

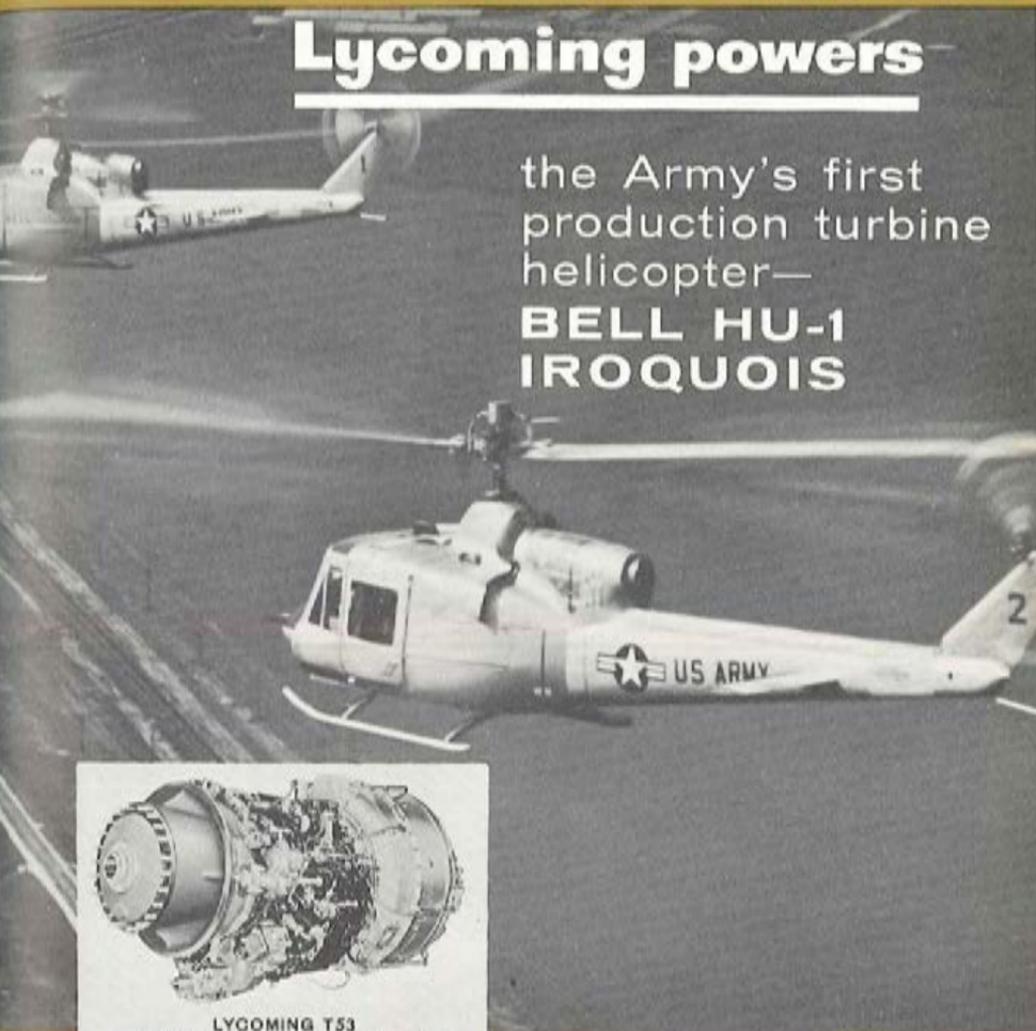
ARMY AVIATION

MARCH 15 ★ 1958

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Lycoming

During the past few years, I have participated either as an observer or as an active participant in a lot of hangar flying throughout various parts of the world and an argument usually results about techniques.

At a recent aviation party, while discussing airplanes, someone suggested that the ideas discussed be chronicled and submitted to **ARMY AVIATION**. Accordingly, this is the beginning of a series of papers I am starting that I hope will stimulate thinking, may possibly confuse some people, perhaps help others, but primarily,

I hope, will improve aircraft operations and maintenance.

Please understand that the following is a mixture of my own thoughts, ideas expressed by others, and some information from the technical publications. It follows that many of you will disagree. If so, put **YOUR** thoughts on paper also and we may all learn something.

Let's talk about flying the L-23. I start with this aircraft because it is an airplane about which I am involved in the most arguments—and because the **Dash-1 Handbook** does not cover all of the

Let's Talk It Over!

**With aircraft
maintenance and
operations in mind,
a Master Army
Aviator discusses
flying techniques**

COL. JACK L. MARINELLI
Plans Division, DCSLOG, D/A



little details and refinements that it probably should.

Regarding power settings, I take off with full high RPM and full throttle, obviously (A, B, and E series). After breaking ground, during climb out and after retracting gear, reduce manifold pressure to 24"; then reduce RPM to 2800 in that order.

This will give you 25" and 2800 after RPM is reduced. Retain this power setting for the remainder of the climb. After you reach cruise altitude, reduce manifold pressure to 20", RPM to 2600 in that order.

Next, check the cruise control chart to select the desired settings of 65% of power for the altitude and temperature at hand and re-set power accordingly.

Runway Determines Procedure

One slight modification to this procedure is recommended, however, when using the long prepared runways of large commercial or AF type fields. Do not be too quick about retracting your landing gear.

In the event of an engine failure immediately after take-off, the obvious thing to do, under this condition, is to cut back on your good engine and make a normal landing straight ahead on the remaining runway. Accordingly, if you accept this concept, you should change your power control procedures by reducing power to climb setting before retracting the gear.

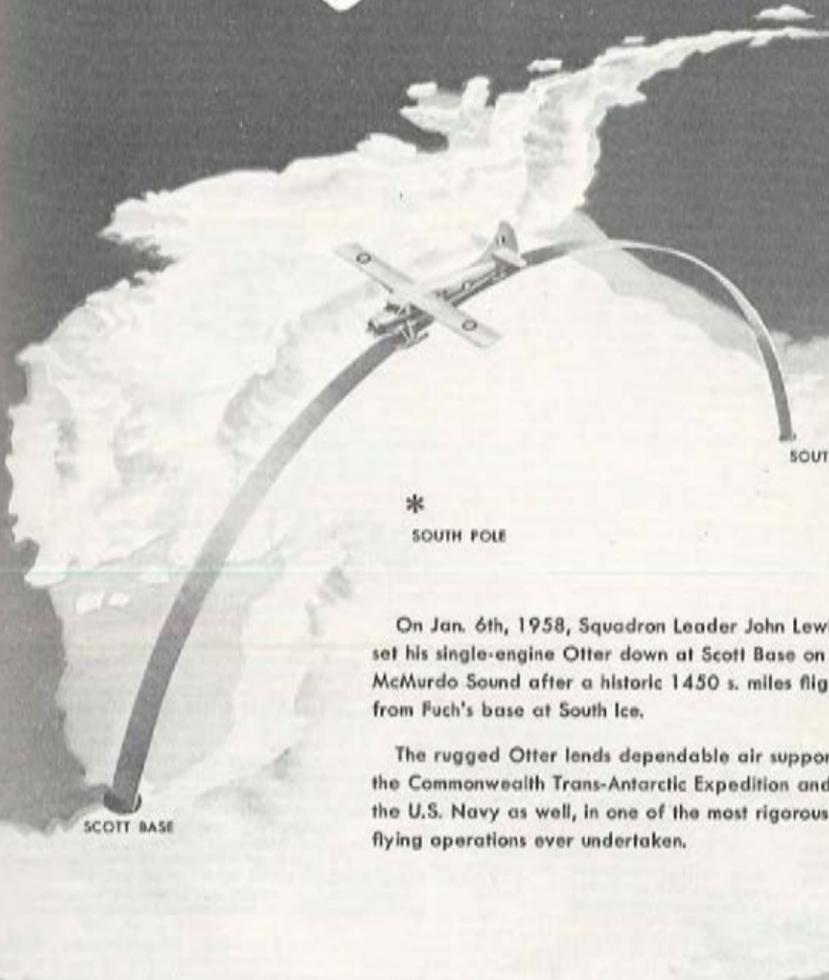
I'm sure that many of you will disagree with this method, will insist that several other ways are better, and will

(Continued on Page 33)

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ARMY AVIATION



VOLUME 6

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THE ARMY H-23D ...

HELICOPTER WITH TOMORROW BUILT IN



Design of the basic H-23 helicopter was largely governed by a doctrine of ruggedness. It has produced a dependable helicopter, with a record of safety unequalled in its class.

Now, in the H-23D, a completely new 1000-hour+ drive system is introduced, seen as a major break-through in lower operating costs. A full-time 250 horsepower is available and, significantly, without "redline" restrictions warning of jeopardized service life. Thus, ruggedness has also afforded growth potential.

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HILLER HELICOPTERS

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SKYHOOK, RESCUE, MARINES... This horsecollar is a beautiful sight to a leatherneck who is floating around in the briny, or waiting rescue from the boondocks. It's a welcome sight especially because he knows there's a Marine Corps chopper on the other end. Having a rescue helicopter around is SOP with the Marines, and many a pilot has come back to fly again because the Corps takes such care of its own. Kaman helicopters have never graced Montezuma's halls, but they've been almost everywhere else ... with the Marines.



IDEAS: BACKBONE OF PROGRESS

By Brig. Gen. Ernest F. Easterbrook
Director, Army Aviation, ODCSOPS

In a recent letter to all officers of the Department of the Army, the Chief of Staff pointed out that "Ideas were the Backbone of Progress."

He went on to state that "A strong, combat-ready Army is an essential element of the forces needed for national security. To build or to maintain such an Army, we must properly combine firepower, mobility, and good people. I am often asked which of these three basic military ingredients is most important, and I invariably reply that good people constitute the ultimate weapon in the arsenal of warfare . . . we have good people, but it is possible that we are not taking maximum advantage of this asset. One of the more valuable expressions of human intelligence is the production of new ideas. I believe that we should all strive both to develop new ideas and to exploit or implement good ideas within the limit of our authority. When we do not possess such authority, we should pass our ideas along to those who can take implementing action."

I am relaying this message on to you because I feel the advice is particularly applicable to Army Aviators. Army Aviation is young and we have many hurdles to overcome if we are to provide our Army with first rate service. Our world is advancing so rapidly in technology that we could find ourselves serving in a modern Army today, and in an obsolete Army tomorrow. New weapons and weap-

ons systems are being developed at such a rate that the Army is hard pressed to develop new concepts of warfare both in the offensive and in the defensive.

Certainly our Army needs better mobility (mobility differential), and it appears that Army Aviation offers the best means available at the present time. It is in this area in particular that we need "thinkers". If you come up with a good idea, let's hear it.

★ I am concerned that some units have not filled quotas to courses at the Aviation School. Particularly, I would like to see full classes in the Instrument Flight Examiner Course, the Organization Maintenance Officers Course, and the Army Aviation Staff Officers Course. These courses are designed to fill a dire need in our program. The only way the Army can benefit is to utilize the training facility to its maximum capability.

★ The time is drawing near for commanders to compile and submit their FY 59 Budget execution plan (BEP). Aviation staff officers world-wide are enjoined to consult closely with local budget personnel in order to make sure aviation items are not omitted. One particular program which causes us difficulty here is "Operation of tactical aircraft." Be sure that this item is studied thoroughly in order to properly justify your POL, tower operations, and other included items. Also be sure that

the factors and costs used in your back-up computations are accurate and in consonance with the Flying Hour Program. Let's not run out of gas again in '59!

★ From all indications our contract instrument training program is proceeding in an excellent manner. **Fifth Army** recently negotiated a contract at a cost of \$1,430 per student. This is considerably lower than our other four schools. Naturally we want to get our training at the lowest possible cost, but not at the price of reduced standards. **Monitor** these operations carefully and insist upon the same standards of equipment and instruction that is maintained at Fort Rucker. The Army Aviation School POI is your guide . . . Use It!

★ The Army has experienced several aircraft accidents during the past year in which the pilot was, at the time of accident, flying under a physical and probably a mental handicap.

One such accident occurred on 18 September 1957. This accident involved an L-19 aircraft which crashed at about 0230 hours killing the pilot. The exact cause of the accident could not be determined; however, investigation revealed that the pilot had expressed apprehension about night flying and a fear of parachuting. Add all this to the fact that he was on a cross-country flight at 0230 hours in the morning and we have a perfect formula for a fatal accident.

Many accidents such as this could be avoided through the coordinated effort of the Commanding Officer, Aviation Medical Officer (AMO) and the assigned aviators. It is doubtful that the Commanding Officer or the AMO will know of such physical and mental conditions, unless it is brought to their attention by the officer concerned or by his brother aviators.

When you don't feel up to par, either physically or mentally, see the AMO. Remember it takes very little at times to upset one's mental gyro—so heed the warning signs.

In the accident discussed above, if the facts as stated in regards to fear of night flying and jumping were known by the associates of the deceased, then they were remiss in not reporting it to the Commanding Officer or AMO. They might have averted a fatal accident.

★ "The Army Aviation Flight Information Digest" (TB SIG 1-46) is now publish-

ing an interesting and informative series of articles on UHF. Since all aviators do not receive this publication, please circulate your copy among other aviators at your installation. The series commences with the issue of 8 January 1958 and is continuing. So far 5 issues have been published.

★ There have been instances where officers have been undergoing **unofficial** flight training at their home stations. I want to point out that is in **direct violation** of Army Regulations which state that the only persons authorized to fly Army aircraft are those who have been awarded the rating of Army Aviator, or are on special orders as a student pilot. In the latter case, the only authority to issue such orders rests with the Commandant, Army Aviation School. In cases where requests to conduct unofficial training are received, the contents of **AR 600-100** should be carefully and diplomatically pointed out to your commander.

★ According to the latest CIA (Counter Intelligence Agency) reports, the little impish WW II "Gremlin" still has a trick or two up his sleeve. Even though the ill-humored little fellow may find it difficult to tamper with newly developed instruments, he continues to strew high-tension lines, telephone wires, and cables over the landscape to net unwary aviators.

Recently an H-19 crew was assigned an emergency medical evacuation mission from a remote area. En route to the pickup point the helicopter struck **unmarked** power lines approximately 444 feet high, stretched across a small valley. The impact sheared one of the main rotor blades and the tail rotor. Two of the four wires were broken. The helicopter fell to the ground and was completely demolished. All three occupants were killed. Weather at the scene of the accident was ceiling unlimited, visibility three miles with smoke and haze.

So, low-level flying accidents continue to plague Army aviation. You may rest assured that wires exist today, where none existed yesterday. In order for Army aviation to perform its mission without undue loss, we must take positive action to eliminate low-level accidents, caused by wires and other obstructions to flight. Contour flying was designed to **save**, not take, lives. During 1957, Army aviation experienced

(Continued on Page 10)

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Ideas: Backbone of Progress

By Brig. Gen. Ernest F. Easterbrook

(Continued from Page 8)

47 low-level flight accidents, resulting in 4 fatalities and 13 injured.

The "Low Flying Sense" pamphlet—a discussion of low-level flight problems—has gone to the printers, and will soon be distributed to Army aviators.

★ During a recent visit to the field, members of my staff were asked to discuss the use of Army aircraft by Navy and Air Force pilots for combat readiness flying.

A cross service agreement has been in effect for years permitting pilots of one service to fly aircraft of another service. Army Regulation 95-5 paragraph 20 reads as follows, "Unit Commanders or higher authority may authorize the following personnel to pilot Army aircraft under their control:

"(5) Members of the United States Navy, Air Force, Marine Corps, Air National Guard, and Coast Guard who are professionally and physically qualified, who hold appropriate and duly authorized military designations or ratings, who are currently on flying status, and who are authorized specifically by responsible Army authority."



HONORED—Receiving an honorary membership in the Fourth H-37 Medium Helicopter Company (Mojave) is Brig. Gen. John F. Ruggles, left, deputy commanding general of the U.S. Army Infantry Center. Making the award is Capt. James C. Evans, company commander of the newly organized Mojave unit. Gen. Ruggles was cited for his "unstinting interest in and devotion to the field of Army aviation." (U.S. Army photo).

Paragraph 20c of this regulation covers reserve officers of the other services.

Therefore, I suggest you endeavor to assist pilots of the other services in maintaining their proficiency, as they have assisted us.

★ An H-21 accident at Ft. Riley exemplifies the effectiveness of the accident reporting and investigating system now in effect, and the importance of prompt action in preventing similar accidents and injury. Following is the chronology:

1936 hours 31 July 1957: H-21 crashed at Ft. Riley. Aircraft was seen to break in two at an altitude of approximately 400 feet.

0540 hours 1 August 1957: Commanding General, Ft. Riley, dispatched Crash Facts message (SR 385-10-40).

AM 1 August: On request of Commanding General, Ft. Riley, US Army Board for Aviation Accident Research, dispatched skilled investigator to assist in investigation (AR 15-76).

0900 hours 1 August 1957: TCSMC dispatched two H-21 technical experts and two officers to assist in investigation.

PM 1 August 1957: Cornell Aviation Crash Injury Research dispatched field investigator to assist in crash injury investigation (AR 95-7).

PM 2 August 1957: Investigator reported cause of death to DCSOPS. Cause previously reported to TCSMC since it was materiel failure. (Safety belt failed upon impact of H-21 with ground.)

1300 hours August 1957: TCSMC dispatched service-wide message (including USAF and Navy) citing cause and specifying fix.

1000 hours 6 August 1957: Cornell investigator reported to DCSOPS cause of injuries (one fatal, one serious) and recommended fix.

1600 hours 6 August 1957: Message dispatched service-wide (including USAF and Navy) citing cause of injuries and corrective action to prevent recurrence.

8 September 1957: H-21 crashed in Japan. Pilot and co-pilot received serious head injuries, but it is probable that one or both would have been fatally injured had not the 6 August message been dispatched and complied with.

We have a good system—let's use it!

ERNEST F. EASTERBROOK
Brigadier General, GS
Director of Army Aviation, ODCSOP



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New Cessna YH-41

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plus big maintenance savings

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

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

Cessna

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

Desert SURVIVAL

Leave it to the girls! The January, '58 issue of **ARMY AVIATION** carried several photos of the wives of Huachuca AA's being given a briefing on the desert survival course given to their husbands. As much as we feel that our mag can stand an occasional female face and form, we'd be remiss if we didn't cover the **FULL** course as given to the males.

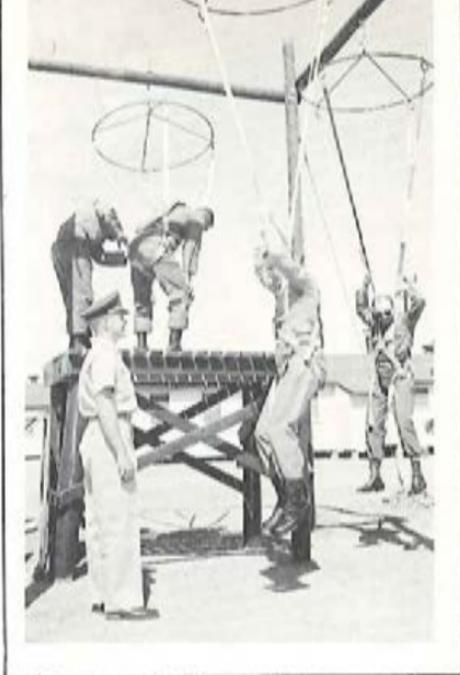
The **416th (Sig Avn Co)** started a desert survival course and I feel that it went over in a great way. Perhaps the reason it did so was because the pilots have looked out of their cockpit windows and have often considered just how they would get out of our lovely southwest desert if forced down. Motivation, then, after several flights over this country, is a **small** problem.

Parachute Procedures Stressed

In analyzing the needs of our aviators we found a few weaknesses that in general are overlooked. First, believe it or not, most Army pilots do **not** know how to wear a parachute, much less use it properly in the event of a bailout. To remedy this, we have a **complete** jump school that requires three hours of instruction, including practical work.

The pilot is instructed in thorough inspection techniques; construction of the pack, harness, and canopy; wear and adjustment; and functioning. As practical work, each AA is given a session on parachute landing falls, the instruction teaching them to land **properly** without sustaining injuries.

Following this they're put into the suspended harness (a small scale replica of those at Benning) and during this phase



the pilot learns how to handle the chute from the time he pulls the ripcord until he is ready to hit the ground. This includes directional control in the air and how to land in water, trees, and power lines.

The parachute training is followed by instruction on the wild "**varmints**" found in the desert. We normally top off the morning with a session on **first aid** as applied to those injuries that would be received in a survival situation.

The remainder of the classroom instruction gets into the **meat** of the subject and I do mean the **meat**. My favorite subject is "**traps and snares**" and I spend an hour or so in telling the class how to catch the little (or big) so and so's. The group is acquainted with **figure 4** triggers and all others for use with the dead fall (any device that drops on an animal and pins or traps him).

We then explore the **twitch-up snare**, a device that normally is expected to loop around a part of the animal, either choking it or hanging it up. Lastly, the **drag snare** is discussed (a noose arrangement in which the ensnared animal



 **LT. FRANK JOHNSON**, an instructor in desert survival techniques, constructs a snare over a badger hole while **LT. TED FLORKO** (left) looks on. **JOHNSON**: "It worked, too!"

drags a rock or log behind him until exhaustion takes over).

The oddity here is that we've had some 300 people go through the school and well over a hundred have taken the one night stand in the desert but not a single one of the students has ever caught an animal. Why? We've decided that the students have sat in class and have felt that it was too easy. Out in the field (without the training aids to look at), the "traps" are easy to forget and "It's hot out here; I'm really not too hungry, so the heck with it."

We feel, however, that if the need arises one of our people in a tight spot will do the right thing when it counts . . . Besides telling them how to catch their dinner, we tell them how to prepare the food, preserve it, and transport it, if necessary. Lest you feel that it's all meat, we cover the edible plants and cacti found in the desert, the mainstay for those without rations and a long hike back.

We've found that there is an abundance of everything in the desert but you have to work like the devil for it. Nothing comes easily when you consider the heat and the stickers on everything. Personally, I prefer the meat dishes (rats, snakes, lizards, rabbits, or an occasional bird or birds' eggs) to the plants. Starving, I wouldn't pass up the mesquite bean, the prickly pear fruit, and the Brigham tea, all of which are very palatable, although

my wife finds this hard to believe, calling me a "choosy eater."

Water procurement, of course, is a major problem and we devote a good deal of time to this serious item. Since it's an accepted fact that a person would last little more than a day in this desert without water (even with little exertion), this topic is all-important.

The chief source of water is the barrel cactus (sometimes called the compass cactus because of its habit of leaning in a southeasterly direction). We make it a point to open at least one plant and extract its water. In case you doubt the harvest, the University of Arizona squeezed all of the water out of a Saguaro cactus (20 feet tall) and it produced a ton of water. That's a lot, I'd say, and our little barrel cactus can produce an equal amount by percentage.

Most AA's are prone to puncture their hands in trying to open one up and we show them how easy it is to burn off the spines prior to cutting it open. Second on our Chow Parade is the century plant (known also as the mescal or agave). It's said that some Indians in Mexico subsist entirely upon the juice of the agave. At this point, we keep a close eye on the boys in the desert lest they learn the distillation process by which Tequila is made. Knowing 'em, they wouldn't share it with their instructors if they struck upon the process.

This plant also produces a very strong fiber and a ready-made needles. Handy if you have to patch up your clothing or make repairs to your shelter. Also, it's good as fish line, for tying bundles, and making snares.

Marked Trail Vital

We spend the rest of the day in stressing travel in the desert. Trails should be marked, notes left, branches broken, anything to help the rescue party. Statistics have proven that stranded motorists have walked all day, many returning unknowingly to within a few hundred yards of their car, others traveling great distances and dying before the rescue party could track them. We tell our people that an airplane or an automobile is much easier to spot than a lone person.

In debating whether to travel or not, we get into the problem of shelters. Favorites are the Tecpee and the lean-to, both of which can be large enough to accommodate 10 people. Natural shelters are

(Continued on Page 32)

SOUP'S ON!



MR. DAVE K. HENDRICKSON and MISS MARGARET M. SUNQUIST, members of the Tucson Civil Defense Group, taste the mescal plant while attending the desert survival school at USAEPG. Photo: Scott.



U.S. ARMY ORDERS NEW HUGHES MODEL 269A HELICOPTER

Just ordered for evaluation by the U. S. Army, the Hughes Model 269A Helicopter represents a new era in light helicopter development. The 269A weighs in at 890 lbs. empty, has a useful load of 660 lbs. Created to add new mobility to Army observation, liaison, and training activities, the 269A has a top speed of 90 miles an hour, a cruising range of 150 miles. Model 269A is powered by a 180 h.p. Lycoming engine. The rotor is composed of three fully-articulated blades of unusually simple all-metal design.

The tiny 'copter made its maiden flight just 13 months after design and

flew for Army inspection a month and a half later. Primarily a military vehicle, Model 269A is representative of the intensive helicopter activity at Hughes... which promises bold new ideas in coming commercial, private and governmental helicopters.

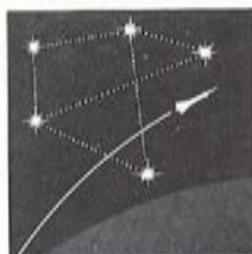
GOING UP! Top ranking military officers and government officials have flown in the 269 prototype and observed the craft go through its paces at the Hughes Culver City, California plant. Close-up illustrates simplicity of construction and basic concept which makes the 269A easy to maintain, economical in first cost and operation.



HUGHES TOOL COMPANY
AIRCRAFT DIVISION
CULVER CITY, CALIFORNIA



ENGINEERS qualified in the helicopter field are invited to send applications to Director of Engineering, Hughes Tool Company, Aircraft Division, Culver City, California



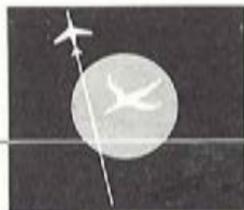
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Response to my letter to various Army aviators for contribution to this REPORT has not been as great as desired. Bear with us you Non-USAREUR Army aviators. We'll get this thing rolling soon and keep you better posted on our activities. There is plenty going on over here. In fact, the amount of activity may be the cause for our lack of reports.

Seventh US Army is getting ready for

lots can tell of some pretty lucky escapes they have had from situations in which they found themselves, despite greater than ordinary care.

In January the H-34 Companies of USA-REUR joined forces to move an entire battle group. Adverse weather knocked out the U-1's—there were no let downs at the destination. Some of the choppers had to sit down in farmers' fields enroute and

USAREUR

the coming PFX involving both Corps. We have borrowed certain navigational aids from our friends in the Air Force and hope to operate under the bad weather conditions we expect this time of the year. We have also arranged with some European manufacturers to test a few items of their navigation equipment. Hope to include an account of the PFX in next month's REPORT.

An Army Aviation Conference was held in Stuttgart on 28 Jan. Maj. Gen. Rogers, Deputy CG, Seventh US Army, opened the conference. "Doc" Harrison and I joined members of Seventh US Army in discussing various aspects of Army aviation problems and efforts towards their solution. That evening a number of the wives joined us in a cocktail party at the Seventh Army

wait for better weather. Just goes to prove what we all know: Choppers have advantages over the FW's on short trips with poor weather and lack of instrument facilities.

Instrument Training Continues

Helicopter instrument training is proceeding at Seventh US Army Training Center after a delay on equipment. The first pilot to get his ticket was Lt. Edward Shore, 11th Helicopter Co. He was flown over five (5) hours AI in the 'copter. Even without a ticket, ability to handle the choppers on instruments is a requirement when flying in European weather.

Have received advanced notice of a few expected arrivals for this summer: Lt. Col. Joe Gude, Lt. Col. Lewis Shaffer, and Capt. Colin Ciley. Will be glad to see them.

REPORT

Officers Club. One of our USAREUR group had to miss the party so we could heed Doc's warning about not flying after a drink. He, of course, was the junior member.

Efforts to improve our safety record were dealt a severe blow on 31 Jan when the recently arrived 4th Armd Div lost their Chief of Staff and 1st Lt. Neely E. Keyser in an unfortunate H-13 accident. The accident report hasn't reached USA-REUR as yet, but preliminary information indicates they ran into bad weather short of their destination.

Weather in Germany is notorious for its ability to deteriorate before you can get to a landing field. For all of you who are coming this way, there is no better advice than to bone up on how quickly weather can change and why. Even the "old" pi-

Of course, we are not quite as anxious to see new arrivals as were the old timers in Korea. However, there are a number of pilots who feel three (3) years of this weather are enough and are glad to turn over their jobs and XC address books.

Understand the girls on the Riviera are all about to sue George Lovett and his Depot. TC placed the new IRAN contract in Germany and Belgium so there will be fewer USAREUR aircraft weathered in on the Riviera enroute to and from Italy. Funny part is that some of them really were weathered in, but they couldn't get anyone to believe it. Some of the USA-REUR Signal pilots will vouch that it ceases to be fun after you've spent all your money and still can't get cleared back to Germany.

—COL. WARREN WILLIAMS, JR.

TEAMWORK IN LIBYA



Through mutual cooperation between the U.S. Army, the British military forces, and Libyan agencies, a unique air-evacuation was performed some 350 miles south of Tripoli by personnel of the 572nd Engineer Aviation Platoon.

A British-made EP-9 six-place monoplane, owned by World Wide Helicopters, crashed on take-off from a strip located inside an inactive volcano, resulting in extensive damage to the right wing and landing gear.

The pilot and the observer were not injured and were successfully evacuated by another World Wide EP-9. This left the problem of evacuating the damaged aircraft a distance of 350 miles to Tripoli, since the severe damage prevented repairs at the crash site. Vehicular evacuation was ruled out, the road network in the foothills of the Gebel-Ks-Soda mountain ending 50 miles short of the site.

At this point, the British Army offered

the services of a tractor and a lowboy trailer, together with a desert-trained crew; the 572nd provided the services of a Chickasaw; and the Libyan police offered to assist in any necessary security measures.

Remote Base Camp

Operations got underway with the establishment of a camp site at the end of the road 300 miles south of Tripoli. Operating from this camp, Maj. Phillips Melzer, CO of the 572nd; Capt. Richard Roberts, 572nd Maintenance Officer; and Sp2 Aubuchon, crewchief, effected the air-evacuation of the EP-9 via the Chickasaw.

The EP-9 was carried in three sling loads by disassembling the wings, the engine and accessories, and the main body section. Upon arrival at the road camp, the aircraft was loaded onto the British trailer for which a frame had been specially constructed and was then trucked to Tripoli by the British Army crew.



INTERNATIONAL TEAM—Effecting the recovery were (l-r) Sp2 AUBUCHON, CAPT. RICHARD ROBERTS, 572nd; MR. RAMSEY, World Wide; CPL MIKE OSBORNE, British Army; MR. WING FOO, World Wide; MAJ. PHILLIPS MELZER, 572nd; SGT JACK O'BRIEN, Royal Arty; and SGT RONALD MELLEN, RAF.

Battle Group Group

The largest peacetime airlift in the history of U.S. troops in Germany took place in late January when the 8th Trans Bn (Heptr), augmented by the 11th Trans Co (Lt Heptr) with consolidated air capability, transported nearly a thousand troops and countless tons of ammunition and supplies of the 1st Battle Group, 28th Infantry, 8th Inf Div, from Heilbronn, Germany to their new station behind the Rhine River.

Flying through continuous snowstorms and sub-freezing temperatures, the AA units took part in the largest tactical operation utilizing helicopter airlift in the Army's new Pentomic organization.

The operation, appropriately named "Operation Lion Lift," was to be a joint airlift utilizing U-1A Otters and H-34A Choctaws. Due to the continuous heavy snowstorms, low ceilings, and restricted visibility around the Baumholder airstrip, only the helicopters were employed.

Shuttle Movement Effective

One hundred and twelve helicopter lifts with a 270-mile turn around airlifted the fully-equipped combat Infantry troopers, including their 4.2 inch and 81 mm mortar support as well as live ammo.

Leaving Heilbronn in waves of five at 9 a.m., the 'copters worked round the clock until late afternoon, completing the unprecedented and highly successful move of troops without a single hitch. Commanding and directing the air operation was the 8th's youthful CO, Lt. Col. Jack Blohm.

Aside from the tactical experience gained in the maneuver, the operation highlighted the fact that many of the noncombatant personnel of the 28th Inf traveled the 130-mile journey by road arriving well after dark.



The motor convoy brought the heavy equipment that could not be airlifted.

Maj. Gen. Philip F. Lindemann, CG, 8th Inf Div, expressed high praise for the manner in which the lift was planned and executed despite the serious weather obstacles. "It is a good example of what Army aviation can do, under difficult conditions," Lindemann said. "It proved, too, that a tactical combat lift can take place even under worse conditions than we had anticipated. Everything has gone like clock-clock throughout. It speaks volumes for the efficiency of our peacetime Army operations and our air capability."

Brig. Gen. Carl I. Hutton, CG, 8th Inf Division Artillery, lauded the operation. Hutton remarked, "There is much significance attached to this unprecedented air operation in its present concept. It has put our move days ahead of schedule and has minimized the exposure to accident and delay in a land movement of such magnitude during the weather and high-way conditions that presently exist."

PHOTOS ABOVE and LEFT, Choctaws of the 8th Helicopter Bn shown as they participate in Europe's largest airlift of newly-organized Pentomic units (Photos by Woodward).

USAREUR REPORT



When it became necessary to survey certain areas in West Germany's towering Bavarian Alps, the U.S. Army's 8th Helicopter Battalion was called upon to fly the mission. The survey was undertaken in conjunction with a new range and training areas for West Germany's fast growing new Army.

In the photo above West Germany's Defense Minister Franz Joseph Strauss (center), accompanied by his civilian staff in the background, chats with Brig. Gen. Fritz Uebelhack (left), CG of West Germany's VI Military District and Brig. Gen. Hans Buchner (right), CG of the German 10th Mountain Division. The photo was taken atop 9,000 foot Grottenkopf Mountain. (Photo by Woodward).

Helicopter AI Time

Following a 1 hour and 20 minute flight along an instrument-directed course in dense fog and overcast, officials of the 7th Army Aviation Training Center in Echterdingen lay claim to the first helicopter all-instrument flight in bad weather.

CWO Vance Hill of the 11th Trans Co (Lt Heptr) completed the flight in an Army Choctaw along with Capt. Edwin McClure, the Center's primary helicopter instrument instructor. Assisting on the ground was Capt. William F. Proncavage, the director of instrument training, SUSA-ATC.

3d ARMY AVIATION COMPANY

By Maj. Ralph O. Bennett

Given the responsibility of developing a suitable rig for jumping troops from Otters in flight, the 3rd Army Avn Co (FW-TT) has witnessed 2,000 plus troopers exit from Otters in flight. We are happy to say that no injuries have been sustained as a result of these operations.

Since our arrival in Germany, and through concerted effort on the part of all concerned, the Company has flown 897 service missions, hauled 3,384 passengers, delivered 15,140 lbs of freight or cargo, and has accrued a total of 2,551 flying hours. Of this total 247 hours have been flown under AI conditions.

This record has been compiled under all weather conditions and to this date the unit is functioning with an accident-free record for its period of service in Europe.

Of our 41 assigned pilots, it is interesting to note that 21 are instrument-qualified, five of the pilots having obtained their "tickets" through our Company instrument program and the school at Stuttgart. Two of our pilots are undergoing training in our Company program at this time to qualify them for attendance at Stuttgart.

Commendation

PRESENTATION—CAPT. HUBERT N. REED (center) receives the congratulations of COL. WARREN R. WILLIAMS, Jr., Avn Officer, USAREUR (left) and COL. BEN L. ANDERSON, CO, Special Troops, USAREUR, following the presentation of the Army Commendation Ribbon for his part in the initial L-23D flight to Europe. The ceremony was held at Heidelberg, Germany, late January. (U.S. Army photo).



11th AVIATION COMPANY

By Capt. Verna M. Nash

Our Company is proud of its many letters of commendation, particularly the Seventh US Army Superior Unit Award presented by Lt. Gen. Bruce C. Clark for the unit's support of the Battle Group ATT's.

Problems here are radio navigational aids employed in low level flight. We feel that the ARC 44 and a series of FM radios are a partial solution and we'd be happy to hear from anyone who has developed something along this line. Another problem facing us is the local manufacture of cargo slings for the H-34A.

The pilots visiting here from other units have a solution of sorts but none of the slings are standard as to type of equipment used. We hope that the test boards are working on these slings and that they'll be ready for issue as soon as possible.

PERSONAL: Guiding lights of the 11th are Co Comdr Maj. Otto W. Huebner, Capt. Dolman W. Vineyard (Exec), and flight commanders, Capts. Everett T. Hamilton (Surveillance Flight), Capt. Glenn W. Bradley (Base Flt), and yours truly (Transport Flt). Capt. Hamilton is considered as an air enthusiast extraordinaire. He's already checked out in gliders and has made several balloon flights prior to a checkout in that category.

Quick Thinking

Sp2 Allen A. Agar, an aviation parts specialist with the Aviation Detachment at Hq, USAREUR, has been awarded the Soldier's Medal, the highest peacetime decoration, for risking his life in extinguishing a blazing motorized fuel tanker.

On August 5th, Agar was on duty when a 1,200-gallon tanker, filled with high octane fuel, caught fire. Grabbing an extinguisher without hesitation, Agar rushed to the flaming vehicle which was parked between two other fuel-laden tankers.

The citation, authorized by Congress and signed by Secretary of the Army Wilber M. Brucker, states in part:

"Specialist Agar undoubtedly averted a severe explosion which would have resulted in death and injury to personnel. The quick, courageous action of Specialist Agar in risking his life to extinguish the fire before the arrival of fire-fighting equipment, reflects the utmost credit upon himself and the military service."



During Exercise Sabre Hawk, Seventh Army's biggest maneuver since World War II, Army aviation units were widely employed in providing tactical mobility to attacking "Red Forces."

Highlighting one day's exercise play in the early phases of Sabre Hawk, Army Choctaws engaged in an airlift operation, moving the 11th Airborne's 502nd Infantry across the Main River to seize a bridgehead and to isolate defending "Blue Forces."

The helicopter assault landing of the 502nd began at 9:58 a.m., and by 11:35 a.m., 1,200 fully equipped combat troops, airlifted by 41 H-34 helicopters, had secured their objective area south of Burggrumbach.



There's no walking for the Infantry when they spend a day with the 13th Trans Company (Heptr) in Korea. Recently, companies of the 7th Infantry Division teamed up with the 13th's choppers for a very successful day on maneuvers and got a good look at the latest in Army aviation tactics to boot.

At 0700 hours, the day started by getting nine Shawnees airborne and on their way to an improvised airstrip 30 minutes away (A). The H-21's moved 132 troops of Company A, 1st Battle Group, 17th Inf Regt, to their forward positions on a hillside, ten miles north (B).

Though the troop movement was completed, much work was yet to be done for there's always the never-ending task of resupply. With the same operational ease exemplified in handling the troops, the men and their Shawnees finished off the morning by moving 15,500 pounds of cargo to the new position (C).

The situation was "on the move" again at 1300 hours as seven of the H-21's added "Taxi Service" to the day's work. In three hours, using the "shuttle-round-robin" method with a four minute interval, the 13th moved 300 men of the 1st Battle Group back to their compound (D).

At dusk, with maneuvers finished and navigation lights on, the light roared back in tight formation to the "Lucky 13th" airstrip.

The 13th played a big role in the construction of the Inchon Pipeline Project. Our ships carried over 150 lengths of pipe, weighing 500 lbs. each (E).

The pipeline carries most of the POL used by our forces, including jet fuel for the AF. Performance of this mission saved almost a month's work for the engineers engaged in the project.

Becoming "farmers" for a day, we planted telephone poles on a mountainside for a large Signal project. The Shawnees hovered over the emplacements and placed the poles upright in the designated holes. This mission was accomplished in a matter of hours and saved many days of work for the Signalmen using conventional means.

In a demonstration staged in conjunction with the 36th Engineer Group, five of our aircraft carried 48,000 lbs. of material for a portion of a Class 60 Pontoon Bridge, a 120-foot Footbridge, and a Bailey Bridge.

(Continued on Page 40)



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Exec. Vice President



RANKIN

VP, Army Affairs



MORROW

VP, N.G. Affairs



BRUTON

THE
ARMY AVIATION ASSOCIATION
OF AMERICA, INC.

MEMBERSHIP AND EXECUTIVE BOARD: ALABAMA REGIONAL EXECUTIVE BOARD



March 1958

Although a summary of the initial membership year is chronologically premature, this issue of the *Association News* will be received by members on or about the end of the membership year on March 31st. Hence, a retrospect view is justified.

ORGANIZATION

Initially staffed by eleven National Executive Board members and ninety-three Regional officers, the Association has progressed to the point where Chapter activities are being pursued in several areas. Fully organized Chapters are now in operation at Fort Ord, California; Fort Eustis, Virginia; and Fort Rucker, Alabama.

With many areas and individual units having surpassed the 25-member Chapter requirement, the Association looks for increased Chapter activity in the ensuing months.

Regional organization, contingent upon attaining 2-Chapter, 150-member requirements, has, of necessity, been slow to mate-



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HEYNE

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VP, Army Affairs



WALTERS

prior to the loss of flight pay. Claims in the amount of \$1,075.00 have been paid under the Program.

The *Civilian Component Assignment Information Program* was initiated in October, '57, detailed information on U.S. Army National Guard Advisors and Aviation Officers being provided to all Members in the

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realize due *primarily* to the 2-Chapter requirement.

Any summary of the "organization process" must be tempered by the fact that the Association is still a "new" organization pursuing *limited* programs. The pursuit of additional programs, as planned, will, of course, accelerate the organizational activity.

MEMBERSHIP

Overall membership for the initial year of organization exceeded the informal predictions of many Ass'n authorities. Membership should reach 1,425 by March 31st, again a most commendable response considering the *limited* number of programs currently pursued by the Ass'n.

PROGRAMS

The *Flight Pay Protection Plan*, endorsed by the AAAA, extends current protection to 783 Members, eight of whom are civilian component Members. Claim forms have been forwarded to four Members, three of whom qualified for return to flight status

form of a separate Ass'n insert. A second "National Guard insert" will be published in July, '58, for distribution to all Members. Similar informaton on USAR Assignment Information is under preparation with April, '58 as the insert "target date."

The *Military Aviation Placement Service (MAPS)*, initiated by the Ass'n in January,

VP, Indust. Affairs



HUMPHREYS

VP, Public Affairs



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HIX

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GEARY

VP, Public Affairs



MURPHY

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NELSON

Secretary



CARROLL

'58, is in its third month, some thirty-seven personnel requesting Qualification Resumes for Association distribution to interested aviation firms.

Locator Service, in which the Ass'n attempts to aid Members in the determination of the addresses of Members and Non-Members, was instituted in May, '57. One hundred and twenty-three requests were received during the May, '57-February, '58 period, seventy-eight of these requests being fulfilled by resorting to *existing* records. A higher fulfillment ratio is expected as AAAA membership grows.

Fly-In Meetings, at which Members of the Army, National Guard, and USAR components meet formally or informally, have been encouraged by the Ass'n and have been implemented in *several* Regional areas. For the most part, these Meetings have combined training lectures with subsequent social activities. Pursuit of this inter-component activity (educational, social, etc.) remains, of course, a program in which *Re-*

gional and Chapter organizations exercise the initiative."

FINANCES

Financially, the Ass'n has remained "in the black" since its second month of organization, accruing a substantial balance through the April, '57-February, '8 period.

Accruals in the form of *refunds for local use* were sent to four "organized" activities: the Alabama Region and the Combined Test Activities Chapter, the Army Aviation Center Chapter, and the Monterey Chapter. Following an audit of the Association's fiscal records for the initial year in April, a detailed financial report will be forwarded to the presidents of each activity.

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).

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

.....

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

NAME

(Please Print)

(Parents, Brother, Uncle, Friend, etc)

ADDRESS

(Post Box Number, Residence or Quarters is Desired)

CITY

ZONE.....

STATE.....

For Refund Purposes

NOTE: In that a portion of the Annual Dues duplicate the subscription it is necessary for the Publisher to make a refund on that portion that has not been fulfilled to those subscribers who wish to become members of the Association.

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



AAAA Members comprising a part of the Monterey Chapter gather for a group photo following a recent Chapter meeting at Ft. Ord, Calif. FRONT (l-r): Lt. Cols. El Hamilton & JW Wells, Jr.; Capts. RH Parks & GE Mengel; CWO JJ Cooney; WOs MA Farmer & MW Sligh; Capt. WC Britton; Maj. KW Bauer; Capt LR Stickler; BACK ROW: WO JM Bishop; Lts RL Young, RM Gibbs, HE Sutton, & RW Broman; Maj. EM Lynch; Capt. MA Clark; WO JD Ferguson; Lt J. Melbye; Capt NA Pearson; Lt JW White; Capt. El. Reddy.



Among the current members in the Army Aviation Association are the following, all of whom joined the organization within recent months.

Maj William C. Dysinger
Capt Bruce R. Volk
CWO Roy W. Owen
Lt Osceola DeDaviss
Lt Donald C. Turner
Maj Lyle H. Wright
Capt Garmon O. Aurre
Capt John W. Martin
Capt James C. Rike
CWO Leroy E. Brendle
CWO Walter S. Catlow
CWO Manford L. Kliev
Capt William M. Jordan
Col John Norton
CWO Dwight O. Allen
John E. Ralston
WO Dalton J. Romero
Maj William J. Hix
CWO Robert D. Edwards
Lt Vaughn E. Terry
Capt Franklin O. Suckow
Lt Donald C. Freyer
CWO John F. Williams
Maj Eugene I. Leber
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Lt Dixon D. Van Landuyt
Maj Guy C. Meiss
Capt Ted S. Ferry
Lt James A. Payne, Jr.
Lt Donald E. Keen
Lt Max Moroz
Maj Richard L. Paulos
Lt Peter M. Kracht
Maj Lester O. Styve
Maj Eugene F. Bacon
Lt Harold F. Sutton
Lt Gale V. Smith
Maj Donald B. Thomson
L/Col Maynard B. Booth
Capt Glenn W. Bradley
Lt Arthur Poole
Capt Ambrose C. Shaw
Capt Robert W. Blakely
Capt Swayne B. Franklin
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Capt Paul H. Roundy
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CWO Robert G. Werns
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CWO Charles E. Larkin
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Mr. Benedict Kacmarcik
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Mr. George W. Vente
Mr. Alfred A. Allardi
Mr. Albert R. Chevrete
Mr. David W. Dawley
M/Sgt Paul Cunha
Lt. Henry C. Liebald
Mr. Richard D. McCravy
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Maj Herbert V. Dow
Lt Keith W. McSpadden
Lt Paul J. Simerman
Capt Stanley E. Weeks
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Mr. M. Murray Carney
Lt Arthur H. Meyer
Capt Dominic J. Saraceno
Mr. E. E. Gustafson
Mr. Robert A. Wagner
Mr. Harry E. Gilliland

Fort Rucker

USAAC and USAAVNS News



NOW HEAR THIS!—Three specialists from the Walter Reed Audiology Research Center recently visited Col. William H. Byrne, Flight Surgeon, at the Army Aviation School.

The primary purpose of the visit was to study the effects of different types of aircraft noises on the pilot. A secondary point of interest to the research specialists was the evaluation of AR's pertaining to medical standards, in the light of technological sound protection advances in all aircraft.

Results of the research data were taken back to Walter Reed Hospital for analysis. The group is expected to return to Fort Rucker in a few months to correct any deficiencies they may discover.

Prior to the testing at Fort Rucker, similar tests were conducted at Camp Gary and Camp Wolters.

In the photo above, Mr. F. Thomas GALLOWAY, (right), uses a special machine to compute the effects of the helicopter's noise on the pilot, CAPT LLOYD E. SPENCER, Administrative Officer in the Flight Surgeon's Office. (U.S. Army photo.)

WELCOME ABOARD—Capt. Thomas B. Steward (l.), a recent graduate of the Safety Course at USC, is shown being greeted by Lt. Col. Edward G. Raff, Director of the USA Board for Avn Accident Research, and Maj. Ollie B. Richie, Deputy Director, (r.). A Senior AA with broad experience in both fixed and rotary wing aircraft, the new Board member's qualifications will further enhance the activities of USABAAR. (U.S. Army photo.)



GUEST SPEAKER—Brig. Gen. Stanley R. Larsen (left), Ass't Commandant of the Infantry School, is shown with Col. John J. Tolson, III, his counterpart at the Army Aviation School, as he arrived at Ozark AAF. While at Ft. Rucker, General Larsen was guest speaker at a recent Army Transport Pilot Course graduation and also toured the post. (U.S. Army photo.)



BE-WINGED—CWO Bert E. Ratliff (center) of the U.S. Trans Acreft Test and Support Activity is shown receiving the Sikorsky "Winged 8" emblem from Lt. Col. Charles E. Hollis, Commanding Officer of TATSA. Mr. Vincent Meshako (r.), Sikorsky tech rep observes the ceremony citing CWO Ratliff for his January '57 rescue of a Navy pilot from the waters of Chesapeake Bay. (Photo by Bostic.)



Fort Rucker



HOW'S THIS—Coordinating with Mr. Donald R. Smith, illustrator, Capt. Theodore E. Wasko (l.), editor-in-chief of the ARMY AVIATION DIGEST and Lt. John E. Armstrong (r.), assistant editor, look over an illustration for a coming issue. The DIGEST recently embarked upon its fourth year of publication. (Photo by Gilmore).



RECEPTION—Brig. Gen. Bogardus S. Cairns and Mrs. Cairns greet (l-r) Brig. Gen. John A. Barclay, Mrs. Arthur E. Wrinch, and Brigadier Arthur E. Wrinch of the Royal Canadian Army. The arriving general officers, currently undergoing fixed wing flight training at Fort Rucker, were greeted at a reception at the Officers' Open Mess. (U.S. Army photo).



CONCENTRATION—Monitoring the maintenance of some 541 aircraft based at Fort Rucker, Lt. Col. Russell W. Humphreys (above, seated), Chief of Aviation Maintenance, and Maj. Jack B. Crable, Aviation Maintenance Division Chief, are well aware of the 'em in Keep 'em flying!' Coordinating with the civilian contractor, they assure that all Fort Rucker aircraft are maintained in accordance with the \$6,000,000.00 contract. Capt. Stanley E. Derby, Chief R/W Branch; Capt. John J. Keen, Chief, F/W Branch; and M/Sgt Andrew Rutledge, Chief, Field Maintenance Branch, lend branch support to the Maintenance Division. A Supply Division, supervised by Capt. Cromwell D. St. Clair, handles those matters pertaining to supply and government property used in performance of the contract. Two facts of interest: the contractor employs approximately 890 personnel to service the contract; the aircraft at Ft. Rucker fly an average of 20,000 hours per month. (U.S. Army photo).

REIMBURSEMENTS

REIMBURSEMENT will be made to subscriber-correspondents for exclusive editorial, photographic or illustrative contributions to ARMY AVIATION. Material must be original and must not have appeared in print. Reimbursement at the rate of 1¢ to 3¢ a word will be made for exclusive articles (800 word maximum for pay purposes) and exclusive unit reports (400 word maximum for pay purposes). Photo stories (a negative and 200 words of copy), \$5.00; exclusive cartoons dealing with AA situations, \$5.00. Material submitted for publication must be typewritten (double-spaced). For consideration, an original and duplicate copy of editorial material should be submitted, together with a stamped, return-addressed envelope. Reimbursible material does not include personal data (transfers, PCS, promotions, marriages, births, etc.) or personal or group photos of individuals. Mail to ARMY AVIATION, Westport, Connecticut.

U.S. Army Aviation Board

Considering themselves as "shoppers" for the Army, the 147 qualified officers and enlisted men of the U.S. Army Aviation Board are continually looking over what is available in aviation equipment and advising other agencies what to buy. Combining their "shopping" with subsequent service testing and evaluation, the Board personnel participate directly in the present and future development of Army aviation equipment. One example, (top left), a Flight Operation Center Van is consumer-tested by Capt. Clancy Faucheux (l.) and Sp2 William Long & Pfc Charles Snider in the controls. Immediately below, Board personnel test the lifting capacity of an H-37 Mojave at Yuma, Arizona, a part of the off-Post testing performed to secure operational data under high and low temperatures and high altitude.

Conducting service tests on all types of aircraft, Board pilots clock an average of 2,036 hours of test flying each month. S/Sgt Ulyses F. Pryor (left) is kept active in making up-to-the-minute notations on the Board's Flight Scheduling chart, this cropped photo not doing justice to the room-size chart.

BELOW: CAPT. JACK CRANFORD, Operations Officer, assists MR. CHARLES L. MARTIN and CAPT LEONARD F. SEITZ of the Test Division as they file flight plans.



COL. ROBERT R. WILLIAMS, Board President, confers in his office with the Board's three division heads: (l-r) LT. COL. WILLIAM H. BYRD, JR., Director of the Test Division; LT. COL. EDWIN L. POWELL, Director of the Development Guidance Division; COL. WILLIAMS; and LT. COL. HENRY H. McKEE, Director of the Logistics Division.

Proclamation

"This is to certify that....., wife of candidate....., class....., the Army Aviation School, Fort Rucker, Alabama, has diligently discharged the duty of wife in enduring such hardships as week-end restrictions, short-lived, unscheduled meetings with (her) preoccupied hubby in such places as the WOC lounge, snack bar and other appropriate places; being careful not to touch the brass, trouser creases and closely shaven heads.

Having been instrumental in restoring crushed moral caused from "pinkies" and being over-harassed, she represents a coveted milestone of devotion in the esteem of her worn out, tired, beaten, battered and sad-eyed husband. Despite dark circles under hubby's eyes which are sometimes clear below his chin, she still flatters his ego by convincingly referring to him, in spite of (his) white side walls, as her handsome prince charming.

Despite the fact that this conversation includes only matters pertinent to flying, she has achieved the "knack" of remaining quiet, attentive, faithful and understanding when such subjects are discussed and forever remains the beacon that guides to a safe landing. Having undergone the supreme test she will doubtlessly remain the patient, ever-loving partner of his flying career.

In view of the achievement enumerated herein, the degree of **Pushing Hubby Through** is hereby conferred upon the said wife this.....day..of.....in the year of our Lord, 19....."



Col. John J. Tolson, assistant commandant of the Army Aviation School, bestows a certificate of achievement for "Pushing Hubby Through" on Mrs. Catherine F. Beverly, wife of the honor graduate Cargo Helicopter Company's Class 57-10. (Photo by Kramer)

The wife of a warrant officer candidate at Fort Rucker is not forgotten when the times comes to distribute accolades. On the eve of her husband receiving his wings, a traditional reception is held in the warrant officer candidates' lounge to present

her with a **P.H.T. Degree**—a certificate of appreciation for 'Pushing Hubby Through.'

The custom started over a year ago, when it became aparent just how important a contribution the patient and cheerful wife makes to her husband's progress.

On the eve of their recognition, the wives form in a reception line and receive

personal congratulations and a certificate of achievement from the senior officer present. The honor is usually conferred by Brig. Gen. Bagardus S. Cairns, Commanding General of Fort Rucker and Commandant of the Aviation School, or Col. John J. Tolson, Assistant Commandant of the School.

New Ft. Rucker Facilities

Providing ample space and the most up-to-date equipment and facilities, a new flight operations building, air traffic control tower, and maintenance hangar were opened recently at Ozark Army Airfield, Fort Rucker, Ala.

Boon To All

The new additions are expected to be a tremendous boon to the expanding Army aviation program, according to Maj. Samuel A. Miller, Air-



field Officer. The weather detachment, flight records, flight dispatch, aviation maintenance supervisors, and the parachute unit are to be housed in the operations building.

Present Tower Relocated

A snack bar (center photo) and a VIP and pilots' lounge are also located in the operations building. The new air traffic control tower, which opened on February 15th, is 110 feet high, almost twice the size of the

old tower. It is equipped with the best facilities, including tilted, tinted glass to decrease the glare of light, and has space for a weather observer. Formerly, the weather observer had been forced to perform his duties in another building away from the tower.

Closed Shop Policy

Complete heating and lighting systems in the new maintenance hangar will place top cover on maintenance and is expected to step up the quan-



tity of work. A sprinkler system, an overhead hoist, better ramps and means of parking, and large supply rooms adjacent to the building are additional facilities.

Pictured

In the photo at the left are (l-r): Newton Robertson, flight dispatcher; James R. Paul, flight instructor; M/Sgt Joseph A. Cesko, operations sergeant; S/Sgt H. P. Cochran, forecaster; and Lt. Eldridge W. Brock, flight instructor. (U.S. Army Photos)

LET'S TALK IT OVER! By Col. Jack L. Marinelli (Continued from Page 2)

throw the handbook, school teachings, engine cooling, rate of climb, etc. at me.

Some of you will say that the fuel enrichment valve is not open unless full throttle is used during climb out and, therefore, the engine will overheat. I say "Balderdash!"

With these suggested power settings in the L-23 airplane-engine combination and reasonable climb-out airspeeds (120 MPM), there is no cooling problem. You will not have detonation; you will save your engine, conserve fuel, and have a rate of climb in excess of 500 FPM.

Additionally, the system I advocate teaches correct power handling habits which assist in transition from one type airplane to another without learning a new procedure. It is a basic fundamental that one always increases RPM before manifold pressure when increasing power (assuming both are to be changed).

"D" Model Power Settings

This system applies to the L-23-D as well, except that the power settings are different, considering the supercharged engine. For the L-23D, take off at full high RPM and 48" manifold pressure (assuming a sea level take-off).

After breaking ground and retracting the gear, reduce the manifold pressure to 44" and RPM to 3200 in that order; pick up the flaps and turn the boost pumps off; then step the power down again to 40" and 3000 RPM in that order.

Climb at this power setting to the desired altitude, then reduce manifold pressure to 30" and RPM to 2600 in that order. Then refer to the cruise control chart and determine the power settings for 65% power for the altitude and temperature at hand and re-set accordingly.

It is not appropriate to use anything less than the prescribed power setting for take-off under the misconception that you are saving the engine. The reason—if you use only partial rated power to become airborne, your ground run will be longer; a high power setting will be required for a longer period of time; the flow of cooling ram air over the cylinders will be less; engine wear is greater; and tires wear out faster.

In flying the L-23D, you must use some



PRESENTATION—Major General R. W. Colglazier, Jr., Acting Deputy Chief of Staff for Logistics, congratulates Col. Jack L. Marinelli, Plans Division, DCSLOG, after presenting him with Master Army Aviator wings. Mrs. Marinelli (right) witnessed the ceremony held in the Pentagon in late January. (U.S. Army photo).

caution in power adjustments. Your power changes should be slow and smooth in consideration of the supercharger. Rapid or abrupt power changes impart a terrific load on the impeller shaft due to the high RPM at which the impeller is turning. Abrupt power changes can cause the impeller shaft to shear.

Another suggestion here, in an effort to reduce engine maintenance problems, is the one of avoiding, whenever possible, long periods of high RPM and very low manifold pressure. For example, during preparation for landing, during final approach, or when practicing certain maneuvers—in all fairness to the engine—don't run your propellers up to 3100 RPM with only 8" or 10" of manifold pressure.

This action is almost comparable to running an outboard engine without a propeller. This high RPM and very low manifold pressure slam the pistons around without much load on the crank and shaft and accelerate piston rod and bearing failures.

Icing Problems

The next area of discussion on this particular airplane is on icing problems, de-icing and anti-icing. I frequently hear the L-23D referred to as an "all weather airplane." Actually, the L-23D is not an all-weather airplane and was never intended to be one.

Admittedly, it does have anti-icer equipment on the propellers and de-icer boots

(Continued on the Next Page)

on the wings, but it takes more than this to be all-weather in the true sense of the term.

The equipment on the airplane will assist you to get out of trouble under conditions of icing but certainly it is not adequate to permit one to continue knowingly into conditions of severe icing. My personal opinion is that you should not, under normal peacetime conditions, purposely file a flight plan into or through an area of known medium or severe icing conditions in the L-23D.

If you ask "Why?"—the reasons are these: your airplane will pick up ice in many areas that are not protected by anti-icing or de-icing equipment. This ice, of course, does not necessarily affect the airfoils, but it can add considerable weight which, in turn, reduces your single engine ceiling and slows you down; the windshield freezes over to a degree that the heater will not remove the ice rapidly enough to permit a landing after break out; the oil vent can freeze over, just to name a few reasons.

If you aren't convinced, all you need is a good load of clear ice and no permissible altitude change. This should convince you.

I mention the subject of "icing" primarily because we in DCSLOG are constantly receiving requests for L-23D aircraft from various agencies and units in the field. The most frequent justification used in these requests is that an "all-weather" aircraft is needed to cope with the icing problem being encountered. Now please—I know that the commanders concerned have not dreamed up this concept without having been prompted by the unit aviation officers.

Cruise Control

On the subject of cruise control, one normally should use the prescribed settings for 65% power for the altitude and temperature at hand. There is no point in using more than 65% power because the air speed that is gained is rapidly overcome by higher fuel consumption; besides the manufacturer says, "Don't do!"

On the other hand, however, there is no particular reason, from the engine life standpoint, in using anything less than 65% power. One can, if on a long, cross-country trip with a good tail wind (which is exceedingly rare), pull the power back to about 52% to 55%, thereby increasing the range considerably and eliminating a

Gayhart

Eureka! Hand me the Form 11
I've been waiting for years
to write this one up!



fuel stop here and there. Remember that it averages about an hour to land and refuel under normal conditions. With a little fuel management and proper altitudes, you can easily get eight hours aloft.

Next, let's discuss flap settings for this same airplane. Many pilots do not use flaps for take-off or landing and claim there is no need for them under normal conditions. Further, they state they want a clean airplane and high airspeed in case the engine quits.

Well, let's look this one over. The manufacturers have developed good, effective flaps and it follows that someone must have believed them to be useful.

On the L-23 the proper use of take-off flaps provides you with 20% more lift; consequently, when properly used, flaps assure that the take-off run is shorter; the angle of climb is greater; precious altitude is gained quicker; and engine wear is reduced because you reduce power sooner.

I'm not going to state categorically that the "clean airplane concept" is the wrong way, but I will say that I think its importance is highly overrated. If you'll notice your airspeed shortly after take-off, you'll see that single engine speed is obtained very soon after breaking ground. If the engine quits right after breaking ground and before you have single engine speed, chop the good engine and get back on the ground—you have no other choice! The airplane accelerates so rapidly, however, that one hardly need concern himself by worrying about this. As long as you have passed through single engine speed and you are at or approaching climb-out speed, an engine failure at this point should not put you in a bind, providing you are within gross weight limits.

Practically the same comment can be made about landing flaps—you land shorter, slower, and save tires and brakes

(Continued on the Next Page)

LET'S TALK IT OVER! By Col. Jack L. Marinelli

—plus the fact that you can land more accurately. Why make a B-36 size landing pattern when there's no need for you to do so?

Another subject worthy of a few comments is the one involving fuel capacity, range, and gross weight.

I have heard many comments to the effect that "H—! The airplane is so heavy you can only carry one pilot, a co-pilot, and no passengers."

Come—come—now—let's think this one over a little. The airplane grosses out at 7,000 lbs. (efforts are being made to raise this to 7350) and its empty weight is about 4905 lbs.

By using a little grocery store arithmetic, the amount of weight in terms of fuel and passengers that can be carried can quickly be determined. The airplane has a capacity for 230 gallons of gas. If you must have all this gas, you have taken on board 1,334 lbs. (@ 5.8), plus 60 lbs. for oil, leaving you with 701 pounds of payload—plenty for one pilot, one co-pilot, one passenger, and some baggage.

So, it's as simple as that—for every 200-lb. passenger you add, you must remove 34 gallons of gasoline, and for every 34 gallons of gasoline you must subtract about 55 minutes of range. (With proper fuel management you can easily get 6

plus 30 hours out of the 230 gallons full fuel load).

Now, this is not a new arrangement in the flying business nor does it reflect adversely on the qualities of the airplane. You will find that most executive type aircraft and modern transports have a lot more fuel capacity than is normally used or required for every flight.

As we in the Army get more and more into this business of higher performance and larger aircraft, we will have to be more careful with gross weight computations; it's no longer a matter of filling the tanks and then filling the seats.

We could have procured the L-23D with less fuel capacity but here we thought that you would like more gas. I find it very difficult to please everyone.

Another thing, while we are talking about gas, always make certain that the L-23D is fueled with either 100/130 or 115/145 octane but never anything lower in grade than 100/130. It takes but a few minutes of operation on 80 octane to burn a piston. This means that the pilot must visually check the color of the gas being used—especially when stopping in commercial fields as a transient (you may pay for 100 and get 80).

In general, the L-23 is a very good airplane and will give you good, safe, and reliable service if you give it a "little loving care"—just as if it were your own and the maintenance costs are coming out of your own pocket—which they are.



ision of the U.S. Army Aviation Board, the ceremony taking place in the office of Lt. Gen. Charles E. Hart, Commanding General of ARADCOM.

Having served in Army aviation since 1942, Capt. Hiatt has logged more than 7,600 hours of flying time through 1957. His long career in AA includes three tours in Europe totaling seven years overseas.

In line with a developing tradition of having another holder of the Master Army Aviator's Badge make the presentation, Capt. Lefler, the second officer on active duty to receive the Badge, visited ARADCOM Headquarters in Colorado Springs especially for the ceremony.

In the photo above, Lt. Gen. Charles E. Hart (left) observes the presentation of the Badge to Capt. Hiatt. Capt. Hiatt is no stranger to the General having served as General Hart's pilot at ARADCOM Headquarters and, prior to last November, at Second U.S. Army Headquarters, Fort Meade, Md. (U.S. Army photo).

An Army Air Defense Command pilot, Capt. Fred Hiatt, became the third officer on active duty to receive the aeronautical designation of Master Aviator.

The Master Aviator's Badge was presented to Capt. Hiatt by Capt. James H. Lefler, a project officer in the Test Div-



CONFAB—Checking over their route map before leaving Fort Belvoir are the crews of the Belvoir-Japan ferry flight. L-R, CWO IRA GIEFER, CAPTS. GEORGE W. MOELLER & OLVA B. BUTLER, LT. COL. RAYMOND EVERS, and CAPTS. JAMES C. MINCHEW & GEORGE W. THAYER. (U.S. Army photo).

DESERT SURVIVAL

By Lt. Frank F. Johnson, Jr.

(Continued from Page 14)

frequently available, but we caution the students that the larger animals (hairy bear, pig, etc.) often employ these and may be "out" temporarily. The car and airplane, though hot in summer, are fine shelters.

Our school motto is "We haven't lost a student yet." When we go into the field, we try to make it hard in an easy way, one instructor accompanying each party and keeping an eye on 'em. We send them into the desert with a parachute, a canteen

Continuing its aerial delivery of aircraft to overseas destinations the Army recently dispatched an additional three L-23D Seminoles on a 15,500-mile ferry flight from Fort Belvoir, Virginia to Camp Zama, Japan.

Departing on February 14th on a flight that any tourist, yet alone any AA would relish, the three command-type aircraft had scheduled stops at Newfoundland, the Azores, Spain, Italy, Greece, Lebanon, Saudi Arabia, Pakistan, India, Thailand, Viet Nam, the Philippines, Okinawa, and Japan.

An initial stop on the scheduled 17-day trip was made at McGuire AFB, N.J., where the crews received transoceanic survival gear and final briefings on procedures to be observed during the long flight to Japan.

of water, and a hunting knife, and the rest is up to them. The words from the unshaven mouths upon their return is that the course is the greatest, which, of course, pleases the instructors in knowing that their instruction did not go unheeded.

Our curriculum has been taken by some 300 students, including many civilians from the Tucson Civil Defense, Arizona CAP, the Post Boy Scouts. Most of the pilots on the Post have taken the course and two groups from Sharpe General Depot have also taken the "Little Safari."

Why do we have this school? The only survival gear an Army pilot gets is the gear he takes with him. We'd like him to take the best that we can offer—knowledge.

1ST AVIATION COMPANY

Fort Riley, Kansas

By Lt. Richard W. Leister

Having rounded out our first year with a multitude of new and interesting experiences, the 1st Aviation Company (1st Inf Div) has been working hard to perfect the company and platoon system inherent to the "Pentomic" concept.

Going to the field on a full scale operation with the five Infantry Regiments, our Combat Support Flight Leaders pleasantly surprised the Regimental Commanders during the CPX and FTX by the flexibility in the operation of our aircraft

and their communications.

Our educational status continues to improve, over half of our 70 pilots being instrument rated and better than half being 'copter qualified.

As for our social life, we've been having monthly parties which have increased in popularity during the past few months. Friday night is shrimp night—combined with dancing. We find that the Cockpit Club at Marshall Field operates until the wee hours of each Saturday morning.

An unofficial Beachhead has been established by our bachelor officers in Kansas City and it seems that our lads are attaining an understanding of passenger comfort in flight. TWA and Braniff's loss is AA's gain.

SCAMP To Relieve ARNG Backlog

By Maj. Harrison A. Morley

Capt. Koons, Aviation Maintenance Officer, Logistics Branch, NGB, and YC visited the SCAMP facilities in Atlanta and San Antonio, and stopped in at TSMC

in St. Louis the last week in January. The SCAMP people, in spite of the backlog at that time, have promised to have the ARNG completed before summer field training periods begin. TSMC is aware of the backlog situation and is taking action to relieve the pressure on those facilities



MAJOR H. A. MORLEY

which have experienced difficulty.

TSMC liaison officers at the SCAMP facilities stated they were well pleased with the maintenance and upkeep on the ARNG aircraft received thus far. They certainly looked good to us, too.

The question most asked at these facilities expressed a need for a **standard paint job** on ARNG aircraft, and at the direction of the Chief, Army Division, a **study** is being conducted concerning the uniform marking of ARNG airplanes. A request for a **revision** of TB AVN-7 is in the mill and should be forthcoming shortly.

Those of you who have learned to know Lt. Col. Wayne N. Phillips, Chief of the Army Aviation Section, O&T Branch, Army Division, NGB, will be pleased to hear that he has been selected and sworn into the **Regular Army**. He will change from crossed cannons to the TC wheel, and it is gratifying to know that the Army will have his services for a long time to come. Col. Phil will go to TC school in March and April, but will **return** to complete his tour in the Bureau.

DA has been made aware of the ARNG requirement for **quotas** to the civilian contract instrument schools for FY 59 and it is hoped that approval will be received in the immediate future for a **substantial** number of quotas. This requirement must

be satisfied if we are to meet the provisions of Change 4, AR 600-106 as they pertain to Senior Army Aviators.

The Career Program for ARNG aviators is still under study; and we will appreciate **any** and **all** comments and suggestions in reply to the career pattern questionnaire put out by Col. Phil at the Army Division conferences this fall. This is a knotty problem—trying to establish an **adequate** pattern for ARNG aviators. Many factors not applicable to active Army aviators must be considered, such as compatibility with civilian occupation, T. O. vacancies, promotion possibilities, and branch school quotas. **Send in your ideas!**

We have had some changes in advisor personnel and a few more are forthcoming. We'll coordinate with AAAAA Headquarters on these changes so that they will be incorporated in the July, '58 "NG Advisor-AO Brochure." Many advisors have been given extensions of various lengths. We are certainly happy to have their **experience** and **know-how** with us for the additional time.

Had some pleasant breaks in the Pentagon routine by way of visits from several of the supervisors and advisors from the various States: **Brown**—Massachusetts; **Woody** and **Goulding**—Virginia; **Graul**—Maryland; **Barfknecht**—Montana; **Letotak**—Ohio; and **Henthora**—New Jersey, to name a few. We are most happy to see you anytime, fellas; bring your gripes in person and we will do our best to send you away smiling.

The quarterly aviation safety brochure is being reproduced for distribution. Happy to have some **USABAAR** publications to include in this one. Your comments and ideas are **still** encouraged. Sounds like I'm really harping on the safety program, but the old saying about repetition being the soul of advertising is apropos, and I'm doing my best to sell ARNG aviators on **safety**.

(N.G. AA of the Month on Next Page)

GOING IFR? TAKE A CO-PILOT!

By Brig. Gen. Ernest F. Easterbrook

Check points are getting closer together, approach and holding patterns more numerous, and traffic more dense. Unfortunately the peak load on the pilot comes when he is most fatigued—during the approach. A co-pilot may be the difference between a pleasant flight and a "cause unknown"—and two people are being trained for the price of one.

Aviators have reported the following two hairy tales.

SANTA BARBARA

The pilot of an L-23B was flying from Fort Sill to Santa Barbara. Last leg of the flight was from Prescott IFR to Santa Barbara. 1-1/2 hours delay in securing IFR approval from Flight Service at Prescott aggravated the pilot and also put the ETA after dark. The passenger, though not an aviator, could have assisted with the radio (he was a former flight engineer) except that there was only one headset. Reporting points got closer together, and pilot was quite busy computing, finding frequencies, tuning the radio and reading charts with a red flashlight. On arriving over Santa Barbara omni he had flown 11 hours that day in very turb-

ulent air, was still mad at Flight Service, and the airplane was picking up light ice. Radio cleared him for an ILS approach, so with red flashlight on the fine print of the approach chart he began his transition on a heading of 253 degrees descending to 4000. About a minute later radio called for a check of heading and altitude, and, when told, calmly advised the pilot he was descending into a mountain. Pilot pulled up seaward, called for a new clearance, and started again on the correct transition of 205 degrees descending to 5000 feet. As radio had suspected, pilot read the wrong line on the approach chart.

SEOUL

The pilot of an L-23D was flying IFR from Chofu, Japan to Seoul. Co-pilot was assisting with radio but was not qualified in the airplane nor sooted so he could see all the instruments. On arrival over Seoul homer the pilot began his ADF approach, and came inbound over radio on the prescribed heading of 280 degrees descending to break out of a 2000 foot overcast. A passenger in the rear seat noticed the station's passage, then became concerned because the magnetic compass read 330 degrees—there were 3000 feet plus mountains in this direction. He called the pilot's attention to it, a pull up and reorientation followed. During the approach maneuver an inventor had failed with consequent inaccuracy in the gyrosyn compass. Spare inventor got them home.

NOTE: For their "save" in the Santa Barbara case, the two radio operators were given the Guggenheim Award of Merit.



McCORY

LT. COL. JOHN D. McCORY — N.G. AA OF THE MONTH

Former Army Liaison pilot; attended liaison pilot training at Denton, Texas (L-6) and Ft. Sill, Okla., finishing in March, '43. Served as AO for the 144th F.A. Group and 11th Armd Div Arty during WW II. Received appointment in the Missouri Army-NG in January, '48 and was assigned as Army Avn Maintenance Supervisor (Mo.) in '52. Presently assigned as DAO for the 35th Inf Div, MO ARNG, in addition to being Maintenance Supervisor for the State. Commissioned Dec. '42 after serving two years as an enlisted man. Completed Arty OCS; Helicopter pilot training ('53), Army Instrument pilot training ('55), and Trans Corps Assoc Adv Course ('57). Rated Senior: Army Aviator Jan. '53. Currently located at Army Avn Maintenance Bn, Westborough, Ma.

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 HICKERSON, Charles M., Lt., 504th Aviation Company, 4th Arm'd Div, APO 35, New York, New York.
 HITSMAN, Robert J., 1st Lt, 2212 Fourth Street, Perry, Iowa.
 HOUGH, Gerald L., Lt., Col., 3 Kent Court, Columbus, Georgia.
 HUNT, Lester R., CWO, Building 2332, Apartment B, Fort Eustis, Virginia.
 JACKSON, Paul V., Jr., Major, Building T-257, Apartment 3, Fort Monroe, Virginia.
 JACQUOT, Robert H., 1st Lt., Company A, EUSA Sig L. Bn, APO 359, San Francisco, California.
 JOHNSON, Richard L., Capt., USA Arctic Test Board, APO 733, Seattle, Washington.
 JONES, Robert E., 1st Lt, CO Hq & Svc Company, USA-AVNS, Fort Rucker, Alabama.
 JOYCE, Russell M., 5/Sgt, 2585th Air Reserve Flying Center, Alvin-Caldwell Field, Louisiana.
 JOYCE, Mrs. T. H., 446 Elmira Avenue, Algiers, Louisiana.
 KELLEY, Everett L., CWO, Quarters 2308-3, Fort Eustis, Virginia.
 KELLOGG, Kenneth, Lt., 601 East North Street, Kenton, Ohio (Temp.).
 KEMP, James M., CWO, Hq Company, 57th Ordnance Group, APO 227, New York, New York.
 KERFOOT, Lester R., Jr., Capt., G2, USAARMC, Fort Knox, Kentucky.
 KERR, James T., Capt., P. O. Box 235, Fort Rucker, Alabama.
 KLIPPEL, Kenneth L., 1st Lt., Company C, 1st B. G., 31st Inf, APO 7, San Francisco, California.
 LABRODE, Richard E., Capt., 6 Harbor Lane, New Rochelle, New York (Temp.).
 LABLANC, Raoul J., Jr., 1st Lt, 8th USA Acft Maint Cen, APO 20, San Francisco, California.
 LEE, Robert A., Capt., 3rd USA Instrument Flt Training School, Rush Field, Augusta, Georgia.
 LENHARDT, Herman M., CWO, 1623 North 22nd Street, Lawton, Oklahoma.
 LEWIS, J. L., WO, 36th Trans Company (Lt Hqtr), APO 165, New York, New York.
 LOCKHART, H. E., Capt., 125 Beckview Drive, Montgomery, Alabama.
 LUNDIN, Keith C., 1st Lt, 57th Trans Company (Lt Hqtr), Fort Lewis, Washington.

OBITUARIES

1st Lt. Elmer Alexander, Det L (Prov), KM-AG, in Korea, was killed February 8, 1958. He crashed after striking wires stretched across a small valley. He is survived by his wife, Mrs. Imogene F. Alexander, 2617½ 15th Avenue, Gulfport, Mississippi.

Capt. John C. Asbury, 8th Transportation Company (Lt Hqtr), Fort Bragg, N.C., was killed February 7, 1958. He crashed near Harts-ville, S.C., after accidentally flying into a fog bank. He is survived by his wife, Mrs. Betty Lee Asbury, 11 Woodland Road, Cape Elizabeth 7, Maine.

1st Lt. Neely F. Keyser, 4th Armored Division, at Goepfingen, Germany, was killed January 31, 1958. During conduct of an operational mission his helicopter struck high tension wires and crashed. He is survived by his wife, Mrs. Marie L. Keyser, P.O. Box 73, Stoneham, Texas.

1st Lt. Marshall E. Stephenson, Jr., Aviation Combat Readiness Division, at Fort Bragg, N.C., was killed February 8, 1958. He crashed shortly after taking off from Thomaston, Georgia, Airport, at 9:17 p.m. He is survived by his father, Mr. Marshall E. Stephenson, 180 Hines Terrace, Macon, Georgia.



P. O. Box 209, Main Office
St. Louis 3, Mo.

Maintenance Tips from TSMC...

When you sow, you're bound to reap. Looks like Mike got off to a good start in '58 'cause the mail brought the following inquiry from an Artillery Officer in the Far East.

Mike Button
c/o Army Aviation Magazine
Westport, Connecticut

Dear Mike,

Some time ago, I remember reading some information in the **Army Aviation Magazine** or the **Aviation Digest** concerning a new maintenance policy. To the best of my knowledge it stated that a fourth periodic inspection was a Field Maintenance responsibility. Is that true? If so, where was it that I saw it and what is the official publication?

I understand that there is a new TM on the way that explains the various echelons of maintenance more explicitly, **TM1-L20-18**, is that correct for the L-20? I have stuck myself out on a limb stating that every fourth periodic was a Field Maintenance responsibility but I can no longer find the source of my information. We are here on **TAIWAN** and about at the end of the supply line in the publication distribution system and it may be sometime before we do get the latest maintenance publications.

I enjoy your column very much and pick up a few hints and good information that we can use even though we are only working with an L-20A (old 51 model) and a H-13E. Hope you can send me an answer soon and get me off the hook.

Sincerely,

LEO E. BERGERON
Capt. Arty

Dear Captain Bergeron:

To clear up any doubt in your mind, the article which you read was, as far as can be determined, the first article in

Mike's Column in the 15 September 1957 edition of **ARMY AVIATION**.

However, to light up the runway for you and to let you get your hands on something concrete, here's the gin.

To make a point, you were right on one item—the -18 is the publication in the **TM1** Series which gives the echelon of maintenance responsible for your particular bird. But, to our knowledge, we know of no official publication which makes a flat statement that "a 4th periodic inspection is the responsibility of Field Maintenance."

We hope this will get you partially off the "hook."



BEAVER

TM1-1L 20A-6, April 1957, and any supplements thereto will give you all the necessary dope as to just what must be performed on your Beaver during a 4th periodic. It's explained in narrative form. Then you consult **TM1-1L-20-18**, May 1957, for the identical inspection to be performed; read right and the X will tell you what echelon will perform this function.

Remember too, that only the lowest echelon authorized to perform a maintenance function is shown in the -18. Also, two additional points Mike would like to add:

1. When a maintenance function has been assigned, a higher echelon is automatically authorized to do the same function.

2. If a maintenance function has been assigned to a particular echelon which is beyond its capabilities, due to allowances and/or area peculiarities, then and only then does it become a responsibility of the next higher echelon.

Old Mike thinks that 2 above caught you right between the eyes—Right?

So, in the interim, to keep squabbling at a minimum Mike has enclosed documentary evidence for your 201 (especially those marked*) and in the future when you have a problem, get in touch.

Informationally yours,

Mike



CHICKASAW

Hot one just off the press that'll make all Chickasaw (H-19C) Jockeys real happy. There's been quite a bit of belly achin' about the toe brakes on this kite when using the foot pedals in that, without very much effort, almost everytime you apply pressure you inadvertently apply braking action.

TM1-1H-19C-507 provides for replacing the present rod end fitting with a longer one which in turn cause the toe brake pedal to tilt forward about 15°. If this doesn't do it let us know. Serial numbers

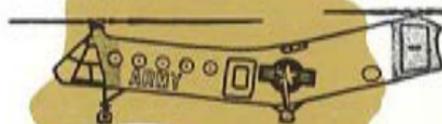
All Shawnee Chiefs—the kits for shortening the Cyclic Control Sticks are available to make the "flyboys" more comfortable while flying. It's not a joke! Ever try to fly this bird with a long stick? Well, Mike has and believe me with your arm up in the air and no place to rest it, it gets numb.

The stick has been shortened just enough to let you rest your arm on your leg comfortably. Or if you happen to be one of those fortunate guys with long legs and arms you can straighten up your backbone. TM1-1H-21-551A, Supplement gives

51-14242 through 14313 will have to be modified at field maintenance activities. However, if TM1-1H-19C-507, 24 Jan '57, has been compiled with, no additional work is required on these Chickasaws.

In addition, here are a few suggestions which might save you some time—The right and left pedals and cylinders are the same when disassembling and you don't have to remove the hydraulic line connected to the cylinder assembly; you can do the work right on the helicopter.

The cylinder assembly S14-40-4080 after being modified becomes S14-40-4080-2. You don't have to requisition the parts as they will be forwarded to affected activities as a complete kit. If you haven't received yours as yet, squawk! Get the requisition off to TSMC, P.O. Box 209, Main Office, St. Louis 3, Mo., ATTN: TCSMC-WS after checking SB-1-15-9.



SHAWNEE

you all the info needed to modify the H-21B and Cs'. However, modification will be done by specific serial numbers so when you requisition quote your serial numbers authorized by this TM1.



RAVEN

All repairable Raven Main Rotor Blades, Stock No. 1AGH-40-100-4 (FSN 1560-035-1375), Stock No. 1AGH-40-100-3 (FSN 1560-213-4315), and Stock No.

TSMC Supply letter 95-57, 26 December 1957, reference to CONUS field maintenance activities shipping repairable aircraft engines St. No. 2PPC-R-1340-57 (FSN 2810-600-4649) used in Chickasaw helicopters to Canadian P & W Aircraft Company, Ltd., Montreal, Quebec, Canada,

1AGH-63001-1 (FSN 1560-301-2360) are to be overhauled by Duschak's Helicopter Rotor Service, Inc., 22597 So. Western Avenue, Torrance, California, until 30 June 1958. Old Mike suggests that these blades be taken off the shelves, dusted and carted off no later than 30 April 1958, because this contractor's got a sked to meet too. Check SB 1-15-5 and ship these blades direct to the contractor with two advanced copies of the Army Shipping Document forwarded; one to TSMC, ATTN: TCSMC-P and one to the contractor.

has been rescinded by Supply letter 6-58, effective Jan 58.

Gotta meet the dead-line so 30s to you all.

Yours for Better Maintenance.

Mike Button

TCSMC



Pictured above are the Army Aviators assigned to the U.S. Army Transportation Supply and Maintenance Command, St. Louis, Missouri. Although four officers were not present for the photograph (they're on TDY—Texas, California—and as far as Panama), their years on flying status and hours of flight are included in the figures below to present quite an impressive "picture" of experience, namely, over 125 years of flying, with ap-



Being briefed by Brigadier General William B. Bunker, Commanding General of the U.S. Army Transportation Supply and Maintenance Command, St. Louis, Missouri, prior to their coast to coast tour of Field Maintenance Installations and Aviation Schools, are, from left to right: Lt. Col. Sam F. Fleming, Military Assistant

proximately 30,000 hours of flight time.

The AA's in the bottom row, l-r, are LT. COL. AUSTIN J. McDERMOTT, Jr., Chief, Contract Maint Div (7 yrs, 950 hrs, FW/RW qualified); CAPT. K. JAY LEONARD, USA Sig Avionics Ln Office (6 yrs, 1700 hrs, FW/FW/ME); CAPT. CARL R. ANDERSON, Chief, Flight Branch (12 yrs, 2000 hrs, FW/RW/ME); LT. LEONARD R. FRANSEEN, Aide-de-Camp to Gen. Bunker (1 yr, 300 hrs, FW); and MAJ. THOMAS E. HALL, Chief, Air Division (14 yrs, 2600 hrs, FW/RW/ME).

In back row (l-r) are: MAJ. ROBERT S. HUIE, JR., Asst to Chief, Acrtf Maint Engrg Div (14 yrs, 4000 hrs, not currently on flying status); CAPT. WILLIAM R. CHAIRES, Chief, USA Sig Avionics Ln Office (12 yrs, 3600 hrs, FW/FW/ME, Spec l-ticket); LT. COL. RICHARD L. LONG, Asst to Dir of Engrg (15 yrs, 2700 hrs, FW/RW/ME); LT. THOMAS J. TOWLE, Asst Chief, Flt Branch (2 yrs, 850 hrs, FW/RW); MAJ. KENNEDY G. WARD, Chief, Acrtf Maint Engrg Div (8 yrs, 1100 hrs, FW/RW/ME); LT. COL. FORD E. ALLCORN, Dir of Fields Services (16 yrs, 5200 hrs, FW/RW/ME, Spec l-ticket).

Missing from the group are: CAPT. DONALD S. MUTTONI (11 yrs, 2200 hrs, FW/RW/ME); LT. GEORGE A. BROWN (2 yrs, 900 hrs, FW/RW/ME); LT. JAY W. PERSHING (2 yrs, 850 hrs, FW/ME); LT. WILLIAM L. CORLEY (2 yrs, 900 hrs, FW/RW/ME), *Multi-Engine.

— Lt. Thomas J. Towle

to the Director of Storage and Distribution; Mr. Joseph Moro, Chief of the Aircraft Commodity Division of Dir of Materiel Requirements; Lt. Col. Richard L. Long, Assistant to the Director of Engineering; and Major Thomas E. Hall, Chief of the Air Division, Directorate of Field Services.

The purpose of the scheduled visits is to expedite solutions to problem areas, on-the-spot, and orient maintenance and supply personnel on the latest TC publications and policies pertinent to Department of the Army aviation.

WELL STACKED!—We're holding unclaimed back issues for some 85 subscribers who are AWOL (departed last address without notifying us). We'll deliver 'em if you'll tell us where you're hanging your hat. We're not out to short you; send us your address; we'll prove it.

THE AUXILIARY



HOSPITALITY—Members of the recently formed Hospitality Committee of the Ft. Rucker Women's Club recently held their first coffee at the home of Mrs. Bogardus S. Cairns. Among the Committee-women in attendance were (left-right, seated): Mrs. S. L. Johnson, Mrs. R. L. Huf-faker, Mrs. H. R. Odom, Mrs. W. H. Byrne, Mrs. J. Q. Deaver, Mrs. J. D. George, Mrs. G. L. McElmurray, Mrs. Cairns, and Mrs. H. C. Urquhart. L-R standing are: Mrs. R. D. Harbert, Mrs. D. H. Heyne (Chairman), Mrs. W. F. Tucker, and Mrs. C. Ruffin. (U.S. Army photo.)



ORIENTATION—One of the new arrivals is shown being introduced to the activities of the House and Garden Club at a recent reception at Fort Rucker's Welcome Center. Mrs. Pat Huskey (left), wife of a student in FW Class 58-4, looks on with interest as (l-r) Mrs. Jean Mathews, Mrs. Jean Williams, and Mrs. Ann Robbins describe the Club. The Welcome Center is now under the official sponsorship of the Hospitality Committee of the Women's Club. (U.S. Army photo.)

QUEEN OF HEARTS—Miss Beverly Gunn, Queen of the Valendines Dance sponsored by the Blue Hats at Camp Gary, gives royal assistance to Paul Hurtado, 4, a bright-eyed polio victim. The fliers sponsored Beverly in the March of Dimes contest, votes sold during the dance costing a dime apiece and raising approximately \$1,100. Giving Paul a hand with his new bike is Blue Hat Lt. M. E. Parker while Mrs. Carol Ford holds the crutches that Paul gleefully checked.



MEMO TO THE LADIES:

As custodians of the check-books (important to us) and less absent-minded about address changes, our lady readers are quite vital to this operation. Yet, many subscribers male-type, bring home dog-eared, coffee-stained unit-delivered issues. We encourage you to switch to home delivery. We'd be proud to make your magazine rack.

Dotty Kesten, Publisher

DUNKING—Combining fuselage sealing with newly designed emergency flotation gear, Vertol Aircraft Corporation has come up with a helicopter that can operate like an amphibian under emergency conditions. Landing at speeds up to 35 mph, the Vertol 44 acts like a flying boat, but the long fuselage and tandem rotors make a boat hull unnecessary. The Vertol 44 has been taxied at speeds up to eight knots with no difficulty in water handling.



SAUCER AGROUND—Discussing the US Navy's futuristic "flying saucer" radar early warning airplane development are Jerome Freedman, left, Lincoln Laboratory; Lt. Comdr. R. L. Warner, BuAer rep in Burbank; and Henry Rempt, Lockheed. The new Lockheed WV-2E aims at strengthening the seaward barrier extensions of DEW line by employing the 30-foot diameter, saucer-like super-snooper.

GROUND TEST—First illustration of the field operation of the Doak Model 16 VTOL Research Vehicle, designed and built by Doak Aircraft Company. The design employing ducted, rotatable wing-top propellers initiated ground tests for the USA Transportation Research and Engineering Command in late February. The photo shows the Model 16 rising vertically from a small jungle clearing, prior to the rotation of the ducts for high speed forward flight.



QUANTITY—Receiving a recent production contract for quantity production of the Army's turbine-powered HU-1 helicopter, the Bell Helicopter Corporation will initiate assembly of Iroquois models. Harvey Gaylord, Bell president, stated that the new contract extends HU-1 production through 1969. An Iroquois is shown in flight over the Bell plant in Fort Worth.

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You're
Grounded!

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Exclusively for

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Please print rank/grade, name, ASN

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Residence Address is Desired

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The annual premium charge is 1% of annual flight pay.

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Please initiate my coverage on the postmark date
of my application; the last day of the month in
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Non-Members: I enclose my \$6* membership dues.
Please enroll me as a member of the Army Aviation
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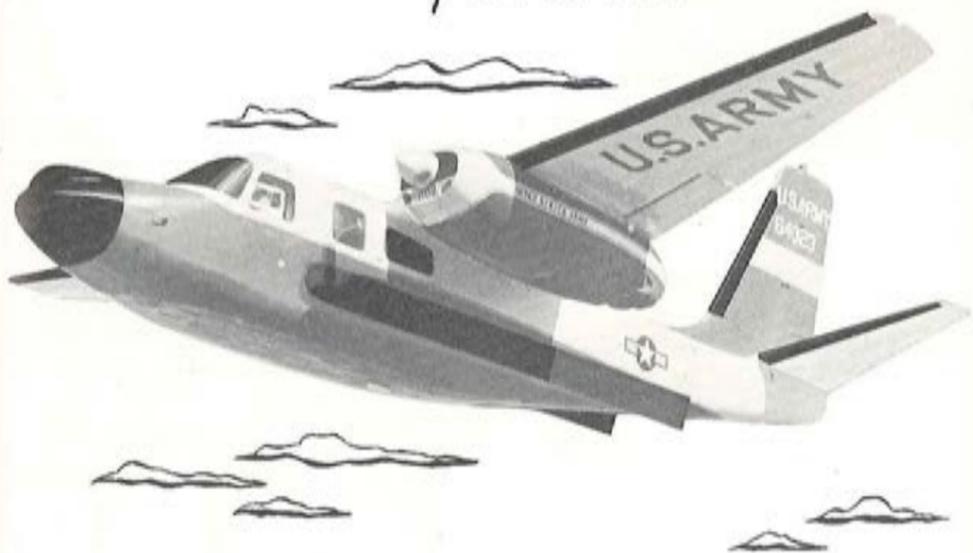
**MAKE CHECK PAYABLE TO AND MAIL TO:
ARMY AVIATION ASSOCIATION
Westport, Connecticut**

*Annual Dues as of April 1, 1958.



RL 26-D

NEW RADAR-EQUIPPED
AERO COMMANDERS PROVIDE
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FOR U.S. ARMY



A new development for the U.S. Army Signal Corps utilizes the versatile supercharged Aero Commander 680. Selected for the inherent stability of its high-wing design, the new all-weather Commander has been designated the RL 26-D.

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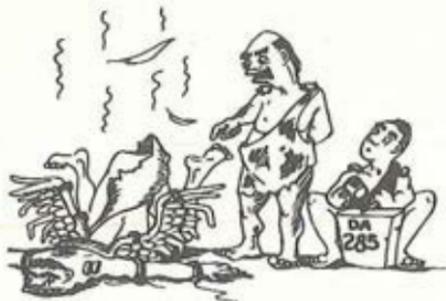
ARMY AVIATION MAGAZINE

Westport, Connecticut

RETURN POSTAGE GUARANTEED

Army Aviation

Long Ago



Gayhart

Now, son On an accident investigation—you've got to see everything Each tiny detail! First—his toenails need cutting!

One of the Aviation Board's bachelors is said to exercise his dog at home by dialing his home phone twice a day, the dog running like Swaps while the phone rings. Friend bachelor was jolted one day when the receiver was lifted silently and he heard long and loud panting sounds. Explanation? Knowing about the dog's 4-minute miles, some "Board Buddies" sneaked in and waylaid the call.

Texas

Wolters' Major John Briggs pens from the Lone Star State that one of his neighbors is very disturbed by his 14-year-old son. The boy's just started junior high school and he's already pestering his Pop for the keys to the family DC-7.

