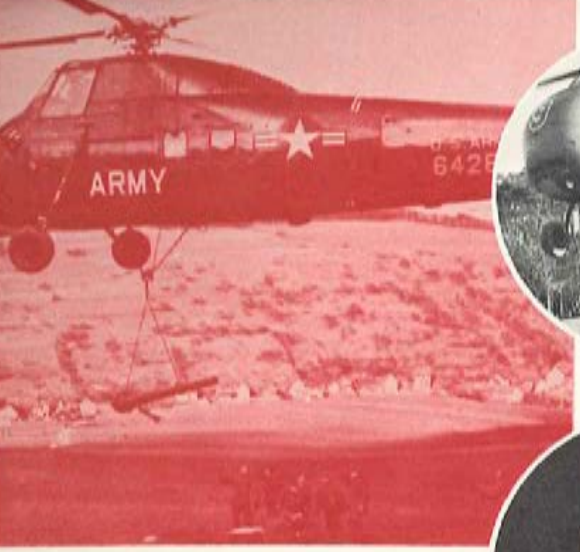
ARMY AVIATION
APRIL 15 ★ 1958



Europe, February, 1958

EXERCISE SABRE HAWK

By Brig. Gen. Ernest F. Easterbrook

Gentlemen: During the period 11-16 February 1958, I was an observer on Exercise *"SABRE HAWK"* which was conducted in Europe. Throughout the exercise I was impressed with the varied uses made of Army Aviation in all phases of the maneuver.

From the operational point of view, two battle groups were air transported tactically as a part of an enveloping action to secure a bridgehead in conjuction with other forces. These operations indicated the great potential and flexibility offered by Army Aviation in the transporting of troops over barriers to selected areas of tactical importance.

Extensive use was made of both the fixed and rotary wing aircraft in support of long range patrols into enemy held territory. Some of these patrols were air dropped and some were air landed. The use of such long range patrols has always been an important means of gaining essential battlefield information—the use of Army Aviation to transport these patrols tremendously enhanced the efficiency and timeliness of information from the patrol.

While we are citing the capability of utilizing our own aviation support on patrols we must realize that a potential enemy may use similar long range patrols in turn. The most effective counter-measure against enemy air landed operations would be a ready, air mobile force, to seek out and destroy the enemy air landed unit before it can accomplish its mission.

★ Army Aviation stands to gain a great deal through affiliation with the *Army Aviation Association of America*. However, such affiliation can come only through individual membership. Basically the association provides a vehicle through which we as Army aviators may broaden our knowledge of aviation matters, current problems and concepts. Through the association, all Army aviators both reserve and active, may be combined into a *solid front* for the betterment of both the aviator and Army Aviation as a whole.

There is a wealth of experience among our reserve component aviators and as members we should encourage them to participate in the association. We should take advantage of every opportunity to make all Army aviators, both reserve and active, aware of the association and the benefits to be derived through affiliation with it. The reserve component Army aviator will certainly stand to gain an understanding of current Army thinking and the recent expansion within the Army Aviation Program. At the same time, the Association will gain a great deal from the background of the reserve component Army aviators.

(*Continued on Page 26*)

YH-41
SENECA

Army Helicopter Pilot Sets Altitude Record

Washington, Dec. 31—(UP)—An Army pilot has set a new world helicopter altitude record of 30,335 feet, the Army announced today.

The pilot, Captain James E. Bowman, of Amboy, Ind., set the record December 28 at Wichita, Kan., flying an Army YH-41 "Seneca" helicopter.

The old record of 26,931 feet was set by Jean Boulet of France June 6, 1955.

CONGRATULATIONS

TO

THE U. S. ARMY AND *CESSNA AIRCRAFT CO.*

FOR

RETURNING THE WORLD'S HELICOPTER ALTITUDE RECORD TO THE UNITED STATES. CAPTAIN BOWMAN'S FEAT IS TRULY WORTHY OF THE COMMENDATION OF THE HELICOPTER INDUSTRY.

***PREWITT AIRCRAFT COMPANY* IS PROUD TO HAVE CONTRIBUTED TO THIS OUTSTANDING PERFORMANCE WITH ITS BONDED STEEL ROTOR BLADES.**

PREWITT AIRCRAFT COMPANY

CLIFTON HEIGHTS, PA.

ARMY AVIATION

VOLUME 6 NUMBER 4

IN THIS ISSUE

Below: Piasecki Aircraft unveils full-scale mockup of its VOTL model, the 59K.

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Rugged and Right...Will Travel Anywhere

BIG aircraft performance with small aircraft landing field capabilities – these factors make the Beechcraft L-23D the finest in Army Aviation! This new Beechcraft is **safe** too. With the propellers, engines, and low-wing structure "running interference" for the occupants in case of a forced landing, there is only **4½ per cent** of the weight of the airplane above and behind them!

Thirty-four inches of ground clearance make the L-23D one of the best operating planes in and out of small fields. Also, there's the **availability** factor. The L-23D has the lowest "down time" of any airplane in its field. In other words, it's **designed** and **built** to be useful!

The L-23D is just one of four different types of airplanes now being produced at Beechcraft. Other projects include advanced research and development into the fields of missiles and target aircraft; engineering test programs on aircraft emergency escape systems; and classified projects in the advanced fields of aerodynamics, cryogenics, thermodynamics, and aircraft range extension.

To put Beechcraft's capabilities to work to solve your research, development, or production problems, telephone or write the Contract Administration Division today.

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Beech Builds: U S Navy T-34 • USAF T-34 • U S Army L-23 • Bonanza • Travel Air • Twin-Bonanza • Super 18 Executive Transport

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 I- 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*.

In the H-23D, growth potential assumes a new importance. Its existing components are *designed* to accept even greater power increases for the future's most challenging performance demands. Now, more than ever, the Army H-23 is an investment in *tomorrow*.

HILLER HELICOPTERS PALO ALTO, CALIFORNIA

ARMY AVIATION: NEW USES

By Maj. Gen. Hamilton H. Howze
Commanding General
82nd Airborne Division

AN enthusiast on the subject has no difficulty in visualizing multiple uses for light aviation; the task is in fact altogether too simple. But in the process one comes up sharply against the old problem of personnel spaces. It is so easy to use personnel for the various supporting activities in a modern army that one runs out of spaces for the troops to be supported, making it possible to achieve the ideal army: everybody fully engaged in the rear areas, nobody left to be shot at.

Even so, I predict a bright future for Army aviation, for it offers a solution to some of the Army's most pressing tactical problems. And its pilots, as in the past, will have the privilege of being shot at.

In this article I do not attempt to outline the functions of Army aviation, which I hope are now broadly known in the Army. What I call "new uses" all fall within our authorized functions.

I'll start with the use of aircraft for the movement of combat troops. Perhaps this cannot be designated, with complete propriety, a "new use" of Army aviation, because the Army already has a considerable number of helicopter and fixed-wing aviation transport companies, comprising a total of several hundred troop-carrying aircraft. These units are broadly distributed in the continental United States, in the Far East Command, and in Europe, and participate regularly in troop exercises in those areas.

But while this sort of thing has lost some of its novelty, the proper tactical exploitation of the capabilities of slow-flying aircraft in the movement of combat units does require a new understanding and a new imaginative application.

It should be first acknowledged that the helicopter is not a routine substitute for the truck. The helicopter is sufficiently expensive and difficult to maintain, and its availability in quantity is thereby suf-

The Army Reservist

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ficiently restricted, to make it a special-purpose item. Its use should be reserved for certain special purposes, for which it is indispensable.

Actually some (not all) of the jobs of the helicopter may be undertaken by short-take-off-and-landing airplanes when greater discretion in the selection of landing areas is operationally possible.

In moving troops, the helicopter will perhaps find its greatest utility as an obstacle crosser. It has unparalleled capabilities in this respect. And the battlefield is essentially a conglomeration of obstacles.

Natural obstacles are rivers, hills, and ridges, creeks and swamps. The old familiar artificial obstacles are the areas swept by enemy fire, interdicted roads, blown bridges and culverts, craters, mine fields of all varieties, and (if we move offensively) the enemy positions themselves.

New obstacles heretofore unencountered by our troops are large areas irradiated by atomic blast, areas in which the woods and fields are set afire by atomic blast, areas in which all bridges are down and a town's rubble lies across the road—and possibly areas contaminated by persistent gases.

The question now is how to move troops rapidly from A to B, from C to D, from E to F, etc., etc. If the problem is **not** to move rapidly, if surprise is not a factor, surface means may be used, but certainly they will be slow and in many instances very hazardous. In these circumstances helicopters can move troops and certain equipment with speed and efficiency and generally without regard to the nature of the obstacle, but they can't do it on a routine basis unless a great many machines are available.

ANOTHER application of the troop-carrying helicopter derives its importance from the characteristic speed of aircraft. Ninety knots on a straight line is still very fast when compared with the speed of a truck following a tortuous, rutted, crowded road.

There seems to be universal agreement to the proposition that troop formations in the atomic era must take the form of a number of dispersed islands of force, each island being garrisoned by semi-independent units of all arms. But these islands are not rooted; even in defense they must be movable.

For years we have talked of "mobile defense"—some of us not understanding the meaning of the term. Now we have to understand it. Mobile defense implies flexibility, a deliberate rejection of the idea of defending bits of ground "at all costs." One may be blasted off a terrain feature by a single explosion—and will be, if too much force is committed to its defense.

Mobile defense requires (it has got to be said) mobility. Armored units have their own, organically. Helicopter lift for infantry must come mostly from helicopter companies attached to divisions and, usually on a one-shot basis, to smaller units. Infantry mobile reserves so essential to this type of defense may be so by the attachment of helicopters, bivouacked alongside and ready to go.

An attack cannot be preceded by an assembly of assault forces in strength in what we used to call attack positions, for such concentration will invite wholesale destruction by the enemy's area weapons. Notwithstanding, the requirement is still to produce the maximum practicable amount of force (with constant regard to the atomic threat) at the proper place with the best possible timing.

The only solution lies, again, in mobility. Some portion of the attacking infantry can, of course, move by surface means to a position from which it can jump off in attack, and armored elements can do the same. Armored elements, of all our forces, are best equipped to withstand atomic blast while on the move.

Helicopters can contribute greatly in this situation. Helicopters can carry infantry from positions well to the rear (say twenty-five miles) rapidly and with very precise timing to any given area. This affords to helicopter-borne infantry great latitude in the selection of the point of thrust against the enemy and enhances greatly the possibility of surprise.

These are factors of the utmost importance, the implications of which must be pondered a bit to be fully understood. Additionally, the unique ability of the helicopter to cross obstacles (as previously described) affords to helicopter-borne infantry additional latitude in the direction of thrust, for there will be many occasions in which natural and artificial obstacles —the latter including the actual positions of the enemy—can be negotiated quickly and the assault troops placed in position to move against the enemy from unexpected directions. The problem facing the defender will thereby be greatly increased.

FORMER OCCUPANTS: BACK TO DUTY . . . Nothing galvanizes the Navy into action quicker than the word that a plane is down in the water. A Navy search and rescue operation is amazing in its efficiency and heart-warming in its purpose. To the United States Navy, every man jack who wears the uniform is as important as the last man on earth. Because of this fierce determination to deny Davy Jones at every possible turn, Navy search and rescue teams have written some of the finest chapters in the Navy's proud log . . . and Kaman rescue helicopters have been right there with them . . . ready and waiting.

THE *KAMAN* AIRCRAFT CORPORATION

BLOOMFIELD, CONNECTICUT

The vulnerability of the helicopter is, of course, a pertinent consideration. The machines will be subjected to normal hazards of combat, and it will not be unusual to see one crash and destroy its occupants. War can dangerous. But the answer to the survival problems lies in the techniques of helicopter employment, with the special reference to the use of supporting fires to enhance greatly the chances of survival.

To reduce vulnerability, helicopter operations in daylight must, generally speaking, be conducted over land areas dominated by weapons organic to the Army. This in effect means the helicopters must be used either over friendly territory or in the course of only very shallow penetrations over enemy territory.

Our new missiles, Hawk in particular, give promise of being able to afford excellent protection to helicopters against the depradations of enemy fighter aircraft. The helicopter probably will be able to avoid engagement by heavy enemy antiaircraft fire by flying very close to the ground—contour flying, well below the ridge lines.

Enemy small-arms fire may be suppresed by conventional and unconventional means. It is obviously easy to neutralize large areas by the use of atomic explosives, an almost unfairly simple solution to the problem. But conventional artillery fire—wich can be delivered in heavy concentrations for the short period of time necessary for a flight of helicopters to pass a given danger area—can have an efficient suppressive effect on the enemy. Additionally we expect to arm our cargo helicopters with a single machine gun each to permit them, when moving into a dangerous area, to at least spray the ground as a sort of sanitizing measure. And remember that helicopters arrive very quickly, frequently with complete surprise, and unload and depart very quickly.

Perhaps the most important way, however, to cope with vulnerability lies in the use of helicopters at night and in inclement weather. Here the Army is moving as rapidly as it can, but it should be stated that our helicopter companies do not at the present moment have the capability of flying in inclement weather very close to the ground—and this is the tactical requirement.

Even a casual consideration of a dispersed battle formation raises in the most obvious way the question as to how the enemy may be kept out of our area of defense.

In the Korean war the Communists developed to a high point of efficiency the tactic of infiltration. Our units were privileged (so far as the atomic threat was concerned) to concentrate as much as they wished; even so, they were unable to prevent enemy infiltration into and through the forward defensive area on a fairly regular basis. Apparently some of the snappiest hand-to-hand actions were fought in battalion and regimental command posts.

In a defensive formation gaps of several thousand yards will exist between our units. How to keep the enemy, in small numbers, from moving into those gaps is not susceptible of solution. In truth, we cannot keep him out. Reconnaissance aviation can contribute materially toward solution, but to establish an impenetrable screen will be quite impossible.

A similar situation exists when our forces are moving offensively, for again, as has been said before, the formation must be sufficiently dispersed as to not invite nuclear attack. Attacking units operating perforce at minimum density cannot hope to sweep all enemy from penetrated areas.

How, then, are the units in forward areas to be resupplied? Enemy infiltrating parties, or enemy elements by-passed by our attacking spearheads, represent the most serious sort of threat to our ground lines of supply—a threat so serious as to make resupply by ground means practically impossible.

I therefore suggest that we consider the resupply of isolated units (which in effect means the majority of units in the most forward areas) by air to be routinely necessary. Air resupply, indeed, appears to be the only solution to a problem which, left unsolved, will make impossible efficient operations by units deployed for combat.

Resupply by air will, of course, have its own hazards. It appears essential that it be conducted, as a normal thing, at night or in inclement weather by very low

(*Continued on Page 29*)

Twin-turbine H-21 capabilities shown in cross-country flights

Vertol demonstrates two twin-turbine H-21's and commercial Model 44 at Pentagon Heliport

New standards of performance and dependability are being established for the mobile Army's air vehicles of tomorrow in a series of intensive flight tests of two twin-turbine versions of the versatile Vertol H-21 helicopter.

On the left above is the Vertol Model 105, equipped with Lycoming T-53 turboshaft engines in a side by side retrofit kit. On the right is the H-21D with two General Electric T-58 turbines. The package installation on the Model 105 uses either T-53 or T-58 in pairs to replace the piston engines, with only minor modification to the airframe. Center attraction above is the Vertol 44, most advanced evolution of the piston-powered H-21, with its unmatched passenger and cargo capacity, greater stability, lower cabin noise level, more flexible cabin layout, better operating economy.

In their first cross-country flights the Model 105 and the H-21D demonstrated that these new powerplants result in big increases in ton-mile capability.

VERTOL Aircraft Corporation

MORTON, PENNSYLVANIA

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

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

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

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

CESSNA AIRCRAFT CO., WICHITA, KANSAS

USAREUR REPORT

Army aviation was mentioned extensively in the critique on the recent Seventh Army large scale maneuver, *SABRE HAWK*, by every senior officer who spoke. Practically all of these comments were very favorable and showed the intense interest of the high ranking officers in their Army aviation.

Their comments indicated that an *increased* tactical realism must be gained in the use of Army aviation. This is a matter to which all unit aviators must give their individual attention. It can only be assured by a *close* coordination with the commanders of tactical units which are supported. The worst thing that a Division Aviation Officer can do is to give his unit the impression that all he has to do is to operate a large *"Flight Detachment."* He must realize and suggest how the aircraft can best assist the tactical unit.

Lack of availability of flyable aircraft has been a subject of considerable concern in all of our aviation units. It appears that our concerted efforts to correct this situation, with full credit to ZI logistic elements, are beginning to pay off. Availability of those cargo helicopters taken into the field on Exercise *SABRE HAWK* was 90% throughout the maneuver.

I recently made a trip to SETAF with a Bell Tech Rep for the purpose of investigating possible materiel failure in a recent H-13 accident. Fortunately, neither of the two pilots were badly injured, but we now need one more H-13 in USAREUR. The cause of the accident *has not been determined.*

"Red Johnson" and his SETAF Army aviation suffered another stroke of ill luck in a recent fire which destroyed a number of tools. These tools had recently arrived after having been *on requisition* for *some* time. The 202d Aviation Company, SETAF, is to be commended on their high morale and achievement considering conditions under which they have had to operate. Indications are that these conditions will continue to improve. Their living conditions are not quite the glowing example of plush conditions depicted for Army personnel overseas by some newspaper writers.

SP3 Thomas D. Walsh, 11th Helicopter Company, recently received the Soldier's Medal for his heroic action in rescuing *CWO William C. Chambliss* from the cabin of his crashed helicopter in the rugged mountains of Norway last summer. *Walsh* jumped out of his 'copter, which could not land, and ran over to the wrecked helicopter. The action of the *SP3 Walsh* in rescuing the pilot of another helicopter is a credit to Army aviation. Hate to lose aircraft to get medals but glad to see recognition for deserving individuals—particularly if they are in Army aviation.

Helicopter instrument training is continuing to progress in USAREUR. Recently *Capt. Joe Kramer,* with *Capt. Provcavage* as IP, made the first actual instrument flight on airways in Europe. This is another step forward in defeating the strangle-hold that adverse weather has on Army aviation.

Army Aviation Association members have been busily engaged in organizing two chapters. At the time of this writing, it appears that *Stuttgart* may receive recognition as the first Chapter to be organized in Europe. On 12 March, Heidelberg and Mannheim members met to organize a Chapter, I acted as Chairman for the election of the following officers:

President: *Maj. Herbert M. Luckfield;* Executive Vice President: *M/Sgt Donald A. Baker;* Vice President, Army Affairs: *Maj. Carl A. Colozzi;* Vice President, Public Affairs: *Maj. Henry N. Weggeland;* Vice President, Industrial Affairs: *Maj. Harry O. Davis;* Secretary: *Capt. Guy R. Claybourn;* and Treasurer: *Lt. Warren T. Trent.*

The order of business included the planning of a membership campaign and the appointment of a Committee to lay on the Sixteenth Anniversary Party of Army aviation. Showing of a color film, entitled *"Fifteen Years of Army Aviation"* concluded the meeting.

In accordance with the intentions to feature one unit of USAREUR each month, this month's feature is an article on the closest unit to my desk, the *USAREUR Army Aviation Detachment.* The article was written by a disinterested Army aviator from another unit.

—By COL. WARREN R. WILLIAMS, JR.

By CWO Herbert E. Woodward

U.S. ARMY AVIATION DETACHMENT USAREUR

On 15 May 1945, amid the war-ravaged ruins of Germany's pre-war capital city, the Air Section, Headquarters, Berlin Command was activated. Through the ensuing years that unit metamorphised into the organization now known as the United States Army Aviation Detachment. The detachment is based at Heidelberg on an airfield that dates from the spring of 1945 and which has been used continuously since its founding. In its relatively short span of existence, the detachment has established an impressive record of outstanding aeronautical achievement of which it is justly proud. This organization, from its inception, was destined to establish itself firmly in aviation's Hall of Fame.

The Aviation Detachment, unique in organizational structure and in its missions and accomplishments, is commanded by one of the Army's most capable young aviation officers and Senior Army Aviators, *Major Henry N. Weggeland.*

Major Weggeland, at thirty eight a meticulous, dynamic officer, gives the impression of well disciplined determination and ability; and who believes that success is the lengthening shadow cast by an energetic man, with success being a result of endeavor rather than a goal. In the course of nearly fifteen years of flying for the Army, *Major Weggeland* served as Air Officer of the 183rd Field Artillery Group, United States Third Army, during WW II. Logging over 300 hours of combat flying in that capacity, *Major Weggeland* earned the Distinguished Flying Cross with Oak Leaf Cluster, the Air Medal with nine Oak Leaf Clusters, the Purple Heart, the Commendation Ribbon with Medal Pendant, as well as numerous additional citations. Like most of the pilots in the detachment he commands, *Major Weggeland* has flown nearly every type aircraft that the Army has had in its inventory during the past fifteen years. Displaying the same reserved air of assured efficiency in administering his command as he does at the controls of an aircraft on an international instrument flight, the major readily admits that he would rather be in the air than "flying a desk" although he has an enviable record in both capacities.

Weggeland

The fifteen pilots assigned to the Aviation Detachment are highly experienced and most of them have records of combat flying for one of the three services in WW II and Korea. All of the pilots are rated instrument pilots with nine of the instrument ratings held being Special Instrument Ratings. Average age of this elite group is thirty-five, and most of the pilots possess around twelve years of flying experience, having logged an average of over 4000 hours in that time.

Capt. Lawrence P. McKay, a former Army Air Corps Service Pilot, tops the list with over 6550 hours. He is closely followed by *Capt. Hubert N. Reed,* who has accumulated approximately 6000 hours and who is presently assigned as pilot to *General H. I. Hodes,* CINCUSAREUR. *Capt. Reed* with military flying experience dating back to Army Air Corps' times, also is Aircraft Maintenance Officer for the unit. One consequence of his extensive aeronautical knowledge was his selection to be one of the two airplane commanders on the initial trans-atlantic ferry flights of the L-23D.

COMMUNICATE ON

CHANNELS

WITH ARC's TYPE 210 TRANSCEIVER

The rapidly increasing volume of air traffic and the need for more precise traffic control has necessitated a tremendous increase in the number of assigned radio frequencies to carry on the necessary air-ground communications.

Only a few years ago pilots could operate with 10 or 20 channels. Later frequencies were increased to 80 or 90. Plans now call for 360 frequencies—enough to meet the need for years to come. In view of this channel increase, ARC now offers an all-channel, flight proven transmitter-receiver (Type 210 Transceiver) covering all 360 channels. The powerful 15 watts guarantees optimum distance range and the knifelike selectivity assures freedom from adjacent channel interference. Provision has been made for the selective use of single or double channel simplex whereby transmissions are made on a frequency 6 megacycles higher than the receiver frequency. There is no wait between receiving and transmitting for re-channeling.

This is ARC's latest contribution to air safety. Ask your dealer for a quotation to include a single or dual installation, along with other units of ARC equipment listed below.

Dependable Airborne Electronic Equipment Since 1928

Aircraft Radio Corporation BOONTON, N. J.

OMNI/LOC RECEIVERS • MINIATURIZED AUTOMATIC DIRECTION FINDERS • COURSE DIRECTORS • LF RECEIVERS AND LOOP DIRECTION FINDERS UHF AND VHF RECEIVERS AND TRANSMITTERS (5 TO 360 CHANNELS) • INTERPHONE AMPLIFIERS • HIGH POWERED CABIN AUDIO AMPLIFIERS 10-CHANNEL ISOLATION AMPLIFIERS • OMNIRANGE SIGNAL GENERATORS AND STANDARD COURSE CHECKERS • 100-2100 MC SIGNAL GENERATORS

30 YEARS OF ACHIEVEMENT IN AIRBORNE ELECTRONICS ARC 1928 1958

Operation of the L-23D six seat command type liaison aircraft affords this unique detachment, an all weather, long range, high altitude (24,000-foot service ceiling) capability which, in turn, affords the CINCUSAREUR virtually unrestricted air transportation on short notice. This capability is notable in light of Army aviation's mission in the atomic age. The pentomic concept with its emphasis on movement places a requirement on Army aviation to supply a large share of that all-important mobility in both atomic and non-atomic warfare. A versatile Army aviation, utilizing the world's air lanes, affords commanders and staffs *"on-call"* international transportation in peace and in war.

The USAREUR Aviation Detachment has more command type liaison aircraft based at Heidelberg than any other Army Aviation detachment having a similar mission with one exception. (That exception is the detachment serving the Pentagon and the White House.) The Heidelberg organization is the possessor of a proud safety record, having flown nearly twelve million passenger miles in over fifty thousand flying hours without a single service accident. Many of these hours were flown in some of the world's worst flying weather—that of Europe and of the Rhine Valley concentration of industrial smoke and haze.

Heidelberg Army Airfield, located in the suburbs of one of the world's best known university cities, is only one mile from the headquarters it serves. This proximity to headquarters is a graphic example of a basic tenet of Army aviation—the concept of providing handy access to aircraft for commanders at all levels. At Heidelberg this convenience is not achieved with complete freedom from hazard. On the eastern approach to the 3500-foot main runway, looms the 2000-foot Konigstuhl, while from the west the main instrument approach is over a maze of high tension power cables carried on tall steel towers.

This was the first exclusive Army Air Field in Europe to have its own approved instrument approach; in fact, as far as is known it was also very first, Army-wide, to have an approved instrument approach. Programmed for early installation is radar for ground controlled approaches. The flexibility of this Army flying facility is illustrated by the fact that relatively large aircraft, like the C-131, C-123, C-47 and the SA-16 have flown in and out on many occassions under adverse weather conditions. As a result of its diversified air traffic originating in many countries, Heidelberg AAF has been tagged "Heidelberg International Airport" by some.

SCRAPBOOK SNAPSHOT

Flight Detachment
Hq, USAREUR
Heidelberg, Germany

1

LEFT TO RIGHT, STANDING: Capts. Frank V. Hutton, Richard H. Duckworth, Frederick W. McGowan, Billy R. Wright, and Hubert N. Reed; Maj. Henry N. Weggeland (Commanding Officer); Capts. James M. Frederick, Paul H. Roundy, Guy R. Claybourn, Herschel E. Reynolds, and Wallace J. Fann. LEFT TO RIGHT, KNEELING: Capts. John A. Murray, Jack Martin, Lawrence F. McKay, James M. Archuleta and Robert W. Blakely. Absent: Capt. Thomas R. Roberson (Photograph: Cpl Dale L. Sperline).

AROUND THE WORLD WITH SIKORSKY HELICOPTERS

45 TONS PER HOUR—In northern Norway, pilots of the U. S. Army's 8th Helicopter Battalion carried loads of building materials, steel, electronic equipment, and even dynamite to mountain-top sites of micro-wave relay stations. The H-34As (Sikorsky S-58s) delivered their cargo at the rate of 1½ tons every 2 minutes.

LIFTING THE LANTERN—An HR2S-1 (Sikorsky S-56) from the Second Marine Aircraft Wing places a 1740-lb. lantern atop a new 142-foot lighthouse at Cape Fear, N. C., with only 6 inches of clearance on the sides. Hovering stability for this difficult job was provided by Sikorsky's Automatic Stabilization Equipment in the HR2S-1.

52 RESCUED—The crew of the grounded French freighter *Pei-Ho* were flown ashore near Casablanca, Morocco, by an H-19 (Sikorsky S-55) of the Air Force's Air Rescue Service, which is on duty around the world. All 52 of the crew were rescued. The H-19 came from the U. S. base at Port Lyautey.

SIKORSKY AIRCRAFT
STRATFORD, CONNECTICUT
One of the Divisions of United Aircraft Corporation

USAREUR REPORT

7th Army Crew Chief Decorated for Valor

NELLINGEN, GERMANY—A near-tragic story that began last summer on a Norwegian mountain 50 miles north of Oslo ended here recently when a Seventh US Army enlisted man of the 11th Transportation Company received the Soldier's Medal.

Specialist Third Class Thomas D. Walsh earned the nation's highest peacetime award for valor for saving the life of *CWO William C. Chambliss* who was trapped in the burning wreckage of an 11th Transportation Company H-34 helicopter. *Chambliss'* plane, *Walsh's*, and one other H-34 were on special NATO mission last August, airlifting supplies to the summit of Gausta Mountain, a 6,200-foot peak. The Norwegian government was establishing a radio relay network down the length of the country and many of the sites, like Gausta, were inaccessible other than by helicopter.

Sp3 T. D. Walsh

As his H-34 made the tricky ascent, carrying a ton load slung beneath it, 26-year-old *Walsh* saw *Chambliss'* ship careen down the mountainside, out of control. The stricken helicopter came to rest on a small plateau and broke into flames.

Walsh's ship flew to the wreckage and as it hovered 10 feet off the ground, *Walsh*, a crew chief, leaped out of the plane, ran to *Chambliss'* H-34, and extinguished enough of the fire to allow him to crawl into the cockpit. He quickly hauled out the unconcious pilot and with the aid of several Norwegian laborers removed him to a waiting rescue plane.

Col. John R. Dale, commanding officer, 8th Transportation Group, made the award presentation. The general order authorizing the medal was read by CWO *Chambliss*, back on flying status after four months of off-and-on hospitalization for three fractured vertebrae and burns on the face and legs.

"I'm glad to see Ton Walsh get official recognition," said *Chambliss*. *"But I'll never be able to show my appreciation for his work that day in Norway."*

DECORATION

CAPT. JAMES C. ISABELL is shown receiving the Army Commendation Ribbon from MAJ. GEN. HARVEY FISCHER, C. G., SETAF, in a ceremony at Bosco Mantico Airdrome near Verona, Italy. CAPT. ISABELL was decorated for meritorious service as C. O. of the 202d Army Aviation Co, prior to his retirement after 20 years of active service. (USA photo)

1st Helicopter Instrument Cross-Country Recorded

The first planned and authorized cross-country instrument flight in an Army helicopter was completed in Stuttgart, Germany, in early March, presaging a new mobility for the field army.

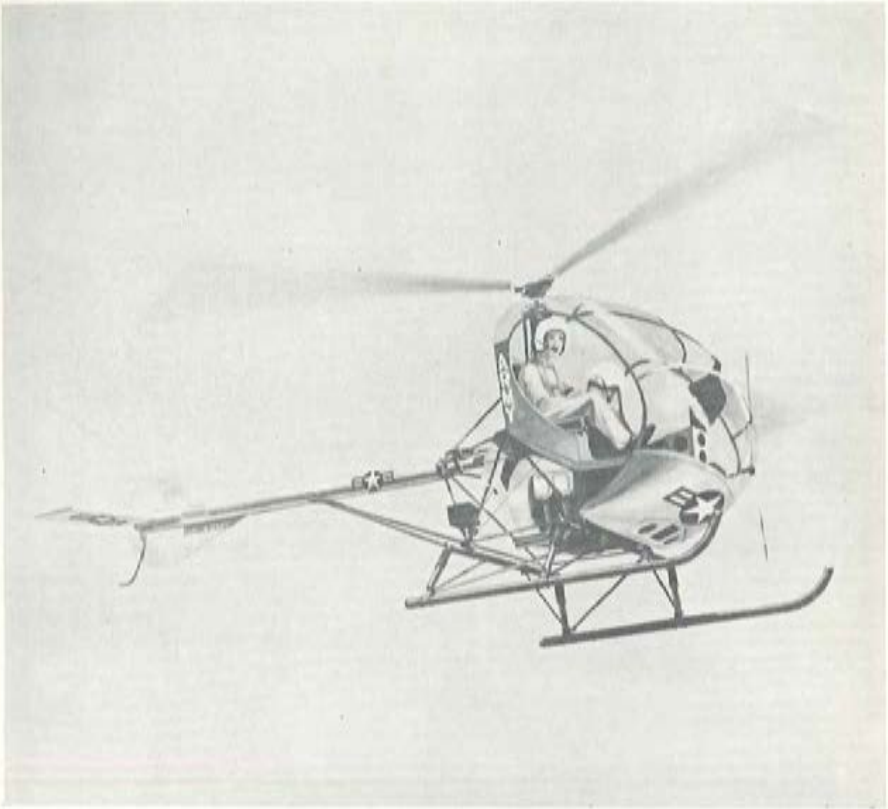
Using instruments only, Capt. William F. Proncavage, Director, Instrument Flt Tng at the SUSAATC, and Capt. Joseph E. Kramer, 110th Trans Co, flew an H-34 160 nautical miles 1,000 feet over the cloud ceiling.

The round-robin flight utilizing airways beacons was approved by the German Ministry of Transportation air traffic control center in Munich.

Current AR's authorize helicopter instrument training at the Army Aviation Center and at Seventh Army's training center, Fort Rucker officials indicated to Seventh Army airmen that they had conducted only local flights under actual instrument conditions, thereby enabling Seventh Army's 'copter pilots to chalk up a first.

Col. Charles W. Matheny, Jr., Seventh U.S. Army Aviation Officer, said, "This first cross-country flight under instrument conditions by a U.S. Army helicopter in Europe shows that Army aviation has achieved another step toward full utilization of helicopters in tactical operations."

All Army helicopter pilots receive a minimum of instrument training to enable them to recover and escape from any sudden bad weather conditions they may encounter, but only graduates of the course here and at Fort Rucker are qualified to deliberately undertake actual instrument cross-country flights.



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

USAREUR REPORT

Hq. Seventh U.S. Army

It is a general feeling that Seventh Army is not too well represented article-wise in *ARMY AVIATION*. Since we are the largest Army from the standpoint of troops, pilots, and aircraft we feel that everyone would be interested in knowing more about Seventh Army. For this first submission, I will cover the "waterfront" and subsequent letters will be more specific about what we are doing.

Our approximate population is 900 aviators, 2,200 mechanics, and 583 aircraft. We have over 100 units that have aircraft. This includes 5 helicopter companies and 2 aviation companies (FW-TT). In the past 5 years Army aviation has quadrupled in size here at 7th Army. This should give you a fairly good idea of what we have.

From an operational and safety standpoint we have enjoyed a good record, too. Last year we flew 147,886 hours, which is very close to the total flown by 12th Air Force during a like period. Anyone who has been to Germany knows that weather is a real problem and contributes to many accidents. In spite of this our flying hours are high and our accident rate is below the world-wide average.

It is a continuous source of pride on staff visits and inspections to see the progress and interest stimulated by the new air mobility concept. Our commanders are becoming fully aware of what we in Army aviation can do for them, and we are happy that our efforts in showing our capabilities are finally paying off.

An introduction to our staff is in order in that it has completely changed within the last year. Our AO is *Col. Charles W. Matheny, Jr.;* Exec. Officer is *Col. Ed. Wood;* Training and Safety Officer, *Maj. Arne Eliason;* Assistant Safety Officers, *Capt. John Abern* and *Capt. Ralph Benefield;* Plans Officer, *Maj. Bill Hash;* Operations Officer, *Maj. Clay Davis* and *Capt. Bert Drane* is his assistant; *Capt. Dusty Rhodes* is handling Personnel and Maintenance and the writer is heading administration.

We'll try and delve more into operational problems on our next writing.

—*Lt. Jack Serig*

SCRAPBOOK SNAPSHOT

Army Aviation Section
Hq, Seventh U.S. Army
Stuttgart, Germany

2

FRONT ROW (L-R): Capts. Ralph O. Benefield (Asst SafO) and Elbert E. Drane (Asst OpnsO); Maj. William A. Hash (PlansO); Lt. Col. Edgar C. Wood (ExecO); Col. Charles W. Matheny, Jr. (Army Avn O); Majors Arne H. Eliasson (TngO) and Claiborne W. Davis, Jr. (OpnsO); Capts. John R. Abern (Asst SafO) and Carl E. Rhodes (PersO); 1/Lt Jack W. Serig (AdminO). BACK ROW: PFC A. A. Saumbaniotis (SafClerk); Sp2 Robert E. Tally (Ch Clerk Saf); M/Sgts Kenneth A. Storms (Ch Clerk, Admin-Incoming), Peter Sears, Jr. (Ch Clerk, Admin-Outgoing), and Maxwell J. Thornton (Tech Insp F/W); SFC Robert W. Painter, Sr. (Tech Insp R/W).

70TH TRANS DET (AAM)
Verona, Italy

Not unlike our friend, the postman, the personnel of the 70th Trans Det (Army Aircraft Repair) have kept the maintenance line at SETAF's Bosco Mantico Airdrome a veritable beehive of activity despite the searing heat of summer, winter's biting cold, and sunny Italy's drenching rains.

A little known unit, the 70th has the responsibility of keeping SETAF aircraft in the air. Although not a part of the 202d Avn Company, the 70th lives and works side by side with 202d personnel. The task is not as easy as one would imagine, despite the Italian clime. In having recently moved to its present area, the 70th has performed almost all of its work on an *open maintenance* line under weather conditions that have left much to be desired. Construction is underway on hangars, repair shops, and other buildings, but knowledge of this does little to prevent blue fingers.

An awareness of the importance of the unit's mission is felt by each of the 63 men and two officers of the unit, according to Capt. Alfred J. Reese, Co Comdr. This awareness, plus a superior performance of duties, have given the pilots and men of the 202d Aviation Company complete confidence in the aircraft that have been serviced by SETAF's 70th Trans Det.

FLATTOP

First flight of Grumman's WF-2 Tracer, a "saucer-topped" early warning airplane designed for Navy carrier operations, reveals the airplane's huge radome, largest yet designed for a carrier-based airplane. Look close. Single engine performance underway.

★ Engaging in a delayed mountain rescue that created widespread national interest in late March, two Army helicopter pilots successfully evacuated four young skiers from a 11,600 foot ledge high on the slopes of Mount Lytell in Yosemite National Park, Calif.

The hazardous rescue was performed by *CWO's John J. Cooney* and *William J. Williams* during a lull in a snowstorm that had pinned the two girls and two boys to the ledge for four days.

Concerned as to their ability to take off from the ledge because of the tricky weather and high altitude and hampered by the downwash of their blades that kicked up blinding snow, the 33rd Trans Co crew made four attempts before landing their H-21 *Shawnee on the* precipice.

Army Aviation . . . . Long Ago

Don't jerk the controls! Feathering No. 1 isn't that bad, you know!

Gayhart

FT. RUCKER NEWS

LEFT: MAJ. GEN. NORMANDO COSTELLO being awarded his solo wings by BRIG. GEN. BOGARDUS S. CAIRNS. Following tradition, GENERAL COSTELLO wore his over-size wings for twenty-four hours while undergoing R/W Training. CENTER: DR. FRANK ROSE, president of the University of Alabama, chats with COL. ROBERT R. WILLIAMS during his recent visit to Fort Rucker for an orientation on USAAVNS and other major facilities. RIGHT: Touring the nation's Armed Forces, six Japanese officers are shown viewing Ft. Rucker on an MDAP exchange visit. CAPT. EDWARD RANKIN, Post Escort Officer, accompanied the party consisting of four General Officers, a Colonel, and a Captain. Transported around Post by Sioux aircraft, the foreign officers were shown all departments of the Center and the U.S. Army Aviation Board. (U.S. Army photos)

Aromatic Navigation

"Well done," a phrase normally accorded by flight instructors to geographically accurate students upon their completion of their initial cross-country training flight, attained new significance at Fort Rucker. Greeting the 27 officers of Flight Four, AATC 58-4-2, as they landed at nearby Troy Field were *M/Sgt Buford Hall* and *First Cook George Byrd* who had flown to Troy earlier in the day to set up a steak barbeque. The students, together with flight instructors *Capt. R. W. Edwards* and *Lt. J. P. Johnson* (instructors are human and have been known to eat), tackled the sizzling tenderloins and established what may be the first "Fly-In-Feed" ever held during primary training.

H-37 Souped!

Logging the first instrument flight in the Army's largest helicopter, the twin-engine H-37 *Mojave*, Army aviators completed a round trip from Fort Rucker, Ala., to Tallahassee, Fla., in two hours and fifty-five minutes. Forty-five minutes of the flight were in conditions of zero visibility.

Personnel of the Rotary Wing Department

LEFT: BRIG. GENERAL CHARLES G. DODGE (l.), Chief of the Army Aviation Group at the Air University, Maxwell AFB, chats informally with GENERAL CAIRNS on his arrival. The General visited Ft. Rucker to speak at an AHATC graduation. CENTER: While visiting Ft. Rucker to address two graduating classes, GENERAL WILLARD G. WYMAN, Commanding General of CONARC, Ft. Monroe, inspected a T-37 reconnaissance jet. The General (left) is shown above with GENERAL CAIRNS (center) and CAPT. LANDON J. REID, Operations Officer of "Project Long Arm." RIGHT: Contemplating his 24-hour appendage, BRIGADIER ARTHUR E. WRINCH (l.) of the Royal Canadian Army receives his kingsize solo wings from COL. JOHN J. TOLSON. The Canadian General is at Ft. Rucker for fixed wing training. (U.S. Army photos)

NAT'L BOARD MEETING

The Nat'l Board held its 4th and final meeting of the Association's initial year on March 15th in Washington, D.C. The Board covered a variety of organizational problems, future programs, and Ass'n policies during its 3½-hour meeting. Additional planning is required on many of the programs that were taken under discussion and announcements of the programs will be made shortly pending the completion of additional efforts. Attending: *Col. R. M. Leich* (Pres., Ind.); *Col. R. R. Williams* (XVP, Ala.); *Lt. Col. F. O. Grey* (VP, NG Aff, Ill); *Mr. B. Wilson* (VP, Indus Aff, Calif.); *Col. H. D. Edson* (VP, Pub Aff, Va); *Mr. H. E. Haugerud* (VP, Pub Aff, Va.); *Lt. Col. O. G. Goodhand* (Trea., Penna); *Executive Secretary* (Conn.).

WASHINGTON REGION

A well-attended AAAA "stag dinner" keynoted Ass'n activity in the Washington Region during March. Some 65-odd Washington, D.C., Virginia, and Maryland members and non-members attended the Open House at Patton Hall, Ft. Myer, Va., on March 12th. *Brig. Gen. Ernest Easterbrook* addressed the combined military-civilian audience, highlighting areas in which the organization can be of pertinent help to AA personnel of all components. *Col. Robert R. Williams*, representing the Nat'l Board, also addressed the assemblage. *Col. Jack L. Marinelli*, Washington Region President who served as M.C., announced the following elections to the Washington Board: VP, Army Aff, *Col. I. B. Washburn;* Vp, Indus. Aff, *Lt. Col. Michael J. Strok;* Trea., *Maj. J. Y. Hammack;* Secr., *Maj. William P. Craddock. Lt. Col. Delbert Bristol* (XVP) and *Joe McDonald* (VP, Res Aff)—and wives—coordinated and administered the affair.

NORTHEAST REGION

Lt. Col. Jim Murphy (Mass-USAR and Pres., Northeast Region) announced the formation of the Region's first chapter (87 members). Elected to office in the new Massachusetts Chapter were: Pres., *Capt. Robert E. Willis*, NG; XVP, *Capt. Donald A. Boynton*, USAR; VPA, *Capt. Donald P. Frandsen*, Army; VP, NG Aff, *Lt. Lloyd W. Godfrey*, NG; VP, Res Aff, *Lt. Col. Samuel Gordon*, USAR; VPI, *Lt. Alphonse C. Turcotte*, NG; VP, Pub Aff, *Capt. Arthur H. Meyer*, USAR; Trea., *Capt. Nelson F. Heymance*, USAR; Secr., *Sp2 Paul J. Barton*, NG.

With the arrival of "sociable" weather in the Northeast, the Region and new Chapter plan several Fly-In Get-Togethers, several of which will be held in conjunction with industry tours.

USAREUR REGION

Coincidental to the activation of the Stuttgart and Heidelberg Chapters, the USAREUR Region attained full-fledged Regional status during the month of March.

The Stuttgart Chapter was formed at the Nellingen Club on March 6th, some 35 members and non-members gathering for the organizational evening.

Stuttgart Chapter officers elected were: Pres., *Col. Charles W. Matheny, Jr.;* XVP, *Col. Robert B. Neely;* VP, Pub Aff, *Lt. Col. T. F. Schirmacher;* Trea., *Col. Edgar C. Wood;* Secr., *CWO William L. Long.* The Vice Presidents, Army Aff and Indus Aff, are to be elected at the next Chapter meeting.

Following quickly on the heels of the Stuttgart activity, members in the Heidelberg-Mannheim area organized and implemented the USAREUR Region's second Chapter—the Heidelberg Chapter. Details of this activity are found in the "USAREUR REPORT" appearing on Page 13 as submitted by *Col. Warren R. Williams, Jr.*, the Regional President.

A CONTINUATION OF THE PARTIAL LISTING OF THOSE PERSONS WHO JOINED THE ARMY AVIATION ASSOCIATION AS MEMBERS DURING THE 1957-1958 MEMBERSHIP YEAR

GENERALS

E. F. Easterbrook, BG

COLONELS

Arthur J. Anderson
Edward B. Bissell
John R. Dale
John D. Edmunds
Daniel H. Heyne
David B. Parker
George P. Seneff
William R. Tuck
I. B. Washburn

LIEUTENANT COLONELS

David O. Gegswell
Stephen S. Doherty
Edwin L. Harleff
Thomas E. Haynes
Robert L. Hoffman
Russell W. Humphreys
Harry J. Kern
John L. Klingenhagen
David M. Kyle
Erdie O. Landsford
Howard I. Lukens
Lester McCants
Dan A. McCartney
Gerald B. Middleton, R.
Edward A. Raff
Jack W. Ruby
Roy B. Southworth, R.
Michael J. Strok
Norman C. Tanner, R.
Edwin F. Whitney

MAJORS

James W. Abbott
Jack E. Andrews
Levon G. Baxter
Lloyd O. Bergen
Byron H. Brite
Edward C. Broadhurst
Frank O. Brown, Jr.
Charles M. Bussey
Richard E. Bywaters
Francis E. Cathey
James E. Childers
Horace O. Cooke
John F. Denhart
Donald J. Dodson
Earl F. Gardner
William H. Gardner
Darwin P. Gerard
Harrington M. Gillespie
Roy W. Haney
Joseph W. Haly
Orman E. Hicks
Otto W. Huebner
Harley Hungerford
Roy V. Hunter
John B. Kusewitt, Jr.
Sigmund C. Lenic
Herbert M. Luckfield
William R. Mathews
Malcolm L. Mitchell
Glendon E. Oldefendt
Randolph M. Palmer
Lawrence J. Pfeiffer
John T. Pierce, III
Harold R. Snyder
Robert R. Stanfield
Rayman J. Sweezey, Jr.

MAJORS (Continued)

Robert F. Tugman
William F. Usher
Stanley C. Waldner
John J. Walters
Robert M. Webb
Leland F. Wilhelm
Bernard M. Zeppenfeld

CAPTAINS

Fred W. Aberle, R.
Sidney W. Achee
John R. Ahern
Charles N. Allgood
Robert E. Allwine
Glen I. Arnold
William S. Augerson
R. C. Barnes
David A. Bell
Francis C. Bennett, Jr.
Wendell F. Bergquist, R.
James E. Bowman
Warren D. Boyd, G.
Walter W. Breckons
Weldon C. Britton
John R. Brown
Neely R. Brown
Paul H. Brown
Virgil D. Brown
Kenneth J. Burton
Donald A. Carder
Arnold R. Carrillo
Milton P. Cherne
Max A. Clark
Richard H. Clark
Bernard D. Collison
William G. Coyle
Afton Dare
Albert S. C. Davis, Jr.
Harry Q. Davis
Richard S. Demory
Stanley E. Derby
James A. Diebold
Willie F. Dixon
Charles F. Drummond
Robert R. Durych, R.
Clancy J. Faucheux
Kenneth D. Fawins, R.
Edgar R. Fitzgerald
Eugene J. Fody
Charles M. Grandelli
William R. Griffin
Harold K. Hall
Claude E. Hargett
Forrest C. Harris
Ben L. Harrison
Edward J. Helm, R.
Pelham G. Helton
Raymon D. Henley
Charles L. Hetheoat, Jr.
Ralph E. Hill
Dennis A. Hovland
Howard A. Huntsman
Robert D. Hyman
Ray L. Ingham
Lloyd S. Jackson
Philip M. Jolmes
Frank C. Jarrard
Forrest W. Johnson
Joseph A. Jones
Daniel R. Keenan
Marvin E. Kemp
Edward King
Lewis A. Kinnison, Jr.

CAPTAINS (Continued)

Richard D. Kisling
Harvey D. Kuecker, R.
Harley D. Lair
James H. Lefler
Robert F. Little, Jr.
M. D. Lord
Carl H. Loveland
James V. Lowe
Donald F. Luce
Sigurd A. Lund
Martin McDonald
Fred W. McGowan
Walter J. McIver
Thomas F. McNamara
Billy B. McPhail
Charles W. McQueary
H. J. Maffei, G.
Arthur E. Magery
Evan F. Magney
Henry R. Magnum, Jr.
James W. Maschmann
Frederick A. Maurer
George E. Mengel
Kenneth D. Mertel
George H. Meyer
Orat D. Miller
Erwin M. Mitchell
Jack O. Morrow
James H. Muller, R.
Donald E. Mulligan
Verna M. Nash
Stanley O. Nelsen
Elswick Newport
James W. Nicolet
Hubert W. Ogilvy
Robert H. Parks
George E. Patterson
Ralph S. Paxman
Neville A. Pearson
Jack R. Philips
William G. Phillips
Carl R. Pigeon
Edward J. Porter
Daniel C. Prescott
Landon J. Reid
Barton F. Richards
Ralph J. Ritchie
Jean R. Rondepierre
Bobbie L. Rose
Carl K. Russell
Joseph F. Salch
A. P. Schanzenbach
James Scudder
Robert W. Siegert, Jr.
Victor C. Simpson
James G. Skinner
Nick Sloan, R.
Thomas H. Small
Charles L. Smith
Harold T. Smith
Richard C. Smith
Sherman W. Smith
Lloyd E. Spencer
John F. Stacy
Robert J. St. Aubin
Joseph J. Stepp, Jr.
Lee R. Stickler
Ivan M. Storer
Thomas E. Stuart
Selmer A. Sundby
Paul C. Swink, Jr.
Robert N. Tedd
William J. Tedesco
Thorvald R. Torgersen

CAPTAINS (Continued)

Ralph L. Trew
Howard J. Tuggey
Ellsworth F. Vassar
Douglas F. Wainer
Marion F. Ward
Edward M. Warzecha
Lloyd A. Watland
Oliver F. Watson
Clifford C. Wilson
Myron R. Wilson
Otis N. Wilton, Jr.
Robert W. Wood
T. C. Yeung, R.
John J. Zirkle, Jr.

LIEUTENANTS

Quentin J. Aaberg, Jr.
Harold L. Andersen
Karl R. Andersen
Robert D. Anderson
Edwin D. Baker
Felton M. Baker
Rascius I. Bal
John W. Barron
James G. Barry, Jr.
James S. Bauchspies
Donald L. Becker
William J. Benjamin
Robert H. Bentley
Paul H. Bernard
Franklin W. Berry
James R. Blackmore
James D. Blackwood, R.
Robert A. Bonifacio
Joseph C. Bonnet, R.
Arthur F. Boudreau
Donald O. Boyd
Thomas Bransford
Eldridge W. Brock
Ralph W. Bromon
C. B. Brooker
George A. Brown
Jesse Bruton, Jr., G.
Merten C. Bulkley
Robert A. Burbank
John G. Burbules
Carshal A. Burris, Jr.
Daniel L. Butler
Charles L. Calvert
Harold T. Campbell
Willis L. Canadoy
Billy H. Carlson
William C. Carter
George O. Carver, Jr.
Richard C. Cauble
William H. Chambers
Laurence B. Clark
Bernard D. Collins
H. Marion Collins
Anthony M. Cominos
Edward B. Cook
Roger H. Coye
Frederick R. Cunha
Tolbert A. Daniels, Jr.
Arthur J. Dorwood, R.
Charles D. Davis
James E. Dodrill
Larry D. Dotson
Lee D. Doyle
Edwin L. Draper
Donald R. Drumm
David G. Duhalme
Thomas M. Esenames

LIEUTENANTS (Cont.)

George B. Edmonson
Charles A. Edwards
Lewis L. Feaster
Theodore W. Florko
Charles D. Fountain
Lloyd O. Gardner
John L. Gattle, R.
Robert M. Gibbs
Oliver C. Gill
Walter H. Givhan
Ernest W. Goebel
Ralph V. Gonzales
Franklyn C. Goode
John E. Gordan
David H. Hall
Robert O. Hallmark
Hal A. Hamilton
Richard W. Healey
Clarence L. Helss
O. R. Hickenbottom
Bill L. Hill
George T. Holdcraft
Robert O. Holland
John M. Hopkins
Clarence M. Hulett
Axel J. Hutto, Jr.
Alfred J. Iller, Jr., R.
Robert H. Jennings
Jack O. Johnson
Charles R. Jones
Herschel C. Jones
Lowell F. Jones
Robert N. Jones
Donald E. Kelly
Clyde F. Klick
Emmett F. Knight
Robert W. Koepp
Elmer W. Konrad
Ira L. Laney
George S. Lapinskas
Ulysses S. Large, Jr.
William F. Lesch
Keith E. Lundin
Earl J. McMillan
George R. McNutt
James R. Massengill
Harvey C. Mayse
John Melbye
Joseph G. Mikula
James E. Miller
Theodore L. Mitchell
Donald Modico
Ernest V. Moncrieff
William B. Monts, Jr.
David W. Moore
Jimmy N. Moore
James B. Muck
Gordon R. Mullen
Philip J. Murphy
Richard R. Murphy
James C. Mustain
Frank D. Norris
Nat O'Day
Edward J. O'Meara
Marvin B. Olson
Gerald K. Oshesky
Donald J. Palczynski
Ted R. Pappas
Dean R. Paquette
Joseph L. Parlas, Jr.
Charles M. Paulk
William N. Peachey
Donald W. Phillips
E. P. Preisendorfer

A CONTINUATION OF THE PARTIAL LISTING OF THOSE PERSONS WHO JOINED THE ARMY AVIATION ASSOCIATION AS MEMBERS DURING THE 1957-1958 MEMBERSHIP YEAR

LIEUTENANTS (Cont.)

Howard L. Premo
James M. Procter, R.
Conrad J. Provencher
Don D. Reid
Richard M. Ross
Donald J. Rozzano
Don C. Russell, G.
Tom J. Sammons
Charles R. Sandidge
Robert L. Sauberan
Robert L. Sayers
Richard B. Schaefer
George E. Schindler
Gregory J. Schrand
David A. Seagrave
Jay P. Sellick, R.
Howard L. Setzer, Jr.
James R. Shields
Charles L. Siegert, R.
Harold I. Small
Blair E. Smith
Donald A. Smith
Raymond L. Smith
Willis E. Smith
Curtis J. Steckbauer
Albert E. Stein
Joel R. Steine
Ronald M. Stickney
Roman J. Stobbe
Alan F. Sweeney
James R. Taylor
William M. Templeton
Merle E. Thom, G.
William A. Thompson
John C. Thorpe

LIEUTENANTS (Cont.)

Victor M. Tilley
Francis J. Toner
Thomas J. Towle
Turner J. Tropp
Robert L. Truax, R.
Orlie J. Underwood
Charles D. Utzman
William E. Vail
James A. Vail
Malcolm B. Wallace
Perry R. Watkins, Jr.
Eugene E. Weaver
Terry T. Wedemeier
Arthur H. West
Wilfred W. West
John W. White
Nelson E. Williams
Robert E. Wilson
Johnie J. Wright, Jr.
Roy A. Young
Robert T. Young
Alexander R. Zenz
Thomas G. Ziek

CWO'S

Quincy A. Bearden
George F. Beaston
Lawrence W. Bender
Jerry D. Branon
Ernest H. Brashaw
Stanley L. Chambers
Richard S. Cooper
Jacob C. Crouch
Gordon E. DeGeest

CWO's (Continued)

Robert E. Denney
William G. Everhart
Marvin A. Farmer
Edward O. Ferguson
Jack S. Gibson
Edward A. Gillmore, Jr.
John H. Greene
Valentine Hampton
Donald R. Hayden
Lester R. Hunt
Bryan W. Hutchinson
Robert H. Iwamasa
George E. Kelly
Kenneth R. Kiester
Vincent J. LeDuc
Frederick G. Lieb
James M. Lyell
Richard W. McConnell
Clarence H. McVoy
Kent A. Messer
Elbert W. Munson
Louis L. Shore
Marion W. Sligh
Ray E. Sovia
James M. Strickland
Clifford V. Turvey
Isidro S. Valdez, Jr.
Turner J. Vaughan, Jr.
Raleigh J. Whidden, Jr.
Harold W. Yorke, Jr.

WO'S

Alvin D. Arrington
James E. Beaman

CWO's (Continued)

Jerry N. Bishop
Frank C. Buell
Basil B. Catalano
Robert H. Dean
Loren N. Foster
Charles R. Graeber
Robert B. Harr
Wallace R. Howard
Carl M. Hunter
David H. Lindsey
James P. McCune
LeRoy J. Malone
Robert B. Merkle
Paul L. Pagano
James M. Parker
Joseph L. R. Pinard
Ralph L. Redfoot
Alfred E. Smith
Henry A. Stalnken

ENLISTED

Alfred A. Allardi, G.
Claude M. Butler
Frederick W. Perkins
Robert J. St. Onge
H. A. Wister

CIVILIANS

Richard A. Allen, R.
Russell Bannack
Edward W. Behrendt
Kenneth N. Bodes
Ora D. Brintnall
Remick T. Buehman
N. T. Cone

CIVILIANS (Cont.)

Kenneth L. Chilson, Sr.
Andrew B. Coffman
Earl M. Dunham
Ira F. Eckert
Warren L. Elbel, G.
Jerry A. Festa, R.
Truitt L. Fowler
Robert L. Godwin
Robert P. Goshen
Robert M. Hanel, Sr.
David Haefele
Claude A. Johnson
Leroy W. Kropp
Richard Leal
John Lebsock
Fred K. Leck
Edwin D. Logue, Jr., G.
Richard L. Lonpre
John W. Luntsford
Robert L. Mellen
James E. Moon
Peter C. Nast, G.
Marion F. Priest
Marc Reste
Charles J. Robertson
Merle F. Rose
R. B. Shortridge, G.
George M. Smithen
Douglas N. Sweden, G.
Clifton A. Swingle
William C. Taylor, G.
Albert P. Treskon
Emmett O. Turner
Reese A. Wallace
Dennis J. Whelan

USAFFE REGION

The spaciousness of the USAFFE Region did not prevent the Hawaiian contingent from engaging in closer "social-fraternal" Ass'n participation. The Territory's 53 current members, predominantly men of the 25th Infantry Division, activated the first Chapter in the USAFFE Region electing the following: Pres., *Capt. Wallace I. Baker;* XVP, *Capt. Sidney Achee;* VP, Army Aff, *Capt. Robert B. Swann;* Trea., *Lt. Gerald W. Larson;* Secr., *Capt. Carroll W. Smith.* The Chapter plans to elect its VP, Indus Aff, and VP, Pub Aff, at its next meeting.

ALABAMA REGION

Charcoal grilled steaks, frosty cold drinks, casual wear, and a *"This is a Stag"* sign marked the Alabama Region's late March meeting. Locale: the Wildlife Association clubhouse at Lake Tholocco. The aforementioned is not a typographical error or a poor attempt to be humorous. The meeting *was* held in the Wildlife Association clubhouse.

RE-UPS

Some *750* of the Association's *1426* first year Members had re-upped by the middle of March. Suffice it to say that the administration of these renewals *is* time-consuming and Members are advised that their 1958-1959 credentials will be placed in the mails about May 1.

FPPP

The entry in the March, '58 Association insert stating that the AAAA's Flight Pay Protection Plan had been extended to members of the other services *HAS BEEN REVISED. Please disregard this entry.* The Plan is *only* available to Army, Army-NG, and Army Reserve officers, warrant officers, and enlisted personnel.

HERE'S ONE FOR A FRIEND!

Application for AAAA Membership

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

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

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

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

Membership Year Terminates on March 31st

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

NAME .....
(Please Print) (Rank/Grade)

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

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

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

.....

.....

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

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.

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

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

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

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

LEFT: BRIGADIER JEAN V. ALLARD (l.) Vice Chief of the Canadian General Staff and COL. WILLIAM D. HYDE (r.), attached to the British Staff in Washington, D.C., compare notes with MAJ. ROBERT E. R. BORLAND, Canadian Liaison Officer with the U.S. Army Aviation Board, during the visiting officers' recent tour of Board facilities. CENTER: LT. COL. HOWARD I. LUKENS (r.) CO of the Dept of F/W Training, is shown presenting the Department's traditional "Fixed Wing Farewell Trophy" to 1/Lt ODEL G. BOOTH (cen.) upon his recent retirement. CAPT. WILLIAM G. COYLE (l.) observes the Departmental ceremony RIGHT: Having completed a week of classes and flight instruction on the turbine-powered YH-40 at Bell Helicopter's Fort Worth plant, five USAAVNS personnel became Iroquois-qualified. CAPTS PAUL R. EWING and ROBERT LIPSCOMB; 1/LT ARNOLD BUXTON; CWO HERBERT E. KRAUS; & MR. JOHN S. HICKEY received the instruction. (USA photos)

on the initial flight were 1*st Lt Loren C. Strange*, aircraft commander; *Mr. Donald A. Whitaker*, pilot; and *CWO Ralph M. Fitch*, co-pilot.

According to the Ft. Rucker report, the *Mojave* is the fifth type of helicopter to be flown by the Army on instruments. Formal instrument flight courses are tentatively scheduled to begin late this year at the Aviation Center.

FOB Consumer

Of some note (particularly to publishers of "community property" military magazines) is the recent announcement that daily mail service will be initiated to the 630-odd Capehart Homes at Fort Rucker. Housewarmings are a thing of the past here, but you can expect "Mail it to my home" notices from many of your Fort Rucker friends.

Renovations

Fort Rucker, following extensive renovations to its Service Club, recently opened the "new" club, some 1,600 persons being on hand to admire and immediately use the extensive facilities. The photos, all of which would suffer through reduction in this publication, reveal a job "Well Done."

LEFT: Assigned together as privates at Camp Forrest, Tenn., 17 years ago, three AA's meet again at Ft. Rucker. MAJORS LESLIE C. BOYD (left) and JAMES W. ABBETT (right) are students in the Advanced AA Officers Course, while MAJ. GEORGE ROGERS (center) is course director. A '41 snapshot of PRIVATES ROGERS and ABBETT appears as the CENTER photo. RIGHT: While at the Army Aviation Center for a demonstration, Bell Helicopter Corp, representatives gladdened the hearts of many Fort Rucker civilian pesonnel by providing free rides in their YH-47J model. MRS. MARJORIE ROLLER, a secretary in DOI, is shown "ducking the blades" after her ride. (USA photos)

FORT RUCKER NEWS

CONTOLE

CRANFORD

ROZGA

RESCUING THE RESCUER

Inter-service cooperation involving personnel of all of the military services goes on day-after-day.

In a unique rescue mission performed off the coast of Port St. Joe, Fla., an Army H-37 *Mojave* and crew assigned to the Trans Support and Test Activity at Fort Rucker succeeded in recovering a downed Tyndall AFB H-19 type helicopter.

Experiencing engine trouble, the Tyndall helicopter had crash-landed into shallow water off the coast, the crash being witnessed by a Tyndall jet aircraft who radioed in the report.

The crew was safely evacuated, a hurry call being made to TATSA to furnish aid before the waves carried the aircraft to deeper water.

TATSA responded immediately, the *Mojave* sling-loading the damaged helicopter and airlifting it 40 miles from the crash site.

Crew members consisted of *CWO Q. E. McPhail* (pilot), *CWO Roy Brendle* (co-pilot), and *SFC Alvin Cooper, Sp3 Royal Grindland,* and *Sp2 Robert Pflug* (crew chiefs).

Lt. Col. William S. Contole (top), Deputy Director of the Test Division, US Army Aviation Board, has been integrated into the Regular Army with the permanent grade of Major in the artillery. *Capt. Jack Cranford* (top), Board Operations Officer, has been nominated for integration into the RA with the permanent grade of Captain. The former is slated for USAFFE duty later in '58.

CWO Anthony A. Rozga (top) was awarded the Commendation Ribbon with Metal Pendant by *Lt. Gen. Herbert B. Powell* (then Major General).

PFC Bill Quillian (below), Fort Rucker's highly-seeded tennis player, advanced to the second round of the Nat'l Tennis Indoor Championship's doubles competition with partner *Don Dell,* Yale University, before being ousted by *Budge Patty* and *Gardner Mulloy.* Assigned to Hq & Hq Company Special Troops, *Quillian* had been beaten earlier in singles play by *Dever Hobbs,* 8-5, 7-5.

Maj. Gen. George Kitching (below), vice-chief of the Canadian Army's General Staff, was a recent visitor to Fort Rucker . . . *Col. Jay Vanderpool* (bottom), director of the Combat Developments Office, expects USAFFE orders in the near future. Initially delegated by *Brig. Gen. Carl I. Hutton* to develop the Sky-Cav concept, the veteran of 22 years of military service has been instrumental in the aerial-rocket helicopter concept. Among others who serve with him in Combat Development is *Maj. Donald L. Wagner,* (bottom), chief of the Equipment Division. His mission: to direct the preparation of material requirements for all Army aviation units.

A man whom all incoming transient students are likely to meet, *Capt. John O. Gilliland* (bottom) the Registrar of the Army Aviation School, recently donned his new "tracks."

THE RESCUER

QUILLIAN

KITCHING

VANDERPOOL

GILLILAND

FORT RUCKER NEWS

HONORED AT RETREAT CEREMONY

Four officers were retired and two were honored in a recent Retreat ceremony held at the USAAC parade grounds. Shown above are (left to right): SGT. CHESTER W. COOK, Bronze Star Medal winner; 1/LT DONALD M. VOSEL, Certificate of Achievement Recipient; and retiring officers, MAJ. LOYAL G. COLE, COL. OLIVER D. WILLIAMS, MAJ. ORAN B. JOLLEY, and MAJ. ARTHUR A. HALL.

PLANNING

Members of the Armed Forces Day Planning Committee are shown above at a recent meeting held to map plans for the May 17th post-wide observance. L-R are: CAPT. W. H. HARPER, 1/LT J. N. LASEAU; CAPT. H. H. VETETO; COL. D. H. HEYNE; LT. COL. W. F. TUCKER; CAPTS. W. F. HONEYCUTT, C. E. QUINN, H. B. HILL, and J. BANNISTER; MAJ. R. M. PALMER; CAPT. W. E. D. GRIFFIN; LT. COL. H. H. McKEE; and LTS. R. H. BENTLEY and J. O. MASSEY.

Wondering why Fort Rucker receives 4-5 pages of coverage each month? Simple answer: their on-the-ball Information Officer snows us with material. What's your PIO doing?

SHOP TALK

MAJ. GEN. WILLIAM C. WESTMORELAND (l.), Comamnding General of the 101st Airborne Division at Ft. Campbell, Ky., is shown chatting with COL. JOHN J. TOLSON on the flight line. The veteran airborne officer paid a recent two-day visit to Ft. Rucker being briefed on all current activities at the Alabama installation.

COLLECTOR

CAPT. EUGENE H. EDMONDS, Dept. of Maintenance, has a veritable museum in his BOQ apartment. An extensive collection of model military planes, rockets, and vehicles is augmented by a large collection of fire-arms. The Captain is shown holding a German-made eighteenth-century pistol that he found in Barcelona.

FULL STOP

Expending many calories in enjoyable square dancing at Lake Tholocco's Recreational Lodge, MAJ. and MRS. JOHN W. HAMMETT (left) and MRS. DANIEL H. HEYNE take time out to investigate the "covered supper dish portion" of the evening. The participants "burn energy" the rustic way each Thursday night.

★ During the period 17-28 February 1958 staff visits were made to six universities and colleges which are participating in the Army ROTC flight training program. Visited were North Carolina State, Auburn, Pomona-Claremont, Santa Clara, University of California at Davis, and Texas A & M. Training was proceeding in a satisfactory manner at all schools with the University of California judged as outstanding.

There are 32 graduates from last year's ROTC flight training classes now attending primary flight training at Camp Gary, Texas. So far the wash-out among these students is zero (the average wash-out at Gary is about 25%). We are greatly encouraged by this low attrition rate and are confident it will save the Government thousands of dollars in training funds.

Although we are encouraged by the progress made in our ROTC flight training program, there is much work to be done in this area. Many of the PMS & T's are not familiar with flight training and the problems attendant thereto. A little help and encouragement from the CONUS Army Aviation officer will go a long way toward smoothing out his problems and improving the training. I encourage the aviation officer of each CONUS Army Staff to pay frequent visits to the colleges and universities in his Army area and assist them in their problems.

We have a good thing here—let's hang on to it and keep it moving.

★ The following account by the Chief of the Aviation Safety Division appeared in the May 1956 Newsletter. It is republished because it calls attention to two deficiencies which still exist (in places).

CLOSE INSPECTION

LEE S. JOHNSON, Sikorsky general manager, points out features of the Mojave rotor head to BRIG. GEN. ERNEST F. EASTERBROOK during the Director's recent tour of the Sikorsky facility at Stratford, Connecticut.

Exercise Sabre Hawk

By Brig. Gen. E. F. Easterbrook

(Continued from Page 2)

"Once upon a time I had a first lieutenant whom I shall call Jones working for me as an instructor pilot. He was a very intelligent young man, had a very charming wife, two delightful children, a car not yet paid for, and $50 in the bank. Jones was one of the most skilled flyers I have known. In fact, because of his skill I had selected him as the instructor for the Brodie Device, which as you may recall, was the cable rig we once used for landing and take-offs in L-4's.

"Jones occasionally did show off his progress by doing snap rolls at 500 feet, but everyone knew that Jones was skillful enough to be able to do snap rolls at 500 feet, even though it was in violation of regulations. One day Jones, with his Sergeant in the back seat, took off to fly out to the Brodie Device. When over the Brodie Device he deliberately entered a spin at about 1100 feet in order to reduce altitude to land on the cable. He only partially recovered from the spin, crashed, and killed himself and the Sergeant.

"I am the villain in the case because, had I on the first instance of Jones' acrobatics, offered him punishment under the 104th Article of War, or if he so chose, trial by court martial, Jones would have been alive today.

There is a sad sequel to the story, also. Upon investigating we found that although he had been on flying status for four years he had no insurance of any kind, not even GI insurance. It was necessary to take up a collection to return the widow and two children to her home. I have since made it habit to check thoroughly the insurance coverage of any people working for me who are drawing flying pay.

"Axiom 1. There is no substitute for discipline.
"Axiom 2. The basic life insurance for any Regular Army Officer or Career Reservist should be Army Mutual Aid (no flight premium). (Address: Fort Myer, Virginia)."

★ I invite your attention to and support of the National Aeronautic Association (NAA). This organization is the United States affiliate of the Federation Aeronautique Internationale, and

without this affiliaiton, American achievements in aviation could not receive world recognition. Army aviators have established several of these world records.

The National Air Race events provided primary financial support to the NAA, and with their discontinuance, this support was lost. It should be of interest to all of us in aviation to preserve international recognition of American achievemens, and to this end I urge you to support NAA, either by direct membership (a modest $6.00 annually) or by membership in one of the many associated aero clubs.

★ Five of our senior grade Army aviators have been selected to attend the next class of one of the two war colleges as follows: National War College—*Colonel John Norton;* Army War College— *Colonel Robert R. Williams; Lt. Colonel Delbert L. Bristol, Lt. Colonel J. Elmore Swenson,* and *Lt. Colonel Richard L. Long.*

Our congratulations and best wishes for a successful and pleasant school year.

★ A TAG letter, subject: *Selection, Training and Utilization of General Officers as Army Aviators,* dated 19 February 1958, has been published prescribing uniform policies and procedures for selecting, training and utilizing general officers as Army aviators. The objective of this letter is to provide a sufficient number of general officers with an intimate knowledge of the capabilities, limitations and special problems of Army Aviation to meet the needs of the Army; and to insure the effective training and utilization of general officer aviators consistent with operational requirements and budgetary, safety and management principles.

ERNEST F. EASTERBROOK
Brigadier General, GS
Director, Army Aviation, ODCSOPS

The Lack of Reading Matter

That Army aviators are members of another "silent service" is easily proved by an examination of the literature written about them. The compilation of a bibliography of magazine articles about the Army's light planes during the 1939-1945 period reveals that only 58 stories were published at that time.

Forty of these appeared in the *FIELD ARTILLERY JOURNAL* (where else?); five in *FLYING;* three in *AERO DIGEST;* two each in *AVIATION, SKYWAYS, COLLIERS;* and one each in *POPULAR SCIENCE MONTHLY, AIR FACTS, AVIATION NEWS,* and *PLANE TALK.*

In the book category, the first extensive coverage of Army aviation appeared in Andrew Ten Eyck's *"Jeep! in the Sky,"* which was published by Commonwealth in 1946. And in 1948, Doubleday's *"Cruisade in Europe"* by Dwight D. Eisenhower contained one paragraph which told of Ike's backing of the lightplanes as part of the Army team after witnessing their use during the Louisiana maneuvers of 1941.

The British have done much better by their L-pilots, however. In 1956 there appeared *"Unarmed Into Battle,"* by Parham and Belfield, published under the auspices of the Air OP Officers' Association, the British predecessor of our AAAA. The book took three years to prepare by General Parham who, as an Artillery Captain in 1933, was advocating air OP's, and Belfield, a former artilleryman-turned-author.

The book is by far the most complete treatment of air OP's this writer has seen. The authors trace the development of air observation from 1783 through WW II. And they detail the history of the struggle of our British counterparts in pioneering the establishment of the air OP in the British Army.

Their struggles are so reminiscent of our own struggle that for this reason alone, the book is well worth reading. It will be no surprise to veteran Grasshoppers that in Britain, the RAF-Army interservice misunderstanding also existed, as well as the opposition, lack of understanding, and indifference on the part of their own ground-borne officers.

The book reveals that first experiments with the air OP were held in 1938. These were witnessed by Maj. Gen. Robert M. Danford, then Chief of US. Artillery, who the next year directed Lt Col. William W. Ford to investigate a similar program.

"Unarmed Into Battle" follows the air OP's into action from North Africa to Normandy, with detailed accounts, including a description of the Burma campaigns. Appended are brief histories of the 12 squadrons, their casualties, decorations, and a complete roster of the 604 officers trained to fly their *Austers.*

And should the reader then wonder about the dearth of book treatment of the U.S. air OP, let him be reassured. For this June, a history of AA operations in Korea will appear. Titled *"Operation Grasshopper,"* the book is being published by Robert R. Longo Publishing Company and will be released by June 6th, the sixteenth anniversary of Army aviation.

—*Dario Politella*

Discussion, Informal

Playing host during a recent Symposium during which methods to alleviate problem areas in the logistical support of field maintenance activities were discussed and developed, TSMC opened its doors to many key Army aviation personnel. An astute part of the personnel comprising the discussion group is shown above in the Office of the Commander, Brig. Gen William B. Bunker. From left to right they are: Lt. Col. Edwin H. Leer, Transportation Officer at Sharpe General Depot; Lt. Col. Richard L. Long, Assistant to the Director of Engineering for Air, TSMC; Col. Frank G. Forrest, Sixth Army Air Officer; Brig. Gen. Bunker; Col. Jack L. Marinelli, Special Projects Branch, DCSLOG; and Lt. Col. Austin J. McDermott, Chief of the Contract Maintenance Division, TSMC.

The Mostest

A new class of future pilots reported in to Camp Gary recently and found that they had pretty well curbed the Army flying school's "mostest" shingles.

The 78 officers who comprise Class 58-11 can claim their class as being the "biggest, the most regular (with a capital R), and the most married." In addition to this, they are headed by the first student colonels to enter full-time flight training at Gary, Lt. Col. Kenneth Langland, class leader, and Lt. Col. James Neumann.

In all, more than half (54%) of the student officers are Regular Army, including the post's largest group of Academy graduates to date (21). Three-fourths are married, and a surprising number (62%) brought their families for the brief 120-training-day course.

Now in the solo phase of their primary, the class has made the largest dent in another way—it's the largest for Fiscal '58.

(*Ed. Note: Slide rule says three quarters of* 78 *is* 58.5. *Somebody in that Class is .5 married and doesn't know it.*)

STATESIDE

Results!

The Army revealed recently that its *ROTC Flight Training Program* has engendered considerable student and institutional interest and has successfully accomplished the intended mission.

In a progress report to Congress on its program to date, the Army pointed up the fact that of the 254 students at 25 schools participating during the first year of operation, 202 completed the course.

There are 650 students enrolled in flight training in 58 institutions during Fiscal Year 1958 and based on last year's attrition factors, approximately 520 students will be trained and eligible for Army aviation training after completing the program this year. The progress report covers the period from August 1, 1956 to January 1, 1958.

The Army said it plans to train 625 students from the same institutional base during Fiscal Year 1959.

flying aircraft. A new possibility in this respect lies in the use of fairly small drone aircraft, which will presumably be capable of carrying larger payloads than similar manned aircraft and will be less hazardous to personnel. The drone will be equally efficient, day and night.

The use of light aircraft in the ground-reconnaissance role is not altogether new, but it does represent a possibility thus far only superficially explored.

Until now reconnaissance by aircraft—whether high performance Air Force aircraft or Army observation airplanes—has been performed as an entirely separate task only remotely connected with the detailed type of reconnaissance habitually performed by the Army's armored reconnaissance forces.

In the vast majority of cases the aircraft were not organic to the ground reconnaissance units, and aircraft pilot and observer reports were made directly to major headquarters and usually reached the ears of the reconnaissance unit commander.

Without disturbing that process, it is time now that we proceeded rapidly in the true integration of aircraft in our reconnaissance units to allow those units to perform more efficiently their classic roles of reconnaissance, security, seizure of critical areas, and pursuit. I am not suggesting independent air reconnaissance battalions but rather the intimate combination or air and surface reconnaissance means.

Nowhere in any Army-approved table of organization and equipment at the present

Army Aviation: New Uses

By Maj. Gen. Hamilton H. Howze

(Continued from Page 10)

times does there exist a reconnaissance team composed of a light aircraft, a pilot, and a regularly designated observer. This, I think, is a startling state of affairs. We have not exploited the capability of the team, trained and regularly practiced in the art of reconnaissance.

I visualize the incorporation in our present ground-reconnaissance units—the division reconnaissance battalions and the armored cavalry regiments—of platoons of these reconnaissance teams riding for the most part in light reconnaissance helicopters, each of which will be armed with a single light machine gun. The techniques of operation of these small teams have yet to be developed, but we are working on it. In this development, however, we should rule out at the start the process of flying the aircraft directly into the enemy, or directly over territory known or suspected to contain hostile elements. This idea is very difficult to put over, and when it is not fully grasped the whole concept is misunderstood.

The helicopters, operating in sections of two or three, will habitually fly very close to the ground. On a reconnaissance mission they will move laterally many more miles than frontally. Movement by bounds—one or two machines covering the movement of another—will be frequently practiced. In the course of an approach to a terrain feature suspected to be occupied by the enemy, the helicopters will move deliberately and according to system from one point of cover to the next; they will hover rather frequently, but always within a few feet of cover, so that if engaged by fire they may drop quickly out of sight.

Occasionally one will land, permitting the observer to leave the machine to take up a ground point of observation. With their machine guns they can execute the battle-tested device of reconnaissance by fire; e. g., if they suspect enemy occupation of a group of buildings or a small ridge, they can shoot a few bursts into the suspected area to see if a reply is forth-

coming. If the section is engaged by hostile fire, it will always avoid a shooting duel, for the discovery of the enemy is its function, not the enemy's destruction.

In the course of the reconnaissance of an area or of a route, the helicopters will not fly directly up roads but rather off to the side of them, for in moving situations the enemy is very apt to be on the roads. A dangerous-looking area is not flown into but is first inspected carefully at a distance, and then perhaps flown around in order to give the team the benefit of examination from several points of vantage.

Visibility from the air is generally excellent. Needless to say, one cannot see from a helicopter certain details visible to a ground vehicle; on the other hand, the reverse is also perfectly true.

In rapidly moving situations where this type of reconnaissance will be especially valuable, our armored ground reconnaissance units moving down roads are unable as of the present time to observe very large areas off roads where the enemy may lurk in force.

The helicopter can discover this enemy; under many circumstances it can see beyond terrain features which totally block ground observation. While helicopters cannot see details through heavy tree growth, neither can ground vehicles see very far laterally in thick woods.

So while the ground-reconnaissance vehicle and the reconnaissance helicopter each have different limitations, on balance I believe the helicopter is considerably superior in what it can see. Certainly it will be an enormous valuable collaborator. Hastly laid mines, camouflaged roadblocks, objects or personnel away from the roads, and all objects beyond terrain masks will, I believe, be more susceptible of detection from the air than from the ground.

The platoons of reconnoitering helicopters should be backed up by other somewhat larger aircraft carrying riflemen. I do not visualize large units, but rather small quantities of riflemen especially trained for this type of operation, skilled in patrol and commando tactics, and regularly assigned to very light agile, troop-carrying helicopters. The Army is studying the development of helicopters very much smaller than the H-34 and H-21 for this role.

WHIRL TEST STAND

Overall view of new cone-shaped whirl test stand now in full operation at the Sikorsky Aircraft Division in Stratford, Conn. At left are the elevators used to carry personnel and huge rotor blades to the top of the stand.

Backing up both the air-transported riflemen and the reconnaissance helicopters should be a small number of shooting helicopters—medium-sized machines each carrying multiple machine guns, possibly rockets, and fairly large quantities of ammunition. These are not to be used for the engagement of heavy enemy forces, and neither are they, by any stretch of the imagination, competitors with the fighter-bomber.

Unlike the fighter-bomber they will operate habitually on the tree tops, shooting generally from hovering positions close to cover behind which they may drop promptly when engaged by enemy fire, and shooting always from territory under friendly control into territory under enemy control. They will not fly over the enemy, and they will not indulge in fire duels. They will deliver heavy concentrations of fire for short periods of time, dorp behind cover, reappear at a new spot and repeat the process.

THE vulnerability of the helicopter is a matter which needs continuing exploration. Using the tactics and techniques which are possible to evolve, I do not believe the aircraft will be unacceptably vulnerable. Remember that these craft can

shoot back; that they will know promptly when they are fired on; that they will operate very close to the ground and therefore close to cover. They move faster than one thinks, and will provide no background normally available to the ground machine gunner for adjustment of his fire. The estimate of range to these aircraft will be very difficult, and if inaccurate will render the fire against them ineffective.

Because a helicopter flying over a concentration of enemy troops not themselves under fire may be readily shot down does not mean that a reconnoitering helicopter in the hands of a clever pilot and observer, trained to their task, can be easily destroyed.

But of course some of these craft will be shot down. If anyone knows a really safe way to conduct effective reconnaissance of the enemy at the forefront of the battle area, he hasn't yet divulged it publicly. It can't be done with mirrors.

WE are all acutely aware, painfully aware, in some quarters, of the new emphasis on missiles. On the several varieties of surface-to-surface missiles the Army is placing much of its hope for that part of the close support of ground troops heretofore performed by the fighter-bomber, and the Army is leaning heavily on the surface-to-air missile to control the airspace above it.

I do not believe that anyone is yet willing to predict when, or even whether, fighter aircraft will become altogether outmoded for these purposes, but on the other hand it is apparent that missiles can at least partially replace them. But how well missiles will do the job depends partly on how flexibly they may be employed.

When the ground-launched missile systems and supporting combat aircraft are conceptually compared, the aircraft win hands down as regards flexibility of employment. Perhaps this will remain true, for it appears that it will always be possible to concentrate in a given area a greater amount of air firepower than missile firepower. Every flyable fighter in Europe, for example, could be airborne over a single spot at the same time. But if the missile, despite its superiority on other counts, suffers in the field of flexibility, then we should make a strong try at improvement.

The missile in the correct place at the correct time, equipped with the correct warhead and provided with a proper target, can be very effective. The problem is to make all these conditions come about.

It would appear that light aviation is the best possible answer. While there have been a number of theoretical studies on the capacities of cargo helicopters and fixed-wing aircraft in moving missiles, and while new missile designs take, presumably, proper account of air transportability, the Army has not thus far gotten very far along toward a true integration of aircraft in missile operations. There are great advantages possible in the movement of missiles, component parts of missiles, missile launchers, and crews by air in building a concentration of firepower for a swift attack.

Moreover, a sufficient number of missiles to afford necessary coverage on a semipermanent, relatively immobile basis everywhere in an extensive battle area will be prohibitively expensive; large stockpiles cannot be maintained at battery sites. Economy of materiel and tactical necessity would appear to demand frequent use of aviation to distribute or redistribute missile firepower quickly according to need. The alternative is unacceptable inflexibility.

A MAN by the name of Clausewitz says this: "In any specific action, in any measure we may undertake, we always have the choice between the most audacious and the most careful solution. Some people think that the theory of war always advises the latter. That assumption is false. If the theory does advise anything, it is the nature of war to advise the most decisive, that is, the most audacious. Theory leaves it to the military leader, however, to act according to his own courage, according to his spirit of enterprise, and his self-confidence. Make your choice, therefore, according to this inner force; but never forget that no military leader has ever become great without audacity."

This means that we must see and we must move—it's hard to be audacious sitting at the bottom of a hole. In the air just above the treetops lies one of the great hopes for victory on the ground.

Maintenance Tips from TSMC....

I don't like to write letters but this one is a must.

Dear Customer:

Yes, YOU are a customer; a customer of the largest company ever established in the world. Therefore, as a customer you are granted certain privileges and should take advantage of the facilities offered to you in the form of our *"Complaint Department."*

We of TSMC emphatically advocate the use of the Army's Complaint Department through the medium known as the *Unsatisfactory Equipment Report System.*

Let's look at it this way. If you went down to your favorite haberdashery and bought that gray flannel suit you've wanted for the last six months and the first rain you are caught in, it shrinks up to the middle of your calves, the first thing you'd do is drive down to the shop and with some well chosen adjectives tell the Complaint Department off.

Now, let's have a for instance! Suppose Uncle Sugar buys an aircraft and the *"dog"* develops a chronic case of premature mag failure; consequently, you, the mechanic, are required to change the dab-blamed thing at frequent intervals. You are, at this point, as P. O'ed as when you took the suit back, especially if you had to change the mags out in the cold or hot sun, and let's not mention the constant "encouragement" by the Engineering Officer with his, *"How much longer is it gonna take you to install that* *@!Z! *mag?"*

So, now the correct thing for you to do is grab a copy of *AR* 700-38 and the revised *DA Form* 468 and cry on our shoulders (they are *really* broad). Tell us your troubles "loud and clear" and give all the details plus what, in your opinion, caused the failure. Let's put it this way: describe the failure as if you were telling your buddy about the "lush babe" you met at the dance the other night.

Tell us your equipment troubles, small or large, on the appropriate forms and we assure you that everything possible will be done to eliminate troublesome or unsatisfactory condition you encounter.

Sincerely yours,
TSMC

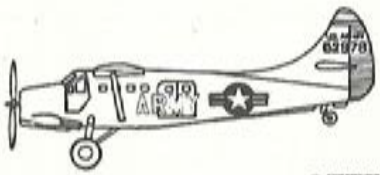
P.S. We know just how you must feel at times but you can't put that feeling on paper, unless it's asbestos.

Anybody had a squint at the new *Pilot's Operating Instructions* on the *OTTER* (U-1A) Change 1, dated 19 November 1957 as yet?

I say, old boy, if you have not had the opportunity to visit Merry Old England or our northern neighbor, you could rally, I mean rally, be perplexed. *Old Mike* just got a copy through the paper mill; as you all know it's a Canadian job and they use Royal terms (correct English) —which was converted into a TM1-1U-1A-1 for our use but dash it all, they forhaved (never say *got* it's bad English.)

My Mother always said, *"Say, I have, you have, we have, etc."* to convert the bloody RAF terms. For example, I mean, for illustrative purposes, with your permission, I shall be demonstrative:

On the instrument panel we have a very nice collection of indicators which collaborate with the relative position of the aeroplane at any given moment. Oh! boy, this is sickening!!!!



OTTER

"The" book calls the rate of climb indicator—get this, vertical velocity indicator. Oh, don't get old *Mike* wrong; that's perfect terminology but we just don't use it in every day Army Aviation lingo. So, after you get hold of this -1 and gotta question about terminology conversion, check with me for I might be able to interpret the nomenclatures used. Might use this one on the new instrument written exam for very, very hot Senior jockeys. *"How can you cross check the accuracy of the rate of climb indicator by checking the airspeed indicator?"* Give it some thought; the light may turn on.

APU, Mobile Type

We got 'em. *"A rose by any other name would smell as sweet."* But to get your aux power unit for reciprocating engines you gotta go according to the book. So, here 'tis: Generator Set, Gasoline Engine, General Purpose

FSN 6115-I-000012
USN S/N R86-WU-EAPU
Manufactured by Waukesha
Rubber tires and wheel mounted
2 Wire; capacity of 7.5 - 9.3 Kilowatts at 28.5 volts (direct current).

It's an Ordnace item and they are available in quantities as indicated for the following authorized Aircraft Tool and Shops Sets:

Tool Set, Organization Maintenance:
1. Set A, FSN 5180-323-4947-3 each
2. Set B, FSN 5180-323-4979-3 each
3. Set C, FSN 5180-323-5037-3 each

Shop Set, Ground Handling and Service:
1. Shop Set A, FSN 1730-323-4388-1 each
2. Shop Set B, FSN 1730-323-4496-2 each
3. Shop Set C, FSN 1730-323-4546-2 each

Further info is in SM9-4-5180-J7-14, C1, 19 March 1957.

RAVEN

Hey, fellows! Take it easy on the *Raven* (H-23) main rotor blades (FSN-1560-035-1346, 1375 and 213-4315 as well as 1560-301-2360). They cost a lot of dough by the per, each. These blades have been arriving at the repair stations in poor and slip-shod condition due to two foul-ups.

1. The "gunk" you are supposed to put in the retention strap bolt hole is showing up all over the wood. You know what that means? Wood soaks the "gunk" and the blade has had it.

2. Packing in the wrong containers. Be sure you check *TSMC Supply Letter* 8-55, 24 Jan 58 when you get it. It tells the procedure for getting the proper reusable metal shipping containers (FSN 8115-634-7327) that should be used when shipping blades to the repair contractor.

Old Mike just deferred an Interim *TM* 8D2-1-502, Inspection and Modification of Batteries (PN AN 3154-1A, FSN 6140-257-0777) which are used in *Bird Dogs* (L-19) A, E and D Models and *Sioux* (H-13) aircraft with TWX TSMC No. AOO-03-00446. The Interim TM went out as TWX A00-02-2127, 20 February 1958 and should be held pending further instructions.

In the meanwhile if you have any, and I mean *any*, trouble with these batteries get off a UER pronto, because it just might develop into a Safety of Flight "BUG." TSMC can only take action on NG items if maintenance people UER it.

Bird Dog (L-19) rear rudder controls are authorized to be modified by the following specific serial numbers:

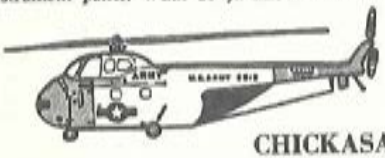
51-12500 and all prior to (US Army)
51-16973 and all prior to (US Nat'l Guard)

And Kits A (1ASC-01-125LAA-62) will be furnished your organization upon request by authorized (1st and 2nd, w/aid of Field Maintenance if needed) activities, so be sure to indicate on the request the specific serial numbers authorized by TM1L-19A-1004, 15 Nov 57 (above). However, after you receive and have installed your initial Kit and some of the parts don't hold up so good, requisition the parts separately as spelled out in paragraph 3 of the TM. Incidentally, paragraph 1b should read: *"Aircraft Serial Numbers* 51-12501 *and all thereafter except* 51-16864 *through* 51-16977 *have been modified prior to delivery."* (So says the factory).

BIRD DOG

Also, be sure you don't forget to tag the bearing set (Stock No. ASC-0660052; Part No. 0660052, Class 01-8 and return it to stock, *if* it is reparable or serviceable. In addition, if, after you have removed the parts and have condemned them, you have any like items in stock, except the bearings above, dispose of them too as you would any administratively condemned. Yeah! No co-pilot facilities, we saw it.

Have you checked Section VII of the -6 Handbook, Oct 57, yet? If not, check under part 3, paragraph 2, e. (6) *Old Mike* just was wondering what in the devil that instrument could be. So, it didn't take much brains to figure out that the first place to look would be the -1. Looked in TM1-1H-19B-1, C1, dated 20 Nov 57, page 10, fig 1-10, which showed the instrument panel. What do ya know? There is no



CHICKASAW

such animal as the Vertical Gyro. I put the bloodhounds to work. Seems way back in '53 the AFTO called the Artificial Horizon, Attitude Gyro, or Attitude Indicator a Vertical Gyro so when the -6 went to press the Vertical Gyro

INFORMATION! From Mike Button

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

Maintenance Tips from TSMC....

went along with the insrument checks to be performed when the H-19 is to be test hopped. So Vertical Gyro is the—you want to name it too? *Old Mike* sure would like to see everybody call it the same thing. I prefer *Artificial Horizon*, personally.

Yours for Better Maintenance,

Mike Button

A Flight Instructor's Day Can Be A Long One!

'Round and 'Round We Go!

While recently looking over some of my old Individual Flight Records an entry caught my eye. I think it may be of some interest to *ARMY AVIATION* readers in that the entry recalled an incident that probably established a worldwide aviation record of some sort.

During the Fall and Winter of 1950-1951, I was the Flight Commander of a refresher course being conducted at Fort Sill for Army aviators who had been recalled to duty for the Korean emergency.

The flight training at the time was being conducted in new Piper L-21's that had been procured for the course. In the latter part of January, 1951, the first L-19 was received at Fort Sill just a few days prior to the graduation of a refresher course of 43 students.

Since most of the students were to be sent directly to Korea—and since L-19's were just beginning to flow to Korea—it was deemed desirable to give each student a short instructional flight in the L-19 before he departed Fort Sill.

Consequently, I was given a quick checkout in the L-19 by Lt. Col. (then Major) David Condon who had delivered the L-19 to Fort Sill from the Cessna factory.

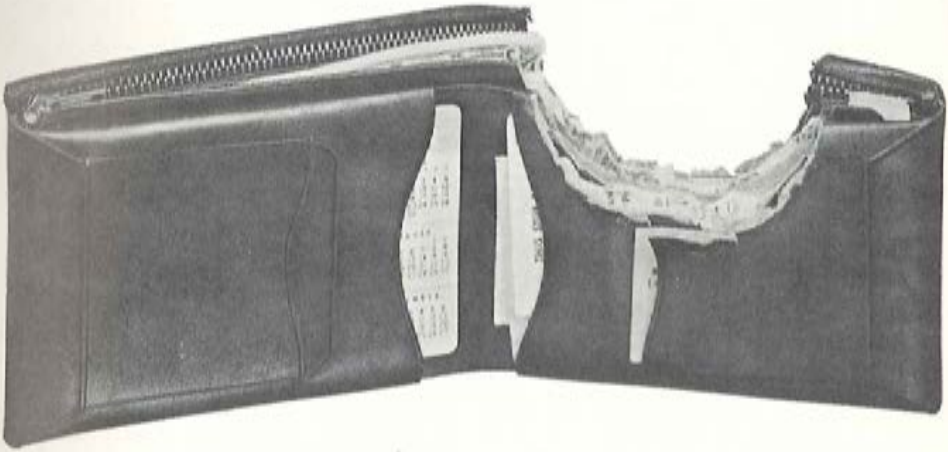
Then, on January 23, 1951, the day before their graduation, I proceeded to check-ride each of the 43 students on a flight of 5-10 minutes around the traffic pattern in the new L-19.

What with the individual briefings, changing student pilots after each flight, and filling out many pages of Form 1's, I recall that it was a long, long day. —*Maj. Bruce O. Ihlenfeldt*

(*Ed. Note: We think Major Ihlenfeldt's accomplishment of having given dual instruction to 43 students during a one day period stands as some form of worldwide aviation record. Any dissenters?*)

"But, Honey, the membership cards to the "Mile High Club" are so pretty."

With Loss of Your Flight Pay—
HOW BIG THE BITE?



Army Aviation Association
FLIGHT PAY PROTECTION PLAN

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

(Please Print) Rank/Grade Name ASN Years Service for Pay Purposes

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

CITY.....STATE.....

AMOUNT OF ANNUAL FLIGHT PAY.....
(Twelve times the monthly flight pay)

I have enclosed a check or money order made payable to the AAAA for the correct premium and I desire coverage to be initiated on ☐ the postmark date of this application; ☐ the last day of the month in which I apply for the coverage; ☐ on the date indicated here.....

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

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

Submit application and premium check to AAAA, Westport, Conn.

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

Artwork: Manufacturers Trust Co., N. Y.

Granddaddy's Retired

The *"Granddaddy of All Bird Dogs,"* aircraft 1327, has retired after 9 years of service, some 1,600 hours of flying time, and a record number of firsts.

The first such model to be used by the Army, "1327" entered service in '50, compiling an enviable combat record in Korea while carrying many well-known U.S. and Korean military figures.

Following service in the 1st Cav Division, "1327" rotated to the Z.I. for overhaul at the Cessna Aircraft Company prior to its tour of duty at USAAVNS.

In the photo above, *Lt. Robert D. Jones,* DOI (left) hands the aircraft's official papers to *Col. E. N. Dahlstrom,* School Secretary, after landing on the Parade Grounds in front of post headquarters. *Lt. Richard R. White* (r.), Museum Officer, will place "1327" in a prepared spot on the Museum grounds.

LUCKY FINS!

Forwarding the first (and only) photo of Fin No. 376 are Lucky Finners, PFC Charles R. Kropp (left) and 1st Lt. Carmen R. Martellini, of Fort Jay, N. Y.

Although this month's winners do not expect a Bermuda trip, a Corvette, or color-TV, they each can expect complimentary distribution of "ARMY AVIATION" for a year. Modest contest, modest prizes.

Why not scour your flight line or the nearest TAAM Company hangar for this month's Lucky Fin? The number is 752. We'll publish all photos received that bear these digits as the last three tail numbers. No group photos, please. One each pilot—one each crew chief.

ROCK!

It isn't every Editor who'll mispell the *first* word of the *first* article submitted by a *new* Director of Army Aviation. Just one Editor will do such a thing. Guess who.

U.S. ARMY AVIATION BOARD

(Ed. Note: The following pertinent material was rec'd on Apr. 3rd, 2 days before "press time." The informality of the presentation—placement in this "down under hole"—was necessary in that the remainder of the pages had been "locked")

You can expect several articles written for *"AA"* covering some of our long range projects in more detail. The first of these (*Doppler*) has been forwarded for clearance. As for the other Board projects here is a brief rundown on some of the more current items: The H-37 has just started its cold weather test in the climatic hangar at Eglin AFB (You should know; the crew signed the ceiling of your office on picking up the *Mojave* in Connecticut); the *Djinn* helicopter is expected momentarily; a high-frequency radio set (*the AN/ARC-59*) has arrived and is being tested in both R/W and F/W acrft for low-level, long-range communication. Installation of a lightweight storm warning radar system (*the AN/AV-50*) has been completed in an L-23D with testing to begin in a few weeks.

Tests were completed on the *Flight Operations Center van* and the van has been sent to Fort Benning for further troop test. The *Sikorsky* guide line coupler, a device enabling a man to lead an H-34 around like a mule on a halter, is undergoing test. Hope to submit pictures on this soon. Last current item: the test of the *SD-1 Reconnaissance Drone* should begin very shortly using Eglin AFB and their range facilities.

—Capt. Jim Brockmyer

Let's Follow Through On Recruiting, Men!

By Maj. Harrison A. Morley

The ARNG Aviation Program is falling behind programmed strength for this fiscal year. This may be attributed to the requirement for basic branch qualification prior to the attendance at specialist schools, a Bureau policy established in July 57. Regarding this matter, a check of the records shows that 498 ARNG officers graduated from basic branch schools thus far in FY 58. NGB has received only 143 primary flight applications from all ARNG sources during the same period. Arise, recruiters, and strike while the iron is hot, here are fertile fields for your talents! We have a vital need for branch qualified applicants for aviation training in order that we might meet program requirements in FY 58. A Bureau letter concerning this situation is forthcoming.

Major H. A. Morley

Summer field training periods are rapidly approaching, weather in Washington notwithstanding. We would like to take this opportunity to encourage all ARNG aviators to accomplish as much of the combat readiness flight requirements (especially instrument and night cross-country) as possible before the field training periods. Unit aviation officers and operations officers please note. Field training periods are to be primarily devoted to tactical training, not to making up minimums that were not accomplished as the other months of the year slipped by.

The congenial Chief of the Aviation Section, *Lt. Col. Wayne N. Phillips,* has begun attendance at the Associate Advanced Transportation Course, Fort Eustis, Virginia, and will be out of his office for the next three months. *Capt. Everett Koont,* Aviation Maintenance Officer, Logistics Branch, has also left us temporarily. He is attending the Army Aviation Safety Course at the University of Southern California. I don't know about you, but I miss them already. However, I won't be without assistance and moral support —*Major William H. Graul,* Md NG Avn. Maint. Supervisor, will be sitting in until *Col. Phil* gets back. Happy to have him with us, and we hope that he will get some mutual benefit from his tour.

During and after the time the Annual Review Board convened in NGB, (15 Oct-15 Nov), several notices of flight time deficiencies, non-receipt of physical exam, and grants of waiver in conjuction with the review were sent out to the States. To date, only about 60% of these actions have been answered, and 50% completed. Help us clear our suspense files by submitting the necessary paperwork—please. Our secretary-clerk-steno-files attendant-assistant chief and-strong right arm, *Mrs. Cottrell,* will be more than happy to close the book on the FY 57 Annual Review.

'Nother Open House Month

Visitors to the Bureau this month included these aviators: *McCory*—Missouri; *Burford*—Tennessee; *White* and *Stevens*—Georgia; *Abair*—Vermont; *Silvers*—Wisconsin; and *Davis*—Alabama.

California sent us a copy of the order establishing their Aviation Safety Council, as have several other States. Their Council is fairly representative of what the others have done, and is what we would recommend. For info on their set-up, contact *Lt. Col. Robert L. Stimson,* Calif. ARNG Maint. Supervisor in Stockton.

Ran across a real definition in an old Safety magazine the other day. *Col. Willis E. Beightol,* then Chief, Flying Safety, MATS, said: *"Proficiency is what, if you have enough of, you won't get into trouble as quick as when you think you have plenty until accident shows you didn't."* With that little gem, we'll close the drawer.

Our profile this month features *Major Milford L. Juhl,* Senior Army Aviator, Aviation Officer, 34th Inf. Div., Army Aviation Maintenance Supervisor, Iowa Army National Guard. *Maj. Juhl* says the Associate Advanced Artillery Course at Fort Sill is making him dig—seems it is plenty tough to "learn to learn" all over again..

FRONT ROW: (L-R) Maj. Harold D. Flynn (Ft. Ord); Maj. Levon G. Baxter (Ft. Rucker); Aileen R. Peters (Secr., Avn Safety Div, USC); Capt. Alvin M. Quist (Ft. Jay). MIDDLE ROW: Capt. Emmett F. Proctor (Ft. Knox); Maj. A. "Vic" Juliano (Ft. Benning); Capt. Emil E. Kluever (Ft. Polk); Capt. Billy B. McPhail (Camp Gary); and Jack E. Fairchild (A/E Instr., USC). BACK ROW: Capt. Russell Baugh (Ft. Carson); Maj. Homer T. Montgomery (Lathrop, Calif.); Capt. Wayne I. Triggs (Ft. Leonard Wood); Capt. Archie I. Summers (Ft. Rucker); Frank G. Andrews (Instr., A/C Investigation); Lt. Col. John L. Rowan (Ft. Bragg).

NOTAM FROM A GRADUATE

Submitted along with the group photo of Army Class No. 7, Aviation Safety Division, University of Southern California, were these comments by Lt. Col. John L. Rowan, a member of the recently-graduated Safety Course:

"Herewith the photo as requested. I hope the Post Office Dept. hasn't maltreated it too badly in its California to Connecticut run. We wind things up here on 5 March, when everyone starts heading home. It has been, on the whole, a very interesting and beneficial course. Some parts of the course are vital to all aviators and I wish there were some way they could get it, since it is obvious that all of them won't get a chance to take this particular course.

My wife and I have enjoyed our stay here and, in view of the weather reports from the East, are a little reluctant to return to Fort Bragg. I hope Spring will be well on the way by the time we arrive in Fayetteville."

Nat'l Guard AA of the Month

Maj. M. L. Juhl

An Army Air Corps pilot, Maj. Juhl received his original rating in '43, serving two years as a flight instructor in advanced single and multi-engine aircraft aircraft in WW II. Was enroute to the Far East as a B-29 Commander when WWII ended. Reverted to the ORC in Dec '45, joining the Iowa-NG as an "L" pilot in March '47. The 34th Div Arty AO in '48, he ascended to DAO of the 34th in April '53. Accepted full time employment with the Iowa-NG as Supervisor of Army Acrft Maint & Opns, in July '48 and has served in that capacity to date. Graduated Helicopter School ('53) and is presently attending the Assoc Adv Arty Crs at Sill. A Senior AA for several years, Maj. Juhl has logged over 6,000 hours. Active in civilian component affairs, he's President of the Midwestern Region of the AAAA. A solid citizen, he's married and has three daughters, residing in Boone, Iowa, a hop, skip and jump away from his assignment at the Army Aviation Pool located at Boone's Municipal Airport.

CHANGES OF ADDRESS

PCS


HIATT


BOBO


MADRANO

AITON, William S., 1/Lt, 36th Transportation Co (Lt Hcptr), APO 165, New York, New York.
ASBURY, Mrs. Betty Lee, 11 Woodland Road, Cape Elizabeth 7, Maine.
BACCHUS, Jean P., Capt., 815 South McDonough Street, Decatur, Georgia.
BAKER, Harold L., Capt. 802 West Hunting Towers, Alexandria, Virginia.
BELL, David A., Capt., 40th Transportation Battalion, Fort Eustis, Virginia.
BELL, Fred O., CWO-2, Hq & Svc Company, USAAVNS Regiment, Fort Rucker, Alabama.
BERGERON, Lee E., Capt., Hq, Third U. S. Army, Fort McPherson, Georgia.
BLAUERT, James D., Capt., Hq, 35th Field Artillery Group, APO 326, New York, New York.
BOBO, Carl E., Jr., Lt. Col., Avionics Div, Surveillance Dept, USASEL, ATTN: SIGFM/EL-SV, Fort Monmouth, New Jersey.
BOYD, Donn T., Maj., 7th U.S. Army Aviation Training Center, APO 46, New York, New York.
BURTON, George T., Capt., USA Section (Aviation), MAAG Taiwan, APO 63, San Francisco, California.
CARRILLO, Arnold R., Capt Hq Company, 3rd Armored Division, APO 39, New York, New York.
CARTER, Robert O., 1/Lt., 2017 Montgomery Parkway, Clarksville, Tennessee.
CHRISTY, Deryck G., Capt., 8th Aviation Company, APO 34, New York, New York.
COOK, Morris G., Capt., Hq, Quartermaster Training Command, Fort Lee, Virginia.
DARLING, Allan L., Lt., Quarters 1104-F, Fort Eustis, Virginia.
DAWSON, Frederick, Capt., Box 721, Fort Rucker, Ala.
DOWNEY, Paul W., 1/Lt., CS & TATC (6944-03), Fort Huachuca, Arizona.
FITZGERALD, Albert E., Capt., Hq, Lawson Army Air Field Command, Ft. Benning, Georgia.
FITZGERALD, Jesse F., Mr., 719 Second Street, Coeur d'Alene, Idaho.
FORD, W. J., Capt., 2607 Aster Street, Lake Charles, Louisiana.
FOUTS, Mickey E., 1/Lt., 1468 Detroit Street, Denver 6, Colorado.
FRALICK, Lawrence R., 1/Lt, 5622 109th Street S.W., Tacoma '99, Washington.
FRANCE, Paul W., 1/Lt, USATC, Engineer, Fort Leonard Wood, Missouri.
FRAZER, Bruce, Mr., 49-A Cross Highway, Westport, Connecticut. (Another AA. We're empire building).
FREYTAG, Robert J., Capt., 831 East Magnolia Avenue, San Antonio, Texas.
GILL, Oliver C., 1/Lt., 10th Aviation Company, 10th Inf Div, Fort Benning, Georgia.
GOODALL, Billy R., 1/Lt., 3rd Aviation Company, Fort Benning, Georgia.
GRAY, James E., Jr., Capt., 1509 Jarvis Drive, Manhattan, Kansas.
HAMPTON, William C., Lt., Headquarters, DUSAA, Fort Belvoir, Virginia.
HEAPE, Artie A., CWO, 26th Transportation Co (Lt Hcptr), APO 165, New York, New York.
HIATT, Fred, Capt., 114 North Farragut, Colorado Springs, Colorado.
HILL, Billy, Lt., 1st Aviation Company, 1st Infantry Division, Fort Riley, Kansas.
HOLSTAD, Jerry E., Capt., Hq & Svc Company, USAAVNS (F/W Dept), Fort Rucker, Alabama.
HOUGH, Gerold L., Lt. Col., 101 Sigerfoos Road, Fort Benning, Georgia.
HUTCHINS, Charles F., 1st Lt., Hq Co, 1st Bn, 3rd Armd Cav Regiment, Fort George G. Meade, Maryland.
HUTCHINSON, Bryan W., CWO, Department of R/W Tng, USAAVNS, Fort Rucker, Alabama.
HYMAN, Robert D., Capt., 2131 Newport, Denver, Colo. (Temp., enroute overseas).
JENSEN, Frank L., Jr., Capt., 116 Fifth Avenue, Neptune City, New Jersey.
JOHNSON, Clifford E., Capt., Hq, VII Corps Flight Detachment, APO 107, New York, New York.

OBITUARIES

WO John L. Griggs, Jr., 57th Transportation Company (Lt Hcptr), from Fort Riley, Kans., was killed February 22, 1958. He crashed near Red Bluff, California, while on an H-21 ferry mission from Fort Riley to Fort Lewis, Wash. He is survived by his wife, Mrs. Ailene Frances Griggs, Crossroads Hotel, 7th and Franklin Sts., Junction City, Kansas.

First Lieutenant Richard M. Havelsky, 593rd F. A. Battalion, APO 39, in Germany, was killed February 14, 1958. He crashed in an L-19 aircraft as a result of turbulent downdraft conditions. He is survived by his wife, Mrs. Marjorie B. Havelsky, 11 Waverly Place, New York, N. Y.

WO James T. Sinquefield, 57th Transportation Company (Lt Hcptr), from Fort Riley, Kan., was killed February 22, 1958. He crashed near Red Bluff, California, while on an H-21 ferry mission from Fort Riley to Fort Lewis, Wash. He is survived by his wife, Mrs. Barbara Sinquefield, Cuthbert, Georgia.

WO Stanley C. Small, 57th Transportation Company (Lt Hcptr), from Fort Riley, Kans., was killed February 22, 1958. He crashed near Red Bluff, California, while on an H-21 ferry mission from Fort Riley to Fort Lewis, Wash. He is survived by his wife, Mrs. Marilyn Jean Small, 226 West Spruce Street, Junction City, Kansas.

WO Cesar A Sotomayor, 57th Transportation Company (Lt Hcptr), from Fort Riley, Kans., was killed February 22, 1958. He crashed near Red Bluff, California, while on an H-21 ferry flight from Fort Riley to Fort Lewis, Wash. He is survived by his wife, Mrs. Gloria Idalia Sotomayor, 363 Craig Avenue, Fort Riley, Kansas.

JONES, James D., Jr., Capt., Hq Co, 7th U.S. Army Flight Detachment, APO 46, New York, New York.
KING, Thomas J., CWO, c/o Mr. Joe King, Route 2, Mitchell, Nebraska.
KLIM, William, Jr., 1st Lt., Route No. 2, Torrington, Connecticut. (Stop by and visit us!)
LESLIE, James M., Capt., 338 North 3d West, Salt Lake City, Utah.
McKEEVER, Jack W., CWO-2, 202nd Army Aviation Co, APO 168, New York, New York.
MADRANO, Joseph P., Capt., 47th Med Detachment (Hospr Amb), APO 177, New York, New York.
MANTOOTH, Glen W., CWO, 64th Transportation Company (Lt Hcptr), Fort Knox, Kentucky.
MARLE, William O., Capt., TUSAE JUSMMAT, APO 254, New York, New York.
MEDCALF, Rex M., Capt., 88 Harris Drive, Fort Rucker, Alabama.
MESNIER, Charles R., Capt., 11th Aviation Company, APO 112, New York, New York.
MORLEY, Harrison A., Maj., 8 Moss Way, Alexandria, Virginia.
MORROW, Charles, Jr., Capt., Regan Road, Route 1, Rockville, Connecticut (See KLIM, W.).
NICHOLS, James H., 1/Lt., 322 Timberdale Drive, San Antonio 9, Texas.
NIELSEN, Earl W., Capt., 1st Infantry Division, Fort Riley, Kansas.
NORRIS, Frank D., 1/Lt., 17th Signal Battalion, APO 164, New York, New York.
O'BERRY, Lee R., CWO, 1340 22nd Avenue North, St. Petersburg, Florida.
PARKS, Robert H., Lt., 690 Deerfield Drive, North Tonawanda, New York.
PETRILLO, Nicholas, Lt., Off Stu Co, PO Box P-5, Ft. Rucker, Alabama (Temporary).
PFLUGLER, Joseph E., Capt., 708 Squires Lane, Fort Benning, Georgia.
PORTER, William S., 1/Lt., 586th Engr Float Bridge Company, Ft. Benning, Georgia.
RIZOR, George A., Jr., Capt., 2433 South Inge Street, Arlington 2, Virginia.
ROEHL, William A., Capt., 117 Galway Street, North Little Rock, Arkansas.
SALTER, Lawrence T., 1/Lt., 65-G Sicily Drive, Fort Bragg, North Carolina.
SAMMONS, Tom J., 1/Lt., 57th Transportation Co (Lt Hcptr), Fort Lewis, Washington.
SAMPSON, Kenneth D., Mr., 2335 North Fraser Avenue, Stockton, California.
SCOTT, Delmont H., CWO, Building 1109, Apartment D, Fort Eustis, Virginia.
SMITH, Albert L., 1st Lt., Post Office Box 712 Fort Rucker, Alabama.
SMITH, Raymond D., Lt., 6 Powder Horn Road, Darien, Connecticut.
SMITH, William A., Jr., Capt., Army Avn Sect, US Army Signal Depot, APO 189, New York, New York.
STAPLES, James T., Capt., Hq, I Corps Artillery, APO 358, San Francisco, California.
STARKEY, J. E., 1st Lt., 81st Trans Co (Hcptr), Fort Riley, Kansas.
THOMPSON, William A., 1st Lt., 115 Avenue "A", Post Trailer Park, Fort Bragg, North Carolina.
TOEPFL, Adalbert E., Jr., 1st Lt., Box 10210, 2d Stu Off Regt, USAADC, Ft. Bliss, Texas (Temp.)
TOWNSEND, James R., CWO, Dept of Maint, H-37 Branch, Fort Rucker, Alabama.
ULERY, Vincent T., Major, TATSA, Ft. Rucker, Alabama.
USHER, William F., Major, 81st Transportation Co (Lt Hcptr), Fort Riley, Kansas.
VAN CLEVE, John H., Jr., RFD #2, Calhoun, Kentucky.
VANSICKLE, James A., Lt., Hq Co (Avn Sect), 14th AC, APO 26, New York, New York.
WADDELL, Harold G., Major, 1st Recon Sq (SkyCav), 16th Cavalry, Fort Hood, Texas.
WADSWORTH, Durant, CWO-2, 10th Aviation Company, 10th Inf Div, Fort Benning, Georgia.
WALLER, Marshall, Lt. Col., P.O. Box 126, Fort Rucker, Alabama.
WATSON, Shelly F., 1/Lt., 33 North Scott Street, Madisonville, Kentucky.
WEST, Thomas C., 1st Lt, 7th Aviation Company, APO 7, San Francisco, California.
WIARD, Laurence W., M/Sgt, 352 Carolina Drive, El Paso, Texas.
WILLIAMS, George L., Lt., 1422 East Lander, Pocatello, Idaho.
WORMAN, James L., 1st Lt., USA Signal Avn Test & Support Det, Ft. Rucker, Alabama.
YOUNG, Ray A., 1st Lt, 504th Aviation Company (AD), APO 326, New York, New York.
YOUNG, Robert T., 1st Lt, Hq, USATC Aviation Section, Fort Ord, California.
ZIRKLE, John J., Jr., Capt., USAAMS, Cls 6-A-C5A, Class 4, Fort Sill, Oklahoma.

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TANNER'S OFFICIAL AA JEWELRY AND ACCESSORIES make ideal gifts for Christmas and other special occasions. Regular, medium, and miniature wing badges. ID bracelets for AA's and their ladies. Also tie chains, rings, cigarette cases, and cuff links. Write for illustrative price list to O.C. Tanner Co., 1930 So. State St., Salt Lake City, Utah.

It happened to me, friend!

The **AAAA**, an organization created by AA's for all Army aviation personnel, was, for many years nothing more than a mirage on the distant horizon.

In April of '57 application forms for membership in the neophite organization were sent to many Army aviators throughout the world. The organizers of the **AAAA** had overcome the many obstacles attendant to the preparation of a workable charter and By-Laws, compromising where necessary on the endless legal details so necessary to the organization of any such society. At the same time, they succeeded in negotiating and contracting for an **inexpensive** but adequate flight pay insurance plan.

Having been an AA since the early days of WW II, I was particularly interested in the Ass'n and **wilingly** burned a considerable quantity of midnight oil to personally assist our struggling infant to a more secure footing.

Carpetbag-style, I lurked in the halls of the Pentagon building, soapbox under foot, a ready supply of **blank** application forms in my pockets for my aviator friends.

Secure in my belief that a man was a **complete** fool to ignore the opportunity offered by the flight pay protective plan, I convincingly "sold" many memberships and made certain **all** of my compatriots were aware of the **"Grounded but you still get paid"** plan.

As May turned to June I discovered that I had run out of membership forms and as yet I had failed to sell my most important client . . . **myself**. I forwarded a request for additional blanks to Ass'n Hq and with well-deserved chagrin consoled myself with those well-known words—**"It can't happen to me!"**

Well, friend, it did!

On June 19th, following medical consultation, I found that my simple bachacho which had been diagnosed on the last two annual flight physical exams as "Throttle Bender's Neuritis" (or just plain **Old Age**) was actually the result of a tumor pressing against my spinal cord.

The following day was highlighted by my admittance to **Walter Reed Army Hospital** and—the delivery of a supply of AAAA application blanks. Quite ironic.

Eight months later (and $1,600.00 poorer due to the loss of my flight pay), I'm still at Walter Reed. I hit a **milestone** recently and can now maneuver myself around the room on crutches. Prognosis on my case now is that I will definitely walk, the only question is how soon.

I'm distinguished from the other patients in Ward 2 as the fellow who keeps a **blank** AAAA application under his pillow, ready for processing the day he abandons his wheel chair and returns to flight status.

The purpose of this story is **not** to gain your sympathy for sympathy will **not** help me in the least, but to give you **1,600** reasons why you'll never gain mine if you ignore the words of my friend that opportunity knocks but once. Bill collectors have more patience. **They keep knocking.**

(Maj.) Lewis E. Casner
Walter Reed Army Hospital

(Ed. Note: Knowing Lew hat suffered through many "dark days," we're gratified to learn that well over a hundred of his friends and "many perfect strangers, too" responded to "Operation Postcard." Your "Get Well" messages were most thoughtful and cheered Lew considerably.

His rapid "mental recovery" is emphasized by the following: "Col. B.A. Bache (Ret.) was admitted here two weeks ago with a broken thumb and kneecap suffered in a fall. We've been having a ball and keep things pretty well stirred up on the lower floor. We were an odd sight at the Officers Club the other night as we zoomed through the door—me in my two-wheeler and B.A. pushing me while on crutches. Air Force gives us a bit of a tussle but we manage to fight 'em off.")

DON'T QUOTE

ME BUT . . .

CD PLANNING

Sirs:

In today's newspapers are accounts of the invaluable contribution of large transport helicopters in rescuing stranded persons and in helping to restore disrupted utilities following the unseasonable storm of the last few days (March 22). Similar accounts of helicopter rescue operations followed *Hurricane Hazel* and other emergencies of recent years.

Yet, in each instance, the services of these essential aircraft were obtained only because some agencies were willing to loan helicopters and crews. For example, yesterday the Vertol Aircraft Corporation of Morton, Pa. (manufacturer of large transport helicopters) made available its only commercially-licensed demonstrator and obtained permission from local representatives of the Swedish and French governments to use completed helicopters which were awaiting delivery to these customers.

These emergencies created by nature always bring to mind the question. *"What would happen in the event of an enemy nuclear attack?"*

There are no commercially-operated transport helicopters in the entire Commonwealth of Pennsylvania. The one or two commercially-licensed transport helicopters which are owned by Vertol Aircraft Corporation would undoubtedly be placed at the disposal of emergency agencies. These would be invaluable *but entirely inadequate.* In this age of modern miracles, the civilian populace finds himself woefully lacking in helicopter service for emergency use.

It would appear obviously desirable to initiate action immediately to assure adequate availability of essential transport helicopter service for future emergencies. A logical method of providing such service would be the organization and equipping of at least one Army National Guard or Army Reserve Transport Helicopter Company (with twenty-one transport size helicopters per company) in the vicinity of each of our larger cities.

Sincerely,

FRANK K. MACMAHON
Colonel, TC-USAR
U.S. Army Reserve
(Employee of Vertol Aircraft Corp.

(Ed. Note: Col. MacMahon, an active Reservist and Nat'l Vice President for Reserve Affairs of the AAAA, forwarded copies of this letter to Pennsylvania officials (Governor, Adjutant General, head of Civilian Defense), Pennsylvania senators and Philadelphia area Congressmen, Philadelphia newspapers, military journals, General Easterbrook, and General Betson, among others. In urging National Guard and USAR transport helicopter units, Col. MacMahon points to the step at being "in keeping with my responsibilities as VP, Reserve Affairs.")

INCONSISTENCY

Sirs:

Being temporarily in the Fourth Army area, I have come across something that may be of interest to other Reservists. In this area USAR AA's are afforded some remuneration for the distance and time that is often involved in accomplishing the required annual flight physical.

The pertinent Fourth Army regulation is quoted as follows: "Reserve Army Aviators, with their consent, may be ordered to Reserve duty training without pay for the period of time necessary to complete required physical examinations. Expenses for transportation, subsistence, and billeting can be charged to M and O, AP 2622 funds available to Military Districts."

The question is: If this is done in this Army area, why should not the same apply to all Army areas to include all Reserve AA's? The above is interesting, since, in being still assigned in First Army, my annual flight physical was recently completed "at no expense to the government."

EDGAR S. BEAUMONT
Captain CE-USAR
Grand Isle,, La.

In January we instituted a photo Section in the PCS Column, based upon our photo morgue. *Maj. Bill Barrios* who informed us of his off-post to on-post address change was pictured. By word of mouth we've been told Bill's taken quite a heckling from his fellow Board members on this 5-mile "PCS." Five, 500 or 5,000 miles, his photo was "available." Rest easy, you assassins.

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

No Part-Timer!

LT. COL. FRANK O. GREY, JR.

Quiet. Determined. One comes away with this impression on first meeting *Frank Grey*.

Not known to trade verbiage extravagantly, *Lt. Col. Frank O. Grey, Jr.*, the AAAA's National Vice President for National Guard Affairs, tackles his Association tasks with intense zeal, each problem that has come to his attention being given extensive study. Result? He "produces."

ETO FIGHTER PILOT

In pouring over his past, one learns that the genial Illinois Supervisor of Maintenance has an enviable military record. A former Army Air Corps pilot, *Frank* flew 15th AF fighters in the ETO during WW II.

While serving in a "reverse lend-lease outfit" he flew Spitfires before winding up his tour in P-51's. Completing 67 missions over Europe (with four German aircraft "bags" to his credit), *Col. Grey* holds the Silver Star, the DFC, and the Air Medal with six Oak Leaf clusters. (Try to get this out of him and you'll quickly wind up discussing another subject).

GOES ARMY IN '48

Following his tranfer from the AF Reserve to the Army Reserve in '48, he attended the Army re-rating course at Sill. In '50 he became the 33rd Division AO, a job he holds currently with his "State Supervisor" position.

In his words, he *"has one wife (wonderful) and three children—Sandra* 11, *Linda* 8, *and Kenneth* 6 *(also wonderful—most of the time.)*

I pursue no fanatical hobbies but I do enjoy fishing when it doesn't rain, hunting when it isn't too cold, and flying almost any time. Guess flying's gone beyond the hobby stage though."

ONE VICE

His high-speed Air Force past is contradicted somewhat by the pipe he occasionally smokes, his lone vice. The air of dependability that one associates with pipe-smokers is not marred by his Nat'l Board meeting attendance record.

Perfectly content to go tooling through the blue 800-1,000 miles in "his L-19" while on required NG flights, he'd probably shock many of his ex-brethren by his ultra sub-sonic locomotions.

His keen interest in Ass'n matters, particularly for the National Guard members he so earnestly represents, has transcended the three lengthy Chicago-D.C. trips he has completed to "speak his piece." His most recent participation, during which he drove the round-trip distance accompanied by his family, provided another indication to all of his sincerity in National Guard participation.

16-YEAR VETERAN

He's been through the AA mill, too. Helicopter Course, '53; Advanced Artillery Course, '55; Instrument Course, '57. No short-timer, the Chicago Senior Army Aviator will complete sixteen years of service next month.

The National Guard, Army aviation, and the AAAA all benefit by the participation of persons of his caliber.

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1955
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1958
The Caribou 2½ Ton Flying Truck

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