

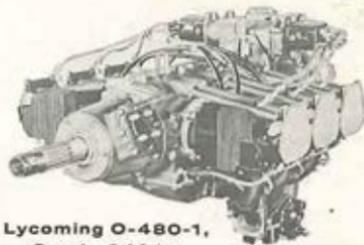
ARMY AVIATION

SEPTEMBER 15 ★ 1958

Lycoming powers

BEECH L-23D

First Army Aircraft with AVQ-50
WEATHER AVOIDANCE RADAR SYSTEM



Lycoming O-480-1,
6 cyl., 340 hp

1908-1958
FIFTY YEARS
OF POWER

Lycoming

A Division of **Avco** Manufacturing Corporation | Stratford, Conn., Williamsport, Pa.

■ The longest overland helicopter flight in the history of Army aviation was completed in mid-August when elements of the 80th Transportation Company (Lt Helicopter) terminated a 3,500-mile flight to Fort Richardson, Alaska.

Departing Fort Riley, Kansas, on August 4th, the company's fifteen H-21 *Shawnees* ac-

tuating the unit upon the successful completion of its long-distance flight.

Accompanying the flight company was the 334th Transportation Detachment (Cargo Helicopter Field Maintenance), a unit that "kept 'em flying" during the entire mission.

80TH TRANSPORTATION COMPANY COMPLETES KANSAS-ALASKA FLIGHT

complished the long distance hop in two weeks.

During the trip which took them over the entire northwestern part of the U.S. and through Canada, the *Shawnees* made 21 stops for fuel, oil, and overnight rest, consuming approximately 45,000 gallons of high octane aviation gas and 1,000 gallons of oil during the flight.

Three Separate Flights

Flying in three platoons of five ships each, spaced in flights one day apart, the 80th, under the command of *Maj. William F. Usher* (below), stopped at Grand Island, Neb., for their first fuel stop. A second refueling stop was made at North Platte, Nebraska, with the first overnight rest being taken at Scotts Bluff.

They were delayed several days enroute when one pilot was hospitalized with pneumonia and another with an infection of the hand. Two pilots from the company's advance party at Fort Richardson were then flown back to take over the ill pilot's ships.

Sidelights

■ The 80th, the first Army 'copter company in Alaska, will operate from Ft. Richardson to support Army units both north and south of the Alaska Range . . . The unit's first encounter with Army tactical problems in Alaska during the winter will be in February '59 during *Exercise Caribou Creek*, scheduled to be held in the far northern area of the Territory.

■ Looking a little out of place among the 15 huge shoppers at Ft. Richardson was a lone L-19. The plane was piloted by *Capt. Billy C. Hall*, a Fort Richardson pilot who escorted the 'copters from Palmer, Alaska to the Alaska Army post . . . Some 3,000 persons were on hand as the helicopters and their crews terminated the flight at Ft. Richardson. Sitting in hushed silence until the final "touch down," the crowd burst into a round of applause and cheers as the last ship was parked.



First stop outside the U.S. was at Calgary, Canada. The three five-ship platoons completed a rendezvous at Northway, Alaska, on August 14th, the company regrouping its fifteen *Shawnees* and proceeding on to Gulkana for a final fuel stop before reaching Fort Richardson.

Greeting the unit in a special ceremony as it arrived at Fort Richardson was *Col. A. N. Slocum, Jr.*, chief of staff, U.S. Army, Alaska, who delivered the welcoming address congr-

■ *Mrs. Joe Bruer*, wife of 1st Lt. *Joe Bruer*, one of the platoon leaders making the flight, greeted her husband by saying, "You may not have had maintenance problems, but I did." *Mrs. Bruer* who drove up the Alaska Highway with her small child had three blowouts and punctured the gas tank on the family car. The helicopters completed the trip without any major breakdowns or maintenance problems.

(Continued on Page 28)

AND NOW ...

the
Caribou

1951

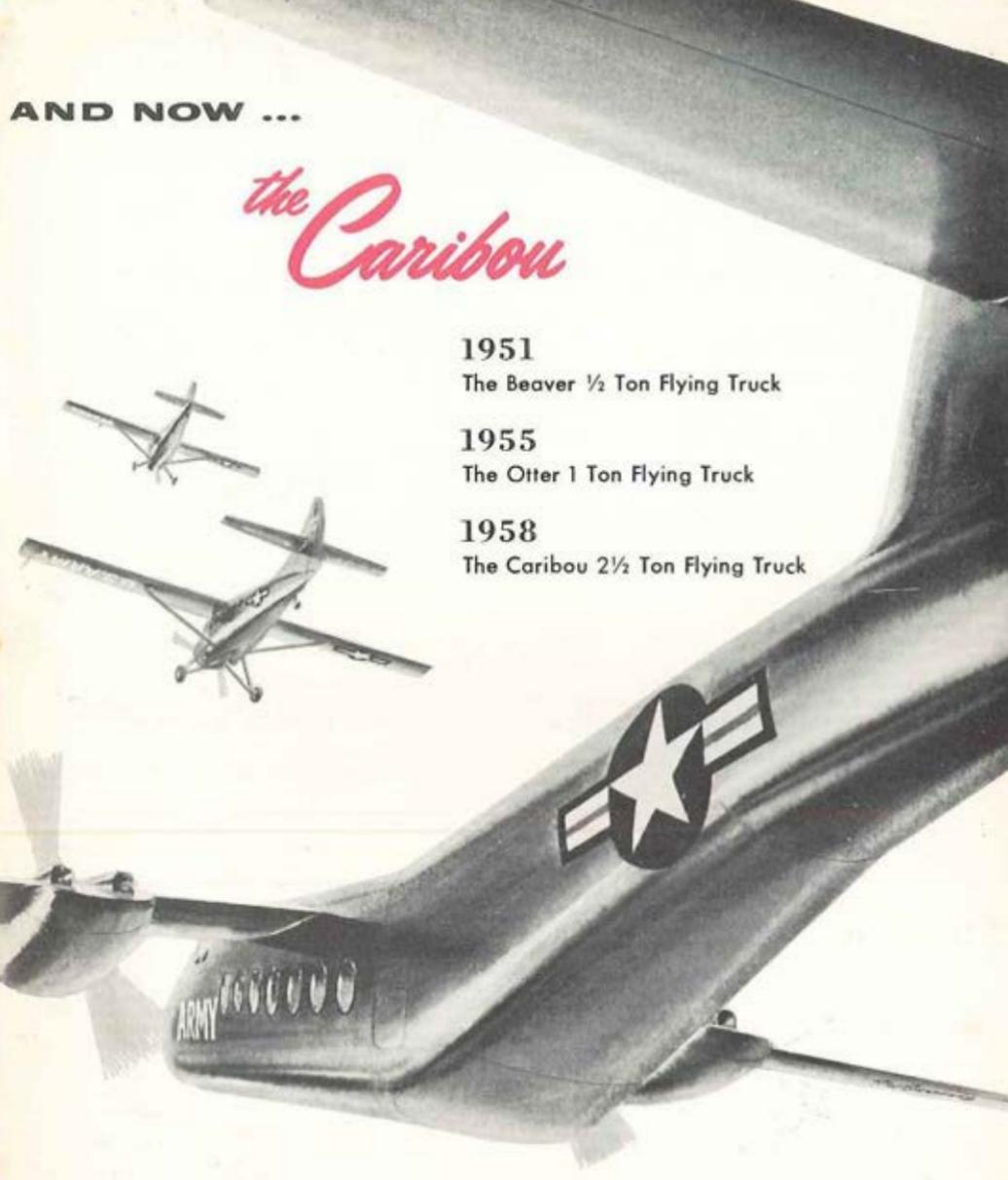
The Beaver ½ Ton Flying Truck

1955

The Otter 1 Ton Flying Truck

1958

The Caribou 2½ Ton Flying Truck



De Havilland Aircraft of Canada STOL aircraft, designed to meet Canadian and C.A.A. requirements, have been adopted by the United States Army, civil and military operators in fifty-eight countries.

Designed and Built by

THE DE HAVILLAND AIRCRAFT OF CANADA LIMITED

DOWNSVIEW, ONTARIO, CANADA

WASHINGTON OFFICE: 319 Tower Bldg., 14th and K Streets, N.W.

OPERATIONS VS MAINTENANCE

■ Recently an aviation company compiled this record:

Aircraft on hand	41
Hours flown	873
Hours down for AOCF	536
Hours down for Depot Maintenance	248
Hours down for Field Maintenance	3008
Hours down for Orgn'l Maintenance	1120

At \$2.00 per maintenance hour, we would need to collect \$11.25 per flying hour before we bought fuel!

It is possible, by choosing an isolated period, to prove almost anything. Let's see what this same company did over a six-month period:

Aircraft on hand	41
Hours flown	6601
Hours down for AOCF	2692
Hours down for depot maintenance	760
Hours down for field maintenance	18235
Hours down for orgn'l maintenance	6805

There is but little change in the picture. As to what that picture is, there are widely divergent opinions. Operational personnel insist that the cart is before the horse—that maintenance is dictating the number of flight-hour requirements instead of adapting itself to meet actual needs. Maintenance personnel use the same figures to prove that aircraft were available for flight more than they were flown.

In front of me are the results of our last command inspection, an inspection during which each aircraft was checked by experienced civilian technicians who spent at least three hours on each craft.

Forty per cent of all discrepancies shown were administrative in nature. Two examples: "Acceptance Date listed as unknown." "New Part III heading not I/A|W TBA-FN-5."

Sixty percent of all discrepancies referred to the aircraft. Two examples: "Pilot's door don't fit." "Oil drippings in oil pan."

Maintenance has been allowed to deteriorate, and I use the word intentionally, from that

BY
LT. COL. MORRIS G. RAWLINGS



effort required to keep an aircraft operational to that effort required to keep an aircraft ready for inspection.

However incorrect the situation may be, it remains with us. It will not change so long as those who operate and those who maintain are of differing branches and hold opposing views as to how the cause of Army aviation should be advanced.

■ The Operator's View

The operator expresses himself somewhat in this fashion: "Army aviation is judged by the missions it flies, not those described in the book. The more we fly the better we perform our mission. A reduction in our flying hours benefits no one except maintenance which then has to produce fewer parts and less shop time."

"The entire system of supply is based upon centralization in rear areas. Since an aircraft part is as vital to the craft as is a round of ammunition to a gun, the entire system is as faulty as one which refused to send ammunition forward. Aircraft companies are making parts. Why do we get them so slowly?"

"There is no inspection criteria. There should be but one: safety of flight. By literal or interpretative application of the multitudinous regulations, an inspector can glorify or crucify the Aviation Officer in the eyes of his commander."

■ The Maintenance View

Maintenance men express their view: "Operators ignore or pretend ignorance of the tech-
(Continued on Page 31)

**NEW TOOL
FOR USAF's
NEW TRAINING
CONCEPT!**

To increase
Air Force Cadets' proficiency
as they move into combat jets,
Cessna's T-37 jet trainer
is now in operation.

Advantages:
unique side-by-side seating,
slow landings
with high speeds
and high-altitude performance,
easy handling.

Cadets learn faster,
USAF saves time,
money.

CESSNA AIRCRAFT CO., WICHITA, KANS.



Cessna

OBSERVATION
COMMAND RECON
EVACUATION
RESUPPLY
COMBAT RECON
TRAINING
COMMUNICATIONS
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WIRE LAYING
PHOTOGRAPHY



**The Business of
Versatile Helicopters ...**

One of the primary objectives of the Army's growing aviation program is to execute its many aerial missions with the fewest possible aircraft types. The necessity of this consolidation in terms of logistics and over-all economy is underlined by the continual increase in the number of missions to be tackled on the nuclear battlefield.

The Army's H-23D "Raven" meets that multi-mission requirement in the light helicopter category. Its versatility is attained by a performance, a load and space capacity, and a ruggedness to perform its tasks without compromises or limitations.

Hiller has now applied a new 305 hp engine to the basic H-23D ship. The resulting 12E aircraft—the most powerful in the two to four place class—is prepared to capture a whole new order of missions, many of them not previously considered within the realm of light helicopters.

HILLER AIRCRAFT
PALO ALTO, CALIFORNIA



CORPORATION
WASHINGTON, D. C.

Dear Army Aviator:

In July after the training conference at Fort Rucker, I took a brief trip through the Fourth and Sixth Army areas to familiarize myself by personal observation with current local problems in that part of the CONUS Army. During this trip I saw and observed, and was told about many heartening aspects of Army aviation. Generally, I was very well pleased with the entire trip. It was most beneficial to me. I did notice, however, one glaring failure in several different instances. This was a failure on the part of some individuals to exercise initiative in the performance of their duties.

As I think about this problem I am aware that there are many and varied factors behind the failure to demonstrate initiative on the part of any individual soldier. Perhaps one of the basic reasons in this area is that if you don't do anything, you won't get in trouble. Let me point out in this instance, that if you don't do anything, neither will you make progress; and progress is essential to the success today and in the future of aviation in the Army.

I ask all of you to exercise your leadership privileges to the Nth degree to inculcate in all aviators in the Army a real sense of mature and thoughtful initiative in everything that they do, either in an airplane or out of one.

■ We passed a significant milestone during July with respect to development of our next generation of aircraft in the Army. The production of the 35 *MOHAWK* medium observation aircraft for use by the Army has recently been approved. Grumman Engineering Corporation of Long Island is building the *MOHAWK* and hopes to have the first model flying in April of 1959. During the remainder of 1959 and early into 1960 all 35 *MOHAWKS* will be procured for testing purposes and also to fill initial unit requirements for high priority operational aviation commands. In case you have missed some of the performance data, I will list the primary figures here:

Take-off over a 50 ft obstacle	800 ft.
Empty weight	7,700 lbs.
R/A at 200 Knots Cruising Speed	200 NM
Maximum Level flight speed	275 Knots
Normal Cruise Speed	200 Knots
Power Plants	2 T-53 Engines

■ The aviation training conference at Ft. Rucker on July 15-17 was a very successful meeting of representatives from all major commands in the Army. The high point of the conference was a firing demonstration by armed helicopters of the 7292d Aerial Combat Recon-

TRENDS

naissance Company. This demonstration improves each time I see it. It very convincingly shows the value of the helicopter in giving a new dimension to the fire and movement of ground combat.

During the conference we also had an opportunity to emphasize again our training objectives. The first three of these objectives carried forward from last year were:

a. *The need for improved unit training.* This requires initiative on the part of the unit commander in accomplishing desired tactical training instead of the all too frequent custom of merely providing "taxi service." The idea of a flying standardization officer who would be a combination super IP and instrument examiner was also suggested as a means of insuring maintenance of individual proficiency.

BY
BRIG. GEN. ERNEST F. EASTERBROOK
Director of Army Aviation, ODCSOPS



Brig. Gen. Easterbrook discusses the *CARIBOU* with Russ Bannock, Director of Military Sales at de Havilland Aircraft, during a recent visit to the Downsview plant of the Canadian firm.

TRENDS/Continued

The need for increased unit transition training in new aircraft was also stressed.

b. 100% instrument qualification of all pilots. The recent emphasis on flying safety and restrictions on VFR flying have vindicated fully this objective. In fact it may be necessary for us to step up our instrument training program if we are to avoid restrictions on our operations in the Continental United States.

c. Stabilized training rates. Although not apparent to the field, real progress has been made in this area. Continued emphasis will be placed on this objective in order to avoid undue expansion and contraction of the training machine.

The new objectives introduced were:

a. Initial flight training of helicopter pilots during FY 59. Selected officers who apply for flight training will be sent directly to helicopter school without previous Army fixed wing training. This action is considered necessary in order to reduce the pipe-line time for providing helicopter qualified pilots. For the most part these officers will be ROTC flight program graduates who have obtained CAA private pilots licences. As a result they will have developed some air sense and should not experience excessive attrition.

b. Reserve component aviation units. A reserve force troop basis has now been approved to include several aviation companies, both helicopter and fixed wing. The Reserve Program for FY 59 directs activation of these units on a cadre basis in order that they may be brought up to strength and receive equipment as soon as practicable. It is incumbent on all Army aviators who are concerned with these reserve activities to get behind this program and insure its successful execution, as it provides not only a great mobilization potential but also an extremely interesting stimulus to the reserve program.

■ All of you are familiar with the Army's efforts to develop an air vehicle with the capability of the well-known 1/4 ton truck but without the ground jeep's limitations to road nets. The initial approach in the area of "direct lift devices" as a means of transporting the soldier and his equipment over the battlefield of the future was made with the Delackner *Aerocycle* and the Hiller *Flying Platform*.

In the fall of 1956 a design competition was initiated by the Army Transportation Research Command for a "Flying Jeep." Twenty-seven design proposals were submitted by 21 different companies. Three proposals were selected for



De Havilland Aircraft of Canada announce the successful initial flight of their new DHC4 CARIBOU. (This is a last-minute insertion; full details on the CARIBOU are to appear in the October issue.)

further exploitation in this field. In July 1957 contracts were let with the Aerophysics Development Corporation, the Piasecki Aircraft Company and Chrysler Corporation for the design, wind tunnel testing, construction and flight testing of research vehicles to prove the design principles.

All three contractors have completed Phase I (design and model tests) satisfactorily and have been authorized to proceed with fabrication of the dynamic flight test articles. The VZ-6 (Chrysler) and the VZ-8 (Piasecki) aerial jeeps are in the final stages of construction and ground testing should be underway by the time you read this. Flight testing is expected to start this fall. The VZ-7 (Aerophysics) aerial jeep is still under construction, with flight tests starting during the winter.

There is every reason to hope that this test program will provide sufficient technical data upon which to base development of a tactical aerial jeep.

■ The Surgeon General has asked me to bring to the attention of our Army aviation medical officers that in many instances these officers are failing to submit tissue specimens for toxicological examination by the Armed Forces Institute of Pathology. Specimen from victims of fatal accidents are essential elements of evidence which must be used for study so that we can avoid future accidents. Physicians investigating aircraft accidents or performing autopsies on fatalities should familiarize them-

(Continued on Page 10)



THE MAN BEHIND THE GREASEGUN... The exploits of the fliers and aircraft that are keeping our nation secure can not be written without proper credit to the unheralded man behind the greasegun. He is a member of a maintenance crew... a crew chief... a plane captain who is content to enjoy the reflected glory of his ship. Something of him flies with every aircraft, and when ship and crew return safely he knows his job has been well done. For he knows that nothing could fly, no pilot could climb aboard without his contribution. Kaman Aircraft recognizes the job these men are doing and gives them a tangible salute by designing helicopters which require minimum maintenance and make the man behind the greasegun whistle while he works.

THE *KAMAN* AIRCRAFT CORPORATION
PIONEERS IN TURBINE POWERED HELICOPTERS
BLOOMFIELD, CONNECTICUT

TRENDS/Continued

selves thoroughly with the following four documents:

a. Revised Memorandum No. 1, Joint Committee on Aviation Pathology, 1957, subject: An Autopsy Guide for Aircraft Accident Fatalities.

b. TB AVN 8, 31 August 1956.

c. Air Force Regulation 160-109, 12 October 1956.

d. Navy Bureau of Medicine 65106.3, 3 September 1957.

Aviation medical officers are encouraged to communicate directly with the joint committee on aviation pathology, the Armed Forces Institute of Pathology, Washington 25, D.C., for further guidance in this field.

■ I thought you might be interested in learning some of our most recent statistics on the subject of Army Aviation Flight Training in the College ROTC Program. During the 1957-1958 school year, which has just ended, some 1600 ROTC students in 66 colleges applied for Army aviation college level ROTC flight training. 600 students were finally selected and enrolled, in 56 schools. Of this total of 600 accepted students, 530 have now completed or are completing the ROTC flight course, and these young officers will enter the Army aviation program after their basic branch schooling during the current fiscal year.

During the 1958-1959 school year, which will start this fall, we now plan to enroll approximately the same number of students as we did last year, or perhaps a few more. As you can see from these figures, and realizing that our total input of active duty Army officers into initial flight training is now considerably less than a thousand, a large proportion of our new aviators will come from the ROTC college trained ranks.

It behooves all of us to devote special attention to this problem, to look for ways and means of improving the initial schooling of these students, and to motivate them toward a high sense of duty, performance, and skill during the period that they will serve as Army aviators. To this end let me encourage you once again to visit and ask your subordinate staff people to visit the summer camps, and the

campus activities of all of the ROTC flight training elements in your area. This personal observation type of visit is essential to the success of this program.

■ Any of you who do not know what a "45 Report" is should check with the Adjutant General Machine Records Unit of your command immediately to determine just exactly the scope of this personnel report. I suggest this at all echelons of command because this 45 Report is the sole document used on the Army Staff in planning authorizations, and correlating these personnel authorizations with the on-hand strength by grade and MOS in the Army. The report is a machine record effort and has no brains of its own. The data that go into the report are what come out the other end. If the initial data reported as to strengths and requirements or authorizations for enlisted and commissioned aviation specialists is inaccurate, either on the too-much or too little side, this inaccuracy will be retained and reported at the Department of the Army.

In conjunction with this report I am somewhat surprised to notice that units in the field are not stating an authorization of forecast requirements for increased numbers of aviation specialists, while we are producing an increased number of aircraft and aviators. This may be completely explainable at each echelon of command. I hope that it is. On the other hand this may be caused by a lack of attention to detail on the part of our aviation people in forecasting what they are going to need in the way of bodies in the near and mid-range future. Believe me, if the authorization for aviation specialists does not show up on the Form 45 Report or its accompanying Form 45 Projection, you can be sure that the day will come when you will not have the people you need to perform your aviation job in your command. I cannot over-emphasize the absolute requirement for detailed and intimate knowledge of the procedures in the field concerning the Form 45 Report.

Finally, let me add here, while checking this, be sure that those aviator positions not calling for an aviator MOS are prefixed by the digit 6 as shown in Change 3 to SR 605-105-5 in order that the Army, at this level in the Pentagon, may account for aviators not occupying strict aviation jobs.

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During the next few months the Army's Iroquois helicopter — the Bell HU-1A — will be put through a series of stringent, exacting tests. A 6 to 8-place, turbine-powered utility helicopter, the Iroquois was built expressly for front line duty with the Army.

One of the obstacle courses the Iroquois must run is the U. S. Army Transportation Aircraft Test and Support Activity 1000 hour logistical evaluation test. TATSA has developed an accelerated 1000 hour test program that must be completed in no longer than six months. The Iroquois will be flown a minimum of 10 hours each day — maintenance and upkeep must be done at night. Simultaneously other testing agencies will expose the Iroquois to every possible operating condition that may be encountered later by using units in the field.

One of the chief benefits from this testing is the tremendous savings to the government in providing the services with a tried and tested aircraft, fully capable of meeting all requirements for which it was procured. The Iroquois has already passed Bell's own exacting tests — proved its worth as a warrior. Completion of Army testing will insure that the U. S. Army has in the Iroquois today's *best and most advanced* helicopter.

U.S.
ARMY'S
TATSA
PUTS THE
IROQUOIS
TO THE
TEST!

BELL
Helicopter
CORPORATION

FOUNTAIN OF YOUTH

Seeking the airplane's version of the "Fountain of Youth," USAREUR L-19A's representing all branches of the Army eventually wind up at a grass strip at Speyer, Germany.

Here, under the auspices of the U.S. Army Transportation Depot, the Bird Dogs receive IRAN from the *Ernest Heinkel* firm, a manufacturer with considerable pre-war aircraft manufacturing experience and presently rising out of the ruins of the WW II-like aviation phoenix to serve Army aviation.

Into this plant come service-weary L-19A's to undergo maintenance alongside the sleek Fouga "Magister" wing section, built by the contractor under license.

Complete Tear-Down

The actual IRAN process is most interesting, most users being more than surprised at the extensive *tear-down* associated with an IRAN cycle.

As the craft's whirling propeller comes to a standstill a supply representative of the depot accepts the aircraft, conducts a check of the loose equipment, and furnishes a listing of the equipment present to the ferry pilot.

These preliminaries out of the way, the aircraft is moved to the disassembly shed, where the wings, empennage, seats, cabin upholstery, cowls, propeller, and all fairings and inspection plates are removed.

De-Numbered

At this point the aircraft *temporarily* loses its serial number, because the number will be removed during the paint stripping operation. This anonymity could be defeating but a tag is wired to each part, the tag bearing a number to indicate the numerical sequence in which the aircraft entered the IRAN site. Being the 72nd aircraft entering IRAN during FY58, the ship is referred to as number "72" until the time it enters the paint shop and once again receives its former serial number.

Dismembered, "72" then moves into the paint stripping shed, where all paint is removed from the external surfaces with the aid of a paint remover. The fuselage and all associated parts and assemblies are then thoroughly washed with water, steam cleaned, and again washed with water, a step that one with a little imagination can say is the "Fountain of Youth."

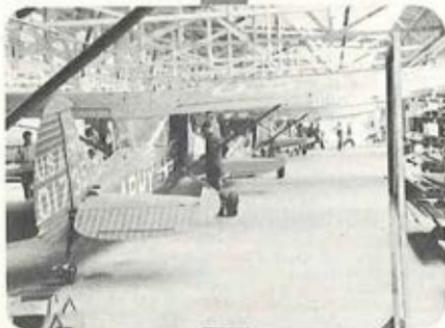
At this point the fuselage parts with its wings, empennage, etc. as each is moved to its respective "repair area." The fuselages are moved to a production-type IRAN maintenance line. Here the shedding continues, the fuselage losing its wheels, landing gear. The engine is also removed and changed, if a change is warranted.



By
CWO Stanley M. Bachmurski

ARMY AVIATION

IRAN IN USAREUR



**U.S. Army Transportation Depot
Germany**

September, 1958

The landing gear assemblies depart for the landing gear repair section. Here the wheels are removed from the spring, disassembled, and the spring assembly goes into a modern, well-equipped testing lab to undergo exhaustive tests designed to disclose defects or incipient flaws. Ditto with the wheel assemblies. Tires are inspected and replaced if necessary. From the testing lab, the landing gear spring goes to the paint shop.

Instruments receive their share of attention, being removed and sent to the instrument test benches. The actual panel goes to the paint shop where it receives a coat of gull gray to replace the familiar green paint.

Body Checkup

The fuselage undergoes a thorough, minute inspection, no less comprehensive than a body job at the Mayo Clinic. Windows are replaced as needed. Modifications which are applicable to, or those portions that offset the fuselage are complied with where necessary kits are available. Prior to this, units had been urged to forward modification kits on hand to the IRAN site along with the aircraft in order that the Army may receive the maximum benefit from the program.

The "ticker"—the battery—goes to cardiology, being removed and sent to the battery shop to undergo capacity tests, be condemned to salvage, or receive the stamp of approval and a trickle charge until such time as the ship completes IRAN.

Magneto timing checks, a compression check, new rubber seals on all baffles, new hydraulic hoses, new heater hoses, and new engine mount bouts are SOP for the engine, the engine in general being inspected and painted as necessary.

"Army Green" Applied

The wings and empennage are inspected and repaired if repair is dictated. The fuel tanks are removed, inspected, and pressure checked. These items are then forwarded to the paint shop where they receive a "wash" coat of primer, a spray coat of primer, and the new shade of "Army Green" as well as the national insignia, serial number and the numerous customary stencils required by TB AVN-7.

During this period fuselage "72" moves down the line receiving the painted and inspected landing gear assemblies, the instrument panel, and the bench-tested instruments moving on into the paint shop to receive its "new complexion."

During its final run down the line an interesting process takes place. Parts and assemblies begin to "home" on the aircraft like pigeons to a home loft. From each of the

IRAN/USAREUR

various repair sections come the parts which are reinstalled on the aircraft in the order in which they were removed—in proper sequence and in accordance with the -2 Handbook. At all times an individual with a flashlight—a tech inspector, either contractor or military—is underfoot. As the final assembly is performed, the rigging is accomplished.

Thirty days later the aircraft emerges at the Government acceptance end of the line where it is test flown by the contractor's test pilot. If the results meet his approval—and he is a difficult man to satisfy for he can draw on his vast flying experience to help him find

the smallest discrepancies—the aircraft is released for Government acceptance.

The end product of Heinkel's efforts—as it taxis down the grass strip for departure—represents a product equal to the aircraft that left the Cessna plant years ago.

Offer Conducted Tours

The overall IRAN cycle is most interesting and the U.S. Army Transportation Depot extends an invitation to all USAREUR Aviation Officers to partake of a conducted tour of the IRAN site when in the Speyer area. The tour will be given by Mr. Joseph Martin, our authorized Government representative, who will also be glad to take you to dinner—providing you happen to arrive at 1130 hours and have DM 1.50 in your flight jacket pocket.

Pakistan Officer Studies SUSAATC Operations

■ The Pakistan Army's aviation officer recently spent two weeks at Seventh Army's Aviation Training Center at Echterdingen, Germany studying Seventh Army's utilization of light aircraft.

Lt. Col. Ghumal Jabbar, a slight, 36-year-old officer who spoke precise Oxonian English, said he was particularly interested in the Seventh's experience with helicopters.

To Acquire Helicopters

"My government has advised me that they intend to acquire some rotary wing aircraft for our forces," he said, "and my instructions are to bring back recommendations on how we may best use these machines."

Currently, Colonel Jabbar's unit (he commands Pakistan's 1st Air Observation Squadron) is using 36 late model L-19s.

Last spring when the planes were delivered

to Pakistan, Seventh Army dispatched a mobile instruction team to assist the Pakistanians in establishing maintenance and operational procedures.

"The results achieved by that team were tremendous," recalls the colonel. "They arrived when we had nothing but crated planes and they put us in operation. This assistance from Seventh Army was invaluable."

Former Artillery Officer

Colonel Jabbar entered aviation in 1948 when he attended a British Royal Air Force flight school. Previously he had been an artillery officer with the Indian Army and saw World War II action in Burma.

As Pakistan's senior air officer, Colonel Jabbar has twin responsibilities.

"First, my squadron must fulfill the operational requirements for Army aviation in Pakistan. Second, we are charged with the mission of running a basic flight school to increase our number of pilots."

ARMAV Alleviates Shortage

Similar to England, Pakistan limits its Army pilots to officers of the Artillery branch only.

"This tends to intensify our shortage," the colonel said. "We alleviated it somewhat last year when we sent 14 men to Fort Rucker, the U.S. Army Aviation Training Center. Next year we are hoping to send 15 more."

In the photo above Col. Jabbar (left) discusses design features of a Chickasaw with Maj. Donn Boyd, Operations Officer of the SUSAATC. (U.S. Army photo/Aug 20 '58). ■■





USAREUR REPORT

BY COLONEL WARREN R. WILLIAMS, JR.

Let's Be Thorough!

■ Last month I mentioned how busy many USAREUR units were in winding up yearly minimums. Evidently certain unit operations officers have really been overwhelmed. Some of the 759's reaching my desk indicate they are either overwhelmed or extremely lax in checking what they signed. These 759's have statements that the officer *completed* minimum annual flight requirements; yet, a simple addition of the weather instrument, hood and link time did not add up to 20 hours; night cross country did not add up to 5 hours; nor did total time equal 80 hours.

Often a check indicated that an error in transforming entries from a work sheet was

responsible. A reviewing officer has no way of knowing this without a time consuming phone call or a return of the 759 to the unit for explanation. Lax paper work indicates lax attention to duty—something Army aviation cannot afford.

This year's reports indicated that only a small number of pilots arrived near the year-end with an excessive proportion of minimums to complete. Our thanks to the stateside units that helped to alleviate a major problem of last year. Officers who expect overseas orders should get as much of the semi-annual minimums accomplished *before* leaving their old station as possible. Leave, travel time, and getting settled in an overseas area take up *more* time than most pilots imagine.

Witness AA Demonstrations

■ On 8 August Major Hank Weggeland, Captain Hurst Reynolds, and I attended an interesting Army aviation show at the 8th Helicopter Battalion. Demonstrations of Army fixed wing characteristics added to an outstanding

demonstration of formation flying of H-34's. A number of German Army aviation personnel attended and one of their pilots thrilled the crowd by showing what the DO-27 can do. Sikorsky representatives made all the H-34 pilots envious with a demonstration of the hands-off flying in an S-58 equipped with ASE.

Personnel Changes

■ Colonel "Bill" Boyd recently transferred from the Transportation Division of USAREUR to become Assistant Transportation Officer of Seventh Army. Lt. Col. John Murray replaced him and is busy learning the problems of Army aviation supply and maintenance. He

will have a hard time filling the important position which Bill filled so easily (with frequent labors until midnight). Capt. Albert Krakower is expected soon to join Major Gooden in the Signal Division. Lt. John Harney left that shop in May to rejoin the civilians. Harney, although an infantryman, did a fine job with the Signal Division.

SETAF Visit

■ On 13-14 August Lt. Col. Murray, Major Gooden, and I visited SETAF. Improvements continue at Bosco Mantico, home of the 202d Aviation Company. Unfortunately, an accident to the roof will delay completion of their

hangar until cold weather has arrived. I enjoyed the chance to talk with the sharp looking Army aviators in Lt. Col. Joe Gude's "Sky Cav" at Vicenza. This unit should do much to further develop the use of Army aviation in one of its most important missions.

■ West Germans in the small village of Erbach inspect an H-34 Helicopter from the 54th Transportation Battalion during German-American Friendship Festivities held in that city. While successfully carrying out its primary mission of support-



ing V Corps, the 54th, through open houses, mercy missions, and civic assistance, has served to increase mutual understanding between German-American interests. (U.S. Army Photo).

USAREUR REPORT

More L-23D's On Way

■ Major Ned Baker is en route from the ZI with three more L-23D's. Other USAREUR pilots are Captains William Norris and Ray Ingham and Lt Ted Pratt. One of the planes being flown by Captain Bill Rutherford and Lt. James Miller is not for USAREUR.

Why This REPORT?

■ If there is anything in particular that Army aviators would like to hear about from USAREUR, drop me a line and I'll try to include

the information in this column or get a unit to write an appropriate article.

You'll note—in reading the USAREUR REPORTS each month—that several units contribute to the overall REPORT. They've been invited to do so voluntarily, not with the intention of sounding their own horns—although as “working” units they have earned this right—but with the intention of informing others of operations and maintenance in USAREUR. It is their feeling and mine that these unit reports can do much to orient and prepare the ZI aviator and crewman for an eventual assignment in this command. This is the basic philosophy behind these REPORTS, the personal information notwithstanding.

COL. WARREN R. WILLIAMS
Aviation Officer, USAREUR

New SETAF Strip Now Operational

■ A new 3,300 foot runway at SETAF's Boscomantico Air Port near Verona, Italy was officially opened in mid-August when Major General Harvey H. Fischer, SETAF Commanding General, cut a ribbon stretched across the landing strip between a SETAF L-19 and an Italian Macchi single engine craft.

General Fischer and Prof. Giuseppe Arcaroli, representative of Verona's Mayor, boarded separate planes for short flights over the area, to become the first and second passengers to use the new strip.

The ceremonies, attended by SETAF and Italian officials, marked the completion of the first phase of an extensive building program that will include a new hangar, a taxi-way to the hangar, underground fuel storage tanks, and water and electrical facilities.

Cost of the runway built to accommodate light planes was \$75,900 (47,437,500 lire). It is estimated by SETAF officials that the cost of the entire project when finished in about one year will be \$372,000 (232,500,000 lire).

The SETAF airfield is for the joint use of SETAF and Italian planes, particularly members of the Verona Aero Club, whose president Mr. Tullio Albarelli was present for the ceremonies.

Work on the completed runway was done by an Italian firm under the supervision of the Corps of Engineers, District 7, Northern Area.

Maj. Gen. Harvey H. Fischer, SETAF Commanding General (con.), flanked by Nino Bilettoletti, construction firm representative (left) and Prof. Giuseppe Arcaroli representative of Verona's Mayor, cuts a tape stretched between parked Italian and American planes to officially open the new landing strip at Boscomantico Airport. (U.S. Army photo).



USAREUR REPORT

Tactical Training Stressed In 503rd Avn Co Missions

■ July is for training—aviation training—and we at the 503d Aviation Company inaugurated a four-week training cycle for both aviators and enlisted men.

After a June visit to Grafenwohr, the Tactical Transport Platoon, commanded by *Capt. David B. Hayes*, packed up and went to Bad Tolz for a week of mountain training. The platoon planned to qualify all the cargo helicopter crews in high altitude work and then return to its home base to prepare for a company FTX in August.

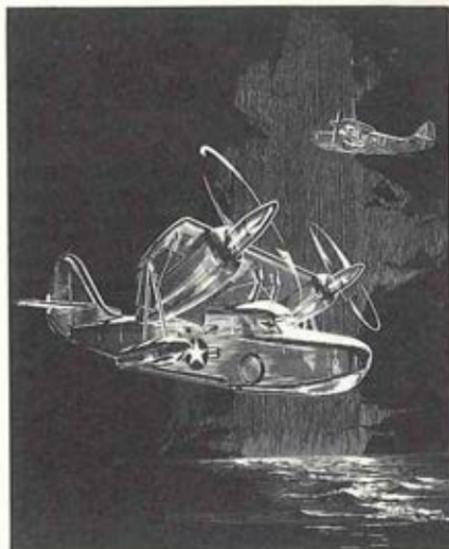
Capt. James R. Lindholm's Direct Support Platoon was busy working on short field technique and special missions. They borrowed a German glider strip, set up a barrier, and re-qualified all the AA's in power approaches, max performance take offs, and message drop and pick up.

At Bonames, the General Support Platoon, under *Capt. Bruce R. Volk*, started a small instrument school in order to prepare platoon members for attendance at the Seventh Army Instrument School. The emphasis was on basic work for those not already IFR qualified and on advanced work for those facing annual check rides.

Beat The Clock!

With the beginning of the fiscal year, a new policy concerning annual flight requirements was set forth by our Division Aviation Officer, *Lt. Col. Eugene F. Bacon*. All AA's in the Division are now required to have the maximum semi-annual hours completed by 30 November and the total annual requirement completed by 30 May. This policy should alleviate that old aviation problem, *June hysteria*, for both the Aviators and the operations section.

Aviation safety also received particular emphasis. In response to a request from *Maj. John A. Murray*, 503d Aviation Company Commander, the Army Aviation Safety Board at Fort Rucker sent us a complete format on flying safety which we used as a guide in establishing a unit flying safety program. *Maj. Murray* and *Capt. Carlisle R. Petty*, Company Operations Officer, began work on this program, the first result being the scheduling of



Artist's version of the Kaman K-16B, a VTOL/STOL (combination vertical take-off and landing and short take-off and landing) research aircraft, utilizing the "propeller-rotor" concept being developed by Kaman Aircraft for the United States Navy.

Powered by two General Electric T-58 gas turbines. Small controllable flaps on the "propeller-rotor" give the pilot positive control of aircraft at slow speeds (0 to 50 mph) when conventional airplane controls [rudders, elevator and ailerons] system automatically phase out and the conventional airplane controls take over. Large extensible flaps on wing would provide additional lift during take-offs, landings and slow speed flight. Air speed, 0 to 300 mph.

semi-annual proficiency flight checks for all AA's. The importance of flying safety can't be over-emphasized and it is felt that these check rides will standardize the flying in the division and minimize accidents due to pilot technique.

Artillery Flight, commanded by *Capt. Ronald J. Rogers*, spent a week working with radar teams of the Division Artillery at Friedberg AAF. Under simulated instrument conditions the pilots were guided by radar operators to predetermined points, shifted from point to point, and returned to the airfield and given a GCA. Although pin-point accuracy wasn't possible, all the participating aviators were reassured that under combat conditions they would have still another method of getting to an area, completing a mission, and returning home in marginal weather night and day. With these new aids we should easily fly more than the ten thousand hours we logged in 58 during FY 59.

11th Aviation Co. Takes Operation Grandiose, Lebanon, and Personnel Shortage In Stride

IG's, ROCID and *Operation Grandios* have kept this company busy during the past three months . . . During these months, the 24th Aviation Company, formerly the 11th Avn Co commanded by Major Otto W. Huebner, has seen many changes and even more work.

It all began with preparations for the annual IG in which the Aviation Company was given a commendation for being one of the six highest scoring companies in the Division. (We could tack this up on the wall right next to the *Seventh Army Superior Unit Award* we had won for 1957.)

The company heaved a collective sigh of relief after the IG left and was ready to settle down to normal routine, but unfortunately normal routine was not to be had. On May 1, the Aviation Company began the task of changing over to ROCID while the whole 11th Airborne Division was preparing to change over into the 24th Infantry Division.

Expansion Follows Changes

Aviation sections were changed; maintenance became more defined; and new equipment arrived. Simultaneously, packets of men came to the company, expanding it to nearly 250 men. Completion of the changeover was delayed by a prolonged and quite realistic practice alert called *Operation Grandios*. Finally, this was

called to a halt and once again ROCID changes were the order of the day.

Enhance Redesignation Ceremonies

Once completely operational under the ROCID program, the Aviation Company caught up with rosters, flight board tests, and commendations. The company took part in several ceremonies marking the Division's redesignation, culminating in a Division parade at *Flak Kaserne* at which the old 11th Airborne colors were retired and the 24th Infantry colors brought out of retirement.

Lebanon Call-Up

Once again we prepared to return to normal routine, but once again events intervened. *Operation Grandios* was suddenly put into effect again and this time it was no practice. The 24th Aviation Company set about doing its share of complying with President Eisenhower's orders to move an Army Task Force into Lebanon. Sections of men and aircraft moved to marshalling areas and shortly those left behind learned that they had arrived in Lebanon.

The absence of many officers and men in the Near East meant a personnel shortage but those left behind kept abreast of the job of making equipment inventories, equipment replacements, and filling in where work was needed.

Through it all, the Company was concerned with maintaining its safety record which had already earned the unit a Seventh Army citation. There have been no aircraft accidents since last October.

Command Structure

Major Leland Cantlebury is still holding down the job as Division Aviation Officer; however, new officers have arrived to replace some of those in Lebanon. Major Michael R. Cullen, assumed command of the 24th Aviation Company with Capt. Roy W. Moore becoming Executive Officer. Two others new to the company are Capt. James R. Lindholm and 1st Lt. Charles S. Zeigler.

Finally, then, after three months of changes, the 24th Aviation Company is now settling down to its day-to-day activities with the knowledge that we can meet and overcome whatever problems arise in the future. ■■

Number 100



Another milestone in Sikorsky history was marked by the Connecticut firm's delivery of the 100th S-56. On hand to greet Number 100 were, left to right, Alex Sperber, factory manager; Michael E. Gluhareff, engineering manager; Lee S. Johnson, general manager; and Lt. Col. Charles Wilkins, AF representative at the Sikorsky plant. Originally developed for the Marines, the free world's largest production helicopter is also being built as the Army H-37A Mojave.

THE
ARMY AVIATION ASSOCIATION
OF AMERICA, INC.

Resolution Endorsed

The *Monterey Chapter Proposal* calling for the establishment of distinctive aviation badges to be awarded to enlisted members of the Army Aviation team was approved by a poll of the membership of the Association, as expressed through the Association's officers.

President Leich has prepared a resolution attesting to the Association endorsement of the *Monterey Chapter Proposal* and has forwarded the Association Resolution to the appropriate D/A authorities.

National Board Meeting

The quarterly meeting of the National Executive Board is to be held in Washington, D.C. on September 27th. Action shall be taken on a wide variety of proposals during the course of the Fall meeting, including the recognition of the Ft. Meade; Washington D.C., and Seoul Chapters of the Association.

Booster Lapel Insignia Received

O.C. Tanner Company of Salt Lake City delivered the "Booster Lapel Insignia" during mid-September, the Insignia now being on their way to the Association's 200-odd Boosters.

The Booster Program terminates as of September 30th, the end of the second membership quarter. The Program will be reactivated at the start of the '59-'60 membership year (April 1, 1959).

MAPS Service Extended

Some 23 airlines have been added to the MAPS distribution list. Together with the 47 rotary-wing operators and 11 "Industry Members," the *Military Aviation Placement Service* of the Association now covers 87 separate firms on regular distribution.

Chapter News

Following the nomination of Chapter officers by a Washington Region Nomination Commit-

tee during August, those Members who desired to affiliate themselves with a proposed *Washington D.C. Chapter* conducted a mail ballot of Chapter officers. Elected to office were:

President: Lt. Col. Gerald H. Shea; *Exec VP (tie):* Lt. Col. Elmer P. Fleming, Jr., and Alexander J. Rankin; *VP, Army Aff:* Lt. Col. John L. Klingenhagen; *VP, NG Aff:* Lt. E.D. Kitchen; *VP, Res Aff:* Lt. Col. B.A. Bache (Ret.); *VP, Indus Aff:* Lt. Col. William B. Dyer; *VP, Pub Aff:* Maj. Luther B. Botts; *Trea:* Maj. James B. Davenport; and *Sec:* Lt. Col. Darwin P. Gerard.

Washington Regional Members residing in the general Fort Meade area met at Ft. Meade in mid-August, electing five officers of the eventual 9-man slate of a Ft. Meade Chapter. Pending the return of civilian component units from summer encampments, the proposed Chapter expects to implement its Board and secure Chapter recognition.

Elected to office were: *President:* Lt. Col. Lyle H. Wright; *Exec VP:* Capt. Robert L. Pound; *VP, Army Aff:* Capt. Carl C. Johnson; *Trea:* Lt. Robert H. Williams; and *Sec:* Capt. Wilbur Gates, Jr.

In late July, initial plans were made to establish a *Seoul Chapter* within the USAFFE Region. Some 27 USAFFE Members approved the formation of a *Seoul Chapter* to include AAAA Members assigned to the 4th Missile Command, Seoul Area Command, and the Ascom, Taegu, and Pusan Areas.

Elected to office in the preliminary meeting were: *President:* Capt. Earl B. Montgomery; *Exec VP:* Maj. Robert J. Jeffrey; *VP, Army Aff:* Maj. Clifford S. Athey (since rotated); *VP, Pub Aff:* Maj. Harley Hungerford; and *Sec:* Lt. Peter W. Moore. The activity planned to elect its *VP, Industrial Affairs* and *Treasurer* and a new *VP, Army Affairs* at a subsequent meeting.





NEW MEMBERS JOINING AAAA WITHIN RECENT WEEKS

NORTHEASTERN AREA

(Mass.-Conn.-NH-Me.
Vt.-R.I.)

Lt Ronald S. Elwell

EASTERN AREA

(NY-NJ-Penna)

Lt Fred G. Stumpf
Mr John W. Miller
Lt Fred W. Leuppert
WO Carl E. Anderson

WASHINGTON AREA

(Md.-D.C.-Va. within
60 miles of D.C.)

WO Hendy N. Fowler
Lt John P. Stapleton
Lt Col Robert K. Moore
Lt Col Clyde M. Turner
Mr Henry L. Hutchinson
Mr Phillip L. Garis, Jr.
Mr Robert L. Knapp
Lt Paul P. Winkal, Jr
Lt Col Paul R. Wagner
CWO Robert W. Buechter
Lt Edward W. Calquhoun
Maj Lester C. Robertson
Maj James H. Proctor
Capt James R. Barkley
Col John L. Leidenheimer

MID-EASTERN AREA

(W.Va.-Del.-Va. outside
60 miles of D.C.)

Mr Gene C. Moen
Mr Dorsey S. Pleasants
Mr Lous M. Personte
Lt Guy E. New
Lt William C. Rudd
Lt Charles G. Freeman
WO James B. Childers
Lt Donald R. Jordan
Capt Donald E. Boling
Lt Rudolph D. Descoteau
WO Joseph P. Holland
Lt Robert L. Moseley
WO Lloyd K. Kaul
Lt Col Lawrence Bowley
CWO John H. Christzberg
Mr C. A. Malami
Lt Joseph F. Bellocchi
Mr Francis P. McCourt
Lt Wm R. Ankenbrandt
Lt Daniel G. Van Winkle
Lt Bentley J. Herbert
Capt Richard H. Bergstrom
Lt Allen M. Carlisle
Lt Col Harold Grossman
Capt Arthur W. Roberts
Lt Norman A. Charette
Mr Meade H. Mitchell
Mr Frank S. Kawkiewicz

SOUTHEASTERN AREA

(Ga.-N.C.-S.C.-Fla.)

Capt Joseph B. Starker
WO John Fuller, III
SP/3 Robert H. Wright
CWO Jack A. Brown
Lt Anthony F. Cristan

SOUTHEASTERN AREA

(Continued)

Capt Charles L. Clance
Lt Larry B. Aicken
CWO Salvatore F. Pagano
Lt Bobby G. Vinson
CWO William F. Fette
CWO Clyde W. Canupp
WO Dale E. Lonca
Lt William H. Jarvis
Lt Joseph V. Turner
Lt W. S. Singletary
Lt Neal C. Petree, Jr.
Capt Donald E. Duncan
Lt Robert E. Durie
CWO Loren K. Dow
Lt John M. Crowe
Lt Walter J. Ganovsky
Lt Jack D. Boman
Lt Wm A. Weinbender
Lt Charles L. Miller
Lt Newton Cox

SOUTHERN AREA

(Tenn.-Ark.-Miss.-La.-Okla.)

Lt Phillip E. Daves
WO Victor H. Romain
CWO Robert McGlasson
Capt Vernon T. Judkins
WO Michael Truchon
Lt Charles D. Gordon
Capt William L. Duncan

CENTRAL AREA

(Ohio-Ill.-Ky.-Mich.-Ind.-
Wis.)

Lt Jimmy L. Hatfield
Maj William P. Hebenstreit
Capt Joseph J. Muter
Lt Charles T. Brown, Jr.
Capt Paul E. Parter
Lt Joseph R. Campbell, Jr.
CWO George W. Cox, Jr.
CWO William W. Roberts
Capt Robert B. McGhee
WO Edward Borosch
Lt Kenneth L. Ketzler
Lt Anthony J. Ortner
Capt James W. Booth
Lt Ray P. Shanklin

ALABAMA REGION

(Alabama)

Lt Vaughn R. West
Lt George R. Crane
Maj Robert J. Ogden
Lt Clarence H. Keville, Jr.
CWO Alva Anderson
Lt Wm H. Lewandowski
Col James F. Wells
Lt Charles W. Shaver
Capt Alvin F. Futrell
Lt Norman L. Dupre
CWO Stewart R. Park
CWO Richard K. Brown
Lt Donald L. Winters
Lt C. P. Gaspard, Jr.
Lt Bruce W. Driscoll
Lt Robert E. Harris
Capt Richard T. McCrary

ALABAMA REGION

(Continued)

CWO George J. Holton
Lt Billie D. Horne
Lt Gerald W. Orr
Lt Norman T. Watson
Lt Gordon M. Hunt
Lt Henry R. Northridge
Lt James J. Gaffney
Capt Walter G. Dermatis
Capt John K. Selze
Lt Milton L. Little
Lt James P. Woolnough
Lt Lee B. Cannon
CWO Weldon C. Cooke
Lt Robert L. Anderson
Capt G. W. Kirklighter
Lt Mas M. Nakajo
Lt Leonard L. Boswell
Maj Bruce Fusner
Capt William J. Worth
Mr Paul B. Neal
Lt Edwin S. Olsmith
Capt Fred Dameron

TEXAS AREA

(Texas)

Lt Don A. Butler
Lt William L. Potts
Capt William H. Read
Lt Charles E. Ward, Jr.
Capt John R. Goodrich
Lt Curtis Garrett
Lt Robert H. Haley
Capt Harry W. Wiltse
Lt Paul R. Whitman
Capt James M. Leslie
Lt Ronald J. Stevens
Lt Leo M. Ghout
Lt James E. Thomas
Lt Norman J. Kemp
Lt Col Keith A. French
Capt Robert E. Lemon

MIDWESTERN AREA

(Kan.-Mo.-Minn.-Nebr.-
Iowa-N Dak.-SDak)

Maj Wallace C. Bolen
Lt Ralph W. Merritt
WO Lawrence A. Awrey
WO Charles L. Helms
WO Harold E. Wiseman
WO Talmadge L. Blanchard
Capt Donald P. Baugh
WO Robert G. James
WO Richard F. Collins
WO Dennis L. Pullian
Lt Ralph R. Jackson
Lt Carl C. Yoder

NORTHWEST AREA

(Wash.-Idaho-Ore.-
Mont.-Wyo)

Lt Fred C. Headley, Jr.
Lt Dean C. Wesner
Lt Paul H. Jaenichen
Lt Frank N. Chase
Lt John M. Biggs, Jr.
SPC Lawrence M. Johnson
Lt Harry S. Medley

WEST CENTRAL AREA

(Ariz.-NMex.-Colo.-
Nev.-Utah)

Lt Herbert M. Wagenheim
Lt Samuel R. Hudson
CWO Edward W. Schroeder
Lt Robert D. Moore

CALIFORNIA AREA

California

Lt Robert V. Atkinson
Lt Ernest J. Eska
Lt Merle D. Clure
Lt Francis R. Wilma
Lt Ronald T. Reuther
Lt Albert J. Routhier
Lt Leonard A. Miller
Capt D. D. Martin
Lt Robert W. Leonard
Lt Byron L. Clark
Capt Frederick L. Clapp
Mr George O. Noville
Lt Robert E. Bishop
CWO Leland R. Cole
Lt Owen V. Haxten
Mr K. S. Coward
Mr J. E. Lucast
Mr C. G. Habley

USAREUR REGION

Lt William Gelse
CWO Raymond C. Willy
Capt Joseph G. Kelly
Maj Edward C. Jellison
Mr Theodore R. McVay
Lt Donald D. Wilkes
Capt Joseph L. Bowler
Lt Richard C. Malinowski
Lt Howard R. Foster
Capt Ralph O. Benefield
CWO Alexander Gollacher
Capt Richard S. Alton
Capt John C. Ogilvie
Lt Billy J. Nave
Lt Col James H. Lee
CWO Edward E. Schnell, Jr.
Lt Karl A. Brugger
Capt Jawarren B. Shively
CWO Francis D. Murry
Lt Elvin H. Underwood
Capt Roy L. Miller
CWO Willie E. Baker
Lt Joe C. Hester
Lt Frank L. Davis

USAFFE REGION

Lt Roland M. Holt
Lt George T. Neu
Lt Jack Hutchison
Lt Shelley F. Watson
CWO Richard H. Coam
Capt Willie H. Casper
Capt Harlan S. Lucas
Lt Gerald R. Beekman
WO Joseph A. Goldberg
Lt Richard T. Cline
CWO Willis M. Curtis
CWO Donald A. St. John
Lt John E. McGregor
CWO William H. Parker

CIVILIAN COMPONENT ASSIGNMENT INFORMATION

Address Information Revised as of Sept. 1, 1958

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

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Boone, Iowa
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Lincoln Armory
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● KANSAS

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Army Aviation Field Maint Shop
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Topeka, Kansas

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Jackson, Mississippi

● MISSOURI

Lt. Col. John D. McCory (Supervisor)
The Armory
Warrensburg, Missouri
Capt. Thomas K. Turner (Advisor)
USA Advisory Gp (NGUS), Mo.
Warrensburg, Missouri

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Maj. Lloyd O. Pruett (Advisor)
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Capt. Virgil P. McGuire (Advisor)
Building 1154, Haskerville
Lincoln, Nebraska

● **NEVADA**

Capt. Willis L. Garretson (Supervisor)
247 15th Street
Sparks, Nevada

● **NEW HAMPSHIRE**

1st Lt. Russell F. Tilton (Supervisor)
Capt. David M. Dial, Sr. (Advisor)
Army Avn Section, Grenier AFB
Manchester, New Hampshire

● **NEW JERSEY**

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West Trenton, New Jersey
Maj. Evan F. Magney (Advisor)
Room 408, Federal Building
402 East State Street
Trenton 9, New Jersey
Maj. Edward T. Henthorn (Supervisor)
Capt. Jimmie D. Vaughn (Advisor)
Linden Airport
Linden, New Jersey

● **NEW MEXICO**

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

● **NEW YORK**

Maj. Neal C. Baldwin (Supervisor)
Maj. Mark F. Fowser (Advisor)
Orchard Park Airport
Orchard Park, New York
Capt. Francis D. Rooney (Supervisor.)
Capt. William R. Lupton, Jr. (Advisor)
Zahn's Airport
Amityville, L.I., New York

● **NORTH CAROLINA**

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Raleigh-Durham Airport Apts
Raleigh, North Carolina
Capt. James F. Neeson (Advisor)
Municipal Airport Branch Post Office
Charlotte, North Carolina
Capt. Adrian A. Eichhorn (Advisor)
P.O. Box 10546
Raleigh, North Carolina

● **NORTH DAKOTA**

1st Lt. James Grimstad (Supervisor)
Fraire Barracks
Bismarck, North Dakota

● **OHIO**

Capt. Edward L. Letostak (Supervisor)
2558 Lakewood Drive
Columbus, Ohio
Major Roy V. Hunter (Advisor)
Building 70, Fort Hayes
Columbus 18, Ohio

● **OKLAHOMA**

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

● **OREGON**

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

● **PENNSYLVANIA**

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

● **PUERTO RICO**

Capt. Julio R. Betances (Supervisor)
AA Maint. Pool, Isla Grande Airport
San Juan, Puerto Rico

NATIONAL GUARD ADVISOR-SUPERVISOR ADDRESS INFORMATION

● PUERTO RICO (Continued)

Capt. Donovan M. Beadle (Advisor)
USA Advisory Gp (NGUS), Ft. Brooke
APO 851, New York, N. Y.

● RHODE ISLAND

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

● SOUTH CAROLINA

Maj. James R. Davis (Supervisor)
Congaree Air Base
Eastover, South Carolina
Capt. Robert A. Lee (Advisor)
1625 Alma Road
Columbia, South Carolina

● SOUTH DAKOTA

Capt. Donald G. Efinger (Supervisor)
Halley Airport
Rapid City, South Dakota
Capt. Robert E. Skimin (Advisor)
Fifth USAAG (NGUS), South Dakota
4116 Jackson Boulevard
Rapid City, South Dakota

● TENNESSEE

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

● TEXAS

Maj. Don R. Beseth (Supervisor)
Capt. Elmer D. Huffer (Advisor)
P.O. Box 1397
San Antonio, Texas
Maj. Fred O. Gauthier (Advisor)
Capt. Jack M. Plemons (Supervisor)
P.O. Box 1226
Grand Prairie, Texas

● UTAH

Lt. Col. Van Hixson (Supervisor)
ARMAY Maintenance Shop
Salt Lake City AFB, Salt Lake City

● UTAH (Continued)

Maj. Harold R. Snyder (Advisor)
USA ADGRU (NGUS), Utah (6604)
Fort Douglas, Utah

● VERMONT

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

● VIRGINIA

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

● WASHINGTON

Maj. Clinton C. Johnson (Supervisor)
Box 355
Steilacoom, Washington
Capt. Arthur C. Franklin (Advisor)
USP & FO, Camp Murray
Fort Lewis, Washington

● WEST VIRGINIA

Maj. Henry Deboer (Supervisor)
Capt. Henry R. Mangum, Jr. (Advisor)
Room 295, State House
Charleston, West Virginia

● WISCONSIN

Maj. John S. Sarko (Supervisor)
Route 3, Box 317-A
West Bend, Wisconsin
Maj. Samuel E. Stanley (Advisor)
Post Office Box 65
Butler, Wisconsin

● WYOMING

Maj. William A. Maxwell (Supervisor)
Box 909
Cheyenne, Wyoming
Capt. Willis B. Anderson (Advisor)
Box 498
Cheyenne, Wyoming



Long Suit: Dependability

•

Colonel O. Glenn Goodhand

If you were to ask *Glenn Goodhand's* contemporaries to describe *Glenn* in one word, that word would have to be *dependable*. Since early '42 his every effort in Army aviation has been characterized by his long suit—dependability.

Currently serving on the AAAA National Executive Board as Treasurer, the versatile MIT graduate and Army career officer lends a keen, analytical mind to all Association problems. Unknown to many, he voluntarily assisted the organization during its initial months by helping to secure the Department of the Army "blessing" for the AAAA.

Delving back into his long and varied career, one learns that he's spent as many years in civilian life as in the military, a fact that is quite unusual for a career officer.

MIT No "Grind"

Graduating from MIT in 1931, the tall, trim officer did not "grind" his way to a B.S. degree. In being VP of a class, President of a fraternity, Captain of the lacrosse team, and a member of the squash team, one usually foregoes academic honors, particularly with an MIT curriculum. Not so with *Glenn*. He made *Tau Beta Phi* (the engineering equivalent of Phi Beta Kappa).

Following his graduation he resided at Rochester, New York, where he worked for the Eastman Kodak Company for ten years, rising to Department Manager with the firm.

In '41, his ultimate career in the military was shaped by two events, one of which he'll readily admit. Though a second lieutenant in the Coast Artillery (ROTC commission, MIT), he was considered by the government and Kodak as more valuable to industry and retained in a War Department Reserve Pool of Officers. In July of '42 he was given the option of resigning his commission to remain in industry but decided against this and entered the service. (This he'll admit).

(In March of '42 his wife, *Jo*, decided to learn how to fly and *persuaded* her husband to accompany her, this step proving to be his initial contact with aviation. The fact that his wife received a 98% in her Meteorology exam

and he received a 97% is something he *won't* admit.)

As an AAA officer and 32-year-old lieutenant he found himself in the barrage balloon service along with equally over-age officers. Desiring to escape non-combatant duty and having a private pilot's license, he volunteered for Liaison Pilot Training in early '42, joining Class 3 for training and later graduating with Class 5 due to a stretch in the hospital.

Pioneered Night Observation

During WW II he saw combat service in Italy, France, and Germany with the 35th FA Group and the VI Corps Arty Headquarters, pioneering night observation at Cassino and receiving the *Silver Star* for his deep night penetrations behind enemy lines.

Following his return to civilian life where he again entered the photographic industry, he foresaw the expanded future of aviation in the Army and accepted a regular commission in December of 1947.

This time a "balloon assignment" did not await him. His post-war service was heavily weighed with positions of responsibility, one of which saw him as Action Officer in the JCS deliberations concerning the functions to be performed by the Army's organic aviation. In subsequent years, he also devoted more than half of his time to non-aviation assignments, including student tours of duty at the Artillery School, G & GSC, and the Army War College, and a 2-year tour as a General Staff Officer in NATO headquarters in Naples. The latter he remembers well for his proficiency time in Naples was performed in Martin torpedo bombers.

In Harness Again

Now the Deputy President at the U.S. Army Aviation Board, he hopes once again to spend many hours in the cockpit, this being the first time since WW II that he's been intimately associated with the actual flying of aircraft.

Let's take a quick look at the off-duty man: The trim look is not just a look; he paces many younger men, being a most deceiving 49. His golf handicap—3 to 5—belies his continued interest in athletics, *Glenn* consistently playing in the 70's. Going all the way with his son *Glenn*, 11, he's been a Cubmaster, a Little League coach, and Treasurer of Little League. The Goodhands older son *Robert* is currently teaching at Rice Institute and working on his Ph D in French, a fact that brings them as much pleasure as their two granddaughters, *Lynne* and *Kathy Goodhand*.

Eighth in a series of informal Profiles on the personnel who man the elective offices of the National Board.

Industry Membership Program

Responding to the Association invitation to participate as *Industry Members*, ninety key officials of industry joined the AAAA during August. Applications were received from:

SOUTHERN AIRWAYS COMPANY

Frank W. Hulse, Chairman of the Board
Wallace E. Congdon, Manager, Atlanta Operation
William B. Newton, Service Manager
H. Grady Thrasher, General Manager*
Gerstelle Allen, Personnel Manager*
J.L. Doster*
Raymond L. Thomas, General Manager**
Ramsey Harlan**
John Shields**
*Test & Development Company
**Southern Airways Helicopter School

CONTINENTAL MOTORS CORPORATION

C.J. Reese, President and General Manager
Earl C. Ginn, Executive Vice President
Arthur W. Wild, Vice President
H.M. Parker, Assistant Treasurer
H.W. Vandeven, Treasurer
Dee H. Hollowell, Vice President
A.B. Willi, Executive Vice President*
Carl F. Bachle, Vice President*
William A. Wiseman, Chief Aircraft Engineer
Raymond T. Fencl, Aircraft Service Manager
*Continental Aviation & Engineering Corp.

HUGHES TOOL COMPANY, AIRCRAFT DIVISION

Rea E. Hopper, Vice President and General Manager
Albert W. Bayer, Director, Customer Relations
Clyde P. Jones, Director, Engineering
Fred C. Mehner, Director, Contracts Administration
William L. Barry, Assistant Gen. Mgr.—Plans & Programs
William W. Lamplin, Director, Manufacturing
Ronald J. Hurley, Manager, Contracts Department
Kenneth B. Amer, Chief Helicopter Research Engineer
Fred C. Strible, Chief Helicopter Project Engineer
William S. Clark, Factory Manager

LEAR, INC.

William P. Lear, Sr., Chairman of the Board
Richard M. Meck, President
Andrew F. Halduck, Executive Vice President
Roy J. Benecchi, Vice Pres.—Grand Rapids Gen. Mgr.
Harold C. Andrus, Vice Pres.—Romec General Manager
James P. Brown, General Manager—Astronics Division
James L. Anost, Assistant to the President (D.C.)
Arthur R. Beier, Washington Area Sales Manager
John F. Harrigan, Dayton Area Sales Manager
K. Robert Hahn, Director, Military Sales

VERTOL AIRCRAFT CORPORATION

Dan R. Berlin, President
Felix A. Kallinski, Vice President
Lae L. Douglas, Vice President—Engineering
James N. Davis, Director—Division of Govt Opns (D.C.)
T.R. Pierpoint, Military Programs Manager
T.P. Feppeler, Chief—Preliminary Design
R.M. Degan, Chief Project Engineer
Frank K. MacMahon, Military Programs Administration
T.H. Mullen, Manager—Program Evaluation
J. Ross Hunter, Manager, St. Louis Office

BELL HELICOPTER CORPORATION

Harvey Gaylord, President and General Manager
E.J. Ducoyot, Vice Pres. & Ass't General Manager
G.B. Clark, Vice President—Sales (D.C.)
Hans Weichsel, Contracts Manager
Joseph Mashman, Director of Sales Planning
Barthom Kelley, Vice President—Engineering
Robert L. Lichten, Chief Exp. Project Engineer
Jack Buyers, Project Engineer
C.W. Dinkl, Manager, Customer Services
J.F. Atkins, Treasurer

SIKORSKY AIRCRAFT DIVISION

United Aircraft Corporation*
William F. Gwinn, President*
Wright A. Parkins, Vice President*
Perry W. Pratt, Vice President*
Erle Martia, Vice President*
L.C. Mallett, Gen. Mgr.—Pratt & Whitney Division
C.M. Kearns, Jr., Gen. Mgr.—Hamilton Standard Division
Robert A. Aspinwall, General Manager—Norden Division
Lee S. Johnson, General Manager—Sikorsky Division
Mr. Frank J. Delear, Public Relations Mgr. Sikorsky Div.

KAMAN AIRCRAFT CORPORATION

Charles H. Kaman, President
Edward J. Odum, Senior Vice President
John O. Emmerson, Vice President and Chief Engineer
Charles Kirchner, Vice President, Public Relations
Robert L. Strleby, Chief, Military Operations Research
Charles A. Riehl, Research Engineer, Military Operations
Hubert C. Longenfeld, Res. Engineer, Military Operations
Colvin V. Olishan, Operations Research Engineer
W.B. Haskell, Jr., Assistant to the President
H.T. Dietrich, Assistant to the President (D.C.)

FAIRCHILD ENGINE & AVIATION CORPORATION

Richard S. Boutelle, President
Warren R. Smith, Assistant to the President (D.C.)
W.L. Landers, Vice President & General Manager
Lou W. Davis, Assistant to the President
F.E. Newbold, Jr., VP & Gen. Mgr. Engine Division
J. W. Livingston, General Manager, Stratots Division
Grayson Merrill, Gen. Mgr., Guided Missiles Division
Gen. Jacob L. Devers (Ret.), (D.C.)
James H. Carmichael
Richard C. Palmer (D.C.)

Newly-elected officers of the proposed Fort Meade Chapter convene shortly after their initial organizational meeting on August 18th. Discussing future Chapter plans are left to right, Lt. Robert H. Williams (Treas.), Capt. Robert L. Pound (XVP), Lt. Col. Lyle H. Wright (Pres.), Capt. Carl C. Johnson (VPA), and Capt. Wilbur Gates, Jr. (Sec.) (U.S. Army photo.)



Hello from sunny Italy. The general feeling among those assigned here in the 2nd Squadron, 16th Sky Cavalry is: "How lucky can one get!"

We're undoubtedly located in one of the finest and most beautiful areas in Europe—

How Lucky Can One Get?

the Central Po Valley. We're assigned to the most interesting and most versatile unit in the U.S. Army—*Sky Cav*. We have and are continuing to get the latest and most advanced equipment with which to work of any military force in the world. Lastly, our people are among the *most qualified* in the Army and we have the finest of Commanding Officers.

New Unit, New Equipment

Devoid of unit history, the 2nd Squadron, 16th Sky Cavalry is as new as its equipment, having been activated just a short time ago in June at Camp Ederle, Vicenza, Italy.

We're authorized 60 pilots and 46 aircraft consisting of H-13's, H-34's, L-19's, U-1A's, L-23D's, and Drones. But there is more than *Aviation* associated with our overall operation. Under Squadron Headquarters, three Troops have been activated. Each Troop Commander, under TO & E a rated AA, has under his command a Maintenance Section, a Communications Section, Operations Section, Recon and Survey Platoon, a Transport Flight consisting of rotary and fixed wing aircraft, and an Airborne Reconnaissance Platoon.

As you can see the AA rating is only incidental when compared to a Troop Commander's overall responsibility. Here, at last, is an answer to the AA's age-old problem of simultaneously getting ground troop duty and maintaining AA proficiency.

Electronic Surveillance

Our L-23's and Drones will be mounted with special electronic devices and camera equipment. The L-23's are in lieu of the AO-1, which is our authorized reconnaissance and surveillance aircraft.

We have as our Battalion Commander, Lt. Col. Joseph L. Gude, whose name I know many AA's will recognize. He considers himself the most envied AA in the service right now in commanding a unit with the finest officers and men in the Army assigned to it.

We're continually receiving aircraft, which affords many of us with a most interesting trip by train from Italy through Switzerland,

By Capt. Bernard D. Thompson

Austria, and on to Mannheim, Germany where the aircraft pickup is made. Then again, the flight back by Lyon, France to Genova, Italy, and thence into Verona where our maintenance support is located is an added bonus.

At present we're sharing Vicenza Airport with an Italian TAC Airforce unit (*You haven't lived until you've seen the antics pulled in and around the traffic pattern by these fellows. It would make a CAA Safety Inspector run into a whirling propeller completely mad.*) But the Italians are the most lovable people to work with in the world. They fall over backwards to help us at every turn. Although we can only claim a bit of real estate on the airport now—with squad tents for shelter—plans are moving fast afoot to put up some workable building space.

Participate in Joint Maneuver

The unit, involved in a sustaining-transition program to qualify our aviators in all of the equipment in the unit, recently returned from a one week maneuver where we supported the 1st U.S. Army Missile Command and other Blue Forces against the Red Forces consisting of elements of the Italian and American Armies.

This is the first time I can say that I enjoyed a maneuver. The Italians have a fine outlook towards work—8 a.m. to 5 p.m. with 2 hours during the afternoon for *siesta*. (We have a project afoot to sell the old man on this but I'm afraid there is too much of the old school in him for the project to meet with any success.)

The maneuver was the best thing that could have happened to our unit at this stage of the game for it revealed to us where we need to

USAREUR REPORT

concentrate our future efforts to insure that this is the finest and most capable unit in the U.S. Army.

Now a few moments on the administrative side: We do have a problem in housing. New arrivals are spending as much as 60 days in hotel accommodations awaiting housing. But the Italians and the billeting people are working zealously to overcome this deficit. I might add that once a house is found it is generally beautiful and very liveable.

Contrary to what I heard before coming here, the roads in Italy are certainly equivalent to U.S. secondary roads, but there are many autostradas available and more underway to equal many of our best primary highways.

Z.I. Living

Camp Ederle has a stateside-type Commissary, air-conditioned theater, gymnasium with bowling alley, large PX and snack bar, hospital, NCO Club, Officer Club, library, elementary and high school, and a golf driving range.

Special services offer many tours, local and out of Italy. We're in a fine location for travel to any place in Europe, Turkey, Greece, North Africa, and the Mediterranean countries. However, there are enough attractions in Italy alone to take up one's entire 3-year tour. The

Surveillance Drone



Details of the SD-3 combat surveillance drone being built for the U.S. Army Signal Corps by Republic Aviation Corporation are revealed in this photo of the first model. Developed by the firm's Guided Missile Division, the propeller-driven vehicle uses sensory techniques to keep watch on enemy installations and movements. Capable of zero-length launching, the SD-3 is recoverable. (U.S. Army photo.)

proof that these attractions are here is the amount of traffic we receive from U.S. personnel coming down through the Brenner Pass from Germany and France to spend their leaves in Italy.

There is a concentrated effort in our unit to achieve 100% support of the AAAA and to activate the initial Chapter in Italy. Most of our old-timers are already members knowing full well the many benefits that ultimately will come with extensive support.

SUSAATC Compiles Envious FY 58 Record

■ During FY 58, the Seventh United States Army Aviation Training Center trained 232 officer students and 202 enlisted students in seven different courses of instruction. Instructors and students spent at total of 6,500 hours in the air in SUSAATC aircraft; this being the equivalent of 270 days or 9 full months.

During this time, Training Center aircraft have flown an estimated 650,000 miles or 26 times around the earth, still a good mileage yardstick in these days of moon-shot distances.

This record does not include the flying time spent in approximately 80 aircraft brought to the Training Center by students in Instructor Pilot courses and flown approximately 35 hours each over a 3-week period by instructors and students.

Accrue Moon-Shot Mileage

During the year, the Training Center also trained instructors in the art of Helicopter

Instrument Flying and conducted Helicopter Instrument Flight Training for six months. During this training, pilots of the Training Center accomplished the first known planned and extended helicopter flights in Europe under actual instrument conditions.

Safety Is A Constant

Hand in hand with the above is the fact that SUSAATC has won numerous safety awards and is now the only unit in Seventh Army eligible for the semi-annual safety award, from 1 Jan '58 to 30 June '58, which requires 5,000 accident free hours of flying time and an excellent safety record.

AA's and crewmen anticipating USAREUR duty may be certain that they'll receive SUSAATC training during some phase of their USAREUR tour. You'll find from an Operations end that the Center will do its best to train you safely, thoroughly, and expeditiously. ■■



AA's Mourn Passing of Jim McClellan

Mourned throughout the world by his fellow Army aviators, *James McClellan*, son of *Sen. John L. McClellan* (Ark.) who was killed in a recent air crash, was cited as an "excellent pilot."

Howard E. Haugerud, an Army National Guard pilot and a close friend of young *McClellan*, described Jimmy as having "the self confidence and natural flying aptitude that is demanded in order to successfully complete military flying training."

Saw Duty in WW II

In an interview appearing in *ROLL CALL*, *Haugerud*, aide to *Senator Humphrey*, commented that he and young *McClellan* had taken Army flight training at San Marcos, Waco, and Ft. Sill, moving on to later assignments as AA's with the 2nd Armored Division and the Constabulary Forces during the end of WW II.

"I recall that about 40% of our class were washed out and a couple were killed," *Haugerud* stated. "Most of us worried about getting through at one time or another but Jimmy never seemed to be concerned."

Cover Story: L-23D Seminole Now Carries AVQ-50 Radar System

The first Army plane to be equipped with weather avoidance radar system is the Beech L-23D *Seminole*, powered by two 340 horsepower Lycoming engines.

The radar system was furnished under a cooperative modification program with Radio Corporation of America as prime contractor to the U.S. Army Signal Corps. The system, known as AVQ-50, detects and displays a picture of turbulent weather as far distant as 80 miles, enabling the pilot to avoid storm areas safely and with a minimum of detouring. The radar equipment is mounted inside the plane's nose, behind a plastic radome.

Powerplants for the plane are two O-480-1 (civilian designation GSO-480-A1A) Lycoming engines. They are geared and supercharged, have a take-off RPM of 3400 and a dry weight of 495 pounds.

The radar-equipped *Seminole* is considered to be a major step toward Army all-weather capability in the air.

September, 1958

Alternating as pilot and co-pilot during their European duty at which time *McClellan* proved to be expert in short field procedures, the two flew thousands of miles together, much of their flying being patrols over the rugged Czech and Russian frontier areas. Forced to land on a snow covered field near Munich on one mission, *McClellan* had a narrow escape when deep snow caused his plane to turn over. The plane was demolished but *McClellan* was not injured.

Haugerud, who flew to Little Rock to act as pallbearer for his friend, said that he was at a loss to understand the cause of the accident. Conferring with CAA officials on the accident, he reported that as yet they could offer no explanation for the crash.

"At this time we can only guess that Jimmy was practicing single engine procedure and had cut off one engine and feathered the prop. While the prop was feathered, the remaining engine may have failed," the *Humphrey* aide reported.

McClellan had visited Washington only a few days before he was killed and had spent the last evening of his visit with his parents and *Mr. Haugerud*. He had mentioned that he had planned to check out in the new twin-engine aircraft.

The photo of *Jim McClellan* was taken upon his graduation as an AA.

On The Way



Making their last fly-by over Fort Rucker prior to departing for Fort Sill, Oklahoma, and Fort Greely, Alaska, Army *Mojaves* skim low over the Post. The Arctic red and white paint job of the Alaska-bound H-37 contrasts sharply with the traditional olive drab of its companion ship. (U.S. Army photo.)

Benning TC Unit Accelerates Inspection With X-Ray, Recorders

■ In the search for faster procedures to accomplish maintenance of aircraft without sacrificing quality control, Fort Benning has developed "hear and see" systems which have resulted in a saving of more than 14,000 man-hours in only five months.

The first system is a new method of recording inspections, according to the Aircraft Maintenance Branch of the U.S. Army Infantry Center's Transportation Section. Previously, aircraft inspectors technically inspected using a work sheet and pencil, which were bothersome, difficult to handle while making an inspection, and slow.

Stimulated By Local Ad

The idea of a small portable tape recorder came from an advertisement in a local newspaper. The Aircraft Maintenance Branch secured on loan a small Dictaphone recorder complete with treadle-operated, variable speed play back apparatus.

The unit weighs only one pound and is just 4 inches by 6 inches in size. An inspector is equipped with the recorder and a throat microphone to relieve his hands while making the inspection. He completes the inspection of the aircraft, outlining on the tape recorder any discrepancies discovered.

The magnetic tape is removed from the recorder and played back for a clerk to transfer the discrepancies to a work sheet for distribution through production control and to a mechanic. This system has permitted reduction of the quality control section strength to six personnel and cut inspection time 50 per cent.

X-Ray Usage Unique

The second procedure, which is also believed never to have implemented anywhere else, is the use of an X-ray machine to reduce the time factor in inspections.

When several H-34 helicopters became due for inspections at approximately the same time due to mission demands and inability to stagger flight time, aircraft maintenance personnel decided that something should be done to reduce the time factor in removing the tail rotor drive shaft, stripping, dye checking and reinstalling.

The solution came in the form of a portable X-ray machine made in Denmark and borrowed from the Atlanta (Ga.) General Depot.

The maintenance crew proceeded to X-ray all tail rotor drive shafts. To accomplish a satis-



Ready to unpack the portable X-ray equipment used in inspecting aircraft at Fort Benning, SFC Patrick E. Pettingill assists in the new method of inspecting aircraft component parts while they remain intact. (U.S. Army photo).

factory result, two pictures were taken 90 degrees apart to receive a cross-section view. These pictures were taken with the drive shaft installed in the helicopter. The portable X-ray unit will shoot completely through the tail rotor pylon of an aircraft.

Developing the X-ray film is a simple matter and interpretation of the negative is no problem to personnel familiar with aircraft inspections. The machine sells for approximately \$5,000 and, according to maintenance personnel, that amount was saved on the inspections.

Releases Three Men

The X-ray method saved an average of seven days and a crew of three mechanics per aircraft, plus possible extended delays should the mechanics have damaged components during their removal.

The field maintenance section at Fort Benning has a support mission of 182 aircraft, including active Army units, satellited stations, Reserve and National Guard aviation units. In programming a workload of this magnitude with 60 direct-labor personnel, the section is constantly looking for new methods to get the job done faster.

The new "see and hear" systems of inspection were developed under the supervision of Capt. Theo C. Watkins, field maintenance officer, and SFC Patrick E. Pettingill, chief of inspection and quality control.

The saving of man-hours (\$) through the use of sound cost-cutting approaches or equipment is desired by all. Share your approach with others by publicizing it.



USAAC - USAAVNS

August, 1958



■ The month of August found the last of three Reserve groups completing their active duty training at Ft. Rucker, some 2,300 reservists in all having taken part in the first year of a five year plan for SFT . . . In staff changes, *Col. Duncan Sinclair* (above) assumed duties as Chief of Staff of USAAC, relieving *Col. Daniel H. Heyne*, who has been reassigned to take command at Camp Wolters, Tex.

■ *Col. Jack L. Marinelli* (bottom, left) was recently named President of the U.S. Army Aviation Board, relieving *Col. Robert R. Williams*, now at the Army War College. *Col. O. Glenn Goodhand* (profiled in AAAA insert) simultaneously assumed duties as Deputy President, relieving *Lt. Col. Alexander J. Rankin*, who has been reassigned to the Office of R & D, D/A.

■ USABAAR also experienced several staff changes—*Col. James F. Wells* (bottom, right) taking over as Director of the Army Board for Aviation Accident Research. He succeeds *Lt. Col. Edward G. Raff*, who remains as Deputy Director.

■ Veteran pilot and mainstay of the USC Aircraft Accident Program for four years, *Frank G. Andrews*, and *Capt. Marcellus C. Hughes* joined USABAAR as new staff members . . . Once SCATSA, then USASATD, now *USASA-TSA*—that's official, according to *Lt. Col. Charles A. Merritt*, commanding officer of the U.S. Army Signal Aviation Test and Support Activity, following the renaming of the Class II activity of the Chief Signal Officer. Check your correspondence!

■ Fort Rucker's tennis ace, *Sp/3 Bill Quillian*, led the Army net team to the Inter-Service Tennis Championships at Arlington, Va., slamming past Navy, USMC, and Air Force opposition to capture the Leech Cup Trophy . . . The Ft. Rucker Flying Club was enhanced by the participation of *Pvt. Wallace R. Sitton*, a former UAL co-pilot, who'll serve as assistant manager.

■ Two new ambulances—258 hp, 1958 Pontiacs (above)—were recently acquired and are now on permanent dispatch to the Fort Rucker Army Hospital.

■ *Lt. Col. John W. Oswalt*, Deputy Director of Combat Developments, became the Army's tenth Master Army Aviator, receiving his wings from *Col. John J. Tolson* in an August ceremony . . . The Fort Rucker Flyers copped the Gulf Coast League Baseball Championship, accruing a 23-13 record during the season.

■ Representatives of the Jacksonville Air Traffic Control office studied Fort Rucker air traffic control methods during a recent tour. *Maj. Robert Culbertson* and *Capt. Alder Betti* gave the CAA officials the best view of air traffic—they put 'em in all the Post patterns in H-13's . . . Subliminal advertising, fractional movie screen messages interpolated into the regular projection, hit Theatre 3 movigoers urging them to see "*IT—Terror From Beyond Space*." . . . Improvements to the NCO Mess were scheduled for Sept. 15th completion. The largest part of the two contracts totaling \$50,000 was expended for overall renovation and a new lounge.

Marinelli



Merritt



Wells





**USAAC
USAAVNS
August, 1958**



LEFT: Mrs. J. J. Tolson, wife of Colonel Tolson, Assistant Commandant of the Army Aviation School, pins newly-earned Army Aviator Wings on Brigadier General C. F. Von Kann, Assistant Division Commander of the 82nd Airborne Division during a late August "pinning" ceremony at the Officers Club. RIGHT: Assistant Secretary of the Army George Roderick (3rd from right) observes Rotary Wing Training during a recent tour of USAAC. He is flanked in the bottom row by Col. J. J. Tolson, Assistant Commandant, and Lt. Gen. William Lawton, Comptroller of the Army (left), and Brig. Gen. Bogardus S. Cairns, Commanding General, Ft. Rucker (right).



LEFT: Governor-Elect of Tennessee, Mr. Buford Ellington (right) chats with Brig. Gen. Bogardus S. Cairns during his recent visit to Fort Rucker. While at the Center the Tennessee dignitary saw his son, Pfc John Ellington of the Provost Marshall Section. CENTER: Shown examining a University of Omaha catalogue with William W. Smith, Education Advisor (seated) are Capt. James A. Johnson (left) and Lt. Robert C. Hallmark, the tenth and eleventh Fort Rucker officers to attend college under the Army's final semester plan. RIGHT: Keeping score and providing the play-by-play during a recent FW-RW softball contest were (l-r) Wallace Martin, Capt. Ben Waterman, and Lt. Russell Meek. A crowd of 200 watched as the Fixed Wing teams, ladies and men, swept a doubleheader, 16-3 and 12-6.



LEFT: Recently graduating from the FW Course at ARMAV were (L-R) Capt. Lee, Maj. Baik, and Capt. Kim, three members of the ROK Army, Maj. Baik remained at Ft. Rucker for additional observer training and 2-week stint at the 82nd Airborne Division. CENTER: Holding the "bag" after a recent skin-diving hunt some 15 miles off Panama City, Lt. Col. Howard I. Lukens, Director of F/W, displays the 60-lb, 4'2" barracuda spear-gunned by Fred Baldasare and himself. Clobbered at a depth of 108 feet, the barracuda later fed eight couples. RIGHT: Guests of ARMAV during a recent tour of Ft. Rucker, William R. O'Neal, Vice President of Engineering, Hayes Aircraft Corp. (Center), and Jack Davenport (right), assistant Project Engineer, are shown chatting with General Cairns prior to the large formal dinner that climaxed their visit.

Kaman Aircraft Corp. to Manufacture Fairey Rotodyne in U.S.



BLOOMFIELD, CONN.—Fairey's *Rotodyne*, the world's first vertical take-off turboprop airliner, will be made available to U.S. military and commercial users through a recent licensing agreement reached between the Kaman Aircraft Corporation and the Fairey Aviation Company, Ltd., of Hayes, England. The agreement

also calls for the manufacturing of the *Rotodyne* in the U.S. by Kaman Aircraft Corp.

Carrying 48 passengers or 12,000 lbs of cargo, the *Rotodyne* is capable of vertical takeoffs, and has a cruising speed that greatly exceeds the top speed of any helicopter in operation today.

Has large Power Plant

Vertical flight is achieved by four 1,000-pounds-thrust pressure jets mounted on the rotor tips, with forward speeds being secured through two 3,500 hp gas turbine driving two propellers.

In forward flight the turboprops take over while the jets on the tips of the rotor blades are shut down. Lift of the vertical takeoff turboprop aircraft in forward flight is achieved by a combination of the short fixed wing and the windmilling rotor. With a gross weight of 18 tons, the *Rotodyne* can carry a 12,000-lb. payload and has already demonstrated a cruising speed of 185 mph.

Sikorsky Develops New Amphibian For U.S. Navy

STRATFORD, CONN.—A new helicopter, incorporating such features as twin gas turbine power, a flying boat hull, and all-weather flight capabilities, is being developed for the U.S. Navy by the Sikorsky Aircraft Division.

Designated the *HSS-2* by the Navy and *S-61* by Sikorsky, the ship will be used for anti-submarine warfare. The prototype *HSS-2*—now under construction at the Sikorsky Stratford plant—is scheduled for initial flight tests in 1959, according to Michael E. Gluhareff, engineering manager.

Pertinent data on the *HSS-2*: *Universal landing gear*: dual landing wheels can be retracted into the two floats which serve as fairings; *Power Plant*: Two GE T-58-6 gas turbine engines with engine maintenance facilitated by large hinged access platforms formed by the opening of the engine cowlings; *All-metal, fully*



interchangeable rotor blades, changeable within the rotor and from one aircraft to another.

Should the Marine Corps version known as the *HUS-2* be employed for transport or rescue work, a cargo sling for lifting up to 6,000 lbs. and a 600-lb. rescue hoist are among many items of special equipment which may be installed.

Kaman, Navy Develop Electric-Powered Robot

Kaman Aircraft Corporation, who flew a radio-controlled pilotless helicopter in July, 1957, recently announced the flight of an electrically-powered version of the aircraft (right.) The piston



engine of the craft has been replaced with a light-weight voltage AC electric motor, which gets its power through a cable from a 250 KW gas turbine generator on the ground. Developed under BUAcR, the system is regarded as a potential long-duration platform that can remain over one location for long periods of time.



**12th Avn Co
(FW-TT)
Ft. Sill, Oklahoma**

Howdy! Figured we'd let all readers know that the 12th Aviation Co (FW-TT) is now in business at Fort Sill. We've grown into a fine young outfit since our activation here in January '58.

The "Water Under The Bridge Dept" would show that our Jan '58 strength was 12 EM, one WO, and myself on initial assignment orders, our unit having grown in the interim to 10 Off's, 16 WO's, and 103 EM (which represents some overstrength in EM).

Our nine *Otters* are all fresh from Toronto and we're employing them in a pilot transition program. As you can guess, the *Otter* was new to practically all of our assigned pilots. Progress is steady and we should be ready to enter into an ATP very shortly. The unit is assigned for training to the AAUTC, commanded by Lt. Col. Bruns Meeker.

At the right is a unit patch donated by De Havilland, the patch being designed by members of the 12th. We have a very limited

Submission

■ *Unit Reports* of 500 words—historical or current—are welcomed by this magazine and will be published in the order they are received, assuming that any delay in their publication will not outdate the actual copy. Unit group photos, if submitted, will be published along with the *Report*. Such photos should be captioned to include the first name and middle initial of all persons pictured, as well as the rank/grade and last name of each individual. Those *Reports* whose submission are accompanied by individual photos of the Commanding Officer and the Executive Officer will receive preferential treatment.

quantity of them on hand at this time so let's not hear from the wives of collectors that the absence of our patch will make a draft in a "new" quilt. After reading this, *Sandy MacDonald* of DHC will probably send the rest down to us! The word "Oscar" appearing in recent De Havilland ads is an infringement upon the "Patent Rights" of the 12th Aviation Company. Seriously, *Sandy, Mr. Calder*, and all of the others at DHC are fine people and they have been extremely courteous and helpful to us.

Mass profiles of the 12th appear below.

SCRAPBOOK SNAPSHOT

12th Aviation Company (FW-TT) Fort Sill, Oklahoma

17



L-R: FRONT CWO's Carol E. Woodbeck, Edward L Johnson, Thomas H Holland, Joseph C Watts, Jack R Kolmbach, & Wilford W Welch; and Capt John R Brown (CO). REAR: CWO Robert J Drda; 1st Lts Ralph A Mathews, Jr., Thomas E Connell, Paul W Bass, Joel T Whittemore, Jr., & Joseph H Fox; CWO's Jimmie E Johnson & Jack G Moartel, MISSING: CWO George W Moeller; Lt Henry L Quisenberry; Capt Bert F Bass; Lts Osbin E Smith & Albert J Lampkin; CWO's Jacob L Packer, Lee R Mettlin, Philip C Heath, Foy R Ketchersid, Alva Anderson, and Martin P Merz. (U.S. Army photo/Aug 12 '58/Wilder)



THE BUREAU DRAWER

■ Same song, umpteenth verse—the ARNG Aviation program is *not*, repeat *not*, meeting program requirements for input into the primary flight training courses. We have experienced a substantial increase in ex-military qualified applicants, but are still not receiving sufficient applications for primary flight training. Let's face it—us WWII Birdmen and Korean Karacters are not getting any younger; we need these young and eager junior types to carry on when the Flight Surgeon stamps "Disqualified for Flight" on our annuals. Remember that Phase "C" is now being effected—seven additional weeks of instrument training at Rucker in conjunction with the Primary and Tactics courses.

■ We have been advised that the ARNG quotas for the Army area Contract Instrument Schools have been upped by twenty. Remember that our Senior Army Aviators must be instrument qualified come 1 July 1961 or lose that star, and get your applications in early. First come, first served.

■ *Note for paper pushers:* Please notify the Bureau, ATTN: NG-AROTB, when an aviator transfers to another State without a break in service. If you and the recipient State *both* notify, perhaps we can avoid premature issuance of rescission of flight status orders, and thereby prevent a loss of flight pay by the individual. May we remind you also that we'd like to know when a non-crew member on flight status should be removed, in cases of discharge, transfer to Inactive, or transfer to non-aviation position.

■ We have just made up a preliminary study of the ARNG aircraft accident rates for FY 58, and know you will be pleased to hear that the rate has decreased to about half of that for FY 57. Of course, we would like to think that this Utopian state will continue, but we cannot afford to relax, and rest on our laurels (that's a high-toned word for it)—the Safety Program must be pushed just a little harder than ever in order to continue the improvement. Our troubles, as reported in the 285s,

By Major Harrison A. Morley
Army Aviation Section, NGB

are the same old bugabears that have been factors since Orville & Wilbur toured Carolina: "*Weather and Wires; Fundamentals and Flying Proficiency.*" These four are all, as the Doc would say, "remediable deficiencies," which indicates that an accident rate of zero is possible.

■ Our L-20 "Flying Classroom" has been making the rounds of the various camps as scheduled, and as in the case of ARC's station wagon tour, is getting a warm and enthusiastic reception by all. The plans called for the last session to be in Ohio the last week in August. Special kudos for *Bill Prowell, Pa., Mack Bass, N. C., and Mr. Leroy Johnson* of ARC are in order. Good job well done, fellas.

■ A check of ARNG participation in the *Army Aviation Association* currently reveals that we only have 90 members. This is not at all representative of the almost 1200 ARNG aviators, plus other ARNG aviation personnel, in the program. We *cannot* expect to get action if we have such a minute membership; until we attain representative member strength we're like the fellow said: "*A small voice crying in the wilderness.*" Puts the AAAA in an awkward position, too—they cannot truthfully say they represent civilian component opinion with the present status, and our proposals, if endorsed heartily by AAAA, are more apt to receive serious consideration and support from whatever group might be considering them. Part with a minute part of your ARNG Flight Pay, fellahs—your membership is desired and needed and, if given your support, the AAAA will work for you.

■ YC is taking a week or so R&R, fishing, golfing, and fighting the weeds in the lawn—see you next time. Until then, remember that the guy who says the "famous last words" seldom gets to tell anyone in this world what he said. ■■



Small Fry Pump Francis Ricketts, CWO Kidd

KANSAS TO ALASKA H-21 FLIGHT

(Cont. from Page 2)



■ Pre-flight planning accomplished at Fort Riley prior to the departure revealed that the unit hoped to complete the trip in 12 days, weather permitting. *Maj. Usher* and *Lt. Donald Ruskauff*, the unit's operations officer, completed a prior route survey, briefing the unit's personnel on navigational and weather hazards anticipated during the 3,550-mile run.

■ *Francis S. Ricketts*, tech rep for the Vertol Aircraft Corporation, was the only civilian aboard the 15 H-21 helicopters. A total of 30 pilots and officers and 26 enlisted men took part in the flight. *Ricketts* acted as co-pilot through part of the trip when *WO Jimmie Steelman* was hospitalized at Great Falls, Montana, with an infected hand . . . "Missed my favorite nurse," commented *CWO Harold R. Bunnell*, one of the 80th's pilots. *Bunnell* was hospitalized at Calgary, Canada with pneumonia. His wife is a nurse at the Anchorage, Alaska Providence Hospital. *Bunnell* met the company at Ft. Richardson.

Close Look at 1st H-21 Taken by Many

■ Asked to comment about the flight, *Maj. William F. Usher*, commander of the 80th, described the flight as "normal" and "all in a day's work." The Major, who expected his family to arrive in Alaska in late August, said the most comfortable sight he could think of upon arrival was "the sack."



Brig. Gen. Meyer Assumes New OCT Duties

■ *Brigadier General Richard D. Meyer* has assumed duties as Deputy Chief of Transportation for Aviation, a newly established position on the staff of *Major General F. S. Besson, Jr.*, U.S. Army Chief of Transportation. He was formerly Deputy Director of Plans and Materiel, Office of the Deputy Chief of Staff for Logistics.

General Meyer, an instrument pilot, will be responsible to the Chief of Transportation for all research, development, procurement and maintenance phases of the rapidly expanding Army aviation program.

General Meyer's assignment emphasizes the importance of aerial vehicles in support of the new Army concept of highly mobile, dispersed and hard-hitting combat forces. The scope of Army aviation—some 5,000 fixed-wing airplanes and helicopters—are currently in the Army system—is broadening as the number and types of aircraft and the men to fly and service them increases.

General Meyer graduated from the U.S. Military Academy, West Point, New York with a degree of Bachelor of Science in 1933; University of California, with a degree of Master of Science in Civil Engineering in 1936; and from the National War College in 1952.

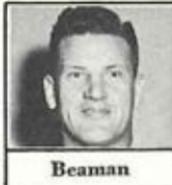
Airborne Test Lab



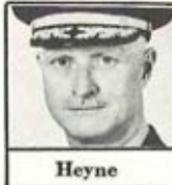
A model of the DHC-4 Caribou, de Havilland of Canada's twin engine utility aircraft, is shown undergoing tests in flight atop a de Havilland Otter flying test bed. Free flight tests of this kind are regarded by de Havilland as a valuable advance on wind tunnel tests. (Shell Aviation News).

CHANGES OF ADDRESS

PCS



Beman



Heyne



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Operations Vs. Maintenance

(Continued from Page 4)

nical orders, manuals, telegrams, and assistance visits we offer. We find it necessary to utilize Inspector General and command channels to obtain any results, and this, of course, results in screams of agony."

"We are forced to centralize aircraft supply. Without rigid controls, all parts would soon be in the hands of the best scroungers and all other units would suffer. Operators have abused the AOCIP requisition to such an extent that it does not always accomplish the desired result."

"So far as the lack of an inspection criteria is concerned, there is but one standard, and that is perfection."

Breguet 940 STOL



Utilizing the deflected slipstream principle, the Breguet 940 has completed additional flight tests in Paris. Piascecki Aircraft Corp., the sales agent for the 940 in the U.S. and Canada under a technical inter-change and cross-licensing agreement, expects to proceed with plans for the 941, a 16-ton, 40-passenger version capable of landing in fields of 650 feet or less. The first STOL to fly with four interconnected propellers, the 940 can double or triple its payload with a very short takeoff or landing run.

auto mechanic prefers that the owner be absent while the car is being worked on.

■ Recognizing The Problem

Like the blind men who described an elephant, each recognizes only a portion of the overall problem. That it is the single most important problem facing the existent Army Aviation is undeniable. Our increased stature in the eyes of our senior commanders is nullified by failure to produce when called upon.

Grounded aircraft do not produce; they neither toil nor spin, and they are an abomination upon earth!

■ Let's Attack Down-Time!

The down-time of aircraft can be reduced in many ways. Let's discuss a few:

Shifts

Utilize maintenance personnel in shifts. It is commonly accepted that man works best in an eight-hour period interspersed with frequent coffee breaks. So let him! Whether that period be during the day or night is of far less importance to the individual than to the equipment which can only be worked upon when it is not working.

Tech Inspections

Cease the practice of performing a technical inspection upon each aircraft brought in to the hangar for a specific field maintenance job. Surely preflights, postflights, periodics, SIAM's, SCAMPS, and specials are enough to determine that the "pilot's door don't fit!"

Crewman/Plane

Send the crew chief with the aircraft when it enters the maintenance hangar.

The reasons I've been given for not following this practice have always seemed weak. "He gets in the way," or "Our tools disappear," or, "We don't have the parts, so we can't use him," all sound to me like the reasons an

Repair Parts Flow

Force repair parts forward into the hands of units. Require, if desirable, that an organization submit a monthly inventory of aircraft parts to a central location which can then divert items as needed. Operators who hide repair items do so to keep them from returning to a place from which there appears to be no recall. They are not so tempted when the shipment is to another unit which has an immediate need. Reciprocity, not compromise, makes the wheels go round.

Paper Work

Further reduce the paper work required of mechanics. Excellent progress has been made in this area. Forms have been simplified and fully explained and the one-line requisition and delivery form is in effect. The result, however, remains the same as in almost any other field of military endeavor. We have more paper than ever before! So long as mechanics cannot order a part from the manuals available in the "G-file," and the Parts Specialist is required to keep an index card on every nut, bolt and expendable washer; so long as OJT's are eagerly snatched by crew chiefs as pencil-pushers rather than wrench-wielders, this long will we be wrapped in the recording of unread writings.

Maintenance Criteria

Establish a realistic maintenance criteria. I would recommend that this criteria be based



L-R: 1st Lts Franklin G Peterson (Riley), Roger L LaCourse (Riley), Ronald D Anderson (Minn-NG), George E McCusker (Ft Benj Harrison), Joseph B Hughes (Mo-USAR), Clemontene Williams (Carson), Benjamin L Abramowitz (Riley), Dale R LeClerc (Carson), David A Seagrave (Riley), Horace E Grant (Riley), Russell N Pitts (Carson), Thomas W. Coley (Carson), William R. Brumley (Riley), Lawrence A Wange (Carson), and Timothy J Mahoney (Riley).

upon safety of flight. Immediately prior to an inspection, aircraft find their way into field maintenance hangars where they remain relatively free from criticism. A better inspection would be one in which the emphasis was placed upon getting the aircraft out of maintenance.

The perfect inspection would be one in which an unbroken line of safe-to-fly aircraft was displayed. This, of course, implies cooperation, rather than competition, between the operator and the maintainer; consequently—

Competition

Remove the cause of competition between operations and maintenance.

If each worked for the same commander,

under a single policy and toward a common goal, there would be a more concerted effort. It would be astonishing, I believe, to learn that which could be accomplished provided no one cared who received the credit.

There are other ways by which our downtime can be reduced. Many of them can be implemented only when all concerned realize that grounded aircraft mean trouble for all.

Let's Get Together!

Our aim is identical—to fulfill the missions already assigned to the Army's Aviation, and to be prepared to do more. There is no room for competition, no time for divergent policies, and no place for divided loyalties.

RANDOMS

■ We haven't uttered any sage words for many a month for sage words require thought and thought requires time, something that we, like you, never seem to have in any quantity. The correspondents are doing a fine job and there's little that we can (and should) add. This is YOUR magazine all the way. We might call your attention to the fact that in remitting exclusive, previously-unpublished material to the magazine you'll be reimbursed. After a four-year enforced "drought" it pleases us no end that we can forward something a little more "substantial" than a bread and butter letter. We manage to publish the preponderance of the material we receive, except in those months (this is one of 'em) when the ad revenues dictate a belt-tightening, smaller issue. So, if you have a news item or article of interest to AA's, send it in. We'll do our very best to see that your contribution is presented in attractive format to your fellow readers. ■■



Somebody Goofed!

"Things are going great!"

This was the thought that had been uppermost in my mind for quite some time. Of course, I had every reason to be very pleased.

I had a job with the U.S. Army Aviation Board and I considered my assignment the best an Army aviator could have. I was working for and with wonderful people—my quarters were nicely situated and very comfortable—our social life at Fort Rucker was marvelous—and our children were happy with their friends. Yep, as I said, *"Things are going great!"*

Family Day at the Pool

True to our family routine on a beautiful summer Sunday afternoon, our little family squared away and headed for the Club swimming pool. My two sons and I were having a grand time playing together.

My youngest, Phillip, an active six-year-old, was learning to do front and back flips and the old man was real proud. Just to join in the fun, I tried a few of those unusual attitudes myself. After all, who says I'm not as sprightly as I was 20 years ago?

"Oops, that last one was a little rough . . . Nothing to be alarmed about tho . . . I've taken a face full of water a hundred times before. Man, but that left eye does smart a bit tho! . . . No sweat—it'll be O.K. in a day or two . . . Always has been."

Not Exactly 20/20

Monday morning broke beautiful as always, only I couldn't see it as clearly as I should have. My better judgment immediately warned me to see the Flight Surgeon, but then that little Gremlin who warns aviators against flight surgeons spoke up real quick and said, *"Don't go to the Flight Surgeon! That guy has all the Regs ever printed on how to ground an aviator and he employs a whole staff to use them . . . Just wait a few more days and the ol' peeper will be all right again."*

Well, I followed this age-old practice of aviators and postponed seeing the Flight Surgeon for about three weeks. The delay almost cost me an eye, my permanent flight status, my Army career, and my peace of mind.

Just in Time

Luckily for me, I visited the Flight Surgeon in time. But the ophthalmologist who operated on me, Capt. Rifkin, said that by waiting so long and allowing the problem to develop so far, he could only give me a 10% chance of regaining good vision, even with glasses. THIS was not so great and all because I listened to that Gremlin.

I'm O.K. now, back on flight status, back in my comfortable quarters with my happy family, and back at work with those same fine people. I was lucky. You may not be.

Listen, Friend . . .

I would like to offer some advice to you fellow aviators and I feel that I'm pretty qualified to give it, having made more mistakes than anyone I know.

First, clearly understand that the Flight Surgeon and his staff are there to help you *STAY ON* flight status and that they will do all they possibly can to keep you *ON* flight status.

Second, give the medical people an even break by turning in early with your ailment. *Don't* wait until it is almost too late as I did.

Well, that's about it except for one thing. I delayed getting my Flight Pay Insurance until it was too late. I lost the equivalent of 60 years of premiums by procrastinating. The *"Somebody"* who goofed was me. I have it now.

The all-too-true ditty is:

*Postpone that party or night at the bar,
Or even delay buying that shiny new car,
But about flight pay insurance, don't debate,
'Cause AFTER you're grounded, it's too
darned late!*

—MAJ. JACK CRANFORD

THE PROBLEM OF CONTROLLED FLIGHT OPERATIONS

■ Here in Washington and across all of our country the subject of Federally controlled flight operations continues to be a major consideration. Let me quote to you now an excerpt from a letter which I recently received from Mr. James T. Pyle, the Administrator of the CAA.

"Our objective is to reduce the exposure of aircraft to mid-air collisions by all means which are right now at our disposal through the use of present techniques, equipment and personnel. Among the steps in the process are the inauguration of positive control procedures on certain airways at certain altitudes; the establishment of High Density Air Traffic Zones at terminal points having heavy air traffic loads; the establishment of arrival and departure radar air traffic advisory for VFR flights, first on a test basis at Indianapolis and later operationally at other points; the reduction—and possible future elimination—of traffic clearances issued to instrument flight rule flights containing a 'VFR restriction.'

In addition, a joint CAA/Military review is being made to provide additional positive traffic separation by segregating military training operations from enroute operations in all locations where this proves feasible.

I am calling on you and the other users of the airspace to assist us by again bringing to the attention of flight personnel that we must still depend for some time on the 'see-and-be-seen' principle to effect separation in many instances—at least until such time as we have the capability and the capacity to control all aircraft at all times in part or all of the airspace.

Accordingly, it cannot be over-emphasized that, during this interim period, it is imperative that flight crews adhere rigidly to sound safety practices and procedures and exert the utmost vigilance to detect the presence of other aircraft while operating in VFR weather conditions. I should be grateful, therefore, if you could take steps once again to bring this to the attention of your flight personnel and impress on them the vital importance of vigilance and air discipline.

The CAA must depend heavily on the continuing cooperation of the users of the airspace in its drive toward the goal of air safety, and it is only through our combined efforts that progress in this direction can be made and maintained. It is encouraging to me and to the entire CAA to know that we count on the whole-hearted support of all users of the airspace, both civil and military."

Federal Aviation Agency Established

■ In connection with the above letter from Mr. Pyle, many of you I am sure, noted that while our aviation training conference was going on down at Ft Rucker, the Senate passed and sent to the House, a bill which would establish a Federal Aviation Agency. This is a step of primary concern to all of us in Army aviation. In case you have missed the details here is a little of the background and the current status of the Federal Aviation Agency.

Background

The President, having recognized the gravity of the air traffic control situation, appointed



two successive committees (the Harding and Curtis Committees) to look into the problem and make appropriate recommendations to him. As a result, the Curtis Committee recommended the establishment of the Airways Modernization Board (subsequently implemented by Congress) and the establishment of an Independent Federal Aviation Agency. The legislation for the latter was planned for submission to Congress by the President's Special Assistant for Aviation, Lieutenant General Pete Quesada (Ret) by 1 January 1959.

Action Hastened

However, recent mid-air collisions created great pressure for earlier action. As a result, the Senate has passed Senate Bill 8880, Title: "A bill to create a Civil Aeronautics Board and a Federal Aviation Agency, to provide for the regulation and promotion of civil aviation in such manner as to be foster its development and safety, and to provide for the safe and efficient use of the airspace by both civil and military aircraft," which is now (1 Aug) in the appropriate House Committee. The bill was commented upon by the military departments and most of our proposals have been incorporated in the bill.

Significant Points of Bill

The most significant points of the bill currently under consideration are:

Establishes FAA

a. It establishes a Federal Aviation Agency as a separate Executive Agency of the Government. (CAA has been a part of the Department of Commerce.)

Defines Responsibilities

b. The Agency will be responsible for the current functions of the Civil Aeronautics Administration, the Airways Modernization Board, and most of the functions currently the responsibility of the Civil Aeronautics Board except its economic regulatory functions and accident investigation functions.

Staffing

c. The Agency shall have a civilian Administrator and a Deputy Administrator who may be either a civilian or a military man on active duty.

Of Interest to AA's

d. The points of direct interest to you as Army aviators are:

- (1) All military airport and runway con-



struction must be coordinated with the Agency. There is a current requirement for coordination of these matters in the Air Coordinating Committee (see AR 15-95 and AR 15-98) with which we have often times failed to comply.

- (2) The Agency will be jointly staffed by civil and military personnel. Many of you may find yourselves during some period of your career being detailed to FAA staff duty.

- (3) Although not a part of the Bill, the Department of Defense has recommended (and the suggestion is still active) that a career (uniformed) service for air traffic controllers should be established within the Agency which would control traffic at military as well as civil airfields. Although the Army has supported this concept in principle, we have made it quite clear that our "peculiar (?) " needs will probably continue to generate a tactical requirement which we will be able to meet only with Army people (Air Force would like to turn over its entire Flight Service and Air Traffic Control program along with many thousand bodies to the Agency).

Suggest you follow this matter quite closely since its effects upon the aviation business as a whole will be quite broad and will be far more significant than is indicated in the few points mentioned above. The military departments are well pleased with the legislation as written although there has had to be a lot of give and take on both sides.

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

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