ARMY AVIATION

NOVEMBER 15, 1957

THE ARMY'S NEW
BEECH L-23D
"SEMINOLE"
powered by two

Lycoming

supercharged
O-480 engines
340 h.p. each

AVCO Lycoming

Stratford, Conn. · Williamsport, Pa.

Dependable Lycoming engines power more different types of fixed and rotary-wing aircraft than any other engines in the world.

The AAAA Has Initiated a Military Aviation Placement Service for its Members

Recognizing the need for such a service, the AAAA has sponsored the establishment of a non-profit Military Aviation Placement Service in order to facilitate connections between Army aviation pilots, crewmen, and technicians and the general aviation industry.

Initiated to aid those who are separated from the service, or who desire separation or discharge, the service's function will be something more than the mere mechanics of making contacts. AAAA members will be invited to submit complete "resumes" for reproduction by the Association and subsequent distribution to the aviation industry.

Distribution will be made to the participating firms (domestic carriers, fixed-base operators, and manufacturers) upon their posting of definite job openings and a request for "resume service" for a particular job category (fixed wing pilot, rotary wing mechanic, etc.)

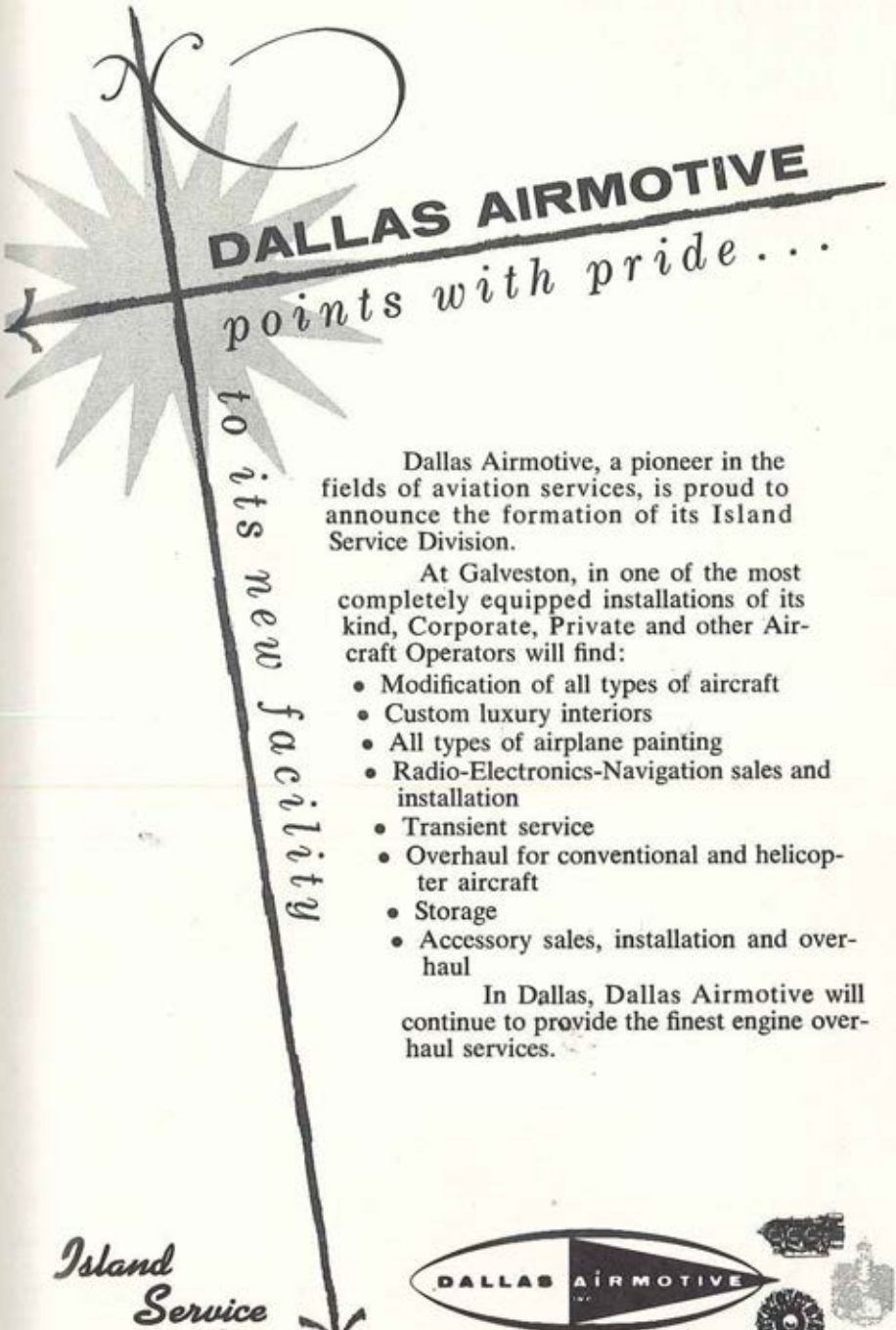
Every effort will be made by the AAAA authorities to coordinate all job placements through the MAPS "Clearing House" service so that the applicant will not dissipate his time or efforts.

This Service - gratis to the Members who desire such assistance - will materially aid in the prompt and proper placement of former Army aviation personnel in the civilian aviation industry.

Additional information on the MAPS service may be secured by writing to the AAAA, Westport, Conn.

Robert M. Leich

ROBERT M. LEICH
Colonel, Arty-USAR
President, AAAA



Dallas Airmotive, a pioneer in the fields of aviation services, is proud to announce the formation of its Island Service Division.

At Galveston, in one of the most completely equipped installations of its kind, Corporate, Private and other Aircraft Operators will find:

- Modification of all types of aircraft
- Custom luxury interiors
- All types of airplane painting
- Radio-Electronics-Navigation sales and installation
- Transient service
- Overhaul for conventional and helicopter aircraft
- Storage
- Accessory sales, installation and overhaul

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

Island Service Division

GALVESTON, TEXAS

Now—all aviation services from the same Reliable company.

DALLAS AIRMOTIVE INC.

6114 FOREST PARK ROAD
FLEETWOOD 1-3771 • DALLAS, TEXAS

Washington Office:
Woodward Building
733 15th Street, N.W.
Washington, D. C.

New York Office:
1219 Marine Terminal Bldg.
La Guardia Station
Flushing 71, N. Y.

ARMY AVIATION

VOLUME 5 NOVEMBER 20, 1957 NUMBER 11

FEATURES

DEPARTMENTS

UNIT REPORTS

ADVERTISERS IN THIS ISSUE

ARMY AVIATION is published monthly by Dorothy Kesten, Westport, Conn.; Editorial and Business Office, Elizabeth Drive, Westport, Conn.; Phone (Fairfield, Conn. exchange) Clearwater 9-4752. Subscription prices, Continental U.S., APO, and U.S. Possessions, $2.50 per year, all other countries add $.50 per year for postage. Please give title, position, and Army aviation affiliation for corporate subscriptions. Three weeks' notice required for address changes (give both old and new addresses). Manuscripts, photos, drawings, and other material must be accompanied by a stamped, return-addressed envelope if return is desired. The editors reserve the right to alter, edit or delete copy and/or specific names from all unsolicited material. Second Class Mail Privileges authorized at Westport, Conn. Display and Classified Advertising Rates furnished on request.

Bell helicopters have passed the most rugged test of all —

THE TEST OF TIME!

At work for more than 2,500,000 hours

- **in the desert**
- **in the mountains**
- **in the Arctic and Antarctic**
- **in 52 countries of the world**

.. Bell helicopters have proved their dependability. And what better test of dependability can there be? Certainly no man-made test can simulate the operating experience of the Bell H-13. No other helicopter has done what the Bell has done.

Because it's the actual "performance" — not "rehearsals" — that stands in the records, the Bell H-13 proudly points to its own .. more flight hours, lower maintenance costs, more dependability.. yesterday, today AND TOMORROW!

BELL H-13H FEATURES:

1. Longest approved overhaul period.
2. Interchangeable metal blades.
3. Cyclic boost (power steering) that incorporates latest Bell designed and developed lock and load valves.
4. Synchronized elevator that permits greatest range of cockpit loading without battery or ballast shift.

DERATED ENGINE PROVIDES

1. Improved hot weather and altitude performance.
2. Maximum operating period between overhauls.
3. Reduced maintenance and greater reliability.
4. Reserve power for emergencies.
5. Maximum availability — Minimum cost.

BELL Helicopter CORPORATION

FORT WORTH, TEXAS

SUBSIDIARY OF BELL AIRCRAFT CORPORATION

Watch **"WHIRLYBIRDS"** *on TV .. consult your local paper for time and station*

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

Gentlemen: I am proud to take note of the award of the Soldier's Medal to Chief Warrant Officer Mackie I. Keys, U.S. Army Aviator, for heroism at Fort Devens, Massachusetts, on 30 January 1957.

While flying a helicopter during a flight demonstration, WO Keys observed a *Beaver* crash in a wooden area north of the field. Keys flew immediately to the area and landed. Despite the fact that the plane was burning like the devil and explosion of the fuel tanks was imminent, Keys entered the extense heat, disentangled a crewman from the debris and removed him, extinguishing the flames which enveloped him. Warrant Officer Keys' prompt and courageous actions saved the life of the injured crewman. Such heads-up action speaks well for the caliber of men we have in this business. Our congratulations to Mr. Keys.

★ During the month of August, the Army completed delivery of the third, fourth and fifth L-23D aircraft to be flight delivered to Europe. Route: Washington, Newfoundland, Azores and Spain to Germany. The previous gorup of two aircraft went via Greenland, Iceland and England to Germany.

The Azores route presents an overwater leg of 1236 nautical miles as compared to a leg of 630 nautical miles for the longest overwater leg on the northern route. No difficulties were encountered. The additional 60 gallons of fuel carried aboard proved to be adequate.

Flight by way of the Azores gives the Army a year-round L-23D flight delivery capability to Europe. Unpredictable weather during the winter months makes the northern route a bit sticky.

Tentative plans are being made to flight deliver L-23D aircraft to the Far East—maybe we'll start the first by November of this year. Aircraft will follow the established MATS routes wia Newfoundland, Azores, Germany, Italy, Turkey, Saudi Arabia, Pakistan, India, Burma, Thailand, Viet Nam, the Philippine's, Okinawa to Japan. Germany was included to provide an en route inspection and maintenance facility for the aircraft. Besides, it's a fine place, Germany.

GUIDELINES

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

All are informed that the aircraft will carry a crew of 2, not 500, so volunteers are not solicited.

★ The Army is using many training devices built by the Navy Training Devices Center (NAVTRADEVCEN) and in some cases spare parts therefore are hard to come by. For your information, repair parts may be procured from the key training aids subcenter (listed in paragraph 18, AR 350-340, 20 June 1955) servicing your area. You may also request the services of the NAVTRADEVCEN regional and area office through the sub-center—it will even train specialists, technicians and engineers (in training aids) for you. Fine institution, this USN.

★ Congratulations are in order to Fort Riley personnel who have cobbled up a mobile cradle for one-legged transport helicopter to land on. This device is a very

realistic approach to solving an awkward situation when the helicopter comes in with damaged gear and can't land—which has happened. Riley will honor requests on how to build a similar rig.

★ Repair kits to simplify maintenance on selected aircraft are now being developed: these are intended to supply the entire list of small parts needed to overhaul a given component, such as a magneto. Full information will be published in Aviation Technical Bulletins (TB AVN's) at the earliest possible date.

★ On 28 - 29 August the Army and Air Force teamed up to rescue 23 persons from a severely damaged, ice-locked Norwegian freighter.

The "Polarbjoern" drifted with the ice

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

flow east of Greenland for seven days before the ice closed in, crushing its wooden hull.

The Captain radioed for help, and everybody abandoned ship in favor of the ice.

The 55th Air Rescue Squadron, the Army Transportation Arctic Group at Thule, and MATS teamed up to effect the rescue. The Army furnished a *Chickasaw,* MATS a C-124 to transport same to the vicinity of the freighter, and the Air Rescue Squadron sent an SC-54 from Keflavik, Iceland, to watch over things and to airlift fuel and oil.

1st Lt John A. Johnson, CWO Donald R. Joyce, WO Jack S. Gibson, M/Sgt Carl V. Byrd, SP3 Edwin L. Daugherty and PFC Robert G. Rogers were required to evacuate the 23 persons to a Danish Navy Cutter about 50 miles west of the Polarbjoern. A most gratifying example of inter-service team work.

★ Plans to fully instrument 35 *Shawnees* for all-weather flying are in the final phase. They will be assigned to Fort Rucker for use in helicopter instrument flight training.

Under the plan, 15 *Shawnees* from 1956 production will be retrofitted and the remaining 20 will be fixed up on the production line.

★ Recently, at one of our more elaborate aviation activities, a new helicopter was wrecked when the pilot attempted a take-off with a skid tied down. Don't smirk, for it has happened to at least a dozen other people. The regulation requiring that skid-equipped helicopters be moored is being rescinded. Although this appears to give tacit approval of poor preflights, such is not the case—the requirement for mooring does not appear cogent enough to warrant the regulation.

HOIST ANCHOR BEFORE SETTING SAIL—old sea chantey.

Best Wishes,

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

CORPS SAFETY DIVISIONS ESTABLISHED IN USAREUR

VAIHINGEN, GERMANY—The constantly expanding program of Seventh US Army aviation, now flying a schedule comparable to the 12th US Air Force in relative hours of accident exposure, has resulted in the approval of Aviation Safety Divisions at Army Corps Headquarters.

Expected to be in full operation by mid-December, the Safety Divisions will have three full-time officers and four enlisted specialists at an Army level while each corps will have one officer and three enlisted specialists.

Organization of the new divisions is being expedited under Col. Charles W. Matheny, Jr. Maj. Levon G. Baxter will be Seventh Army's Chief of Flight Safety. Assisting him will be two captains, one an expert on investigations, analysis, and inspections; the other an expert in safety education, statistics, and violations.

ACCIDENT-FREE

CAMP WOLTERS, TEXAS—Producing 294 graduates in its first year of operation, the Army Primary Helicopter School at Camp Wolters ended its year on a high safety note. Flight safety-wise, some 5,716 accident-free hours were flown during the month of September, indicating the effectiveness of the School's Safety Program. October graduations included the 40-student AATCP (Rotary Wing) Class and the 40-student AHATC group.

A SOLUTION TO ICING CONDITIONS

Suddenly you become more alert, frown, and hitch forward in your seat with apprehension. The windshield begins to turn milky white with thin ice. You look to the side at the wings and see them begin to shine with a thin ice coat.

You begin to recall your weather briefing, hoping in the back of your mind that you are flying into the edge of icing weather and not into the beginning of ice. You watch the ice build up, note that you are losing airspeed while you automatically advance your throttle.

"Atlanta Radio, Atlanta Radio, this is Army 3456."

After a pause you try again. *"Atlanta Radio, this is Army* 3456. *I an picking up ice rapidly and request a lower altitude."*

While you wait, hoping for a lower altitude, you discover that you have full power and can barely maintain your assigned altitude. In moments you may have to declare an emergency. You wonder how you ever got yourself into such a mess; you mumble to yourself, *"When will the Army get de-icing equipment for its aircraft?"*

Thorough Testing

Well, you do have that de-icing equipment now in your new L-23D aircraft! You can sit back now, relaxed, and watch the ice build up. Just turn the de-icing system on and pop the ice off the wings and tail. That is, you can sit back relaxed if you *know and understand this new equipment,* know how it operates, what it will do for you, and equally important, develop the frame of mind to cope with ice. The US Army Aviation Board service tested the de-icing equipment going on the new L-23D aircraft, proving its value and developing recommened operating techniques.

The Surface Ply De-Icer System on the L-23D is manufactured by B. F. Goodrich

by Capt. Jack Cranford
Project Officer
USA Aviation Board

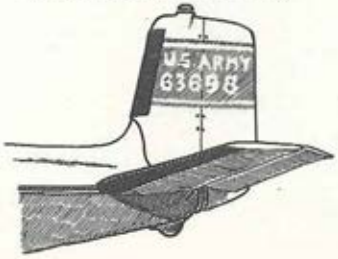
Rubber Company and consists of pneumatically operated boots on the leading edges of the wings and horizontal and vertical stabilizers. The source of power for the boots is from the pressure side of two 16-pounds-per-square-inch vacuum pumps, one per engine.

Each one is capable of operating the system in case of an engine failure. The pulsating, or cycling of the boots to break the ice loose is controlled automatically by a timer. The controls are on the right side of the instrument panel. The Aviation Board tests proved this to be a good system and a good installation.

The Slinger-Ring Type Propeller Anti-Icing System, manufactured by the Beech Aircraft Corporation, consists of a pump and the necessary lines and equipment to deliver anti-icing fluid out along the propeller blades to prevent ice from forming and to help free the ice from the blades. The Aviation Board tests proved this system to be of little or no value. Ice formed on the blades with or without the system operating and the ice was simply flicked off the blades by excercising the propellers.

To successfully fly the L-23D in icing weather you must understand the effects of

(*Continued on Page* 39)



Jim Lefler

Master AA

FORT RUCKER, ALA.—Capt. James H. Lefler, an officer assigned to the USA Aviation Board, became the second officer on active duty to receive the Master Army Aviator rating. Another Master Army Aviator, Colonel Robert R. Williams, President of the Board, presented the award to Capt. Lefler in an informal ceremony held on October 15.

Since soloing in his home town of Billings, Mont., in 1938, Capt. Lefler has had a varied and interesting career in aviation totaling more than 7,500 flight hours. After joining the RCAF in May of '41 and flying with the Canadians for a year, he entered the armed forces of the U.S. and has been on continuous active duty ever since.

His assignments have included Constabulary duty in Germany, Eighth Army Duty in Korea, flight instructor duty at Fort Sill, and VIP pilot at Fort Belvoir.

In the latter role of VIP pilot, Jim is well known in the Washington area. His passengers have included Vice President Nixon, the Secretary of Defense, Secretary of State, Secretary of Treasury, three Secretaries of the Army, and three of the Army Chiefs of Staff. He has often experieneced the uneasy *"Big Brother is watching you"* feeling while flying a total of "12 Stars" at one time.

One can detect Jim's feeling of pride as he receives his Master AA Rating from Col. Robert R. Williams. The soft-spoken Board officer wears the wings well.

Tower operators at Washington National Airport will long remember him. He has the distinction of landing an L-26 there with *two dead* engines under minimum instrument conditions. This was considered a masterful feat not only on the part of Capt. Lefler but also on the part of the National Airport GCA crew who brought him through the overcast in a circular pattern at a constant distance from the airport.

Many other "hairy stories" have followed him from assignment to assignment but confirmation from him is exceedingly difficult to secure. The latest ones were generated when he participated in the 8-week Navy Jet Transition Course at Memphis last April.

(A word of warning seems appropriate here—the normally calm, tranquil, modest composure of this pilot undergoes a radical change when the word "jet" is mentioned. The symptoms that follow include the mumbling of meaningless phrases such as "tail-pipe temperature," "mach one," and "G-suits," and is accompanied by weird gestures and hand movements that are supposed to demonstrate two T-33's. If one ignores this spasm, the spell usually passes in a day or so.)

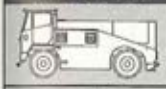
The Army can truly be proud of the few pilots who qualify for the "Master" badge. The requirements are deliberately set very high in order to add real significance to its meaning in all military aviation circles.

Catching Jim with his feet up on his desk is a rare thing, the new Master AA usually being found at some "assigned altitude." The bribe to get Jim to pose is seen going up in smoke.

CAPABILITIES . . . Manpower, Tools and Experience

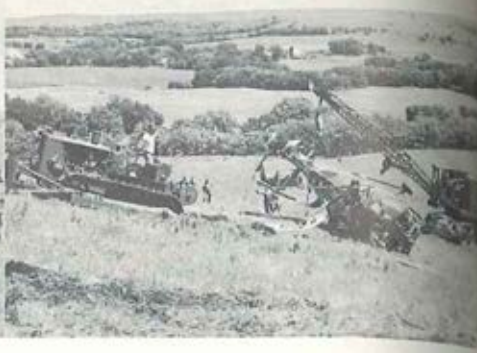
THE U. S. ARMY L-23, rugged military version of the famous Beechcraft Twin-Bonanza, was the first twin-engine airplane used by the Army Field Forces. Since entering Army service over five years ago, the L-23 has compiled an outstanding record in providing dependable service in all kinds of climate over all types of terrain. On the battle fields of Korea or the training fields at home, the L-23 has met the most exacting demands for versatility, ease of maintenance and high standards of performance with highest honors. Its record has brought new orders from the Army Aviation Division.

Beech Aircraft Corporation, with five major plants containing 1¾ million square feet of area and employing more than 8,000 skilled workers, can be put to work to solve your research, development or production problems. Telephone or write Beechcraft's Contract Administration Division today.

BEECH BUILDS	
	MA-3 MULTI-PURPOSE VEHICLES
	C-26, MD-3 POWER UNITS
	TANK-WING-MAJOR SUBASSEMBLY SUBCONTRACT PRODUCTION
	BEECHCRAFT T-34 TRAINERS
	BEECHCRAFT L-23 TRANSPORTS
	4-PLACE BEECHCRAFT BONANZA
	6-PLACE BEECHCRAFT TWIN-BONANZA
	8-PLACE BEECHCRAFT SUPER 18

Beechcraft

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



PROBLEM: RECOVERY

FT. RILEY, KAN.—The sling-loading and ultimate airlift of a damaged aircraft to a nearby repair installation is an old story with Army aviation personnel.

But what happens when one of the *big ones* goes down and you haven't got a bigger one to airlift it?

Aviation officials at Fort Riley were recently faced with this problem when an H-21 helicopter crashed in one of the far corners of Fort Riley's ranges on a hillside isolated from roads and in an area surrounded by a steep hill on three sides and a deep creek on the other. (Top left)

Thanks to the 1st Infantry Division's Engineer Battalion the aircraft was taken out of "the hole."

Having decided that their heavy equipment could negotiate the steep hills and retrieve the machine, the Engineers quickly went to work.

A bulldozer peeled a road down to 65 degrees and a 31-ton crane moved down the hill to the downed aircraft. A lowboy followed the crane down the slope.

Following a brief study and consultation with the mechanics of the 573 Hcptr Fld Maint Det, the bulldozer and crane combined efforts to right the H-21 on its remaining gear (top right). The crane aided by personnel applying lateral movement with hawsers (bottom left), soon had the damaged chopper resting on its side on the lowboy.

Up the steep grade went the bulldozer trailing a long cable behind it that was firmly attached to the lowboy. No sooner had it reached the top when the two machines belched smoke and started the copter on its way back to Marshall Field (bottom right).

Sling loading is fine but aviation officials at Riley are now convinced they've got the answer when even a *big one* goes down in an inaccessible area. (U.S. Army photos.)

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

Operation Call and Haul

During Exercise "Call and Haul at Fort Riley, Kansas, 15 U.S. Army Otters of the 2nd Company moved 305 fully equipped combat troops of the 16th Infantry a distance of 35 miles in 80 minutes.

Subsequently, 10 Otters shuttled 20 tons of ammunition and supplies into an improvised "battle field" landing strip in a 45 minute period.

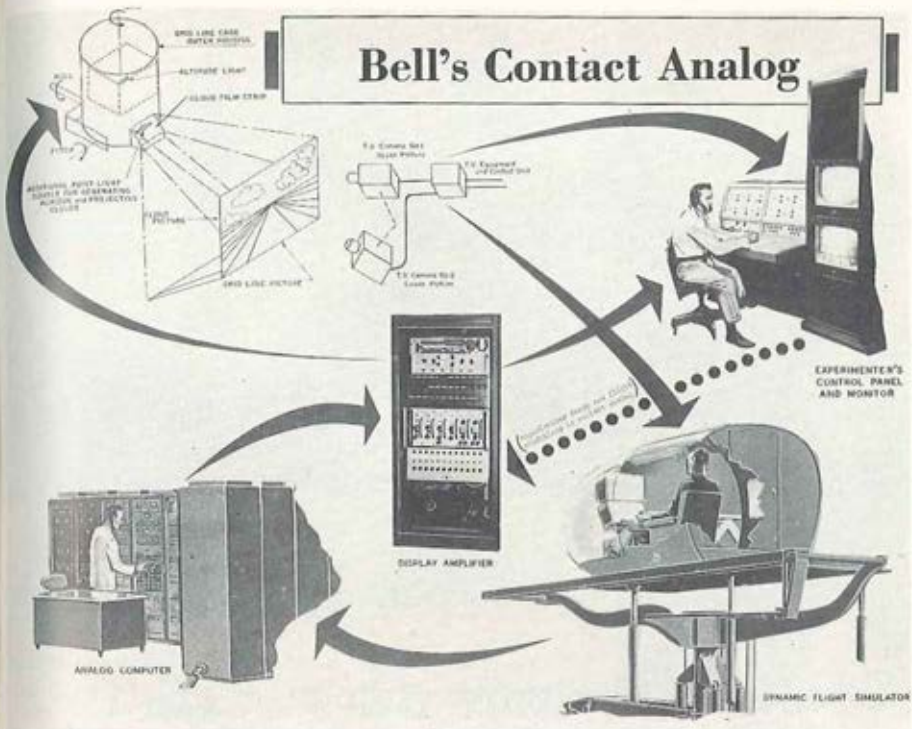
The Otter carries a crew of two — over a ton of payload — lands in less than 600 feet.

The Otter—Designed and Built by

THE DE HAVILLAND AIRCRAFT OF CANADA LIMITED

DOWNSVIEW, ONTARIO

Bell's Contact Analog



FORT WORTH, TEX.—The operation of helicopters by day or night in all but the most severe weather is within bounds, according to the prediction of engineers who have learned how to produce a synthetic presentation of the "outside" on a screen mounted in a helicopter.

Bell Helicopter Corporation, following a display of a contact analog at a recent Army-Navy symposium in Los Angeles, released details on its two-year joint Army-Navy Instrument Program (ANIP), pointing out that portions of an artificial picture (contact analog) were already being tested in a unique helicoper flight simulator at its Fort Worth plant.

Basically, the program is designed to fit all aircraft to man's capabilities and limitations rather than continue attempts to condition man to the increasing demands imposed by present-day and future aircraft.

Bell engineers, working on a parallel ANIP project with Douglas Aircraft (fixed-wing applications), designed and built the helicopter flight simulator under a contract with the Office of Naval Research.

During testing, the subject sits in the flight simulator helicopter cabin and views the contact analog display. A synthetically created picture containing the "external" scene is displayed on standard television screens, cueing the pilot on his moves.

A laboratory engineer can feed new or additional flight conditions to the subject through an external control panel, the pilot receiving the new infomation via the contact analog and making the necessary corrections with standard helicopter controls. Pilot reactions and speed of response to each condition are recorded and evaluated.

Currently projected on the screen are moving grid patterns from which the subject can discern altitude, speed, turns, and other maneuvers.

TARGET: Perfected, contact analog will enable the average pilot to fly safely in a helicopter day or night, under all-weather conditions, with only 20 hours' flight instruction.

PROJECTED: A dynamic platform to simulate the basic dynamic motions of pitch, roll, yaw, and heave. Built by the Franklin Institute of Philadelphia, the platform is scheduled for delivery to Bell by the end of '57.

A compact all-electronic contact analog

(*Continued on Page* 31)

LET 'ER WHIP—Firefighter tilts the handle bar to elevate the foam dispersal-pattern.

CLOSEUP—Turret in depressed elevation setting. Handle (arrow) controls the lip ring regulating the distance of the spray.

LONG RANGE—Standoff ability of the fire-fighter is shown in the far-reaching spray pattern (top) and

The Foam Fire-Fighting Jeep

The United States Army Aviation Board has recently been engaged in the evaluation of a "Jeep-Class Aircraft Fire-Fighting Vehicle" for Army aviation use.

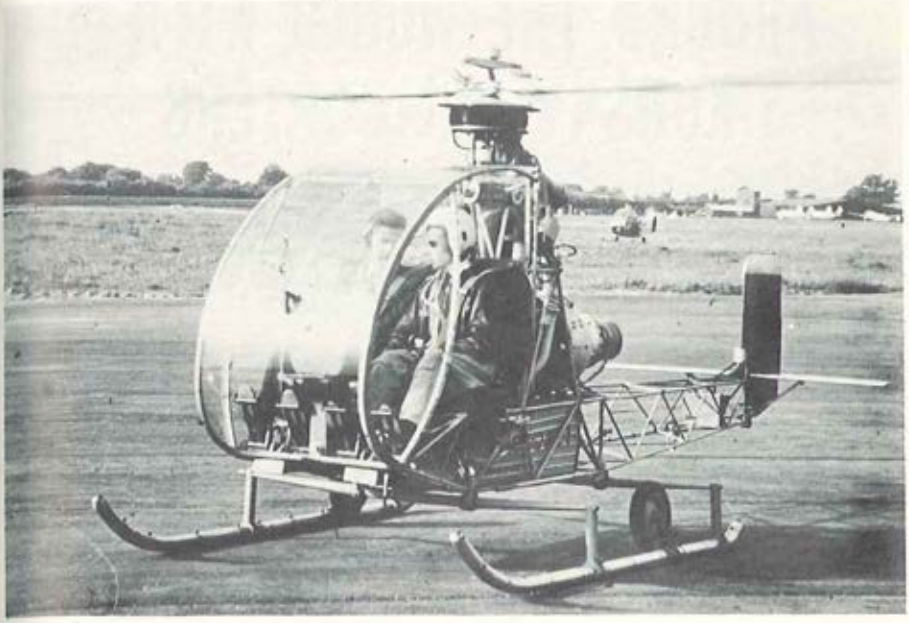
The vehicle, which is manned by a driver and a nozzle operator, provides a highly-mobile fire-fighting unit, useful for close-in rapid flame knockdown in aircraft-crash and fuel-spillage fires.

OPERATION: Built on a standard Jeep chassis, the fire-fighting vehicle is capable of providing a foam discharge of 1200 gallons per minute, laying down a thick blanket of foam over an area controlled by the operator. Operation of the nozzle by the driver is also possible in situations requiring the nozzle operator in rescue operations.

In fighting aircraft fires, the vehicle would be used most advantageously by approaching the fire with the wind at the rear of the vehicle, while moving in as close as practicable and moving the nozzle turret rapidly from side to side, thus providing a widely dispersed foam blanket for rapid and thorough extinguishment.

CAPACITY: A 130 gallon water tank and a 12 gallon foam concentrate tank, along with the associated piping and the pump, which obtains its power from the vehicle engine, provide the correctly-balanced foam mixture, which is fed through the specially-designed turret-mounted foam nozzle. After leaving the nozzle, the mixture expands to 12 times its original volume, providing sufficient foam to cover an area of approximately 820 square feet with a fire extinguishing blanket 3 inches in depth.

TESTING: The "Jeep-Class" fire-fighting vehicle has been tested by the Navy in flight deck aircraft carrier work, and is now been considered in connection with its usefulness in operations in which Army aircraft are employed.



Djinn Helicopter--Amphibious Floats

Scheduled for operational test and evaluation at the USA Aviation Board, the *Djinn* helicopter is an ultra light, 2-place, tip-propelled, turbine helicopter produced by SNCASO in Paris, France.

The *Djinn* uses a *Palouste* turbine gas generator to drive compressed air through and out a hollow rotor blade. Directional control is maintained through the use of an all-moving rudder in the exhaust blast.

Every effort has been made to obtain a high degree of simplicity, light weight and ease of maintenance in the *Djinn*. The noise level is reported quite high. No flight data, range or endurance is presently available.

The advantage of using a cold tip propulsion lies mainly in the fact that the rotor head does not have to support the normal torque forces of the engine. This system has been used on other helicopters such as the *Fairey*, ultra light helicopter and the *McDonald* XV-1 Converti-plane.

The photo above, a reproduction from a color transparency taken by Lt. Col. A. J. Rankin in Paris in '56, shows Lt. Col. Thomas L. Haynes (left) discussing the *Djinn* with a company test pilot.

A Board L-19 equipped with *Edo* amphibious floats (small inset) is now under test evaluation. During mid-September a Board project officer, in conjunction with *Edo Corporation* engineers and their test pilot, completed 28 flying hours of preliminary testing in the College Point, N. Y., area, resulting in several major and minor changes

to the apparatus. The amphibious floats are designed to provide the capability of landing on water or land at the pilot's option.

(Ed. Note: We've switched editorially from presenting a detailed enumeration of all Board projects and have concentrated on highlighting new projects. Let us know if this meets with your approval.)

AROUND THE WORLD WITH SIKORSKY HELICOPTERS

AFTER 1000 FLYING HOURS—The lead aircraft in this formation of five Army H-37As (Sikorsky S-56s) over Fort Rucker, Ala., completed 1000 hours of accelerated test flying within six months after delivery, a unique record for helicopters. A new Army command, the Transportation Aircraft Test and Support Activity, conducted the unprecedented testing program. The big H-37A was the command's first assignment in a program designed to develop a system to provide engineering data.

OVER THE BEACHHEAD—A Marine Corps HUS (Sikorsky S-58) takes off from the carrier Leyte during exercises in the Caribbean. The HUS normally carries up to 12 passengers, or even more for short distances. Current Marine Corps tactics emphasize vertical envelopment of enemy areas using many transport helicopters.

OVER ANTARCTIC ICE—A Navy HO4S (Sikorsky S-55) hovers over the Coast Guard icebreaker *Northwind* in the Antarctic, supporting U. S. participation in the activities of the International Geophysical Year. Sikorsky helicopters are vital to the exploration and development of hard-to-reach areas the world over.

SIKORSKY AIRCRAFT

STRATFORD, CONNECTICUT

One of the Divisions of United Aircraft Corporation

Grumman Mohawk Mock-up at Fort Myer Display

BETHPAGE, N. Y.—A full-scale mock-up version of Grumman Aircraft's AO-1 *Mohawk* intrigued many visitors who viewed the craft at a recent static display at Fort Myer, Va.

The higher performance observation plane marks the Army's entry into a new era of aerial operations, the airplane being the first turbo-prop powered fixed-wing plane to enter Army service.

Of mid-wing, single fuselage high tail configuration, the Lycoming T-53 powered AO-1 is fitted with three-bladed, full-feathering, reversible pitch Hamilton Standard propellers.

The *Mohawk* wing span measures 42 feet with overall length at 42 ft, 9½ inches. Take-off power is 1,005 ESHP each. Pantobase operations are permitted by the use of skis enabling the *Mohawk* to land and take-off from unprepared fields, mud, snow, and water.

Marine designation for the *Mohawk* under the joint Army-Navy effort is OF-1. Many casual observers, convinced that the mock-up was a "production model," discussed current allocations, a tribute to Grumman's exacting pursuit of mock-up details.

AT EASE—Col. Howard E. Price (left), chief of the Communication Branch of SCEL, and Lt. Col. Carl H. Bobo, Jr., chief of the military section of SCEL's Avionics Branch, inspect the cockpit of an Army Choctaw fitted with automatic Stabilization Equipment. (U.S. Army photo.)

The Answer to Rock 'n Roll

FORT MONMOUTH, N. J.—Helicopter pilots, long accustomed to *rock 'n roll*, may look forward to a smooth waltz, thanks to the efforts of a combined military-industry study.

The taming of the helicopter, a beast that has been known to proceed in its own headstrong way, is now underway at the U.S. Army Signal Engineering Laboratories. Here technicians are evaluating the Automatic Stabilization Equipment (ASE) manufactured by Sikorsky Aircraft and installed in two of its production-type H-34 *Choctaws*.

TARGET: A reduction of pilot fatigue enabling a greater number of hours at the controls. Increased pilot utilization with subsequent monetary savings to the government.

OPERATION: Comparable to the "automatic-pilots" long used in fixed-wing aircraft, the ASE system helps the pilot by trimming the fuselage through pitch and roll signals from a vertical gyroscope and maintaining pre-selected headings in obedience to a gyro-magnetic compass. Altitude is held automatically with the help of signals from a barometric senser.

TWO-FOLD STUDY: SCEL's immediate job is to determine whether the ASE system is applicable from an engineering standpoint to all *Choctaws* employed for Army missions. Developing a universal system that, with minor adaptations, can be employed in the Army's fixed-wing aircraft is a broader objective.

DIRECTION: The Signal Corps testing is being accomplished by the Laboratories' Avionics Branch and the Army Aviation Section. Guiding the project are Robert H. Noyes, branch chief; Lt. Col. Carl H. Bobo, Jr., chief of the branch's military section; and Karl Kocmanek, chief of the automatic controls unit.

29 years of experience in making precision-

Flight and Engine Aircraft Instruments
Air Data Computers and Electromechanical Systems
Optical Systems and Components
Test Instruments for Aeronautical and Industrial Laboratories
Motors and Synchros
Instruments for Simulated Flight Trainers
Pressure Sensitive Controls for Aircraft and Guided Missiles;
Monitors — Switches — Transmitters —
Pickups — Cabin Pressure Regulators
Navigation Devices: *Sextants: Periscopic — Handheld — Photoelectric*
Astro Trackers • Automatic Astrocompass • Doppler Computation Systems

Send for Illustrated Product List covering all Kollsman Products.

kollsman INSTRUMENT CORPORATION

80-08 45th AVE., ELMHURST, N. Y. • GLENDALE, CALIF.
• SUBSIDIARY OF *Standard* COIL PRODUCTS CO. INC.

CAMP WOLTERS, TEX.—Organization Day was celebrated on October 12th at the U.S. Army Primary Helicopter School at Camp Wolters, Texas, the installation being one year old on that date.

Special guests of the school at its first birthday included the owners of land in the vicinity of Camp Wolters who have given permission to the Army to practice "confined area" and "pinnacle" landings on their property. By such generous and friendly

Organization Day

Stress and strains: Top: the mud beckons the losing tuggers; Top of 3: With his fellow students at "Attention," a WOC burlesques the carrying of the Olympic torch to start The Day; Center: TAC officers & senior classmen judging the tent-pitching efforts; Bottom: 3-legged races, a sure-fire way to develop harmonious future pilot & co-pilot combinations.

cooperation, the farmers and ranchers have so closely allied themselves with the School that they are regarded as "part of the family."

It's difficult to determine whether the civilians in the area surrounding the School have adopted the helicopter pilots, or vice versa. At any rate, Organization Day was as good as excuse as any for a nice big neighborly picnic.

Southern Airways Company, the contractor who gives the flight and related gorund school training, the students, and the military members of the School's Student Company and Staff and Faculty all attended and took part in the celebration.

Awards Presented

Field Day activities in which the Warrant-Officer-Candidate-Student-Helicopter-Pilots competed included dismounted drill, tent pitching, bed making, relay races, tug-o-war (with the losing team being dragged through a pond of water), basketball and volleyball games. Co. John Inskeep, Camp Wolter's Commanding Officer, then presented awards to the winning class and to the top-scoring individuals.

After being worn out in watching the fierce student competitions, the visitors and other non-participants were revived with coffee and fruit punch and were then taken on a guided tour of the student barracks, mess hall, and classrooms, and were shown the Heliport and the Maintenance facilities operated by Southern Airways.

A barbecue dinner for the noon meal preceded the Texas Series, a series of baseball games between teams composed of students, student company cadre, and Southern Airways personnel. A hard day, but enjoyed by all. *Col. Wayne E. Downing*

T IS FOR TRAINING . . .

CROSSING THE "T" — LEFT PHOTO: Director of Training W. K. Robinson greets Lt Col H. E. Swearingen, Executive Off, Avn Section, Third Army, as he arrives from Ft. McPherson on an inspection trip. Maj. H. E. Woolf (Air Space Officer), Capt. N. R. Brown (Instrument Examiners' Board), and Lt F. E. Kirsch (Third Army Liaison Officer to TACIFS) look on. CENTER: Lt Russell R. Coyner is briefed by instructor Jack Arnau prior to takeoff. RIGHT: view of the Link Trainer facilities at Bush Field. DOWN THE "T" —TOP PHOTO: Students pay heed to E-6B instruction during an hour of classroom instruction. CENTER: A part of the ten-Bonanza fleet employed by Central American Airways Flying Service at the Third Army Contract Instrument Flying School. BOTTOM: The end result: Class 58-1, the forerunner of subsequent graduation classes, and the first to graduate from TACIFS. Graduation date: October 19th. (U.S. Army photos.)

Capt. Neely R. Brown

Lt. F. E. Kirsch

FORT GORDON, GA.—More than 150 Army aviators in the Third U.S. Army Area are scheduled to take instrument flight training at the Third Army Contract Instrument Flight School at Augusta, Georgia's Bush Field, near Fort Gordon. Attending the eight-week course in classes of 20 to 25 members, the rated officers will reside at Fort Gordon and ride by bus each day to the Central American Airways Flying Service installation. Utilizing sixteen civilian instructors, Winfield K. Robinson, director of the Central American School, will provide a well-rounded curriculum to each student. During the course AA's will receive 90 hours of classroom work, 40 hours in the Link trainer, and 79 hours of flight, 69 of which will be with instructors and 10 on "buddy rides" with another student. Capt. Neely R. Brown, President of the Third Army Instrument Examiners' Board, will supervise the final student flight checks prior to graduation. With the receipt of his ticket, the ex-student will grasp the freedom of the unposted but meticulously plotted highways of the sky.

THE
ARMY AVIATION ASSOCIATION
OF AMERICA, INC.

Headquarters and Corresponding Address: AAAA, Westport, Conn., Telephone: Clearwater 9-4752

DISTRIBUTION

This month's AAAA insert, in being an informal semi-annual report, has been incorporated into all issues of the publication.

NATIONAL BOARD MEETING

The National Board held its third '57 meeting in Washington on October 12th. Detailed Minutes of the meeting have not as yet been forwarded and the following is an informal "observer's report." In attendance were Col. Leich (Pres), Col Rankin (proxy for Col. Williams, Executive VP), Col Grey (VP, NG Affairs), Col Edson and Capt Haugerud (Vice Presidents, Public Affairs), Col Goodhand (Treas). Col Phillips (Sec), and the Executive Secretary. Held in the Senate Office Building in quiet, auspicious surroundings, the meeting proved quite fruitful. A partial list of the topics discussed were:

Employment Information Service — approved (see following subsection).

Civilian Component Assignment Information Program — approved. Informational leaflet for the National Guard component appears in the centerfold of this issue.

Organizational Charts for Industry — discussed and tabled pending further study as to the merits of such a service.

Annual Award to an Outstanding AA Personage — proposed by Mr. Haugerud and approved by the Board. (Subsequent to the meeting the President appointed a three-member Committee of Washington Region members to serve as an Award Committee and to explore the proposal prior to the next Board meeting.

Honorary Membership Program — A proposal for an Honorary Membership was received from the Mid-Eastern Region and was taken under consideration. The Board decided that this program should be studied by the Award Committee.

Flight Pay Protection Plan — The Board reviewed the six-month support rendered to the Plan, noting the three component breakdown. The President directed the XSec to query the underwriters on the feasibility of initiating a partial payment plan on a 3-time or 4-time per year basis.

Financial and Membership Reports — The Board reviewed the semi-annual financial and membership reports as approved by the Treasurer and as submitted by the XSec. An adequate balance for the initial 6-month period existed, considering initial organizational expenses. Membership totaled 842 through September 30th, the end of the second quarter.

The meeting adjourned at 12:45 p.m. Through the courtesy of Mr. Haugerud the Board enjoyed an informal luncheon in the private Senate Dining Room.

EVENING SESSION

Although the evening "session" that followed could not be described as "fruitful," the well-attended, Association-stimulated cocktail party and dinner-dance held at Patton Hall, Ft. Myer was most enjoyable. The "educational" aspects of the AAAA behind them, the Board members joined with 35-40 couples from the D.C. and Virginia area and pursued the "fraternal-social" side of AAAA affairs. Arranged by Col Edson on short ten day

notice, the gathering was ample proof that AA's and their wives like to (but often do not) meet after dark despite their proximity in assignments and/or residence. Conversation overheard between two wives: "We really should do this more often. This is the first time I've been with so many people who seem to know what I'm talking about." End of quote.

EMPLOYMENT INFORMATION SERVICE

Details of the Placement Service sponsored by the AAAA appear on Page 2 and supplementary information will be forwarded to members upon request. The Ass'n has contacted manufacturers, fixed-base operators, and domestic carriers in an all-out effort to consolidate job vacancies in certain categories having an application to AA.

The intention is to facilitate the job placement of highly-skilled, highly-trained members who may leave the service and desire a position in civilian aviation. This service is available to members only and is on a "no charge" basis to members.

Should you know of an employer who has a potential openning for a fixed-wing or rotary-wing trained technician, or an administrative-supply technician, please inform him of the AAAA Service. By doing so, you may unknowingly help a member to locate a position in which he is interested.

CHAPTER ORGANIZATION

Active Chapters, desired by both the National and Regional organizations, remain remote possibilities. Being dependent upon local interest, Chapters can be anticipated in those areas where unit or sectional interest in the AAAA is high. Fort Rucker (Alabama Region), Hawaii (AFFE Region), and Illinois (Central Region) have exceeded the Chapter membership requirements and late '57-early '58 Chapters may be in the offing.

ORGANIZATIONAL CHANGES

Elected to the office of VP, Industrial Affairs (Northeast) was Jackson E. Beighle of Sikorsky Aircraft. "Consider it a pleasure to be asked to join the supporting organization of Army Aviation," he penned Jim Murphy, Northeast President. . . Major William G. Kilmer was elected to the same office on the California Board. . . Jesse M. Childress (Maj, USAR) and Maj. Raymond A. Miller (Ft. McPherson both submitted "reluctant" resignations from the Southeastern Board, the former experiencing increasing business pressures, and the latter signifying his 20-year retirement and ultimate PCS on November 1st. . . New Exec VP (and actg President) of the USARAL Region is Capt. Orville J. Laber who'll abet M/Sgt Ralph Marohn (Sec) in USARAL activities.

REGIONAL MEETINGS

Advance word from Lt. Col. A. J. Rankin and Capt. Jim Brockmyer (Alabama Region) indicates that a large Fort Rucker meeting was held at Lake Tholocco on Oct. 30th . . . The Northeast Region sponsored its second Fly-In Get-Together at Fort Devens on Sunday, Oct. 6th, a meeting that proved educational in several ways. Lt. Col. Jim Murphy (Northeast Pres) and the XSec reported on Ass'n programs with particular emphasis on civilian component goals. Capt. Robert Willis (Mass-NG) addressed the group on the "Aviation Company Concept" as applied to the National Guard structure. . . The Eastern Regional Board, on call from Maj. Robert

CIVILIAN COMPONENT ASSIGNMENT INFORMATION

Address Information Revised as of Nov. 1, 1957

PURPOSE: Designed to facilitate the individual assignments of commisioned and enlisted Army Aviation technicians in the Civilian Component Army Aviation Programs prior to their separation or discharge, this AAAA informational leaflet lists the U.S. Army National Guard State Maintenance Supervisors (full-time caretakers) or the active Army Advisors assigned to each of the National Guard Advisory Groups. Direct communications are authorized and encouraged.

A similar leaflet listing the USAR Aviation Officers of the major USAR units in each of the 48 States will be prepared upon receipt of correct information. Additional copies of this leaflet will be forwarded to Members upon written request.

• ALABAMA

Capt. Emmett S. Davis (NG Sup.)
Box 100, Gunter AFB
Montgomery, Alabama

Capt. Harold E. Lockhart (Advisor)
Post Office Box 1311
Montgomery, Alabama

• ALASKA

Maj. John D. Gillespie (Advisor)
Box 578
Nome, Alaska

Capt. Samuel P. Muse (Advisor)
Box 2140
Juneau, Alaska

• ARIZONA

Major H. V. Dow (NG Supervisor)

Major Carl F. Wilkerson (Advisor)
747 West Van Buren Street
Phoenix, Arizona

• CALIFORNIA

Lt. Col. Robert L. Stimson (NG Sup.)

Major Robert E. Trigg (Advisor)
1365 Lindberg Street
Stockton, California

1st Lt. James Flockhart (NG Sup.)

Capt. John E. Gilroy (Advisor)
8030 Balboa Boulevard
Van Nuys, California

• COLORADO

Capt. John W. Carpenter (NG Sup.)

Capt. Walter R. White (Advisor)
300 Logan Street
Denver 3, Colorado

• CONNECTICUT

1st Lt. Harold L. Burr (NG Sup.)
Tryon Street
Middletown, Connecticut

Capt. Charles Morrow, Jr. (Advisor)
Brainard Field
Hartford, Connecticut

• FLORIDA

Major Charles R. Willis (NG Sup.)
Box 3036
Jacksonville, Florida

Maj. Melvin F. Fields (Advisor)
NG Armory, PO Box 1109
Jacksonville, Florida

• GEORGIA

1st Lt. James H. Strickland (NG Sup.)
Hq, 48th Armd Div Arty
State Port
Savannah, Georgia

Capt. William L. Alford (Advisor)
340 Bull Street
Savannah, Georgia

• HAWAII

1st Lt. Paul G. Phillips (NG Sup.)

Capt. Arthur J. Brzoska (Advisor)
USP & FO, Hawaii
Fort Ruger
Honolulu, T.H.

• IDAHO

Capt. Walter F. Huber (NG Sup.)
1025 South Wilson
Boise, Idaho

Maj. Lloyd O. Borgen (Advisor)
Post Office Box 1098
Boise, Idaho

This AAAA Leaflet will be reprinted in July, 1958. Corrections should be addressed to AAAA.

NATIONAL GUARD ADVISOR-SUPERVISOR ADDRESS INFORMATION

• ILLINOIS
Lt. Col. Frank O. Grey, Jr. (NG Sup.)
Major James C. Goode (Advisor)
Chicago-Hammond Airport, Amy-NG
Lansing, Illinois

• INDIANA
Capt. Charles B. Roberts (NG Sup.)
Hangar 4, Stout Field
Indianapolis 21, Indiana
Maj. John F. Corby, Jr. (Advisor)
711 North Pennsylvania Street
Indianapolis 4, Indiana

• IOWA
Maj. Milford L. Juhl (NG Supervisor)
Army Aviation Pool, Municipal Airport
Boone, Iowa
Capt. Theo L. Moore (Advisor)
Lincoln Armory
Boone, Iowa

• KANSAS
Capt Donald J. O'Toole (NG Sup.)
Army Aviation Field Maint Shop
Municipal Airport
Topeka, Kansas
Maj. Stuart W. Reid (Advisor)
709 Quincy Street
Topeka, Kansas

• KENTUCKY
Maj. John I. Falkenberry (Supervisor)
Bowman Field
Louisville, Kentucky
Capt. Homer W. Johnston (Advisor)
PO Box AA, Cherokee Station
Louisvile 5, Kentucky

• LOUISIANA
Maj. Adolph N. Brocato (Supervisor)
Building 101, New Orleans Airport
New Orleans, Louisiana
Capt. Edward T. Walker (Advisor)
Hq, Building, Jackson Barracks
New Orleans 12, Louisiana

• MAINE
Capt. Russell L. Foss
RFD No. 1
Gray, Maine
Maine Advisors being rotated at this time.

• MARYLAND
Maj. William H. Graul (Supervisor)
4405 Ridge Road
Baltimore 6, Maryland
Major Fred S. Kuttesch (Advisor)
Hangar S-2, Harbor Field
Baltimore 22, Maryland

• MASSACHUSETTS
Capt. William R. Brown (Supervisor)
52 High Street
Hudson, Massachusetts
Capt. Donald P. Frandsen (Advisor)
USA Advisory Gp (NGUS)
Fort Devens Army Air Field
Fort Devens, Massachusetts

• MICHIGAN
Capt. Howard G. Brunett (Super.)
724 North Francis Avenue
Grand Ledge, Michigan
Capt. James T. Dickson (Advisor)
Abrams Airport
Grand Ledge, Michigan

• MINNESOTA
Maj. Michael Olijar (Advisor)
National Guard Armory
389 North Exchange Street
St. Paul 2, Minnesota

• MISSISSIPPI
Capt. John T. O'Keefe (Supervisor)
PO Box 6327, Parkway Station
Jackson, Mississippi
Major William C. Hoge (Advisor)
Post Office Box 1220
Jackson, Mississippi

• MISSOURI
Maj. John D. McCory (Supervisor)
The Armory
Warrensburg, Missouri
Capt. Thomas K. Turner (Advisor)
USA Advisory Gp (NGUS)
Warrensburg, Missouri

• MONTANA
Capt. James F. Barfknecht (Super.)
1109 Breckenridge
Helena, Montana
Major Lloyd O. Pruett (Advisor)
Post Office Box 1157
Helena, Montana

This AAAA Leaflet will be reprinted in July, 1958. Corrections should be addressed to AAAA.

DIRECT COMMUNICATIONS ARE AUTHORIZED AND ENCOURAGED

• NEBRASKA
CWO Francis J. Jimenez (Super.)
Capt. Virgil P. McGuire (Advisor)
Bldg 1154, Haskerville
Lincoln, Nebraska

• NEVADA
Capt. Willis L. Garretson (Super.)
247 15th Street
Sparks, Nevada

• NEW HAMPSHIRE
1st Lt. Russell F. Tilton (Supervisor)
Army Avn Section
Grenier AFB
Manchester, New Hampshire
Maj. George F. Morris (Advisor)
Box 41
Warner, New Hampshire

• NEW JERSEY
Maj. Robert L. Nicol (Supervisor)
Box 128, Mercer County Airport
West Trenton, New Jersey
Capt. Evan F. Magney (Advisor)
Room 408, Federal Building
402 East State Street
Trenton 9, New Jersey
Capt. Jimmie D. Vaughn (Advisor)
Linden Airport
Linden, New Jersey

• NEW MEXICO
Capt. Ray E. Chowning (Supervisor)
Santa Fe Municipal Airport
Santa Fe, New Mexico

• NEW YORK
Capt. Francis D. Rooney (Sup.)
3 Regina Road
West Babylon, L. I., N. Y.
Capt. William R. Lupton, Jr. (Advisor)
Zahn's Airport
Amityville, New York
Maj. Neal C. Baldwin (Supervisor)
Maj. Mark F. Fowser (Advisor)
Orchard Park Airport
Orchard Park, New York

• NORTH CAROLINA
Capt. Mack G. Bass, Jr. (Supervisor)
Raleigh-Durham Airport Apts
Raleigh, North Carolina
Capt. James F. Neeson, (Advisor)
Municipal Airport Branch Post Office
Charlotte, North Carolina

• NORTH DAKOTA
1st Lt. James Grimstad (Supervisor)
Capt. George S. Bosan (Advisor)
Fraine Barracks
Bismarck, North Dakota

• OHIO
Capt. Edward L. Letostak (Super.)
2558 Lakewood Drive
Columbus, Ohio
Maj. Roy V. Hunter (Advisor)
Building 70, Fort Hayes
Columbus 18, Ohio

• OKLAHOMA
Lt. Col. August L. Guild (Supervisor)
2537 N.W. 42nd Street
Oklahoma City, Oklahoma
Capt. William L. Duncan (Advisor)
Post Office Box 580
Norman, Oklahoma

• OREGON
Maj. Roland C. Smith (Supervisor)
2136 N.E. 42nd Avenue
Portland 13, Oregon
Capt. Robert J. St. Aubin (Advisor)
2338 N.E. 137th Avenue
Portland 20, Oregon

• PENNSYLVANIA
Maj. William G. Prowell (Supervisor)
P.O. Box 187
New Cumberland, Pennsylvania
Major Burdette J. Nygren (Advisor)
Maj. Clark C. Bohannan (Advisor)
Harrisburg State Airport
New Cumberland, Pennsylvania

• PUERTO RICO
1st Lt. Julio R. Betances (Supervisor)
AA Maint Pool, Isla Grande Airport
San Juan, Puerto Rico

This AAAA Leaflet will be reprinted in July, 1958. Corrections should be addressed to AAAA.

NATIONAL GUARD ADVISOR-SUPERVISOR ADDRESS INFORMATION

• PUERTO RICO (Continued)
Capt. Donovan M. Beadle (Advisor)
USA Advisory Gp (NGUS), Fort Brooke
San Juan, Puerto Rico

• RHODE ISLAND
1st Lt. Russell J. Johnson (Supervisor)
T.F. Green Airport
Hillsgrove, Rhode Island
Maj. David R. Shepherd (Advisor)
Cranston Street Armory
Providence 9, Rhode Island

• SOUTH CAROLINA
Capt. James R. Davis (Supervisor)
Congaree Air Base
Eastover, South Carolina
Advisors rotating at this time.

• SOUTH DAKOTA
Capt. Donald G. Efinger (Super.)
Halley Airport
Rapid City, South Dakota
Capt. Laddie J. Roark (Advisor)
USA Advisory Gp (NGUS)
Rapid City, North Dakota

• TENNESSEE
Capt. James F. McBride (Super.)
2548 Stinson Road
Nashville, Tennessee
Capt. John C. Burford (Advisor)
Army NG Hangar, Berry Field
Nashville 10, Tennessee

• TEXAS
Major Don R. Beseth (Supervisor)
2162 Waverly
San Antonio 10, Texas
1st Lt. Jack M. Plemons (Supervisor)
Box 1226
Grand Prairie, Texas
Capt. Elmer D. Huffer (Advisor)
Post Office Box 1397
San Antonio, Texas

• UTAH
Major Van Hixson (Supervisor)
1920 Brookhill Drive
Salt Lake City, Utah

• UTAH (Continued)
Capt. Bernard Los Banos (Advisor)
Post Office Box 2731
Fort Douglas, Utah

• VERMONT
Capt. Basil G. Abbott (Supervisor)
6 Duchess Avenue
S. Burlington, Vermont
Major Julian A. Hawkins (Advisor)
Camp Johnson
Winooski, Vermont

• VIRGINIA
Maj. Charles F. Woody, Jr. (Sup.)
Box 534
Bon Air, Virginia
Capt. Melvin K. Goulding (Advisor)
Room 103, State Office Building
Richmond 19, Virginia

• WASHINGTON
Capt. Clinton C. Anderson (Super.)
Capt. Arthur C. Franklin (Advisor)
USP&FO, Camp Murray
Fort Lewis, Washington

• WEST VIRGINIA
Capt. Henry DeBoer (Supervisor)
Capt. Henry R. Mangum, Jr. (Adv.)
Room 295, State House
Charleston, West Virginia

• WISCONSIN
Maj. John S. Sarko (Supervisor)
9305 West Appleton Avenue
Milwaukee, Wisconsin
Maj. Samuel E. Stanley (Advisor)
Post Office Box 65
Butler, Wisconsin

• WYOMING
Maj. William A. Maxwell (Super.)
Capt. Willis B. Anderson (Advisor)
Box 498
Cheyenne, Wyoming

This AAAA Leaflet will be reprinted in July, 1958. Corrections should be addressed to AAAA.

Nicol (Pres), is scheduled to meet in early November at Mercer County Airport, West Trenton, N. J.

Capt. Roland Smith (Ore-NG) hoped to tie in a late-October Northwest Regional Board meeting with a concurrent Supervisors' Conference at Fort Lewis, Wash. . . . The California Region has a November 16th Board meeting "laid on" with the election of a President as its first order of business. Site of meeting: Ft. Ord. Lt. Col. Ernest L. Hamilton (actg Pres) closed out his Meeting Notice: "Which area will have the honor of initiating the first (California) Chapter? Sure as the Yanks will win the '57 World Series, I'm certain it will be the Monterey area." His letter was postmarked Oct. 4th. . . Lt. Ted Pappas (USAREUR Sec.) sends in the alert on a meeting "in the near future."

IDENTIFICATION

The President has appointed a three-member Committee composed of Northeast Regional members to investigate the feasibility of distinct Association lapel insignia for the membership. Lt. Col. James E. Murphy and Lt. Col. William H. O'Connell of the Northeast Region, together with a third member selected by them, will investigate the costs and delivery date involved in such insignia. Their report will be submitted to the National Board at its next meeting.

ACCEPTANCE

Tangible support of the Association has been received from many senior Army aviation officers within recent months, this support serving as an encouragement to all members. The following key AA's have joined with you in *your* organization: Major General Herbert B. Powell; Colonels John R. Dale, I. B. Washburn, Daniel H. Heyne, Charles R. Murray, John Norton, James B. Parker,

ARMAV MEETING—(Left photo) Lt. Col. Howard I. Lukens, newly-elected Executive Vice President of the Army Aviation Center Chapter, is congratulated by Lt. Col. Alexander J. Rankin, the Alabama Region's Executive VP, following the dinner meeting at Lake Tholocco. In the right photo, Col. Lukens talks shop with Maj. James O. Townsend (Ala. Secretary) while Maj. William J. Hix (far left) and 1st Lt Roger H. Coye (far right) lend an ear. Absent when the photo was taken (rush call) was Col. Daniel H. Heyne, newly elected President of the New Chapter.

and William R. Tuck; and Lt. Colonels Edwin F. Whitney, Robert M. Rawls, Ramon F. D'Elousa, Edward L. Ramsey, Maynard B. Booth, Michael J. Strok, Rollie M. Harrison, John L. Klingenhagen, and Harold I. Lukens. That's an impressive list of *leaders.*

NOTAM ON THE FT. RUCKER MEETING

"We had a very nice meeting at Lake Tholocco with approximately 85 persons being present for the dinner and short discussion periods. Although most of the people in attendance were members, Jim Townsend (Ala. Sec) provided a substantial amount of application forms upon request. The meeting also served as the initial impetus for the "Army Aviation Center Chapter." The Chapter has made a fine start electing as its new officers, Col. Daniel H. Heyne, President; Lt. Colonel Howard I. Lukens, Executive VP; Maj. William J. Hix, Secretary; and 1st Lt. Roger H. Coye, Treasurer. The four officers are expected to select their working vice presidents from among those best qualified to fill each position. All in all, it was a most enjoyable evening and no one had cause to regret his attendance."

Lt. Col. Alexander J. Rankin, Exec VP, Ala. Region

MEMBERSHIP

You may be interested to know that the Association had 1,012 members as of November 1st, Major Robert M. Webb of Fort Rucker being the 1,000th member to join the AAAA. This puts the organization "one leg up" on its potential of 7,000 members. Of the initial one thousand, active Army members comprise 73% of the organization and the Army National Guard 18% of the total. The remainder is composed of USAR and civilian members.

CAVEAT ORATOR

A current *Reader's Digest* squib (those short humorous gizmos employed to round out the tail-end page of a three-page article) was quite applicable to AAAA matters. One authority, when asked to explain how "things were accomplished," pointed out that the world does not suffer from suggesters; it suffers from a lack of *doers.* His technique was simple. Whenever a person suggested a new idea, ergo program, approach, or what have you, the suggester was asked to serve as "the prime mover" of the program. This, of course, took the "do gooding" out of the realm of oratory and resulted in beneficial "follow through" action.

The Association has passed its "oratorical" stage of development. The President has welcomed all proposals and has encouraged you to submit your views. The *Welcome Mat* is still out. However, from here on in, proposals should be submitted with *"sleeves rolled up."*

IT HAPPENS TO THE BEST

Bob Leich (the President) recently took the annual 2-week *goof* allowed to civilians, driving to Miami with his wife, Millie. His brief note tells all (we think): "Just got back. Weather in Miami lousy, except for one day. Caught no fish. Millie and I drove. Expenses—out of this world but we liked the Americana. RON'd with Jean and Bob (Williams) on the way down. Had to buy a new tire and a $21.50 ticket for speeding in Kentucky. Wound up paying $41 (American) for a steak dinner for two at the Americana. Next year, I'll stay home. Regards, *Bob.* P.S. Sorry for the pencilled scrawl; my secretary has flu."

On this *Report from the President* we'll close. Your Executive Secretary

Forte: Determination

Jules Gonseth

Upon completion of flight training, Col. Jules E. Gonseth, Jr., the AAAA's Vice President, Army Affairs, hastened to the Pentagon and immediately set his sights on increasing Signal Corps' interest in Army aviation. Result: the creation of the Signal Corps AA Center at Ft. Monmouth and a resounding branch enthusiasm for AA ever since.

Determination has keynoted all of his military efforts. During '51 Pentagon duty, he talked his way into flying school in the grade of light colonel, no small feat considering the '51 policy of closing the door *on* Richard, particularly if Richard was a field grade officer.

Already a civilian pilot of considerable experience, he found himself waived through primary and hustled directly to advanced at Ft. Sill. Washing out and back are quite common, but the current Gary C.O. is probably the only AA on record who was "washed forward." To prove the step, he completed the course in *less* than the prescribed time.

One contemporary adds: "He carries this determination into his off-hour pursuits. Although a most deceiving 45, he powers through match play in tennis, having more stamina and staying power than some of our robust students. He'll compete with his juniors in fancy diving and water-skiing, too."

A talented writer, Col. Gonseth's thesis (on AF close support and AA) at the War College was later published in the *"Military Review,"* winning a subsequent prize and raising many eyebrows... and tempers.

He's been Johnny-on-the-Spot, too. As GHQ Signal Officer in Japan, he transmitted Japan's *original* WW II surrender message. As Ass't Commandant at ARMAV, he served long and well during the difficult "housebreaking" days.

Keenly interested in R & D, particularly in the electronics field, he has never wavered in progressive thought and his knowledge and influence were felt through the Dept. of Combat Developments at Ft. Rucker.

Probably the first Army commander of an AF installation, his initial 6-month tenure at Gary occurred while the post was still under AF control, a high credit to any Army officer. His assignment caused some to remark that the Signal Corps might very well be recapturing a part of the AF it had lost so many years ago.

Married at Ft. Myer, Va., Jules and Jane Gonseth have two daughters, Gayl, 8, and Jeanne, 5, both currently enrolled at the James Bowie School in San Marcos. The son of a Signal Corps Reserve Colonel, now deceased, and Mrs. Jane Gonseth of McHenry, Ill., the Colonel has a brother, Kenneth, serving in the same rank and branch at Ft. Lee, Va.

Reports confirm that he's made Gary appeal to the student officer and his wife. Aided by his vivacious wife, the Colonel has set up conveniences with the student in mind, rather than the staff and faculty, readily adopting the thought that "we exist for the students, not vice versa."

A logical hobby: photography. Light on the Leica and heavy on the 16 mm.

Completed two, hour-long documentaries while in occupied Japan plus ample footage on his daughters from birth to present, an uncommon trait for most Fathers. Kept popping up unannounced while filming a TF at Rucker, being a pro on "snoop and shoot" precedures.

Washed Forward

Pet peeve (and those on training quotas to Gary are forewarned): Fat men, especially Army officers.

Sought out by the AAAA, this determined officer has a knack of accomplishing the difficult. Young or old, friendly or demurring, he soon wins 'em over.

(The third in a series of informal profiles on the personnel who man the elective offices of the AAAA.)

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

Purposes The Army Aviation Association of America is an independent, non-profit corporation without capital stock organized under the laws of the State of Connecticut; there are no stockholders or bondholders. Under the By-Laws of the organization, the Association has three main purposes:

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

To advance the status, overall esprit, and the general knowledge and efficiency of individuals who are professionally affiliated with the field of U.S. Army aviation in the active Army or in one of the Army Civilian Component establishments.

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

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

Application for AAAA Membership

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

☐ 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.....

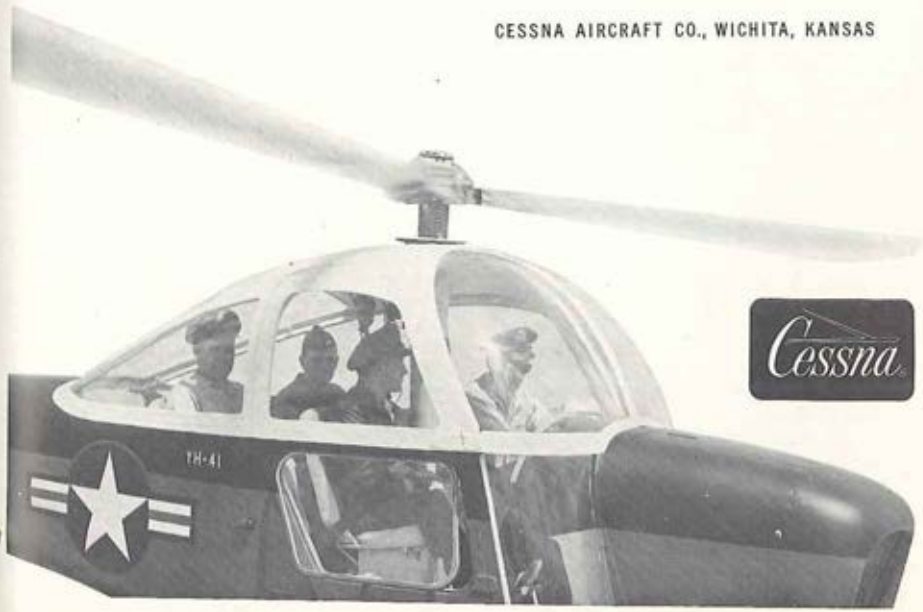
New Cessna YH-41 delivers top performance plus big maintenance savings to helicopter flying!

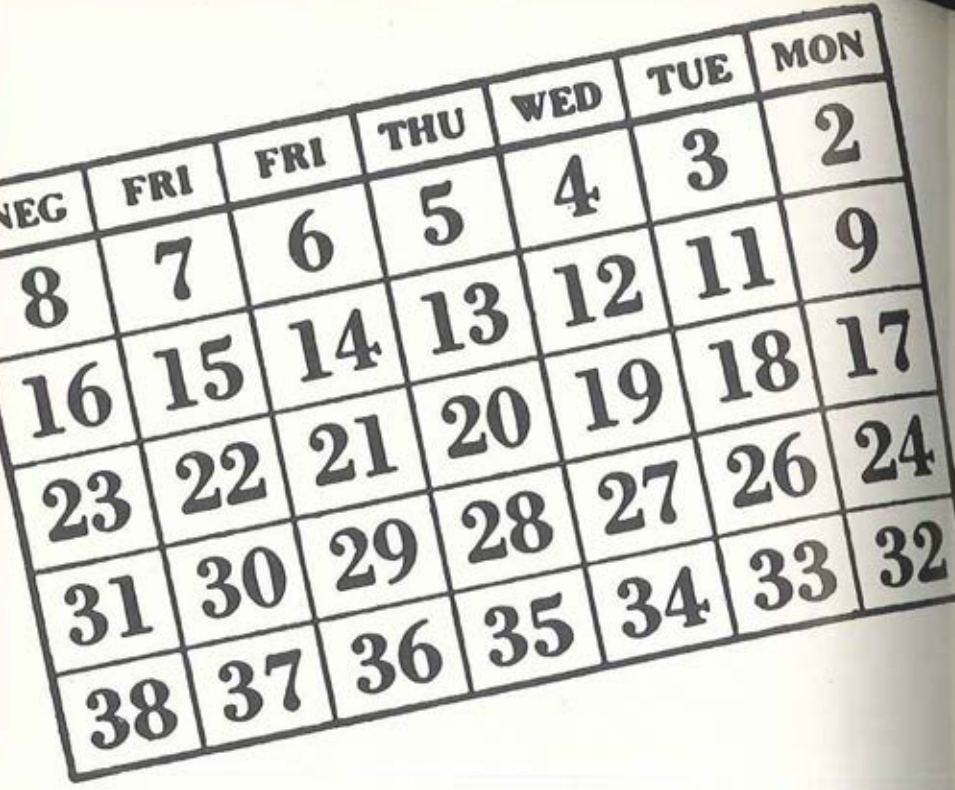
Cessna's all-new YH-41, recently purchased by the U. S. Army for its air arm, combines the latest in design and engineering advances to give operating and maintenance performance never before experienced in the helicopter field!

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

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

CESSNA AIRCRAFT CO., WICHITA, KANSAS





CALENDAR FOR ACTION OFFICERS ON DUTY IN DA, CONARC, TSMC, ARMAV, OCT, AND SUNDRY ALPHABETICAL DYNASTIES

We propose this "Action Officer's Calendar" since we feel that it will be the solution to many problems that daily face action officers in the military establishment. Frankly, we believe that our present calendar is inadequate in view of the demands placed upon FOOO (Fraternal Order of Overworked Officers) and AW-FOOO, the Aviation Writers Chapter. Write your Congressmen today!

Here are the few things the new calendar will do for action officers and the tigers on their tails:

1. Since every job is a RUSH job and the tiger wants his action paper staffed yesterday, with this calendar a tiger can request a "hit my desk on the 7th" and actually have his desk hit on the 3rd.

2. All tigers want their action papers completed by "Friday, at the latest." Note that there are TWO Fridays in the week on our calendar.

3. There are seven *EXTRA* days at the end of the month to circumvent those "by the end of the month or I'll have your hide" tigers.

4. Saturday and Sunday staff-work, heretofore considered as productive in many commands, has been eliminated. You won't be asked to open, work alone in, and then close your shop on either of these days. No such days!

5. There's a new day each week labelled "Orientationday." On this day you are orientated on your family problems, the length of your front lawn grass, which children on the block bear your surname, and the amount of your unpaid bills. We propose that no one work on Orientationday.

6. There's no "first of the month" on our calendar. This perpetuates many programs that customarily die on the first of the month and on which you normally would be asked to prepare renewal action. The "twenty-fifth" has also been eliminated since heavy action officer participation invariably falls on this date.

7. Eliminating the "first" and the "tenth" may temporarily add to your net worth. Bills marked "Pay by the 1st" (substitute "tenth" in liberal areas) are obviated.

BRIEFS!

News And Photo Capsules On Army Aviation Happenings Throughout The Globe

CELEBRATION — After waiting nearly six years, Sp/3 Edward Young, a crewchief on an L-19 assigned to the 205th Signal Co (APR&D), became a full-fledged U.S. citizen in ceremonies held at Ft. Polk. Born in Poland, Young moved with his family to Germany, to Belgium, and finally, in Dec '51, to the U.S.

Entering the service in May of '55, Young was kept from taking advantage of the "90 Day Service Law" through school attendance and Sagebrush. Following a PCS from Bragg to Polk, Young established residence again and this time fulfilled his long-time desire. He's pictured above at the right receiving unit congratulations at Ft. Polk. (U.S. Army photo.)

POCKET PAL—TRECOM has developed a new life preserver that can be rolled up into a pocket size package. Operating on the "trapped air principle" the new device does not require any action by the wearer to make it ready to function. Designed to replace the "Mae West" (carbon dioxide capsule) type, the pocket pal's trapped air can be removed when it is stored or shipped.

STICK AND RUDDER—Brigadier General Ernest F. Easterbrook who will shortly succeed Major General Hamilton H. Howze as Director of Army Aviation, ODC-SOPS, D/A, is shown above during his fixed-wing training at Fort Rucker. The photos were taken shortly after the General soloed the L-19. Mr. Gerald Thorpe, General Easterbrook's flight instructor in the fixed-wing phase, is shown in the photo at the right. Please note that the "broad smile that follows a first solo" is not restricted to lieutenants. (U.S. Army photos.)

UNIQUE—A PHT (*"Pushing Hubby Through"*) Diploma is a unique innovation at the U.S. Army Aviation School. Mrs. Josephine Dempsey, wife of an honor graduate Warrant Officer, receives her lighthearted tribute from Brig. General Bogardus S. Cairns, Commandant, in appreciation for the backing given her husband while he was undergoing the strenuous training. This gratifying *Pat on the Back* is presented to all the graduates' wives. L.-R.: Mrs. Dempsey; Lt A. C. Powers (CO, Cargo Hcptr Stu Co), General Cairns; Lt. Col. J. L. Townsend, CO, ARMAV Regt; and WO W. M. Dempsey. (U.S. Army photo).

DOUBLE DUTY—Prospectors, forest fire patrols, and bush work parties operating in forest and swamp-locked lakes areas can, by the use of this *Otter* installation, transport a 16-foot canoe to the site of hard to reach operations. A triangular frame hinged to the starboard float and braced by a strut joining it to the fuselage places the large canoe outside the arc of the airscrew where buffeting loads from the sliptream are slight. Triple Duty? Another canoe can be loaded inside the *Otter*. A winch assembly swings the canoe to the in-water position.

GOT IT!—Representing 6 installations in the Sixth Army area, 18 AA's received their I-Tickets in early October upon the successful completion of an instrument course at Oakland, Calif. Smiles adorn the faces of standees (l-r) Lts DM Duchesneau, JA Wall, WC Spence, EW Freeman, RW Leonard, RC Halverson, RW Auth, & RE Miller. No tears are shed in the front row, either! (L-r) Lts CR LeVan, RV Atkinson, JG Bolin, & RF Sternat; Capt BR Cobb; Lts RH Bean, RM Carson, TH Tyler, and JW White. Missing: Lt. AM Carlisle.

BIG ONE—Major Russell N. Dragoo (left), officer in charge of Libby Army Air Field at Fort Huachuca, points out the new aircraft control tower to Col. Thomas A. Pitcher, Chief of Staff, following dedication ceremonies in early October. The new tower replaces several smaller portable versions that have been used at the Arizona installation. (U.S. Army photo.)

AAOC—An Advanced Aviation Officers Course, geared to provide Army commanders with staff aviation officers, school-trained to plan and recommend responsive tactical and logistical aviation support, was initiated at Fort Rucker on October 24th. A 325-hour course, the AAOC places heavy stress on practical exercises. Unique aspect will be unannounced evaluations, rather than standard test procedures.

NEWCOMER — Like Ford with its Edsel, Cessna Aircraft has added an intermediate "buy" to its line, the Model 175. Filling a gap between the 172 and 180 series, the 175 hp craft is priced at approximately $11,000 and will be available in March, '58.

LONG TOUR—Capt. William E. Rogers has retired after 30 years of service, one of the first AA's to go all the way.

FIREPOWER—Armed with forty 2.75 rockets, two 5-inch anti-tank anti-submarine rockets, two 20 mm cannon, three 50-caliber and six 30-caliber machine guns, an Army H-34 *Choctaw* stands on the flight ramp of Sikorsky's Bridgeport, Conn. plant. Flown to the Bridgeport Plant by Army personnel where fittings were designed, manufactured, and installed, the *Choctaw* has been returned to Fort Benning where it is now undergoing tests.

CLOSE LOOK—Major General Ralph M. Osborne, Assistant Chief of Staff for Material Developments, Hq, CONARC, Ft. Monroe, Va., stands atop the new three-engine prototype model of the *Flying Platform* while President Stanley Hiller and Col. John M. Stark, Chief, San Francisco Ordnance District, look on. The new *Flying Platform* employs the multi-engine principle for safety and can operate on two of its three engines.

CONTROL—Maj. Russell N. Dragoo, OIC of Libby AAF, Ft. Huachuca, orients post officials on the equipment in Huachuca's new multi-level control tower. Mr. Herbert Bridges, Airways Operations Specialist (left), and Col. Thomas A. Pitcher, Chief of Staff; Lt. Col. John F. Nutt, Asst to Deputy Post Comdr; and Lt. Col. Allison D. Melvin, Chief of the Flight and Support Division in the Aviation Department are highly interested observers. The typical Arizona CAVU-sky brightens the panes. (A ground-level view of the new tower is found on page 28.)

NAMED—Housing areas of Fort Rucker's Capehart Homes were officially named, following an all-Post contest. The NCO housing area will be named Bowden Terrace in honor of Sgt Andrew L. Bowden who was killed in France in WW II; the Officer's housing area will be named Munson Heights in memory of 1st Lt Arvin O. Munson, an Army Aviator who was killed in action while on a voluntary mission over enemy territory.

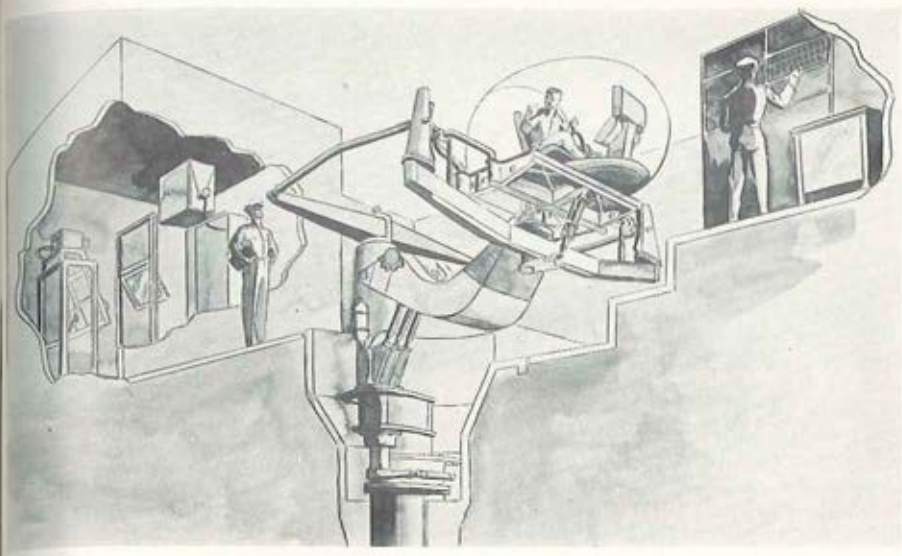
LIGHTWEIGHT—All American Engineering Company has developed a 35-pound winch with a self-contained motor capable of lifting 6,000 pounds. Small enough to be carried in one hand, the Model 61 has a 10 feet per minute reel in rate at 6,000 lbs; 20 fpm at 3,000 lbs. The new multi-purpose winch uses U.S. Electric Motors' standard 400-cycle AC motor and is adaptable to 28-volt DC, 110-volt AC-DC, or hydraulic drives.

PHOTOS—*Exclusive* photo stories (a print and 200 words of descriptive copy) can net you $5 and up when submitted to "AA." That's an easy way to pay for your "coffee calls." You say; we pay.

ANDERSON, Charles W., CWO, 502 Duncan Avenue, Killeeen, Texas.
BASS, Paul W., Lt., 59th Trans Co (Lt Hcptr), Fort Sill, Oklahoma.
BORDEN, Walter J., Lt. Col., Post Office Box 745, Fort Rucker, Alabama.
BRENNER, David A., CWO, 139 Dearborn, Waterloo, Iowa.
BURCHER, Mrs. Norma H., OAC of S, G-3, Avn Branch, Ft. Eustis, Virginia.
CALCATERA, Kenneth J., 1/Lt, 2d Stu Regt, Box 10121, USA Air Def Cen, Ft. Bliss, Texas.
CANTLEBARY, Leland R., Maj., 11th Avn Co, 11th Abn Div, APO 112, N. Y., N. Y.
CASSIDY, Robert F., Col., Material Dev Sect, CONARC, Ft. Monroe, Virginia.
HOWSE, John B., Lt., 152 Plum Street, Wahiawa, Hawaii.
INMAN, Philip W., Lt., 2742 So. Veitch Street, Arlingon, Virginia. (Temp)
JONES, Robert N., 1/Lt., 317th Engr Bn (C), APO 757, New York, N. Y.
KING, Lonnie E., 1/Lt., 2009 Plymouth Drive, Irving, Texas.
KING, Robert R., Lt., 328th Fighter Group, Richards-Gebaur AFB, Missouri.
KINNEY, Arthur K., Jr., Lt., 57th Trans Co (Lt Hcptr), Fort Riley, Kansas.
KUCHERA, Earl A., Maj., 35-6th Avenue South, Hopkins, Minnesota. (Temp)
LeBLANC, Raoul J., 1/Lt., 8th USA Acrft Maint Co (TAAM), APO 971, S.F., California.

The Month's Takeoffs!

CONDON, David E., Lt. Col., 8th Trans Group, APO 154, New York, N. Y.
CONSTANCE, Harbin A., Lt., 20-F Battle Park, Fort Benning, Georgia.
COOPER, Robert G., 1/Lt., 1314 Spaulding Ave, Arty Village, Ft. Sill, Oklahoma.
DAVIS, Robert B., Lt., AHATC 1-0-8, C1 Nr 58-4, Fort Rucker, Alabama, (Temp.).
DAWDY, Charles A., Jr., Capt., 1203 W. College Street Enterprise, Alabama.
DeDAVIESS, Osceola O., 1st Lt., 504th Avn Co, 4th Armd Div, Fort Hood,Texas.
DICKINSON, Donald P., Capt., Hq, USA Security Agency, Pacific, APO 500, S. F., Calif.
DOBSON, Robert R., Maj., 1484-A, Fort Campbell, Kentucky.
DOCKUM, Darold C., 1/Lt., 247th Trans Co (AAM), APO 165, New York, N. Y.
DUHAIME, Dave, 1/Lt., Off., Stu Co, ARMAV Rgt, Ft. Rucker, Alabama. (Temp.)
FERGUSON Theodore P., Jr., Lt., 42 Angell Street, Providence 6, R. I.
FERGUSON, William H., Jr., Lt., Lot 112, Off Trailer Park, Ft. Eustis, Virginia.
FLOHR, Rex C., CWO, 204 Searight, Fort Bragg, North Carolina.
FOSTER, Loren N., P. O. Box 594, Fort Rucker, Alabama.
FRANCHINA, Charles T., Maj., Slick Airways, Route 13, Box 492, San Antonio, Texas.
GAINEY, James C., 1/Lt, USA Primary Hcptr School, Camp Wolters, Texas.
GILLIAND, Harry E., Jr., CWO-2, 11 Minnesota Avenue, Yakima, Washington.
HALL, Thomas F., Maj., 8834 Shady Grove, Jennings 21, Missouri.
HARGETT, Claude E., Capt., P. O. Box 184, Howard AFB, Canal Zone.
HICKS, Orman E., Maj., Quarters 135-B, Fort Eustis, Virginia.
HOLLERAN, Raymond F., Lt., 318 Moore Ave, Ft Riley Apts, Fort Riley, Kansas.
HORNING, Robert H., Jr., Lt., RR #3, Easum Road, Jeffersontown, Kentucky.
LONG, William B., Jr., Lt., Southern Airways, Camp Wolters, Texas.
McCRORY, James B., SFC, 221 Helen Street, Fayetteville, North Carolina.
McGEE, Mahlon R., 1/Lt, 3921-48 Street Place, Des Moines 10, Iowa.
McHENRY, Douglas B., Lt., 19191-A Beckwith Road, Los Gatos, California. (Temp)
MAGUIRE, John H., Lt., 521st Engr. Co (Topo Avn) Sharpe Gen Dep, Lathrop, California.
MESNIER, Charles R., Capt., 107 Godfrey, Wolters Village, Mineral Wells, Texas.
MEYER, Robert E., 1/Lt, Rt 1, Box 280 TT, Worth, Illinois.
MITCHELL, Erwin M., Capt., 226 Richneck Road, Denbigh, Virginia.
MITCHELL, Harry R., Lt., AHATC 58-4, Camp Wolters, Texas. (Temp)
MURPHY, Kevin E., 1/Lt., Hq, BASEC, USA COMZ, APO 44, New York N. Y.
NASCIMBENI, Frank P., 1/Lt, 106 Revere Street, Springfield 8, Mass.
NICHOLSON, Rowland J., Lt., 1812 Lawton Street, Lawton, Oklahoma. (Temp)
NICKOLLS, Charles E., 1/Lt., SETAF, 202d AA Co, APO 168, New York, N. Y.
OBERG, Robert E., 1/Lt, APO 696, APO New York, N. Y.
OTERSEN, Vincent, 1/Lt, TUSLOG, Det 4, SINOP, APO 254, New York N. Y.
PARKES, George, 30 Spruce Street, Norwich, Conn. (Unconfirmed, PO Notice).
PEARSON, Glen N., CWO, 11th Avn Co, 11th Abn Div, APO 112, New York, N. Y.
PEPPARD, John J., Jr., Capt., 54th Trans Co (Lt Hcptr), Fort Sill, Oklahoma.
PETERSEN, Kermit, Capt., Box 1911, Army Language School, Presidio of Monterey, Calif.
PHILLIPS, William, Capt., Quarters 2507-C, Fort Lewis, Washington.
PLUMSTEAD, Peter H., 1/Lt, USA Acrft Maint Cen (Japan), APO 500, S. F., Cal.
PROCTOR, James H., Capt., 410 Pollack Road, Dayton 3, O. (Unconfirmed, PO Notice).



The long-range instrument program for rotary-wing aircraft will soon be using the above helicopter flight simulator as a laboratory tool. Built by Bell, the complete flight simulator cockpit (shown transparent for identification purposes) rests atop a dynamic platform, built by the Franklin Institute of Philadelphia. Various techniques for displaying flight information will be tried on pilots in the dynamic simulator.

QUINBY, U.B., Capt., 123 Baltzell Avenue, Fort Benning, Georgia.
RAZEY, Claude L., Lt., 112 Grimes Street, Fort Bragg, North Carolina.
REED, Walter R., Lt., 818 North 30th Street, Council Bluffs, Iowa.
RHODES, Charles C., Capt., Dept. of Tactics, ARMAV, Ft. Rucker, Alabama.
ROUNDY, William D., CWO, 26th Trans Co (Hcptr), APO 165, New York, N. Y.
RUSSIAN John L., Capt., c/o General Delivery, Killeen, Texas.
SCHLESSELMAN, Willard A., SFC, 3602 Yamparik, Vernon, Texas.
SHAPIRO, Leonard P., Capt., Off Mail Room. Sect 117B, Box 646, Fort Monmouth, N. J.
SHEPPARD, Byorn E., Maj., Hq, SETAF, APO 168, New York, N. Y.
SMITH, Donald E., 1/Lt, 7th Avn Company, APO 7, San Francisco, California.
SMITH, Raymond G., Capt., 52d Trans Bn (Hcptr) Ft. Riley, Kansas (PO Notice, Unconf.)
SMOTHERMAN, Thomes E., CWO, 401 East 8th Street, Dallas, Texas.
SPAULDING, Glenn E., Lt., 2804 Richmond Highway, Alexandria, Virginia.
THOMSON, Donald B., Maj., US Army Avn Center, Fort Rucker, Alabama.
VALAER, Edward P., Maj., 3211 Mill Road N. W., Washington 10, D.C.
WILKERSON, Carl F., Maj., USA Advisory Gp (NGUS) Phoenix, Arizona.
WORTH, Raymond J., Sgt, 81st Trans Co (Lt Hcptr), Ft. Riley, Kansas.
YOCKEY, Donald W., WO,W1, Hq & Svc Co ARMAV Regt, Ft. Rucker, Alabama.

BELL'S CONTACT ANALOG
(Continued from Page 15)

generator to replace the current electromechanical generator now in use. Early '58 delivery is expected from the Allen B. DuMont Laboratories, Inc., with the installation and flight testing to be made in a Navy HTL-7.

DIRECTION: Bell's portion of ANIP is directed by Owen Q. Niehaus (chief of Bell's servo-electronics laboratory), Dr. Guy Matheny, and Hugh Upton (Project Engineer).

It's Happened! Mrs. Mealy Mouth Had a Daughter

CAMP WOLTERS, TEX.—Smiles are being worn by the men at Camp Wolters. Their favorite "girl" had a baby.

Mrs. Mealy Mouth (erroneously described in an early issue of *ARMY AVIATION* as *Miss* Mealy Mouth) presented her doting masters at the School with a knobby-kneed, wobbly-legged 40 lb. female "something" on Saturday, September 28th.

Report of this Blessed Event was delayed while a two-week attempt was made to classify the species of the new arrival. The father of the new baby is unknown since Mrs. Mealy Mouth, the Student Company's donkey mascot, was pregnant when the Company acquired her in April. It is believed, however, that Mr. Mealy Mouth was a Shetland pony.

After extensive research, the post veterinarian, Lt. George F. Fischer, could not find any specifics to cover such a mating.

Lt. Fischer then decided that it could be called a "miniature hinny." A "hinny," as the cognoscenti know, is a cross between a male horse and a female donkey.

Definitely the shy, demure type, Mrs. Mealy Mouth picked a typical time to have her offspring. Just prior to The Day members of Class 58-2 at Wolters kept a 24 hour round the clock vigil with her for a week and a half prior to the birth in case of complications. With a magnificent display of modesty and self-assurance, she

picked the one and a half hours when no one was in attendance to have her first baby.

The birth brought about these subsequent events: a suitable birth announcement (that 40 lb. weight staggered 'em); Class 58-2 is making a blanket for the l'il one similar to Mom's (will have a black chopper on an orange background); a post-wide contest is being held to find a suitable name to replace "hinny;" the Mother, a calm, serene person during her 375-day gestation period, now lashes out with a barrage of well-placed kicks at those who venture too close her carbon copy; and all are wondering if she'll become just another fickle female when attention is lavished on her daughter.

Desert Rock Participation Reviewed

FORT BENNING, GA.—In the aftermath of Army aviation participation in the atomic shots in Nevada (Desert Rock VII and VIII) officials were quite encouraged by the "test" results.

Lt. Col. Charles Ernest, who led the 3rd Trans Bn (Hcptr) during the exercises, believed "the test proved the feasibility of helicopter support for atomic shots." He pointed out that the tests proved the need for meticulous planning, to include at least six alternate plans for avoiding radioactive fallout.

In this respect, he added, "The Battalion staff did an excellent job in the pre-planning of alternatives to counter the capricious factor of fallout."

Other benefits of the exercises that accrued to the participants fell into four areas: flight training, air navigation, high density altitude helicopter operation, and desert operating techniques.

In spite of adverse terrain and weather conditions, the performance of the 138th Maint Det was outstanding. The maintenance unit returned 93% availability on the rotary-wing aircraft, high indeed when compared with a 67% availability figure, standard for normal conditions.

The operation, the first time two transportation companies operated together under battalion control during a tactical exercise, tested the movement of a ROCID company into four radiologically-cleared objective areas immediately after the "shots." Quick back-up support was pursued through regular and special re-supply flights.

Capt. Robert B. McFeeters, OpnsO of the

IS WHAT—Upon receipt, we took a good, long, hard stare at the above photo and immediately grabbed for the tranquillizers. Pictured is "The Bored Dragon," the USA Aviation Board's unique unit costume for a recent Ft. Rucker Halloween Party. A 68-legged beast, "The Bored" is shown undulating towards the Officers Club in its uncertain, multi-brained way. In addition to creating traffic diversions, it is rumored that the beast decreased alcoholic consumption on the Post considerably. On snorting a loud "Set up 34" at the Club's bar (the tail was still in the parking lot outside), two bartenders collapsed, suspending beverage service for 13 minutes. Board officials, harrassed by budgetary slashes, point to the recent economy drive as the sole reason for the "single costume."

31st, believed the exercises returned much valuable information on helicopter operations. Company morale was high and despite constant blowing sand and dust, the Battalion personnel soon became acclimated to conditions at Desert Rock.

Littel fear of atomic weapons was shown after the necessary precautions were taken and the military and civilian defense instructions followed, according to 1st Sgt Charlie Collard.

"I noted that the extreme temperature and dryness caused the men to drink fluids repeatedly. The men profited by this experience. They all enjoyed the trip and the side visits to the Las Vegas casinos, even though all did not enjoy the same luck."

Lt. C. MacRae Hulett

Face-Lifting

KOREA—Just to keep the facts straight, the 24th Infantry Division will be reorganized as the 1st Cavalry Division. This effects our 24th Combat Aviation Company personnel who will henceforth come under a "15th Aviation Company" designation. Different number, but the same company.

Our strip here at the 24th Division has undergone considerable face-lifting. With the extension of the runway and new paving of the runway and ramps, the strip seems almost as big as International in New York. Well, anyway, it seems that large after operating all summer out of a small dirt strip just north of here. *Lt. Robert C. Burgess*

Loud and Clear!

FORT BENNING, GA.—A licensed "ham" operator, Lt. Walter A. Ratcliff, of the 31st Transportation Company, picked up radio transmissions of the Russian space satellite but like all is at a loss to decode the signals emanating from *Sputnik*.

Habitually exploring the radio band between 14 and 24 megacycles, Ratcliff tuned in on *Sputnik* one evening, picking up the distinctive "beep" tones with no difficulty.

The Benning officer, assigned to the 138th Trans Det, the company's attached maintenance unit, has complete transmission and receiving equipment. His call sign: K4RGU.

Lt. C. MacRae Hulett

Basic Help

FT. BRAGG, N. C.—In early October the Post Basic Aviation Mechanics School at Fort Bragg graduated 18 basic aircraft mechanics for Army Aviation. This was the 10th class to complete the school since its beginning in mid 1956.

The school was put into operation in June, 1956 in an attempt to relieve the shortage of aircraft mechanics that existed at Fort Bragg at that time. In the beginning, classes were limited to students from the field maintenance units and activities at Fort Bragg and were to be temporary in nature.

WINNER: Full-scale mockup of the Navy's HU2K-1, turbine-powered utility helicopter. The Kaman craft recently won a BuAer Design Competition.

However, the school proved so successful that it was enlarged to accommodate students from all aviation activities and to date has graduated 311 basic aircraft mechanics.

Students receive elementary training in the maintenance and repair of Army aircraft during six weeks instruction, which includes both classroom instruction and practical application.

The school is the responsibility of Col. Charles P. Westpheling, Transportation Officer for the XVIII Airborne Corps and Fort Bragg. The faculty consists of seven enlisted instructors from the aircraft maintenance activities at Fort Bragg, who were supervised by SFC James P. Dickson. Capt. Walter D. Yenne, Aircraft Maintenance Officer for XVIII Airborne Corps is the School Commandant.

Students for each class are obtained by Lt. Col. James H. Lee, Aviation Officer for XVIII Airborne Corps and Fort Bragg, through the allocation of quotas to the several units operating Army aircraft at Fort Bragg.

"We Support!"

FORT BENNING, GA.—The 11th of September marked another milestone in the history of the 1st Army Aviation Company (FW-TT), stationed at this Georgia post. On this date, the 1st completed one year of accident-free flying, with a total of 7,139 flying hours to its credit.

During this period pilots of the 1st *Otter* Company have supported missions that have carried them from the East to the West coast as well as to our neighboring countries, Canada and Mexico.

In addition the 1st is in continuous support of the USA Infantry Center whose problems consist of cargo resupply (aerial-dropped and air-landed), transporting troops to simulated forward areas using short field strips, dropping paratroops; all missions that are designed to bring out the full capabilities of both pilot and aircraft.

No single factor can be established for this high standard of safety for a combination of efforts have contributed to this achievement. Maj. Jerome B. Feldt, the company commander, has exercised close supervision at all times. Unit Training and pilot proficiency are ardently scrutinized by the Company Headquarters and the platoon Leaders throughout the year.

Then too, the Maintenance Platoon achieved high standards of maintenance and materially contributed to the year of accident-free operation.

We're justifiably proud of this combined effort by all members of the 1st AA Company. This effort has permitted us to live up to our long standing motto, *"We support."* *Lt. Jimmy N. Moore*

Pentomic

KITZINGEN, GERMANY—Like all of Army aviation, the 10th Aviation Company is a new and growing unit. The winds of *Pentomic ROCID* passed through these parts in July and as a result, the aviation sections of the old triangular 10th were all blown into one central spot.

By quick and evasive action, however, some of the pilots were allowed to escape with their aircraft and they wound up with their battle groups rendering conscientious Army Aviation support. Periodic roll calls are scheduled to keep a count on the aviators, lest they stray too far away.

Here at Kitzingen we are proud of the record that has seen no L-19 overshoot or under-shoot the runway. Reason: We have 6,700 ft. of smooth, gleaming, new concrete runway, a good part of which has runway lighting. At present, we are in the process of getting a new, all-glass, modern, heated tower atop the operations building.

This building (in addition to housing the operations set-up, the gymnasium, the PX, and the Post Office) also houses the snack bar where coffee is available. Practically a self-sufficient building.

To any pilot who should find himself needing fuel and/or coffee, this correspondent will buy the *coffee*, providing that you first mention that you read this invitation

in *Army Aviation*. (This proviso should protect me from Air Force C-124's and their multi-man crews.)

Command-wise, and sitting atop this heap of knowledge and experience left by the pass-through of the *Pentomic ROCID* wind is the Grand Dragoon (occasionally referred to as the CO), Capt. Everdus Hackett. Capt. Russ Barnes rations out the aircraft (and drivers to accompany said aircraft) while Maintenance is watched over by Lt. Gillman and CWO Durant Wardsworth.

Maj. Edward Blackman, in his position as Division AO, is usually the bearer of glad tidings concerning field problems, trips to Grafenwohr, and other forms of recreation frequently engaged in here in Germany.

Almost forgot! The 10th Inf Div is scheduled for *Gyro* in the near future, switching places with the 3rd Inf Div now at Fort Benning. We Kitzingen Kibitzers would like to take this opportunity to say, "Hello," to all of the pilots of the 3rd who'll soon be building up their AI time here. If you fellows have any questions on bed, board, barter, of what have you, drop me a line and I'll try to answer them.

CO James A. Garner

MI-6: 80-Passenger Russian Giant

The Soviet press recently reported that its 70-80 passenger MI-6 helicopter ascended to 8,000 feet with a payload of 26,400 lbs.

The late October performance was accomplished in eleven minutes, according to reports appearing in *Pravda* and *Izvestia*.

Powered by twin turbines mounted directly over the cabin, the five-bladed, rotor-driven MI-6 appears to be the world's largest helicopter.

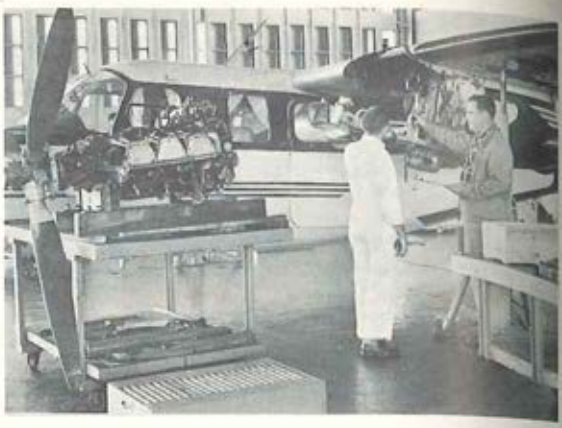
The MI-6 was designed by Mikhail L. Mil, a leader in Russian helicopter development for two decades.

The Sikorsky H-37 is the largest helicopter in use in the United States. Capable of carrying 25 fully-equipped troops, the H-37 set a payload record in '56 by carrying 13,250 lbs. to 7,000 feet.

Notable in the new design is the "direct drive" principle harnessing turbine power directly to the rotor shaft. A domestic firm is currently pursuing the "over-cabin, direct drive" turbine application.

Mike Button

MAINTENANCE TIPS FROM TSMC



A fire wall modification on an Aero Commander illustrates the modern techniques employed at Lycoming's new Williamsport, Pa., service center and school. The propeller and related parts are not removed from the engine. (See photo on next page).

OK, all you smart, wide-a-wake, perfectionists who wrote in on the missing information on LC-126, we know the current -6 Handbooks contain a 50 hour periodic but doesn't have the proper replacement scheds of accessory items which were authorized by Oklahoma City AMA. Reissue of AFTO IC-126 (L) A-6 has been sent to Oklahoma City with TSMC's comments requesting publication. This reissue should contain:

100 hour periodic inspection — 800 hours, replace voltage regulator — 1000 hours, replace: Wing flap control motor, Fuel pumps, Oil cooler, Prop governor, Generator — 1200 hours, replace: Prop, Master brake cylinder, and Flexible hose.

★

Get hold of this one, fellas, and hold on to it. There have been many failures of clutch couplings due to material fatigue on *SHAWNEE*. Tests have proved that shot-peening the jaw clutch coupling teeth increases the fatigue strength. AFTO 1H-21-584, 7 Jun 57, specifies replacing present standard coupling with a shot-peened coupling.

However, present stock of couplings are in critical short supply. In the meantime, to prevent the clutch teeth from failing, suggest that the provisions of Safety of Flight Supplement, AFTO 1H-21B-1C, 3 Apr 57, (limitations on auto-rotation descents) be brought to the attention of *all* until the shot-peened couplings are installed. T.B AVN 23-5-11, 1 Aug 57, Project 9 under note has a typographical error and all words after *installed* should be forgotten about.

★

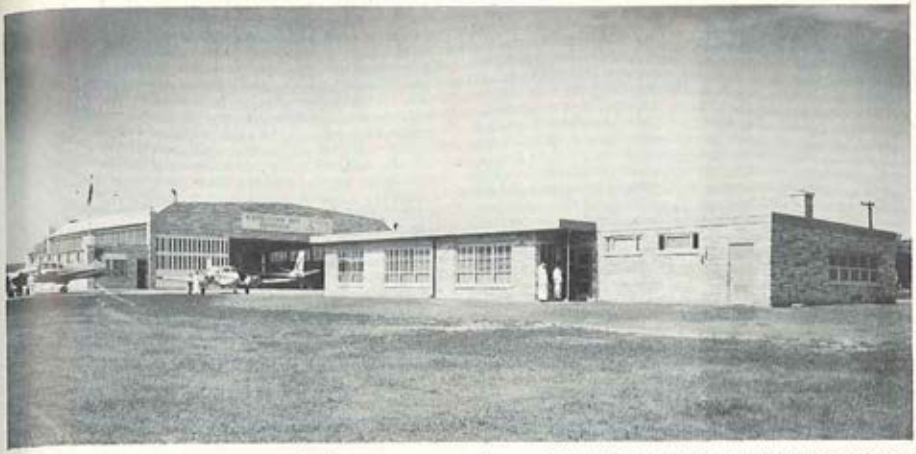
It has been said that there are two ways to do everything —*"The Army way and the right way."* Old Mike doesn't know how such an expression ever got started except that it wants you to believe that the Army way is the opposite of the right way. Nothing ever could be farther from reality. That reminds me of an old wise saying by one of the world's greatest philosophers— *"It is better to remain silent and appear ignorant than to open your mouth and remove all doubt."* The guy who started *that* rumor should be given the opportunity to further stick out his neck and show his ignorance. Unfortunately he was a misfit and didn't last too long after that.

Here is the Army's way and the only way—no two ways to do a job, correctly—torque those bolts and nuts; don't guess, it's too dangerous.

Old Mike can't stress this particular point too much, especially when the engine bellcrank bushings are wearing on the *SHAWNEE*. The wear is again reportedly caused by improper torque. Particular attention should be paid at this time to continuing your inspections as outlined in TM1-1H-21-6, 2 Jul 57, and maintenance procedures as described in AFTO 1H-21-2, 15 Feb. 57. *Remember* —the given torque values for all bolts should be maintained throughout the entire helicopter since the torque applied by using these values distributes the stresses evenly.

A "loose nut" even behind the steering wheel of a car can cause real trouble. A loose bolt in one place may cause undue stress and/or wear at another. Good, short reading, reference torque, may be found in *The Army Aviation Digest,* printed at Fort Rucker, Alabama, on page 13 of the August 1957 edition. Mike urges all concerned with torque, to read *"Torque Sense,"* by Capt. Muttoni, TC, and if your Maintenance Handbook does not give you the specific torque values, contact TM1-1-1A-8, 6 Dec 54, for the correct "poop."

★



The newly-erected Lycoming administration building at Williamsport, Pa., airport contains the firm's new engine school. The Lycoming Service Hangar (background) is a part of new factory service center designed to provide ready assistance to those who maintain and service Lycoming engines.

1st Sarg: "Hey, Sarg, you can't leave now, party's just getting hot!"
"What's a matter, are you a man or a mouse?"
2d Sarg: "Must be a man, my wife's afraid of a mouse, goodnight."

★

Disengagement of gears on any motor driven gear assembly while in motion usually results in — look "Daddy-O" — no teeth. The four screws (AN 515-4R20) which hold the step motor (50-574203) on the *SEMINOLE* are backing out or breaking because no provisions were made to safety these screwy screws.

So, here we go again—a little hairy but no sweat. Remove the four screws, then take a # 28 drill and make the holes in the support bigger. Next, enlarge the threaded holes in the motor (50-364068-2) using the # 36 drill and tap with 6/32" tap. OK so far? Next install four drilled fillister head screws (AN 500-6-20) with four washer (AN 960-6) and safety (AFTO 1-1A-8).

★

To repair the cracked clip (up from tab spar rivet) that attaches the left wing engine nacelle skin (station 125) to the spar web, reinforce it as specified in AFTO 1L-23A-3, dated 15 March 1954 and that will take care of your *SEMINOLE*.

★

Good tip—Bench check your hydraulic flight control servo (1405-5-00) on H-25A after getting it from supply if you are certain or even suspect it has been in storage for sometime. This in all probability will save your temper, 'cause old Mike found that the "O" ring seals and packings have been failing due to inactivity.

★

Mike got back from Montana okay, as told to me by the tower operator, quote *"Army Bird Dog* 1234 *got you on at* - 04, 04½, 05, 05½ *whoops,* 06, *phew!" - "OK,"* says I, *"I'll log all* 5 *landings."* As to the question on tire pressure in last month's column—Air as well as other elements contract when cooled. OK, water expands when cooled to freezing point, but that's another story, so you don't put water in the plane's tires. If you want to get real technical, check on Kenetic Theory of Gases.

★

Whoops, just leaned over to tie my shoe lace and broke the "dadblamed" thing. For a little piece of cord those laces sure last a long time, but they always break when you least expect them to. Right at the eyelet! Why? Friction, of course, and everyone knows that *"old devil."* So, you ask old Mike what in the —has that to do with maintenance?

Just this, Mike found a few *CHOCTAWS* with tail rotor control cables frayed beyond the maximum limits allowed in TM1-1-1A-8, 15 Dec 56. Lab tests on these cables show that they may have been hardened too much when manufactured causing the strands to break. Check very carefully at each place where the cable passes over a pulley.

If you find corrosion or shiny spots (that's a tip-off). Also, take a clean rag and run it along the length of the cable, check the rag—if it snags, there are broken wires. There's no way to find out just when this condition will come up so inspect very carefully at 150 hour and at each periodic afterwards.

★

Here's another Mike *"Sherlock"* Button undercover discovery about modifying the roof window in the *BEAVERS*. Seems that there is some confusion about the two kits,

Kit A and Kit B and what serial numbered *BEAVERS* they will fit—Ready to copy?—Kit B only fits *BEAVERS* 54-1666 and all thereafter.

Kit A fits all *BEAVERS;* however, check TSMC, SL. 72-57, 26 Sep 57, which tells you just what to do with the parts left over. I hope you don't have more than 2. If so, you left something off.

So, if you get Kit A when you ordered Kit B go ahead and use, it'll fit. AFTO-1L-20A-531 printed the wrong serial number of the aircraft the kits will fit.

★

When your activity receives the Link Trainers 1-C1-A, no doubt you will need repair parts support. So, submit your requisitions, properly filled out, to U. S. Army Transportation Supply and Maintenance Command, P. O. Box 209, Main Office, St. Louis 3, Missouri, ATTN: TCSMC-WS. Also, check Supply Letter 65-57, which tells you to continue to use the AN-T-18 until repair parts can no longer be obtained.

★

Immediate attention needed on this one to forestall tail rotor failure caused by bad drive shafts on all *SIOUX* helicopters. If tail rotor drive shafts have less than 100 hours, TM1-1H-13-539, 12 Sep 57, calls for yanking drive shafts; 47-644-115-2, 47-644-177-4, 47-644-126-3, 47-644-172-3, 47-644-180-3, and 47-644-187-1 and -3, and inspect them for cracks or other defects.

Check AFTO 33B2-1-1 for using magnetic particle method when performing this inspection. It's the real safe way, to be sure. Make no bones about it, if cracked, replace it. However, if no cracks, stamp it with double interlocking stamp to show compliance with this inspection. If you do have to change shafts, keep them and get in touch with U.S. Army Transportation Supply and Maintenance Command, St. Louis, Missouri, ATTN: TCSMC-WI, for disposition.

★

Complete anti-collision kits for initial *SHAWNEE* installation may be requisitioned now through normal supply channels, from U.S. Army Transportation Supply and Maintenance Command, P. O. Box 209, Main Office, St. Louis, Missouri, ATTN: TCSMC-WS. To get these kits you must tell us the helicopter serial number because there are two kits; some take one and some take another.

Ordering is simple but do it as SB 1-15-9 instructs you. Check TM1-1H-21C-512, 11 Sept 57, for what kit fits what *SHAWNEE.* If you are getting a serial number 56-2015 and up you'll be happy to know that it will be modified at the factory. However, if you need components after installation, check the TM1 and don't order a complete kit.

★

If AFTO-1U-1A-509 and AFTO-1U-1A-515 have been complied with on your *OTTER,* everything's Jake, but if not better check TM1-1U-1A-1A, 17 Sep 57. Because, if the limitations imposed upon your *OTTER* are not being strictly complied with, there's a setup for a mishap. So I learned, by not only checking the Form 781-2, but by checking Form 781-3 as well, this restriction should be indicated on the Form 781 as no more than 15° flaps at any time nor more than 74 knots with 15° flaps extended.

Also call attention to operating personnel that normal take-off is 30° flaps. So, you cut down to 15° flaps and 74 knots IAS, results?—longer take-offs and landing distances. Check this one out carefully, fellows; it's real important, as we hear that flaps have been known to retract in flight. From there on it's real hairy.

The new fiber glass leading edges of the horizontal stabilizer for ECP 35 (TO 1U-1A-515)—DeHavilland Modification 3/745—were inadvertantly omitted from the elevator trim tab modification kits on the initial shipment. DeHavilland is making every effort to expedite shipment. These kits which will lift the restriction when installed, have been assigned by number to specific aircraft. So, please men, use the right kit for the specific serial numbered ship so you won't foul your buddies up.

Yours for Better Maintenance,

Mike Button

MAINTENANCE TIPS

OBITUARIES

Capt. Eual A. Cathey, assigned to the Hq and Hq Detachment, 1201st SU, U.S. Army Garrison, Fort Jay, New York, N. Y., was killed in an aircraft crash on October 2nd. He took off from Fort Jay about 8:10 a.m. on a VFR round-robin flight to Burlington, Vt., and crashed in the mountains near Brandon, Vt. Searchers found the aircraft wreckage on October 11th. Three military passengers aboard the L-20 aircraft were also fatalities.

Capt. Cathey is survived by his wife, Arie Marie, of 680 Poly Place, Brooklyn, N. Y.

CWO-W2 William Hunter, assigned to the Army Aviation Branch, Range Services Division, Holloman AFB, N. Mex., was killed in an aircraft crash on October 11th. He departed from Fort Huachuca, Ariz., in an H-34 about 4:13 p.m. and crashed about two hours and forty minutes later near Organ, N. Mex.

CWO Hunter is survived by his wife, Lucy Elizabeth, of 1020 Hartford Turnpike, North Haven, Conn.

ice on the flight characteristics of your aircraft. The Aviation Board test has set up a workable guide that will help you in judging ice buildup and its effect on performance.

a. *Light Icing*. Definite ice formation on the critical surfaces of the aircraft which has little or no effect on aircraft performance (approximately one-half inch buildup in a period of 11 to 19 minutes at 165 m.p.h. TAS).

b. *Moderate Icing*. Definite ice formation on the critical surfaces of the aircraft which affects the aircraft performance (approximately one-half inch ice buildup in a period of 5 to 10 minutes at 165 m.p.h. TAS). Extended operation is possible.

c. *Heavy Icing*. Definite ice formation on the critical surfaces of the aircraft affects the aircraft performance to the point that extended operation is not possible (one-half inch ice buildup in 3 to 5 minutes at 165 m.p.h. TAS).

d. *Severe Icing*. Definite ice formation on the critical surfaces of the aircraft which affects the aircraft performance to the point that altitude and safe airspeed cannot be maintained with maximum power (one-half inch ice buildup in 3 to 5 minutes at 165 m.p.h. TAS).

Airspeed Reductions Noted

The tests conducted by the Aviation Board were thorough and will help you feel more confident about the equipment. Nine hours were flown under conditions of light to moderate icing; the de-icing system cleared the ice and functioned perfectly. Three hours and 30 minutes were flown under conditions of moderate to heavy glaze and rime type ice. Again the de-icing system functioned perfectly. During portions of this test approximately 1 to 1½ inches of clear ice were present on the engine cowling, leading edge of the wings between the engine nacelles and fuselage, the engine nacelles, and the underside of the wings extending back from the trailing edge of the boots to the main spar. Even though in some instances the oil cooler surfaces were iced over for about one-third to one-half the exposed area, and the heater intake screen was approximately one-third covered, the engines did not overheat and the heater performed satisfactorily. In all flights, during the test, the de-icing system operated satisfactorily and effectively cleaned the area covered by the de-icing boots.

Although the de-icing system works perfectly and breaks the ice loose from the leading edge of the wings and empennage you may still experience a loss of airspeed. This will not be from ice on your propeller, but from the drag caused by the ice under the wing behind the de-icing boots; ice you can't see from inside the aircraft, but which will raise your stalling speed considerably.

You should remember that the de-icing system can only remove the ice covering the leading edges and if you have ice on the aircraft and need to use the de-icing system there is going to be ice on the aircraft that *you can't remove*. As mentioned above, this ice will lower your airspeed, and more important to remember is the fact that it will *raise your* stalling speed!

If you are flying at a high altitude, and you can do this in the L-23D, you will reduce your safe speed-range and can approach stalling speed and not realize it. In addition you must remember to maintain a safe-speed margin while flying the landing pattern. Realizing that you can not remove all the ice and that you must compensate for this higher stalling speed will help you complete your flight with safety without reaching for the panic button.

No Sweat

Under conditions of *light* icing, the airspeed of the aircraft was reduced approximately five miles per hour. Under conditions of *moderate* icing the indicated airspeed was reduced approximately 15 to 20 miles per hour. Under conditions of *heavy* icing the indicated airspeed was reduced approximately 20 to 35 miles per hour. These performance figures will generally hold true under the icing guide suggested above and will affect your ETA on an IFR flight.

During the test of this equipment, the Aviation Board personnel realized that although we now have good equipment, we do not have much experience. As a result,

BE PREPARED!
by Capt. Jack Cranford
(Continued from Page 37)

pilots were contacted world-wide for their "war stories" about flying into icing weather. All of the answers can't be reproduced in full; however, one good lesson stands out in most of the letters. That is that you can expect ice at any level during the winter months and that next to good de-icing equipment the best thing you can have is a good weather briefing fresh in your mind when the ice "surprises" you.

Don't be surprised; expect to encounter ice and be ready for it. Don't take off until you have drawn from the "weather guesser' all the knowledge he has, not just what is along your route, but what is all around you. Is the bad weather coming into your route or just beginning to leave it? Did you pick your alternate in an area of improving weather or is it in the path of the bad weather and you hope you can beat the weather there?

Remember, the weather man is doing the best he can, but during the winter months you must expect to encounter ice on any flight even if the weatherman doesn't expect it.

Lean back and relax now when you fly your new L-23D. When the ice builds up to approximately ½ inch, reach over and flick on your de-icing system and break the ice off. Then turn the equipment off and watch it build up again, not with apprehension, but with understanding as to how severe it is and how it is going to affect your flight. Be secure with a good understanding of your new equipment and a thorough knowledge of the weather. This is just the beginning of all-weather flying for the Army aviator. As the Boy Scouts say, *"BE PREPARED!"*

ABOUT THE AUTHOR

Captain Jack Cranford, one of Army aviation's very Senior Pilots, is currently assigned as a Project Officer at the USA Aviation Board, Ft. Rucker. To get this story, Jack tagged behind a tanker aircraft at high altitudes for many hours, subjecting his L-23 to repeated icing baths. A versatile pilot, he's a confident and cool customer in many cockpits. Easygoing and friendly, too.

A Many Sided Thing

Letters to the Editor

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

STRETCHOUT

(Dear Editor:) One point of interest which may open the eyes of other AA units and make them realize how lucky they are when they are able to get a lot of flying time. Due to an economy drive here in the 205th Signal Company (Ft. Polk) our eleven Bird Dogs and thirteen AA's were allotted only 700 gallons of fuel to go around last month. Get out your pencil and paper and figure out the average time we can get each month. Not enough to meet the annual minimums. Rough—but we're still a happy lot. *Capt Carl H. Sawls, Jr.*

(Ed. The fuel economy isn't restricted to Louisiana, we're told, and this may provoke some other fuel flying time vs. annual minimum statistics.)

Retraction

The "D.C." column appearing on Page 14 of the October, 1957 issue carried erroneous and misleading information pertaining to the "reduction in force" program.

Initial figures on the program clearly indicate that very few Army aviators have been affected by the "first reduction."

The statement that AA's with minimum branch proficiency would be the program's "target group" in Army aviation was also incorrect.

A competent board composed of widely-experienced officers will review the records of all officers and warrant officers concerned. Those personnel with the greatest potential will be retained in the service. Some AA's, of course, will be released.

Career Management will see that those with the greatest potential are given branch duty, but the lack of this duty at this time will not be a factor in any "reduction" decision.

The Editor sincerely regrets the publication of the misleading information.

Prior to publication, the staff shall take every step to authenticate its future information.

AA *Spudnik* Flew in 1955!

The first news appeared in the late editions on Friday evening, October 4, MOSCOW RADIO SAID TONIGHT THE SOVIET UNION HAD LAUNCHED AN EARTH SATELLITE. Since that date the Soviet satellite has created repercussions at all levels of government. Many in high places have conceded "a great psychological advantage;" others have cried, "Complacency!"

Scientific, political, military, and industrial leaders were widely quoted and photographed, more often than not standing by or near a convenient Rand McNally globe. Sputnik!

More than two and a half years ago a hush-hush Army aviation project was briefly described as representing 'the combined effort and thought of many." (*AA, Jan,* '55). "*Although varied acceptance of the project is anticipated, the basic thought behind the undertaking is sound.*"

This brief report belied the tight security surrounding the project being developed under the code name of "IT."

The full story on "IT" can now be told.

LAUNCHING: At 2:30 p.m. on January 5, 1955, *Spudnik* soared into the sky and began a globe-girdling flight that was to terminate some 14 months and 29 days later at 3:15 p.m. on May 3, 1956.

Quietly, and without editorial fanfare, Army aviation's *Spudnik* had completed forty-six separate orbits, had withstood the problem or re-entry, and had landed intact with no major damage within several miles of its '55 launching site.

To prove that a low-cost intercontinental vehicle was possible, *Spudnik* was re-launched on November 24, 1956 and completed an additional forty orbital flights, terminating its second penetration on Sepember 16, 1957.

AUTHENTICATION: Constant sighting reports were received on *Spudnik* and appeared in *ARMY AVIATION* through the '55-57 period, disputing the Soviet claim that penetration was another Russian "first."

Official sightings were made in all sectors of the U.S., the Far East, and Canada. Naked eye observations were common, although an exact "position timetable" was not prepared in advance.

Maj. Ensley R. Bennett (New Jersey): "Wasn't expecting it at this particular time." (Jan, '55).

Capt. Richard W. Kohlbrand (Alabama): "It's hard to believe." (Mar, '55).

Capt. Lee E. Perdelwitz (California): "Glad it finally arrived." (Feb, '56).

Capt. Henry C. Law, Jr. (Maryland): "Talk about flying saucers!" (Apr, '56).

Capt. James W. Rhinehart (Korea): "Keep it out of the DMZ." (Feb, '57).

Sandy A.F. MacDonald (Canada): "It appears to be slowing down." (Aug, '57).

Repeated "sighting reports" were made by Maj. Robert H. Reynolds (East to West orbit) and Capt Glenn M. Ebaugh (West-East).

In all, some 173 individual sightings were made without benefit of timetable or optical device, including those of a score of U.S. Army generals and one Assistant Secretary of the Army.

CONSTRUCTION: Provisioning the *Spudnik* program did not affect the civilian economy. Privately-financed under limited government auspices, expenditures for the vehicle did not appear in the '55-57 budgets. "Off-the-shelf" major components were procured in late '54 and first stage assembly was initiated on December 5th of that year. Operating under a modified "crash program" the contractor *completed* the second and final stage *six* days later. Definitely not engaged in a race, project authorities eliminated the mock-up phase. A test firing eight days later was successful and the authorities scheduled the January 5, 1955 date for the initial penetration.

FLIGHT CHARACTERISTICS: Shortly after launching, *Spudnik* adopted its anticipated omni-directional orbit. Flight pattern attitudes varied repeatedly throughout the first penetration placing undue stress upon the project and its telemetering devices.

COMMUNICATIONS: *Spudnik* is described as a "direct communication" space vehicle,

transmissions being received in clear, uncoded reports. Except for a brief period during early '55 when the project became a two-service affair at which time signals changed to a steady "bleat, bleat, bleat," authorities have had little difficulty in tracking *Spudnik* along its globular path.

SIGNIFICANCE: Through *Spudnik*, faith in American technological superiority has been restored. This 19-pound vehicle carrying only the simplest equipment proved that a low-cost program can produce an intercontinental package capable of sustained flight.

EFFECTS: Revell and Aurora plastic models, with detailed construction and launching directions, can be expected momentarily . . . Several of the major TV networks are certain to offer one-third scale *"Make It Yourself"* versions of the *Spudnik* that will be capable of flight in the lower altitudes. They will be offered at station breaks along with storm windows, 96-piece sets of chinaware, 28-stitch sewing machines, and Mighty Mite radish choppers. . . No appreciable change in the cost of living is anticipated as a result of this native *Spudnik* program. . . Life will go on as before, *Spudnik* notwithstanding, except for the fact that some *Aviation Week* reporter will be exiled to the Dew Line "beat" for not coming up with the first detailed *Spudnik* drawings, schematics, and blowups. . . The fact that this momentous story is buried on Page 28 is of some significance.

SPUDNIK (spud'nick), n. [Russ. *Iskusstveska Spudnik Dabootski.* See DABOOT.] 1. An artificial backseat traveller around the earth. 2. *Dial.* & *Colloq.*, stowaway; a non-fare-paying fellow traveller. 3. *Astron.* An attendant conical body, revolving around a larger one, generally in parboiloidal fashion.

PURELY PERSONAL

CHOFU, JAPAN—Having just arrived at the TAAM Center here in Chofu as honcho, I find that this is not hard to take after a tour in Kimchi land. We've got many old hands at this APO 500 installation, including, among others: Capts J. B. Del Porte, F. C. Jarrard, and D. W. Buffington; and Lts. E. V. Moncrieff and P. H. Plumstead. Sharing our APO are MAAG, Japan Flight Detachment AA's including Maj Hank Wann and Capts. O. D. Miller and J. P. Westphal, the latter anticipating his Joma-Lite in hyaku fashion. We'll be furnishing material to "AA" as it occurs.

Lt. Col. R. F. D'Elosua

FT. BENNING, GA.—Lt. and Mrs. Clyde P. Wilson finally broke the jinx that has been hanging over the heads or the 1st AA Co for the past year—they had a fine looking BOY. Although we are an exceptionally large unit, personnel-wise, this was the first son born to an officer of this company in *over* twelve months. Nothing but girls 'til now. . . Lt. James Paul, recovering from a recent operation in the Hospital here, had this to say (and he said it optimistically): *"There isn't much left to chew"* . . . Men of the 1st have protection in their Tennessee travels now. Lt. James Lane joined the 1st from Japan. He's a member of the Tennessee Bar. The legal one, not the liquid-dispensing one.

Lt. Jimmy N. Moore

CAMP WOLTERS, TEX.— We look forward to "Army Aviation" every month and try our best to keep the readers fully informed on Wolters' happenings. Our reports in the past have not included the names of those who "do the job" at this primary installation. For those who may have friends here and not realize it, we'd like to list the Wolters contingent:

Col. John L. Inskeep (Commndant and Commanding Officer); Col. Wayne E. Downing (Ass't Comamndant); Majors John L. Briggs, Raymond W. Johnson, and Ellis C "Sam" Longford (something new's been added); Captains Bill Armfield, Todd Barth, Bill Bearden, B. J. Dyer, John Ferguson, Jim Keire, Richard C Smith, Harold Van Dyken, Gene Walton, Fred Weller, and Lee Willard; Lts. Bill Bauman, Gilbert Hickenbottom, Jim Hooker, Dan Knight, Bill Pedersen, and Clarence Wilks; and CWO's "Pierre" Bourne, Alvin Ezzell, Norbert Moczygemba, Jack Whitaker, and Richard H. Wright. Capt. Warren Garfield (MSC) is asgd to the Wolters Hospital. The Bournes left for Germany in late October.

Col. Wayne E. Downing

KOREA—The 24th Avn Co has been receiving quite a few "replacements" for some of the "short-timers" who are destined for rotation. Most of the newcomers are still in a state of shock at being sent to Korea, but they snap out of it quickly. Some of the fresh blood includes: Lts John G. Burbules, Robert A. Burbank, Harold O. Bourne, Edward B. Cook, Charues M. Paulk, Richard Gibson, and James Thorpe. Yes, AA has a Jim Thorpe.

Lt. Robert C. Burgess

You've got nothing to lose and everything to gain by securing AAAA-endorsed Flight Pay insurance. Why risk your Flight Pay?

You only pay for the protection when you require it!

If you leave the service, you receive a premium refund on the unexpired portion of your coverage!

If you are grounded for reasons other than physical reasons, you receive a premium refund on the unexpired portion of your coverage!

If you are grounded for physical reasons while you are insured, you are paid!

ARMY AVIATION ASSOCIATION FLIGHT PAY PROTECTION PLAN

Underwritten by the Credit Life Insurance Company, Springfield, Ohio.

NAME .....

Please print Rank Name Serial Number Years Service for Pay Purposes

MAILING ADDRESS .....

AMOUNT OF ANNUAL FLIGHT PAY .....

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

SIGNATURE OF APPLICANT ..... **DATE** .....

☐ I am an AAAA Member. ☐ I am not an AAAA Member but my membership application is enclosed.

Application for coverage must be accompanied by a check or money order for annual premium. The annual premium charge is one per cent (1/100th) of ANNUAL flying pay. Make payable to and send remittance to AAAA, Westport, Connecticut.

Please initiate my coverage on ☐ the postmark date of this application; ☐ the last day of the month in which I apply for the coverage.

NOTE: AAAA Members may submit a facsimile or mimeograph reproduction of this Qualification Resume. Do not omit any sections or portions thereof.

ARMY AVIATION MAGAZINE
Westport, Connecticut

RETURN POSTAGE GUARANTEED

NOTICE: The 1957 Yearbook, "Who's Who in Army Aviation," will NOT be published. Reduced fourth quarter advertising revenues and a 100% increase in typesetting costs do not make its publication feasible at this time. Subscribers will receive the full twelve "news" issues. Those who purchased "full listings" will receive a complete refund—the refund to accompany their subscription expiration notice.