialist-Maintenance, is second from the left. Others are (left to right) ground crew members Wendall Tucker, John Trigueiro, Ollie Anderson, Paul McKim, and Henry Obert.

NEW DIRECTOR

Presently the Assistant Chief of Staff, G-3 Allied Land Forces, Central Europe, Brigadier General Ernest F. Easterbrook is scheduled to become the Director of Army Aviation in late '57. A graduate of U.S.M.A. in 1931, General Easterbrook completed the Command and General Staff School ('46) and the National War College ('52) and has achieved the educational equivalent of the Armed Forces Staff College in 1947. Additional data on General Easterbrook's career will appear in subsequent issues. (U.S. Army photo.)

BLOOMFIELD, CONN.—The world's first pilotless helicopter flight which was made at Kaman Aircraft on July 30 has added the copter's unique capabilities to the ranks of guided missiles and drone airplanes. Directed by radio signals from a control station on the ground, the robot helicopter took off vertically, hovered, flew forward, backward, sideward, and landed, all with the ease and precision of its piloted counterparts. The Kaman robot helicopter remote control system has been developed to the point where its operation is of sufficient simplicity to employ control operators who have no pilot training whatsoever. During its first pilotless flight, the robot helicopter was flown by Robert C. Mack, Kaman's senior project engineer on robot helicopters. Mack has yet to fly a helicopter or any other type of aircraft from the pilot's seat. During the flight, several hundred feet of rope were used. One end was attached to the robot, the other to the ground, this step being taken because of CAA regulations governing robot aircraft. Capable of performing many hazardous missions without endangering personnel, the robot helicopter is a joint Army-Navy project.

Photo Stories

CAMP GARY, TEX.—1st Lt Angel C. Romero, an MDAP student from Spain, is congratulated by Col. John L. Inskeep, Camp Wolters commander and guest speaker at the graduation of Class 57-13. Additional proof that William J. Graham & Son flight instructors have a multi-lingual task is found on the opposite page.

FT. LEAVENWORTH, KAN.—June graduates of the Regular Course of the US Army Command and General Staff College included twelve Army aviators who have since moved on to key assignments in the Army aviation program. Shown in the group photo above are FRONT ROW, left to right, Maj. Charles T. Anders, RA Off Aug Det, Wash, D.C.; Maj. Jack D. Wells, S & F, USA C&GSC, Ft Leavenworth; Maj. Dale W. Taylor, Hq, Second US Army, Ft. Meade, Md.; and Lt. Col. Raymond E. Johnson, Director, Dept R/W Tng, ARMAV, Ft. Rucker. BACK ROW: Maj. James C. Smith, S & F, USA C & GSC; Lt. Col. Harry L. Bush, R & D Field Office, Ft. Belvoir, Va.; Lt. Col. David M. Kyle, ODCSOPS, D/A, Wash, D.C.; Maj. John T. Pierce, III, R & D Field Office, Ft. Belvoir; and Maj. Byron E. Sheppard, S & F, USA C & GSC. Not shown in the photo but included in the group were: Maj. William C. Edler, 1st Infantry Division, Ft. Riley, Kansas; Lt. Col. John W. Oswalt, USA Aviation School, Ft. Rucker; and Maj. Arington C. Thompson, Jr., OACSI, D/A, Wash D.C. See story in this issue. (US Army photo.)

PALO ALTO, CALIFORNIA—Bryce Wilson, Customer Relations Manager for Hiller Helicopters, is shown saying good-bye to Maj. Thomas E. Hall, U.S. Army Transportation Corps Industrial Trainee, upon the Army officer's completion of his one year tour with industry. Now on a PCS, Major Hall has been replaced by Major William G. Kilmer, recently the TC Liaison Officer at the Army Aviation School. The Hiller facility recently opened a new Army office in the Engineering Building.

FT. HUACHUCA, ARIZ.—Mad dogs and Englishmen may be the only ones to go out in the mid-day sun but this group of 416th Sig Avn pilots show how it can be done congenially. Getting the word from their "Old Man" are left to right, Lts. Bob Morgan, Shelly Watson.

CAMP GARY, TEXAS—Pilots of four nations met in one class of Army primary flying graduates at this Texas facility. Admiring their "flight sheepskins" and pondering the more difficult advanced training at ARMAV are (left to right) Pakistani Captain Nazar Hussin, U.S. Captain B. F. Chafin, Spanish Captain Jose Diaz, and Korean Major Yung Ji Kim. Capt. Chafin was class leader. (William J. Graham & Son Photo.)

We don't know if you read into every nook and cranny of these pages but if you find this squib some reward is certainly due you. We can't reward you for reading the publication but we can pay you back in another way. Those six "Photo Pages" comprise the best of the photos that we received during August. The chances are you'll be "in" on a good picture during the coming month. Latch on to a print, send it to us with 200 words of descriptive captioning, and we'll send you a negotiable likeness of Mr. Lincoln. Don't bother riffing through the twenties; we'll save you the trouble. Abe's on the five-spot. It will be the easiest five-spot you've ever made.

ECHTERDINGEN ARMY AIRFIELD, GERMANY—Captains I. T. Bruestle and Clifford E. Johnson (r.) atop the wing of the new L-23D they ferried to Seventh Army. During the trans-Atlantic crossing the three Seminoles flew 1,265 miles from Torbay Field, Newfoundland, to Lajes Field in the Azores, the longest overwater hop completed in an Army plane. Longer range and higher speeds add to the performance of the new Beech model. (U.S. Army photo).

Ike Sisk, Hank Paladino, Ted Florko, Doc Holladay, Lewis, and Frank Johnson, and the old man who looks rather young to us, Capt. Paul Carpenter. A "report on the 416th's desert survival training appears on Page 41 of this issue. (U.S. Army photo.)

FORT WORTH, TEX.—When Air Force Phase II flight tests of the Army's HU-1 Iroquois were bogged down recently at Fort Worth because of the prolonged bad weather, the Bell experimental craft, together with a testing engineering crew of eight persons, were flown to Edwards AFB, California, by USAF C-130 Hercules. The cargo compartment of the Lockheed transport, now in operational service with the Tactical Air Command, is larger than a freight car and easily accommodated the Iroquois, the test crew, and the blades.

Mike Button

MAINTENANCE TIPS FROM TSMC

FT. RILEY, KAN.—Devised shortly after two helicopters had misfortunes on the Ft. Riley range and cradles had to be rigged in a hurry to receive the crippled aircraft, a new mobile, heavy-steel rescue stand can be towed onto the field to receive the damaged aircraft. Two "U" shaped, well-padded cradles protect the hull of the helicopter while the four helicopter wheels mounted on the main framework of steel provide the mobility. (US Army photo).

How many times have you been faced with a maintenance operation that caused you to wonder whether or not it was actually within your capability? No doubt a good many times.

The regulations that establish the echelons of maintenance must be of a general nature. They provide the policy of echeloning maintenance operations of all types of equipment, and to place, for instance, a job on a particular aircraft within the levels authorized by the regulations is a difficult procedure.

Obviously, what was needed was a publication pertinent to each aircraft by type that would inform the operatior just "who" was authorized to do "what" and interpreted the basic regulations for application to Army aircraft. These publications are being prepared and several of them have been published and distributed. They are in the TM-1 series of manuals and are known as *Maintenance Allocation Charts.* .

The system of numbering the manuals is simple and is the type with which all aviation personnel are familiar. For instance, the publication covering the H-13 series is TM 1-1H-13-18.

The *"TM1"* indicates an aircraft technical manual; the "-1H" indicates the type aircraft; the "-13" indicates the model; and the "-18" indicates the Maintenance Allocation Chart. The "-18" will always indicate the Maintenance Allocation Chart for each type and model of aircraft.

Looking at a typical "-18" publication, we find that the stated purpose of the manual *"is to provide all activities with maintenance functions to be performed at each echelon of maintenace."*

Only the lowest echelon of maintenance authorized to perform a maintenance function is indicated in the manual, as a maintenance function assigned, an echelon is automatically authorized at any higher echelon. And a maintenance function assigned to an echelon that for some reason is beyond its capability automatically becomes the responsibility of the next higher echelon.

Provisions are made in the "-18" manuals for deviations due to operational necessity. Provisions are also made for requesting changes. And of course, any conflict between the "-18" manuals and current tools and equipment lists or current supply manuals should be reported promptly by "UER" in accordance with AR 700-38.

So, if you are not sure whether or not you should tackle a particular job, check

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The L-19 series aircraft were procured as "off-the-shelf" items. Consequently, it is possible that you might receive a new L-19 without all turnbuckles being safety-wired in accordance with TO 1-1A-8. Instead, turnbuckles will be satisfied in accordance with Civil Air Regulations.

Those items that conform to Civil Air Regulations but differ from military requirements may be remedied or replaced at the discretion of maintenance officers. A little sound judgment is required here, for an all out replacement of so called "non-standard" components could soon become pretty expensive.

So, weigh your decision to remove and replace pretty carefully.

Basically, the new L-19 you receive is a pretty good chunk of airplane "as is." It might be better if you leave it alone.

Don't misconstrue this as eliminating the requirement for the mission of UER's on obvious discrepancies.

If you have an L-19 bearing a serial number from 50-1327 tehrough 51-12644 or 51-12665 through 51-12911, chances are it has been modified to install map and C-37 Control Unit Lights in accordance with TO 1L-19A-505.

Recommend that all Quick Disconnects (AN 753) installed during this modification be inspected to insure that the insulation sleeving over the Quick Disconnects has been secured on either side with waxed cotton or linen electrical cord.

If there is excessive wire leading to the Disconnects, use the excess to form an "S," with the Disconnect in the middle of the "S." Secure each end of the "S" with electrical lacing cord.

There has been one report of a fire in the fuel vent line because the power lead to the C-37 Control Unit became disconnected at the Quick Disconnect; the insulation sleeving was not tied; and the wire shorted on the fuel vent line. One report like this is plenty—and this inspection may prevent any more.

★

We hear that because there isn't any protective cover over the two ventilation holes in the bottom plate of the ARC 44 radio box and ARA 31 box assembly installed on H-13's; a lot of dirt, dust and other "crud" is getting into the assemblies through the uncovered ventilation holes.

An easy "fix" is authorized. Make and install protective covers as follows:

a. From wire cloth, 12 x 12 mesh, .018 diameter wire or equivalent, cut a square 2.5 x 2.5 inches.

b. From aluminum alloy sheet, .035, cut a square plate 2.5 x 2.5 inches.

c. In the center of the plate, cut a .93 hole.

d. Install the wire cloth and plate over the ventilation holes using six number 4 x 3/8 inch sheet metal screws.

Take it easy when drilling the holes in the bottom of the boxes. Drilling too deep could damage the contents. Use a drill-stop.

★

Rough and binding pitch change bearings, leaking shaft seals, and loss of preload of pitch change bearing housings, H-25A helicopters, is mostly attributed to non-compliance with lubrication and inspection requirements as set forth in the -2 and -6 handbooks.

Looks like the "cure" for this problem rests with you. Just follow "the book," pertinent portions of which read as follows:

a. At each daily inspection, check the pitch bearing housing for leaks. If leakage is found, check preload and oil quantity.

b. Check the oil level daily and refill at every 30 hours (TO 1H-25A-2).

c. Rotate the pitch bearings 360° at every third periodic (TO 1H-25A-6).

★

If you have looked in TB AVN 5 for the procedure to follow for recording operating time on aircraft accessories installed on O1-Z aircraft and couldn't find it—just relax. You don't need glasses because it isn't in TB AVN 5. As a matter of fact, you won't find it anywhere except right here, and paragraph 32 of TB AVN 23-5-9 (UER Digest). The next revision of TB AVN 5 will include the proper procedure. Meanwhile, you may use the following procedure.

Ground operating time for O1-Z aircraft should be considered and recorded in the same manner as flying time on an operational aircraft. If there are many periods of daily operation that make it impossible to accurately record each period, a careful estimate can be made and recorded at the end of the day. Maintenance of aircraft, forms and records, to include replacement of scheduled time replacement items, should be based on ground operating time.

★

There is about a two month lead time on these scribblings. That means that when you read this in about September, Old Mike wrote it late in July. Just for the heck of it, Mike sez the St. Louis Cardinals will be playing in the World Series come October. If I'm wrong, sue me. If I'm right, stop by my box behind home plate and say hello.

Yours for better maintenance,

Mike Button

How does your operation shape up? Are you engaging in safe practices in the accomplishment of your mission? The U.S. ARMY BOARD FOR AVIATION ACCIDENT RESEARCH has prepared a multi-question "self appraisal" survey questionnaire that is designed to give you the answers. The questionnaire does not call for any official action and need not be returned. You may analyze your operation from a standpoint of airfield data, your operations office, fire-fighting, maintenance, aircraft operation, etc.

The survey will bring to light conditions that might endanger your mission and will enable you to determine where the elimination of hazards is both necessary and easily accomplished.

Adaptable to either large or small airfields—and applicable to acitive Army and National Guard facilities—your unit operations officer (or C.O.) can obtain a gratis copy by writing to the U.S. ARMY BOARD FOR AVIATION ACCIDENT RESEARCH, Fort Rucker, Alabama.

ALLEN, James M., Lt., P. O. Box 11, Howard Air Force Base, Canal Zone.
ALLINDER, Joseph E., Capt., 470-D Gulick Drive, Fort Monroe, Virginia.
ARMFIELD, William F., Capt., 122 Magruder, Camp Wolters, Texas.
BACHE, B. A., Lt. Col. (Ret), 2037 N. W. 7th Place, Gainesville, Florida.
BAKER, Edwin D., Lt., H & S Co, 714 Tank Battalion, APO 36, N. Y., N. Y.
BAKER, Willie E., WO, W1, 313 Leinbach Avenue, Monterey, California.
BALWIERCZAK, Raymond C., Lt., Emerg Rep Co, 711th Maint Bn, 11th Abn Div, APO 112 N. Y.
BECK, William R., Jr., WO, 33rd Trans Co (Lt. Hcptr), Ft. Ord, California.
BERRY, Henry N., Jr., Lt., 306 Fillmore Street, Wichita Falls, Texas.
CARRILLO, Arnold R., Capt., H & S Co, 83rd Rcn Bn, APO 39, New York, N. Y.
CARTER, William C., Lt., Trans Tng Comd (9250), Fort Eustis, Virginia.
CERKLEWSKI, Leonard, SFC, Hq Co, USA Signal Garrison, Fort Monmouth, N. J.
CHAMBERS, Stanley L., CWO, 1721 Liberty Avenue, Lawton, Oklahoma.
CHRISTY, Deryck G., Capt., Stu Brig, USA Infantry School, Ft. Benning, Georgia.
CLARK, Ernest C., Mr. 2954 State Street, Lockport, New York.
CLARK, Paul E., 1/Lt, Hq & Svc Co, ARMAV Regiment (Dept Tactics), Ft. Rucker, Ala.
CLARKE, Arthur M., Capt., 125 Allenwood Drive, Clarksville, Tennessee.
CLARKSON, James M., Sp/2, 571st Trans Det (AAR), APO 915, San Francisco, California.

The Month's Takeoffs!

BIVENS, Robert D., CWO-2, 11th Combat Avn Co, APO 112, N. Y. N. Y.
BOATRIGHT, Robert L., Jr., Lt Col (Ret) 1136 N. Crestway, Wichita 14, Kansas.
BOLIN, G. M., Lt., 218 South Oak Street, Itasca, Illinois.
BOLLARD, John A., Maj., Highland Forest Resort, Rte 1, Eagle River, Wisconsin.
BOORAS, Thomas J., Capt., Box 51, Howard AFB, Ft. Kobbe, Canal Zone.
BOSWORTH, Ray P., Lt., 116 McMurray Road, San Antonio 9, Texas.
BOYNTON, Donald A., Capt., Sandown Road, Chester, New Hampshire.
BOYSEN, George W., WO, W1, 1003-A Willow Street, Eutaw Village, Fayetteville, N. C.
BRIGGS, Roy E., Lt., AATC C1 57-13, Box B-5, ARMAV, Fort Rucker, Alabama.
BRITTON, Weldon C., Capt., Combat Dev & Expr Center, Fort Ord, California.
BRIZEE, Robert E., Capt., 2809 Farm Road, Alexandria, Virginia.
BROCK, Eldridge W., Lt., Baum Det, 502nd Avn Co, APO 34, N. Y., N. Y. (Temp).
BROWN, John Presley, Lt., 341 Spear Drive WHP, Fort Bragg, N. C.
BROWN, Paul H., Capt., 5139-39th Avenue South, Minneapolis, Minnesota.
BUCHANAN, Paul J., 1/Lt, 416th Sign Avn Co, Fort Huachuca, Arizona.
BURCHER, Norma H., Mrs., TAOE, Felker Army Airfield, Fort Eustis, Virginia.
BURKHARDT, James R., M/Sgt, 504th Avn Co, 4th Armd Div, APO 42, N. Y. N. Y.
BURNS, Summer C., Lt., 25th Avn Co (Inf Div), APO 25, San Francisco, California.
BURTON, Kenneth, J., Capt., 2064 Somerset Ave, Oakland Park, Columbus, Georgia.
CAFFERATA, John J., SFC, Co C, 1st ARB, 48th Inf, Fort Polk, Louisiana.
CARR, John H., Jr., 1/Lt, 26th Trans Co (Hcptr), APO 165, New York, N. Y.
CLAUNCH, James E., 1/Lt, 4048 South "D" St, Tacoma, Wash. (Temp).
COERS, David H., Jr., Capt., 40-D Battle Park Homes, Ft. Benning, Georgia.
CONSTANCE, Harbin A., 1/Lt, Box C-35, Off Stu Co, Fort Rucker, Alabama.
CRADDOCK, William P., Maj., 517 North Overlook Drive, Alexandria, Virginia.
CRAIN, Cleatis M., Capt., 502nd Avn Co, 2d Armd Div, APO 42, New York, N. Y.
CROWELL, George A., Capt., Route #3, Wetumpka, Alabama.
DALE, John R., Colonel, 8th Trans Aviation Group, APO 154, New York, N. Y.
DALUSKY, George A., Capt., Stu Off Co, U.S. Army Armor School, Ft. Knox, Kentucky.
DAMON, Charles P., Lt. Col., Hq, I Corps Avn Sect, APO 358, San Francisco, California.
DANIEL, Cornelius, WO, 33rd Trans Co (Lt Hcptr), Fort Ord, California.
DARRAH, James T., Jr., Lt., FABOC, 1st Stu Off Btry, Ft. Sill, Oklahoma.
DEIHS, George F., Jr., Lt., 310 North Sixth Street, Dundee, Illinois.
DETWILER, Harvey C., Lt., 114 Rosewood Drive, Enterprise, Alabama.
DENHART, John F., Maj., 301 25th, Fort Eustis, Virginia.
DICKS, James E., Lt., 3112 Knox Street, Columbus, Georgia.
DILLINGER, David R., Lt., Stu Off Co, USA Armor School, Fort Knox, Kentucky.
DIXON, Marshall E., 1/Lt., 3005 South 90th St., Tacoma 99, Washington.
ECRETTE, Joe D., 1/Lt., 54th Trans Co (Hcptr), Fort Sill, Oklahoma.
ERHARDT, Chris, Capt., Stu Off Det, 2nd AEOAC, Fort Belvoir, Virginia.
EULER, Herbert C., Lt., 18 Cottage Lane, Lee Hall, Virginia.
EYMAN, Robert F., Lt., Quarters AC 54-D, Fort Lewis, Washington.

FEILKE, Glenn T., Lt., 908 Valley Road, Killeen, Texas.
FENTON, Thad L., Capt., 8 Doncaster Avenue, West Islip, New York.
FERGUSON, William H., Jr., 2 USACIFC 58-2, Avn Stu Det, Ft. Holabird, Md.
FETTER, Robert D., Lt., Box 2351, Fort Huachuca, Arizona.
FINCHER, Julius W., 1/Lt., 315 Davidson St, Wolters Village, Mineral Wells, Texas.
FINNEY, Don E., 1/Lt, 3d Avn Co (FW-TT), APO 177, New York, N. Y.
FLEMING, E. P., Jr., Lt Col, 422 Bluebill Lane, Alexandria, Virginia.
FORSTER, James B., 2827 Burlingame Road, Topeka, Kansas.
FRANCE, Paul W., Lt., MAAG Liaison Team (Army Avn), APO 35, New York, N. Y.
HILL, David A., Maj., Naval Avn Safety Center, Naval Air Station, Norfolk, Va.
HODGE, James R., Maj., Trans Sect, Hq, 8th US Army, APO 301, San Francisco, California.
HOFFMAN, Joseph, Maj., 241 Pennsylvania Avenue, Mount Vernon, New York.
HOLSTAD, Jerry E., Capt., 200 Kelly Street, Enterprise, Alabama.
HOLT, Robert H., CWO, 33rd Trans Co (Lt Hcptr), Fort Ord, California.
HORNE, J. D., Pr., 1/Lt., 33rd Trans Co (Lt Hcptr), Fort Ord, California.
HOUGH, Gerald L., Lt. Col., 8th Army Hq, Trans Sect, APO 301, San Francisco, California.
HOWARD, Chester, A., Mr., 1109 Kingsbury, Lawton, Oklahoma.
HOWELL, Thomas R., Lt., 332 Spear Drive, Fort Bragg, North Carolina.

This monthly "Directory Service" serves two purposes. As a subscriber it enables you to place your change of address before some 4,300 other persons and secondly, it serves as a verification that this office acknowledges your PCS and will forward future issues accordingly.

FRANCIS, Charles S., Capt., 122-H Gaffey Heights, Fort Knox, Virginia.
GABELLA, WILLIAM F., Lt., 5718 North Kenmore, Chicago 40, Illinois.
GARBO, Paul, 2/Lt., 8121 South Cottage Grove Avenue, Chicago, Illinois.
GARNER, James A., CWO, 10th Avn Company, APO 36, New York, N. Y.
GEBELT, Henry F. C., 1/Lt., Hq, 1st FA Obsn Bn, APO 358, San Francisco, California.
GOODWIN, Norman W., Maj., USA Aviation School, Fort Rucker, Alabama.
GRAEBER, Charles R., WO, 33rd Trans Co (Lt Hcptr), Fort Ord, California.
GRAY, James E., Jr., Capt. 209 Beebe Avenue, Fort Eustis, Virginia.
GRIFFIN, Leonard L., Lt., 5932 Hendon Avenue, Dayton 3, Ohio.
GURLEY, William F., Capt., AEOAC #1, The Engr School, Ft. Belvoir, Va. (Temp).
HALE, William R., Maj., 803rd Engr Bn, APO 35, New York, N. Y.
HAMPTON, William C., 1/Lt, 502 Patton Drive, Kileen, Texas.
HANCHEY, Mrs. Charles W., Route 1, Box 402-B, Bossier City, Louisiana.
HANKS, Donald M., Lt., Govt Housing Unit 113, Camp Gary, San Marcos, Texas.
HARLAN, James M., Capt., TOAC #11, Trans School, Fort Eustis, Virginia.
HAYNES, Thomas E., Lt. Col., c/o Bell Helicopter Corp., Fort Worth, Texas. (Indus Trainee)
HAWKINS, William S., Capt., 1533 South 5th East, Salt Lake City, Utah.
HAWTHORNE, James D., Capt., 3662 Vivian Lane, Columbus, Georgia.
HEAPE, Artie A., WO, P. O. Box 451, Beaufort, South Carolina.
HENDERSON, James A., Lt., 1503 Columbia, Lawton, Oklahoma. (Temp).
HESTER, David P., WO, 33rd Trans Co (Lt Hcptr), Fort Ord, California.
HICKERSON, Charles M., 1/Lt., 702 West College Avenue, Enterprise, Alabama.
HURST, Robert H., Maj., P.O. Box 332, Starkville, Mississippi.
JERSEY, Donald H., Capt., Beech Aircraft Corp., Wichita, Kansas.
JOHNSON, Raymond E., Lt Col, P. O. Box 575, Fort Rucker, Alabama.
JONES, Raymond G., Lt. Col., Stu Det, USA War College, Carlisle Barracks, Penna.
KAPEC, Andrew J., Capt., 5902 Frederick Street, Springfield, Virginia.
KING, Aaron L., Jr., 1893 Greystone Road N. W., Atlanta 18, Georgia.
KRICK, Darrell G., Sp/2, Box 67, Bisbee, North Dakota. (Temp).
LEVINO, A. J., Lt., 404 Washington Avenue, Jeannette, Pennsylvania.
LILLEY, Aaron L., Lt., 37th Engr Bn (C), APO 166, New York, N. Y.
LITLE, Robert F., Jr., Capt., 1277 Skipperville Road, Ozark, Alabama
LONG, William L., WO, Hq Co, 7th Army Avn Flt Det, APO 46, N. Y., N. Y.
LORD, M. D., Capt., 937th Engr Co (Avn), Box "S", Howard AFB, Canal Zone.
LUCHNER, Henry S., WO, 110th Trans Co (Hcptr), APO 29, New York, N. Y.
McDONALD, Harold F., 1/Lt, 154-C Prichard Place, Fort Knox, Kentucky.
McFERON, Karl F., WO, 33rd Trans Co (Lt Hcptr), Fort Ord, California.
McVAY, T. R., 7703rd A. U., APO 28, New York, N. Y.
McWILLIAMS, Ronald E., Lt., 36th Trans Co (H-34), Ft. Sill, Oklahoma.
MacLENNAN, Robert J., Lt., 53 Moraine Street, Brockton 33, Massachusetts.
MacMILLAN, Richard H., Pr., 1/Lt., Adv Party, 504th Avn Co, 4th Armd Div, APO 42, New York, N. Y.
MATHEWSON, Kenneth H., Lt., RFD #1, Coppermine Road, Bristol, Conn. (Temp.)
MEDCALF, Rex M., Capt., 1509 Choctaw, Dothan, Alabama.

MIALARET, Gerard J., 1/Lt., 42nd Trans Co. (AAM), APO 177, N. Y., N. Y.

MIKLES, Lowell, Capt., Hq, Second Army, Fort George G. Meade, Maryland.

MILLER, John J., Lt., 420-B Craig Court, Custer Terrace, Fort Benning, Georgia.

MILLER, Lewis, Capt., 451 Springhill Drive, Lexington, Kentucky.

MILLER, Roy L., Lt., 5th Co, 1st Stu Bn, School Brig, Ft. Benning, Ga. (Temp).

MOCZYGEMBA, Norbert W., CWO, 325 Godfrey, Mineral Wells, Texas.

MOORE, Theo L., Capt., 5th USA Adv Gp, (NGUS) Iowa, Off of the Army Adv (Army Avn), Boone, Iowa.

MUSE, Samuel P., Capt., USA Adv Gp (NGUS) Alaska, Juneau, Alaska.

SCHMITZ, Leo E., Lt., Hq, 3rd Trans Co (Hcptr), Fort Belvoir, Virginia.

SERIG, Jack W., Lt., Avn Sect, CCB, 3rd Armd Div, APO 39, New York, N. Y.

SHAW, Ambrose C., Capt., 48th Trans Company, APO 29, New York, N. Y.

SIEGERT, Robert W., Jr., 1/Lt, 2800 Tabor Road, Bryan, Texas.

SKIMIN, Robert E., Capt., 2513 Jolles Avenue, Augusta, Georgia.

SMITH, Gale V., Mr., Aircraft Radio Corp., Boonton, New Jersey.

SMITH, Henry L., Capt., 313 Magruder Avenue, Mineral Wells, Texas.

STANIS, John E., Major, USA Instr Gp (ROTC), Northeastern Univ, 360 Huntington Avenue, Boston 15, Massachusetts.

Notifying all of your friends of your change of address can be a chore, unless you've got a strong-armed wife. You can inform a "select" few and hope that the grapevine takes care of the rest, or you can pen individual notes to all. Let us help you. Between the subscribers and the "peekers" you're certain to get pretty good coverage by placing your MOVE here!

NICHOLS, Frank S., Capt., Stu Off Det, 2nd AEOAC, Fort Belvoir, Va. (Temp).

OBERG, Robert E., 1/Lt., 504th Avn Company, Ft. Hood, Texas.

O'DONNELL, William J., WO-W1, 121 Carter Lane, Woodbridge, Virginia.

OGLETREE, Clarence, Sp/2, 417 Ocean View Avenue, Monterey, California.

O'HARA, Daniel, Capt., 76 Rockland Road, Auburn, Massachusetts.

PAULEY, Warren P., Maj., Dept of Maint, ARMAV, Fort Rucker, Alabama.

PAYNE, James A., Jr., Lt., 187-G Prichard Place, Fort Knox, Kentucy.

PEPPARD, John J., Jr., Capt., 36th Trans Co (Lt Hcptr), Ft. Sill, Oklahoma.

PFEIFER, Francis F., Capt., Stu Det, Trans School, TOAC 11, Ft. Eustis, Virginia.

PETTY, Floyd E., Capt., Sig Off Adv Crs (11-0-3), Stu Det, USA Sig Sch, Ft. Monmouth, N.J.

PIERCE, John T., III, Maj., A & E Div, Off, Chief of R & D, D/A, Washington 25, D.C.

PRICE, Jimmie R., WO, 395 Leinbach Avenue, Monterey, California.

PRUETT, Joe F., Lt., 1804 Speedway, Greenville, Texas.

RAWLS, Robert M., Lt. Col., OCINC, USARPAC, APO 958, San Francisco, California.

REID, W. G., Capt., 24 Haughton Avenue, Warwick, Virginia.

REISACHER, Robert W., Maj., U.S. Elm MAAG, APO 63, San Francisco, California.

RICHARDS, Everett D., 1/Lt., 222 Maywood Lane, Charlottesville, Virginia.

ROSENSON, Dan, Lt., 119 Magruder, Camp Wolters, Texas.

ROVETTO, John L., Sp/2, USA OS Repl Sta (6020), Oakland Army Term, Oakland, Calif.

ROWAN, John L., Lt. Col., P.O. Box 56, Fort Bragg, North Carolina.

SABLE, Robert J., WO, 212 Spivey Street, Fayetteville, North Carolina.

SARACENO, Dom J., 284 Marlborough St, Boston, Mass. (PO Notice; unconfirmed).

STARKEY, James E., Lt., Class 57-14, Stu Off Co, Ft. Rucker, Alabama.

STEWART, Clifford R., Capt., 51 Ft. Riley Apartments, Ft. Riley, Kansas.

STUART, Robert M., Capt., 5th Co, Inf. Bn, AADV-1, TSB, Ft. Benning, Ga.

SWINK, Paul C., Jr., Capt., 203 Kentucky Street, Enterprise, Alabama.

TIERNAN, James T., CWO, 6617 DeLongpre Avenue, Hollywood 28, California.

TOEPEL, Adalbert E., Jr., Lt., 1220 Snow Road, Arty Village, Ft. Sill, Oklahoma.

TOMME, Henry H., Capt., Hq, BASEC Air Section, APO 44, New York, N. Y.

TORPEY, George J., Lt., 6C2, Frankin Manor Apts, 114 Franklin Street, Morristown, N. J.

TURNER, Rodney, P., Lt., 202nd Avn Co, USA SETAF, APO 168, New York, N. Y.

VETTER, John R., Mr., 628 Pine Street, Hurst, Texas.

VICKEY, Mrs. Arthur, 146 Chicora Road, Butler, Pennsylvania.

WESNER, Dean C., Lt., AMOC #21, Trans School, Fort Eustis, Virginia.

WEST, Arthur H., Lt., Avn Sect, 100th FA Rocket Bn (Prov) (Reinf), APO 613, S. F., California.

WHEATLEY, William D., CWO, 33rd Trans Co Lt Hcptr), Fort Ord, California.

WHITE, Walter R., Capt., 872 Scranton Street, Aurora, Colorado.

WILLIAMS, Donald O., WOC, Cargo Hcptr Stu Co, ARMAV Regt, Ft. Rucker, Alabama.

WILLIAMS, Ernest M., Capt., 245th Trans Co (HM & S), APO 28, New York, N. Y.

WILSON, Clifford C., Capt., Off Stu Co, Box W-95, Ft. Rucker, Alabama.

WILSON, Harvey W., CWO, 245th Trans Co (AAHM & S), APO 28, New York, N. Y.

WILSON, Maurice A., Capt., 4509 Meadowood Road, Columbia, South Carolina.

WOOLF, Harold E., Maj., 1439 Westboro Drive S.W., Atlanta, Georgia.

WRIGHT, Johnie J., Jr., Lt., Post Office, Slagle, Louisiana.

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.

MISLEADING

(Dear Editor:) On Page 28 of the August issue is a photograph showing an Army aviator's wife climbing aboard an H-34. If she rode in this helicopter this is a violation of Army Regulations and, by having it published in ARMY AVIATION, it may indicate approval for wives to ride in Army aircraft. This is not the case, and it may create a little difficulty when it is so interpreted by some units.

Staff Officer

(Ed. We are certain that Army aviators are aware of the pertinent regulations in this respect. The story appearing under the photo mentioned that the wives toured the field in question and observed flight demonstrations by the helicopters.)

HELP NEEDED

(Dear Editor:) I was very much disturbed to learn about the Change 4 to AR 600-106. This, in spite of the cogent reasons cited by General Howze for the change, seems to me to be a very ill-advised move, particularly in regard to the USAR and NG Army aviator in the civilian components. I concur with the plan to have the award made only to instrument-qualified AA's *in the future*, but I can't see how there can be any advantage in hitting the AA's who already have the award.

Attrition, I believe, will eventually solve the problem—if it is really a problem—Senior AA's without instrument training, that is.

Here I am, a USAR Senior AA. I have enough administrative problems in just getting into the air each year. Now, somehow, I've got to get instrument-qualified to boot or my Senior wings are stripped from me.

Understand, I have no objections to the training but will the Pentagon (or CONARC) authorities do anything about setting up an instrument training program throughout the year or during the summer field training periods? I can anticipate the answer: "If the Sr AA's involved are sufficiently interested, they'll find a way to get qualified."

Of course, I realize that all of this sounds bitter, and that I'm probably being unfair to a lot of Pentagon-duty officers, but by one set of regs they hamstring us in Piper Cubs without instrument or radio equipment and with the other set they say, "Get instrument-qualified or the Senior wings go."

My recent SFT period was well run this year, as it always is. The permanent party officers were ready and willing to help out, but the full burden of training still rests with the individual Reservist. It would seem appropriate—as long as the Army is going to insist upon instrument training—to have a series of courses set up for USAR aviators.

Each course could be two weeks long, perhaps run in two or three cycles over several SFT periods. In that way we could be learning something and perhaps we could then keep up with the requirements. It would take prior planning but it would do the job.

"You the Captain that's been asking for gas?"

Free-Lancers!

- Dip that free lance into the India black and send us your AA doodle.
- As a cartoonist, submit your sketch to ARMY AVIATION, Westport, Conn., and we'll reimburse you upon publication.
- The details on the payoff appear on the next page.
- A.T. & T. won't pay you for those phonebooth creations. Get out of the rut. Get PAID!

A Many Sided Thing

Then, if we couldn't keep up, or couldn't master the subject, the Army could get tough and issue Change 4's all over the place, but at least we ought to have the chance—on the Army's time—to see if we can make the grade.

Expecting us to make the grade during our non-summer camp flying periods is wishful thinking. As Col. Freeman (NJ-USAR) pointed out in last month's letter, we are not being permitted to fly the type of aircraft that will help to increase our instrument-flying capabilities.

Name Withheld on Request

(Ed. Although he did not wish to have his name used, the writer is in the 3,000 hour class, served during WW II and Korea, and was an outstanding officer and pilot during both tours.)

WRONG SLANT

(Dear Editor:) On Page 34 of the August issue is a letter written by Mr. G. Richard Varney. I would say that the gist of this letter is "Come on, boys. Let's get out of Army Aviation and get into commercial aviation."

In view of the large impressionable group of readers of ARMY AVIATION and its personal flavor to Army aviators, some may be impressed (by this letter) to the disadvantage of Army aviation.

Concerned

(Ed. We had hopes that AA's would be impressed with another thought in the letter—that the transition from fairly light aircraft to large, airline-type equipment is not as difficult as one would believe.

We also thought that some degree of pride would be felt by all Army aviation personal in the knowledge that several former AA's had made the grade with the commercial flag lines. We'd say that this reflects credit upon our entire training structure.

We did not feel that the writer's pay status was of any particular importance since the pay scale for airline flight personnel is well-known to all in the military.

Pride motivated our publication of the letter, nothing more. We do not intend to nor can we foster any "mass transfers" for if AA's are prone to accept civilian life in any pursuit, aviation or otherwise, at less, more, or the same pay, they will take this step of their own volition and they will not do so because of any reading matter they find in the pages of this publication.)

Why Be an Amateur? Go Professional!

Something more than pin money, our Staff Reimbursement Plan can return monetary dividends to you.

Initiated with the August, '57 issue the Plan pleasantly surprised nine subscriber-correspondents for their exclusive editorial submissions to ARMY AVIATION in August.

You may be Johnny-on-the-spot and have eyewitness access to an AA news story. Jot it down on paper and submit it to: ARMY AVIATION, Wesport, Conn., and you will be reimbursed at the standard rate of 1¢ to 3¢ a word.

Exclusive articles, 800 word maximum for pay purposes.

Exclusive unit reports, 400 word maximum.*

Exclusive photo stories (a negative and 200 words of copy), $5.00 and up.**

Exclusive cartoons dealing with AA situations, $5.00.

Material submitted for publication must be typewritten and double-spaced. For consideration, an original and duplicate copy of the material should be submitted, together with a stamped, return addressed envelope (to get that check back to you.) In the absence of an envelope, we must assume you have submitted material that is not exclusive. Material submitted with photographic or illustrative copy will be given preference.

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* Excluding personal data (transfers, PCS, promotions, births, marriages, etc.)

** Operations, equipment, techniques; not photos of individuals or groups of individuals.

The Shoe on the Other Foot: Two USC Instructors Complete ARMAV Helicopter Training

FORT RUCKER, ALA.—There's a story behind the photos at the right and left. As many readers know, there is a two month Army Aviation Safety Course given at the University of Southern California. This course teaches the rudiments of aviation safety and aircraft accident investigation. The two young men pictured are both instructors at the Course given at USC.

It was felt that they could do a much better job of instructing Army personnel if they were checked out in helicopters. As a result they were recently given a two week orientation at Fort Rucker where they soloed. Both men are former service pilots and had very little trouble in qualifying in the H-13 *Sioux*.

Dave Holliday (right), a former Air Force pilot and Flying Safety Officer, teaches aircraft accident prevention. Jack Fairchild (left), a former Navy pilot and Bell engineer, teaches aeronautical engineering. Both men left for USC with a better knowledge of the Army, of Army aviation, and some valuable know-how on helicopters. Your correspondent, Lt. Col. Edward G. Raff, Director, U.S. Army Board for Aviation Safety Research.

Smorgasbord

FORT HUACHUCA, ARIZ.—At the present time the 416th Signal Aviation Company is under full steam in setting up the only desert survival school that we know of in the U.S. Army. Several of our pilots, including Lt. Raymond Grove, went to Davis-Monthan AFB and took a four-day course on how to survive in the desert, to include eating lizards, bugs, snakes, cactus, and birds.

The course could not have been too much of a hardship for they came back all fired up and ready to start the rest of us through the mill. The course that the remainder of us will take will include one day in the classroom and two days on the desert (one night). Fried lizard, anyone? An outgrowth of this school will be a handbook on desert survival with emphasis on the application to Army needs.

Lt Shelly Watson returned from an Otter checkout at Benning and now we're wondering if the Otters will fly at this altitude. You've got 4,600 before you're off the runway. Speaking of Libby AAF, she's beginning to look like an airfield. The AF boys really gripe when they have to take off from here in those over-powered aircraft they fly.

The 416th is now publishing a red hot newsy newspaper called *The Road Runner*. This sheet puts out the news as we see it and so far the first three editions have been well received by everyone. We're proud of our one sheet but have vowed to take it easy and not put too much competition on AAM.

Your reporter, (1st Lt) Frank F. Johnson

Boondocks

FT. SILL, OKLA.—The 36th Transportation Company is at present undergoing that most difficult of all times—that of extensive training to include field duty in the *boondocks*. Unit training is progressing very well and the pilots are learning that a "small amount of learning can be a dangerous thing."

Consequently, maximum effort is being exerted by each individual during this period towards proficiency that will enable us to pass that terrible ATT.

Maj. George T. Singley, Jr., still wields the whip and receives assistance from Capt. Arthur Langlois, among others. The steady guiding hand of "Chopper" (our mascot bulldog pictured in an earlier issue) has been lost for awhile, however, as the Provost Marshal decreed that he "has to go!"

Seems as though he liked to visit around the Post too much and folks just didn't take kindly to his charming looks. As a result he's spending short tours with various members of the unit—in town, of course! He never had it so good, except for the fact

BOONDOCKS (Continued from P. 41)

that he's now in a status of leave without pay. He couldn't care less!

Among several flight leaders who recently joined the organization are Lts. William Aiton and Ronald McWilliams. So much for sense and nonsense from the 36th. Since we're moving out, a formal change of address will be forthcoming shortly. Will endeavor to report to the readers from my new locale in der Vaterland.

Your reporter, CWO James A. Garner

Arctic Rescue

THULE, GREENLAND—The longest rescue flight flown by aircraft of the U.S. Army Transportation Artic Group was completed recently when an Army *Beaver* flew from Thule AFB to a weather station on Isachsen Island, bordering on the Arctic Ocean in the Canadian Northwest Territory, and returned with a seriously injured American weatherman.

The L-20, piloted on the 1,300 mile round trip by Lts John A. Johnston and James R. Blackmore, was pressed into service for this mission at the request or Air Rescue (USAF) in that it was the only type aircraft at Thule capable of operating from the less than 900 feet of usable runway at Isachsen.

Capt. John J. Hall, USAF Flight Surgeon, accompanied the flight that flew deep into the Arctic wastes to land and refuel at Eurekan, and Arctic weather station on Ellesmere Island. Because much of the flight was over the freezing waters of the North, Air Rescue provided overhead cover with a SA-16 amphibian. in case of trouble.

Upon arrival at Isachsen, Dr. Hall examined the injured man whose eye was seriously infected. Immediate medical attention was indicated to prevent the spread of infection to the other eye and the patient was air-evacuated on a 6-hour flight to Thule and thence to the Z.I. aboard a MATS aircraft.

THE FILTER DOES IT!
by Lt. Herbert Neseth
(Continued from Page 17)

tail boom, and the basic body section were mounted in shipping assemblies and loaded aboard an Air Force C-124. The C-124 arrived at Wheelus Air Base on the 10th of July and we had the new *Chickasaw* operational by the 13th. It has since been in almost constant use in support of the survey operation in the desert.

This bring our total number of aircraft to three H-19D's, twelve H-23B's, two Bird Dogs, two Beavers and one U-1A (not bad for a platoon).

This next item should prove both interesting and valuable to any units having U-1 Otters.

Capt James Greer, Flt Opns Off made a perfect touch down with the Otter on a field strip 85 miles east of Tripoli; during the landing roll, he experienced some difficulty in ground control. When he got out of the aircraft, he found that the tail assembly had collapsed during the landing roll.

No spare tail wheel assembly was in stock so the maintenance section was faced with the problem of evacuating the aircraft to Wheelus Air Base, a distance of 85 miles. SFC Stotz, recovery NCO, with three men, Sp/2 Hutchinson, Sp/3 Bryant, and Sp/2 Parker effected the recovery in two days with the use of the unit's five ton wrecker, a tractor, a 40-foot flat bed borrowed from the Air Force, and a British 50-ton tank retriever provided by the 38th Company, Motor Transport, Royal Army Service Corps.

A "T" shaped frame was constructed out of "I" beams at the field site and the aircraft was lifted and lowered onto it. The aircraft front gear and tail wheel were bolted to the frame. The aircraft frame was lifted onto the tank retriever and the "T" frame was *spot welded* to the tank retriever. In this manner the tank retriever was able to carry the Otter 85 miles to Wheelus Air Base over extremely poor roads without damage to the aircraft. In the words of one member of the British tank retriever crew, "A blooming good shows, lads."

It should be noted that this entire operation was planned and effectively carried out by one non-commissioned officer and three enlisted specialists, assisted by a three-man British tank retriever crew.

Your Reporter, (Lt) Herb Neseth

GUIDELINES
by Maj. Gen. Hamilton H. Howze
(Continued from Page 7)

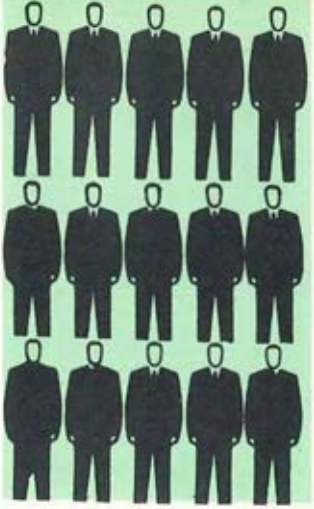
the day shift working from 0700 to 1600 hours and the night shift from 1600 hours to 2300 hours. The shifts are rotated each week. The night shift is preferred by most mechanics and, since they can work almost without interruption, consistently accomplish more work than the day shift. This solution has been previously suggested in these letters.

Best wishes,

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

COPY SUBMISSION: For publication copy should be submitted on or about the 1st of any month.

A GROUP PLAN



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C. & G.S.C. Increases Army Aviation Instruction

FT. LEAVENWORTH, KAN.—There are many events occurring every day which indicate the growing emphasis on Army aviation. In the June graduation of the Regular Course of the US Army Command and General Staff College were twelve Army aviators who have since moved on to key assignments in the ever-expanding aviation program.

Beginning with the 1957-58 academic year, the US Army Command and General Staff College has been reorganized to form the Department of Airborne Operations and Army Aviation as one of its primary instructional departments.

The great stress placed on mobility and flexibility in today's modern Army dictated a decided increase in the Army aviation instructional course given in the College curriculum. In adition to this pure aviation instruction, many other technical presentations will include requirements and problem areas dealing with Army aviation. The officers who comprise the Aviation side of the department are Lt Colonel Robert Low, Major Jack Wells, and Major James Smith.

The three of us have a primary responsibility for developing aviation doctrine propriate to division and higher level ap cation. We are always interested in hea from anyone who has some idea he wo like to contribute to this development. D us a line if you have something. This especially aimed at those of you who gaining field experience with aviation panies and battalions and the rel problems which affect the organization is very important that all aviators recog that this is *our most critical period* development in many years.

Since a great part of our organic avi is being organized into companies, aviator has a greater responsibility for t ing himself equally as an aviator an a tactical officer.

There are many senior officers in Army today who feel that the future cess of the Aviation Program dep *primarily* on the *personnel* involved in development.

Major James C. Smith
Dept of Abn Opn & Army Avn
Command & General Staff Co
Fort Leavenworth, Kansas