ARMY AVIATION

NOVEMBER ★ 1958

The BEECH L-23F

■ Incorporating new design features based upon seven years of experience with previous models, *Beech Aircraft Corporation* announced that its all-new *L-23F* flew for the first time on August 27th. The Army has an initial quantity of this model on order with the first *"F"* model delivery scheduled for January of 1959.

In an exclusive interview, Beech officials pointed out that the model change is intended to design into the airplane all of the items which could be improved, based upon extensive operational experience. Added to this was the expressed desire by users for additional passenger comfort in a compartment separated from the pilot and co-pilot as well as the desire for a lower noise level throughout the airplane.

Spacious

In the interior photo *(see Page 47)* you can observe the bulkhead separating the pilot's compartment from the passengers with the individual adjustable seats for the crew members.

Fitted with four reclining airline-type seats, the "F" is said to provide leg room for even the tallest occupant.

A comparative figure of interest to all L-23 passengers is the space available in the passenger area. In the L-23 A, B, and D Series there are 85 cubic feet behind the front seat for passengers and baggage. In the F Model there are 215 cu. ft. available immediately behind the crew compartment bulkhead for the same purpose.

Fuel Injection Added

To eliminate any carburetor icing problem and for smoother engine operation and improved economy, fuel injection was added to the *GSO-480 engines*. This design change eliminates the mixture controls on the cockpit engine pedestal.

Interchangeability of parts received prime consideration by Beech in designing the "F" Model. With the exception of the fuselage the great majority of parts are interchangeable with the "D" Model, especially with regard to items which may require maintenance or replacement.

Higher Payload

The ruggedness and high strength characteristics of the L-23 Series have been carried over to the new model without sacrifice in gross weight or payload. Gross weight for the "F" will be somewhat higher than the Dog Model

(Continued on Page 47)

the FLYING U.S. ARMY specifies LEAR autopilots

FLIGHT CONTROLLER

Compact flight controller contains ON-OFF switch, "push-to-turn" control, pitch and roll trim knobs.

MODE INDICATOR

Simple "push-to-test" lights provide ready reference to autopilot status.

Newest additions to the growing list of Lear Autopilot users are the Army's versatile de Havilland DHC-4 "Caribou" and the Beechcraft L-23 "Bonanza."

Basically the same autopilot as the F-5 which proved its reliability and accuracy in jet fighters, this installation (Army designation ASN-22) in the flying Army's fleet of fixed-wing aircraft is dramatic proof of the system's versatility. The Army has also selected a modified version of the F-5 (Army designation ASN-23) for automatic stabilization of the H-34 "Choctaw" rotary-winged aircraft.

The system weighs less than 70 pounds—lighter by far than any comparable autopilot. It is ruggedized for extremes in environment, operating with equal efficiency in tropical climates, sub-zero cold or extreme altitude. This modification of proven Lear equipment will bring greater utility, higher in-flight efficiency, and greater economy to Army aviation.

For further information or your nearest sales engineering office, write:

LEAR, INCORPORATED, GRAND RAPIDS DIVISION, Dept. AA-11B, 110 Ionia Ave., N.W. Grand Rapids 2, Mich.

LEAR

ARMY AVIATION

Volume 6 — November 22, 1958 — Number 11

Official Publication of the Army Aviation Association of America

The Army's aim for increased mobility is responsible for an entirely new breed of research vehicles, among them the *Chrysler aerial vehicle*, which is designed to eliminate road and terrain restrictions of ground vehicles as well as the need for landing strips for airborne vehicles.

Ultimate goal is to provide the Army with a general utility vehicle which can remain airborne for several hours, carry half ton loads, and attain speeds of up to 50 knots.

Chrysler's entry in this research program is powered by a GSO-480, six cylinder, supercharged *Lycoming* engine rated at 340 horsepower. This is the same engine currently being used in several commercial utility-type aircraft as well as in Army command transports such as the L-23D.

ADVERTISERS IN THIS ISSUE

ARMY AVIATION is published monthly by Army Aviation Publications, Westport, Conn. Editorial and Business Offices: 9 Elizabeth Drive, Westport, Conn. Phone (Fairfield, Conn. exchange): CLearwater 9-4752. Subscription to individual addressees only: U.S., APO's, and U.S. Possessions. $2.50 per year; all other countries add $.50 per year. Included as basic part of AAAA Membership. Manuscripts, drawings, and photos will not be returned unless accompanied by a stamped, return-addressed envelope. The editors reserve the right to edit, alter, or delete copy and/or specific names from all material. Display and Classified Advertising Rates furnished on request. Second Class Mail Privileges authorized at Westport, Conn.

Lockheed's California Division recently confirmed that it had presented design proposals to the U.S. Army for a advanced new vertical-rising research airplane.

The *Lockheed proposal*, an *experimental test bed* for checking aerodynamic principles in the new design, combines *tilt-wing and deflected slipstream features* together with a lowered thrust line and conventional propellers for maximum simplicity and performance.

Small and Fast

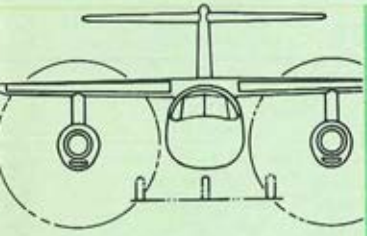
Smaller than an L-19, yet faster than a World War II fighter, the *Lockheed* VTOL-STOL (designated the CL-379) was designed specifically for Army requirements following an investigation of 30 different design approaches by Lockheed engineers.

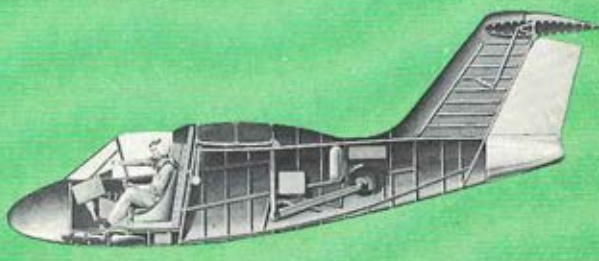
Capable of vertical take-offs and landings, the CL-379 would take off or land in extremely short unprepared areas when necessary for increased load-carrying missions.

Prop-Jet Powered

Under the Lockheed proposal, the aircraft would weigh less than 5,000 lbs. empty, would carry a crew of two, and be powered by two *Lycoming T-53* prop-jet engines of 960 h.p. each. Three-bladed propellers and side-by-side seating also marks the design.

"The airplane would be the first Army test bed that looks like an airplane, takes off and lands like a helicopter, flies like a fighter and





LOCKHEED CL-379—A NEW VTOL-STOL

CL-379/Continued

is capable of operating at tree-top level," a Lockheed spokesman reported.

Vertical lift would be achieved by a combination of tilting the wing by a simple hinged mechanism from its level flight position; extending wing flaps to deflect the slipstream downward; and placing the aircraft into a nose-up attitude (with the nose wheel well off the ground). This entire sequence would take place before the aircraft lifts off the ground.

Conventional cockpit controls wold be employed throughout the flight, from vertical takeoff through transition to horizontal flight and maneuvers to vertical landing.

Company engineers explained that advantages of the CL-379's lowered thrust line (placement low in relation to the wing) include *"zero pitching moment"* for maximum stability, efficient deflection of the propellers slipstream, and beneficial ground effects for greater lift and control during takeoff and landing.

Two test bed aircraft could fly in less than a year from receipt of Army orders to proceed, the company reported. The test beds would be produced in the company's California Division in Burbank.

Roundup

● *Lt. Col. Gerald L. Hough,* (right), deputy commander of Lawson Army Airfield Command, Ft. Benning, and commander of the Third Trans Bn, has been assigned as acting commander of LAAFC, following the departure of *Col. William M. Brown* for an assignment in Korea . . . *Kaman Aircraft,* Bloomfield, Conn., has received a $10,000,000 "follow-on" contract for 54 of its K-43B local, air base, crash rescue helicopters for the U.S. Air Force.

● *Col. Arthur W. Ries* (left), formerly of the Office, Chief of Transportation, has taken command of the 8th Transportation Group, Seventh Army's only aviation group. Currently rated as a fixed-wing and rotary-wing pilot, *Colonel Ries* is a World War II veteran and served in Korea during the conflict there . . . Accomplishing a new first in Alaska, an 80 Trans Co H-21 *Shawnee,* piloted by *CWOs James H. Williams* and *Wymond Thurmond,* picked up one of the heaviest loads ever carried by this type of helicopter. The chopper airlifted a complete tank engine and transmission assembly weighing in excess of 4,000 lbs. from Bryant Army Air Field and delivered it to maintenance men of the 40th Armor Company on a field problem.

● A veteran in the Army Signal Corps Procurement and Distribution business for 15 years, *Mrs. Kay Graham* (right) was familiarized with Army aviation the *"quick way."* Now in an executive position in the newly-established AA Office at the U.S. Army Signal Supply Agency in Philadelphia, *Mrs. Graham* was taken on orientation flights by the Agency's Army Aviation Officer, *Capt. Donald J. Haid.* Required to be thoroughly familiar with the various types of Army aircraft and particularly their varying communications and navigation equipment, *Mrs. Graham* proved to be a most attentive passenger . . . Engaged in watching the next "performer" move in, spectators at a recent Davison AAF Air Show were unaware of a complete conversion by the *Vertol VZ-2 Tilt Wing* at the far end of the runway.

TRENDS

Dear Army Aviator:

The establishment of a *Federal Aviation Agency* is progressing at a rapid rate. As you probably read in the newspapers and trade journals, on 23 August 1958 the President signed the Federal Aviation Act of 1958 (Public Law 85-726) which creates this *Federal Aviation Agency*. The Act requires the active participation of the military services throughout the structure of the Agency. Both officers and enlisted personnel from the military services may be detailed to the *FAA*, pursuant to cooperative agreements.

Lieutenant General Elwood (Pete) Quesada, Retired, was nominated by the President to be the Administrator. As the Special Assistant to the President for Aviation, *General Quesada* was instrumental in presenting the proposal to Congress that resulted in the law directing the establishment of the *FAA*.

General Quesada has called upon the military services to assist in the initial organization planning for the *FAA*. One senior Army officer has been placed on TDY, along with five officers from the Air Force and Navy, to the *FAA Planning Group*. As plans are developed and an organization takes shape, a requirement for additional Army officers may materialize.

On 1 January 1959 the *FAA* will become operational. A requirement for high caliber senior officers from the military services on stabilized tours with the agency will subsequently be established. Army officers selected for this duty will not all be rated aviators, since skills in the comptroller, personnel, training, staff organization, airport planning and construction, and electronics areas will be needed as well as the skills directly related to aeronautics.

The *Federal Aviation Agency* will provide fundamental governmental control of aviation matters. This is important to us in the Army. It will be led by a dedicated and well-grounded individual, *General Quesada*. It behooves each one of us to follow the growth of this new activity closely. We have much at stake. Knowledge, here as elsewhere, is power.

Analyze Mistakes Judiciously

■ Increasingly over the past few months, in this newsletter and by other means, we have *stressed* the requirement for tactical flying practice. The ability to fly tactically in combat in the forward portion of the battle area is our *primary* justification for existence. This tactical flying skill is a complex one and is one which requires constant practice. I was disturbed recently to hear rumors that in some instances accidents incurred during tactical flying practice are resulting in almost automatic disciplinary measures against the aviators involved.

Now this is a very touchy subject. I would like to say first that in cases where a distinct violation of regulations had taken place, or where gross negligence has been evidenced, then punitive action may be in order. This is necessary in defense of the large majority of aviators who are doing their best.

I do *not* believe, though, that these derelictions are commonplace. On the contrary, I prefer to think that a large portion of our accidents are caused by *inexperience*, or perhaps unwise aggressive initiative, and by circumstances which, at the time, were beyond the ability of the pilot to handle.

The point here is that we are going to stifle the tactical flying aspect of our training program if we take unwise and unconsidered action with respect to aviators who have accidents in the tactical flying area. Each accident of this

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

nature must be very carefully considered and analyzed judiciously, impersonally and objectively. We must be prepared to defend the aviator who has made an honest mistake before all comers. We must also be prepared to take strong action, where it is necessary and in the best interests of the service, in the instances of aviators involved in accidents where there is a clear indication of a wilful violation of regulations or indifference to safety procedure.

In all of this, we must recognize that the large body of aviators in the Army today is relatively inexperienced. Despite our best efforts accidents will occur and, while we must always shoot for a zero accident rate, we *must* be prepared to accept a reasonable proportion of training accidents.

Share Your Information

■ I was delighted to read in a service journal a week or so ago that every aviator in the 82*d Airborne Division* has been given a supplemental task of preparing an article on aviation for possible publication in one of our Army periodicals or in some other medium.

This is a refreshing approach to a very common problem, not only in aviation but throughout the Army. Many of us are surprised on occasion to discover how difficult it is to make a good idea or a good thought into a good piece of writing. The mental discipline and the effort involved is perhaps one of the best exercises which officers can undergo, particularly during their younger years in the profession. The supplementary result of turning out an attention-gathering article is also good for the aviator-author, Army aviation, and the Army.

In this connection I have recently been asked by the editor of the *Army Aviation Digest* published at Fort Rucker to indicate to you his strong desire for unsolicited articles from the field. In order for the *Aviation Digest* to continue improving, it is necessary that its editors receive a reasonable number of articles, stories and entries from aviators throughout the Army. By this means we can establish an even broader appeal for the *Army Aviation Digest*. As regards writing, I encourage all of you to follow the excellent example set by the 82*d Airborne Division*.

Viewing the *Hughes Model* 269 at the recent Annual Meeting exhibit of AUSA held in the Sheraton Park Hotel, Washington, D.C. are *A. W. Bayer*, Director of Customer Relations, Hughes Tool Co (left); *Maj. Gen. A. J. Drexel Biddle*, President, Association of the U.S. Army (center); and *General L. L. Lemnitzer*, Vice Chief of Staff, U.S. Army. (USA photo).

Let's Swap Training Programs

■ Our unit training programs continue to give us cause for concern. In visits to the field, we have noticed some very good training programs at the unit level, and we have also, I am sorry to say, noticed some very poor ones. There are many reasons for this widespread lack of consistency as concerns training programs. The basic reason, however, must be classified as one of leadership. Where we have good leadership, by and large we have good training programs. Where we have questionable leadership, we have unacceptable or ineffective training programs.

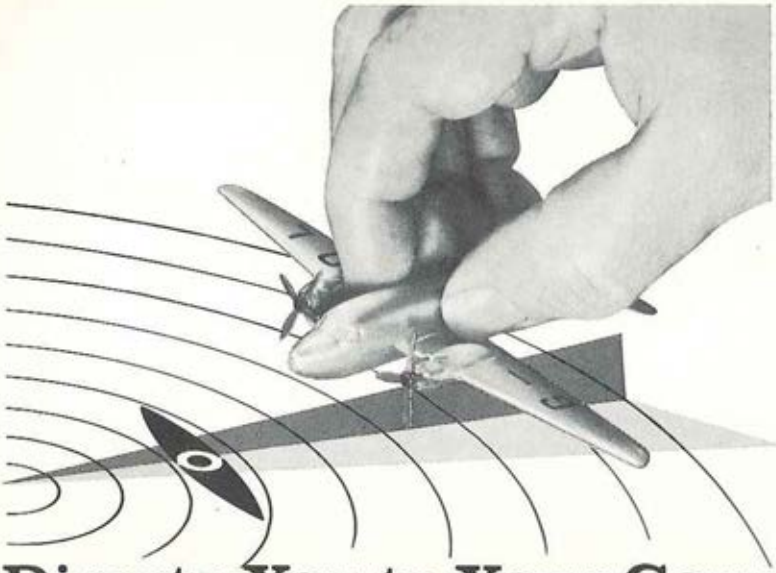
As a novel innovation I would like to suggest that all of the divisional aviation companies on their own volition mail to each of the other divisional aviation companies a copy of their latest training program.

I further suggest that the same interchange of information take place among all of our helicopter and fixed-wing tactical transport companies.

This interchange of ideas, as expressed in training programs, can have only a beneficial effect on aviation training. Even the author of the best training program can get ideas from the others, and certainly the commanders responsible for programs which are not now acceptable can thus have a broad reference source for improvement.

Additional Indian Names

■ It appears that in our August newsletter we were inaccurate as concerns the entry on *Indian names* for future aircraft. In an effort to correct this mistake and also to provide you with additional information on the subject of names and model designations for user test



Directs You to Your Course . . . and Keeps You on it

ARC'S CD-1 COURSE DIRECTOR, TEAMED WITH TYPE 15 OMNI RECEIVERS

To be sure of the exact headings required to intercept and fly any desired VOR radial or runway localizer, pilots no longer need perform exacting mental calculations. ARC's Course Director (CD-1), teamed with single or dual omnirange receivers, relieves the pilot of many problems — does much of his work . . . tells him when he is flying right. No more worries over bracketing or missed approaches.

Simply select the desired VOR or localizer station, set the course director to the bearing of the selected track and turn the aircraft until the vertical needle of the cross-pointer is centered — then steer to keep the needle centered. The aircraft will intercept the right track and follow it. Wind drift is no problem, as the instrument compensates for this automatically.

Here is precision flying . . . simplified navigation, engineered and built to perform dependably. Ask your dealer to install the ARC CD-1, along with a dual installation of ARC's Type 15-E VOR equipment. They work as a team for safer flying.

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OMNI/LOC RECEIVERS • MINIATURIZED AUTOMATIC DIRECTION FINDERS
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10-CHANNEL ISOLATION AMPLIFIERS • OMNIRANGE SIGNAL GENERATORS
AND STANDARD COURSE CHECKERS • 900-2100 MC SIGNAL GENERATORS

TRENDS/Continued

and research aircraft, the following list is provided:

USER-TEST AIRCRAFT

Djinn helicopter	YHO-1 DJ
Hughes Model 269A helicopter (Ojibway)	YHO-2 HU
Brantley B-2 helicopter (Chippewa)	YHO-3 BR
de Havilland DHC-4 airplane (Caribou)	YAC-1 DH
Grumman medium observation airplane (Mohawk)	YAO-1 F
Vertol 107	YNC-1 PH
Goodyear inflatoplane, one place	YAO-3 G

RESEARCH AIRCRAFT

DeLackner aerocycle	HZ-1 DE
Hiller flying platform (Pawnee)	VZ-1 E
Vertol tilt wing test bed aircraft	VZ-2 VT
Ryan deflected slipstream aircraft	VZ-3 RY
Doak rotary ducted fan aircraft	VZ-4 DA
Fairchild vectored slipstream aircraft	VZ-5 FA
Chrysler aerial jeep aircraft	VZ-6 CH
Aerophysics aerial jeep aircraft	VZ-7 AP
Piasecki aerial jeep aircraft	VZ-8 P
AVRO Aircraft Limited, Avromobile	VZ-9 AV
Inflatoplane, two-place	XAO-2 G

On Anemometers

■ Many aviators complain about *inaccurate* reports of runway wind conditions at Army airfields. We have all been subject to the uncomfortable feeling of performing a landing in winds with a 10-15 knots gust spread when a constant wind speed or a much lower gust spread had been repotted to us by the tower operator during downwind or base leg.

One reason for this situation may be the improper placement of the airfield anemometer. In the Air Force and Navy the anemometer is required to be placed near the center of the runway complex and at a standard height of 13 foot above the ground. While this requirement may be impracticable for installation at many Army airfields, you should keep in mind that an unthought-out placement of the anemometer will result in inaccurate readings.

For example, an anemometer placed on a building, either on the side or on the top, without extending upwards for a considerable distance will be materially affected by the eddy effect of winds around the structure. The next time you have a walk around your intallation or airfield, take a look at the location of your anemometer and aks yourself if it is placed in the best possible location.

"Flying Soldiers" in Field

■ I trust that all of you have by now received both your package of negatives on the *"Flying Soldiers"* film and the prints of the film itself. (*Ed. See Notam below.*) I hope that you will find the film helpful in telling the story of Army aviation. Reports I have received thus far indicate an even more favorable reaction to and acceptance of this film that I had hoped for. I am looking forward to receiving comments from all of you.

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

NOTAM

■ With the approval of the Director of Army Aviation, the *Army Aviation Association* is preparing *"Flying Soldiers"* promotional kits for use by Aviation Officers in contacting civilian organizations. These kits will *include* a set of 4-5 photo postcards (similar to the *negatives* in distribution now), an invitational letter to the organization ready for the AO's *personal* signature, a return postcard for use by the organization, and an outgoing mailing envelope for the kit. *Write for them!*

ROTC Flight Training Expanded

Extension of the Army's Reserve Officers' Training Corps Flight Training Program to 70 colleges and universities, with a total enrollment of 625 senior cadets during the current school year, was announced recently by the Department of the Army. The training is conducted at civilian aviation schools approved by school officials and the Civil Aeronautics Administration.

The program, which began with the 1956-57 school year at 25 institutions, has already graduated a total of 656 Army ROTC cadets. Successful completion of the course, amounting to 70 hours of training (half of it ground training, half of it actual flight training) prepares a student for a private pilot's license. Upon commissioning in the United States Army Reserve or the Regular Army, the flight training graduate may apply for Army aviation training and assignment. Seventy-four of 81 ROTC graduates have successfully completed the Army aviation primary flight training at Camp Gary, Texas.

OUTLOOK:

Reserve Component Aviation

■ The Reserve Forces structure for FY 59 and 60 provides a new look for our Reserve Forces and Army aviation plays an important role in this *"New Look."*

The *new* structure is designed to close the gap between the Reserve Component forces and the active Army. With each passing year the role of the Reserve Forces has become increasingly important to national defense. An outstanding example of this is the taking over of many of our active Air Defense positions by the National Guard.

Today's concepts make it mandatory that reserve units attain and maintain a high state of readiness for early deployment to meet any emergency. The active Army looks to the Reserve for *immediate* assistance in case of war and the Reserve *must* provide well trained, hard hitting battalions, regiments, and divisions of the combat arms and top notch units of the technical services. To pave the way for this support it was necessary to re-evaluate the entire reserve structure and come up with a new set of rules and priorities.

First, due to reserve troop ceilings, it was necessary to establish that *only* those units which would be mobilized during the very earliest months be retained in the structure.

Mobilization Priorities

Next, it became necessary to place these units into priorities based upon the order in which they would be mobilized. In general these priorities are:

● First, those units of the Ready Reserve needed immediately on M-Day, including those units required to round out the active Army.

● Second, those units of the Ready Reserve required in support of general war or to reconstitute the STRAF in event of limited war. These units also would be among the first Reserve Component units to deploy.

● Third, those units included in the remainder of the Ready Reserve. Units in all three priorities would be mobilized starting on M-Day.

Army aviation took its proper place in the new reserve structure to provide the required aviation support in each of the reserve components. Now for the first time, aircraft in substantial numbers are authorized for the USAR.

However, there are many painful steps which must be taken between the authorization for, and the actual issue of, the equipment. Obviously an aviation company cannot be activated overnight. The *first step* is to find facilities for the unit and personnel to activate, organize, and provide the skills to operate and maintain its equipment. The *next step* is to phase the aircraft into the units as they develop the capability to receive, maintain and operate the equipment.

Initially, the small helicopter (H-13/23) will be issued to reserve component helicopter companies and the L-19 will be issued to the fixed wing companies. As units gain experience and become proficient in operation and maintenance, large helicopter and airplanes will be phased into the units. Aircraft are now available for issue to the Reserves upon request of the CONUS Army commanders.

2,000 Aircraft Authorized

There are three helicopter battalions and three medical air ambulance companies included in the reserve structure as pure aviation units. Those battalions and medical companies are allocated, two to the USAR and one to the NG. In addition, there are the many combat aviation companies organic to the USAR and NG divisions, plus the aircraft organic to the non-divisional units. Each helicopter company consists of a Headquarters and Headquarters Detachment, 3 light and 1 medium helicopter companies, and 1 fixed wing tactical transport company. This array of 12 helicopters and 3 fixed wing companies plus 3 medical air ambulnace companies is quite impressive.

In round figures, including divisional, non-divisional, and pure aviation units, this amounts to roughly 2000 *aircraft currently authorized to Reserve Components.*

BY LT. COL. ERDIE O. LANSFORD
Assistant Chief, Operations and Requirements Division
Army Aviation Directorate, ODCSOPS

RESERVE/Continued

To operate these aircraft will require about 2400 aviators and many times that number of skilled mechanics. Aircraft maintenance units are allocated to both the National Guard and USAR to provide the necessary back up maintenance to the flying units. As you can readily see the Reserves are faced with quite a challenge in getting these units activated, organized, and operational.

In general unclassified terms, this is the Reserve Forces Army Aviation Program. It will require a lot of doing by both the Active Army and Reserve Components if it is to be implemented in a timely and effective manner. The need for a strong Reserve is more critical now than it has ever been in the history of our country and it must be made a *"Ready Reserve"* in the true sense of the word.

About the Author
Lt. Col.
Erdie O. Lansford

An Artillery Executive Officer during WW II, Col. Lansford entered flight training in '46 after serving as Intelligence Officer on the staff of the Commander, US Amphibious Forces, Pacific. His aviation duties included a tour as AO, 1st Constabulary Brigade ('47-'50); Executive Officer, DAT, Ft. Sill ('51-'53); and AO, KCOMZ and I Corps in Korea, ('54-'55). Prior to duty with the Department of the Army in October, '56, the soft-spoken Senior AA commanded the 27th AFA Battalion, 1st Armored Division. A Graduate of the Artillery Basic and Advanced Course and the Command and General Staff College, Col. Lansford's decorations include the Bronze Star with V and one oak leaf cluster.

HumRRO Personnel Take To Field To Survey Operational Pilot's Flying Activities

■ If your aviation unit is in USAREUR, CONUS, or USARPAC, it's quite likely that a Captain Army Aviator and a civilian Research Scientist will walk in behind a three-foot stack of questionnaires in the near future. *Here's*

As part of its research efforts to assist the Army in improving its pilot training methods, the HumRRO Aviation Traning Detachment at Fort Rucker is surveying operational Army aviation units.

The purpose? To find out just exactly what an operational flying activities are (in detail), what kinds of on-the-job training are considered necessary in the field, and what the ideas and suggestions of operational aviation personnel are for improving school training.

The results of the survey, along with ideas for better training techniques and training devices, will be *combined* into an experimental training program. A controlled experiment comparing the new and the present training programs will be conducted. If the new program *proves* better and practical, it will be recommended for adoption.

Information obtained which does not bear directly on school training will be incorporated in a report to be made available to all headquarters and interested aviation units.

"Nobody loves a questionnaire" to bend a phrase. But if you are one of the *"lucky"* ones, give it all you have. The purpose is obvious; to make Army aviation better. ■■

Wrong Way Corrigan (Without Corrigan)

While spectators stared in amazement, a light plane took off without a pilot recently and flew in graceful circles for forty-five minutes. More amazing, the 85 hp Aeronca *Chief* came down rightside up in a cornfield, flipped over once, and then bounced back into the upright position again.

Neil Haugerud, 28 year old student pilot from Harmony, Minn., had parked the *Chief* on a slight up-grade as he had done countless times. Propping the ship, *Haugerud* anticipated a normal idle but the *Chief* immediately revved up to full throttle and took off, leaving the open-mouthed *Haugerud* quite speechless.

Two post-flight facts: Don't try it, junior birdmen; the plane, although landing rightside up, was badly damaged. Secondly, Harmony-born *Howard Haugerud*, the AAAA's National VP for Public Affairs and a long-time ARNG aviator, is in for a substantial ribbing.

all in the day of a **RAVEN**

Resupply—shuttling critical battlefield equipment anywhere, anytime—is only one of many vital duties for the Army H-23D RAVEN. Its brand of multi-mission versatility is essential to Army Aviation's role in a nuclear age that has forgotten the meaning of status quo.

Good natured and rugged, the H-23D can be depended upon for every light helicopter requirement: observation . . . command recon . . . evacuation . . . combat recon . . . training . . . communications . . . liaison . . . wire laying . . . and photography, to mention a few. Performance is the key. Performance, high load and space capacity built into a rugged ship.

And now, Hiller has added a 305 hp engine to the same basic ship. The result is the 12E, a three place helicopter with giant capabilities.

HILLER AIRCRAFT CORPORATION
PALO ALTO, CALIFORNIA · WASHINGTON, D.C.

COMPONENT, PRICELESS, AIR FORCE ... an Air Force pilot is an investment in time and money which must be protected. He is an irreplaceable link in the chain of defense upon which our nation's security rests. But to the United States Air Force a pilot is more than a set of dog tags. He's your wing man ... your buddy in the next bunk ... a priceless member of your team. He deserves, and gets, all the protection the United States Air Force can provide. One new way will be with Kaman H-43 crash rescue helicopters ... on the alert anytime ... anywhere.

PIONEERS IN TURBINE POWERED HELICOPTERS

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NUCLEAR DIVISION • ALBUQUERQUE, NEW MEXICO

Report On:

FAA-AMB ASSIGNMENTS

■ In the September 15th issue of *ARMY AVIATION* General Easterbrook wrote an article entitled *"The Problem of Controlled Flight Operations."*

General Easterbrook mentioned the *Federal Aviation Agency (FAA)* and the *Airways Modernization Board (AMB)*, and pointed out to many Army aviators *"you may find yourselves during some period of your career being detailed to FAA staff duty."*

The purpose of this interview with Major George G. Tillery is to cover in more detail the functions of the *AMB which have been* incorporated into the *FAA*, and to briefly inform AA personnel of the type of duty they can expect to perform with *AMB*.

Q. What is the FAA?
A. The *FAA* is more than an expanded *CAA* or a modified *AMB;* it is a *true* Federal Aviation Agency, in which are combined specific aviation functions now scattered among several agencies.

●

Q. When was the FAA created?
A. Based upon the recommendation of the President of the United States, Congress passed the Federal Aviation Act on Aug. 28, 1958, and as a result of this Act, the *Federal Aviation Agency* came into being one year ahead of schedule. Mr. Elwood R. Quesada, Chairman of the AMB and Special Ass't to the President for aviation matters, was appointed as first Administrator of the *FAA*.

E.R. Quesada

●

Q. What does the FAA do?
A. Briefly, the *FAA* is responsible for developing a common system of air navigation facilities, has the authority to control the use of air space by both civilian and military aircraft, and can make and enforce air traffic rules.

NAFEC, Atlantic City, N. J.

●

Q. What about the AMB?
A. The *AMB*, a relatively new organization itself, was created by the Airways Modernization Act of August 14, 1957.

●

Q. Its functions?
A. The purpose of the *AMB* is to define the performance characteristics, develop, modify, test and evaluate *procedures, systems* and *devices* required to meet the need for safe and efficient navigation and air traffic control.

●

Q. How is this done?
A. Simply stated, this is accomplished by *research, development,* and *testing* to increase the overall safety and capacity of our national system of aviation facilities which include airports, navigation aids, communications service, and a system for the controlled separation of air traffic.

●

Q. Do these steps duplicate military efforts?
A. This research, development, and testing does *not* include those needs of military agencies which are peculiar to air warfare and are primarily of military concern.

●

Q. How is the AMB organized?
A. To carry out this extensive responsibility the *AMB* is composed of four principal directorates under a technical director. Three of these directorates, the *Operations Analysis Directorate,* the *Systems Analysis Directorate,* and the *Development Directorate* are located in the Washington offices of the *AMB*. The fourth directorate, the *Systems Experimentation Directorate,*

is located at the National Aviation Facilities Experimentation Center (NAFEC) at Atlantic City, N. J.

●

Q. Are any Army aviators assigned to AMB now?

A. At the present time, there are five Army officers assigned to *AMB*: *Maj. Samuel Langford* and *Capt. Joe Kersey* are assigned to the *Systems Experimentation Directorate* and are presently working in New York City on a low-frequency hyperbolic navigation system for helicopters. (AA, Aug '58).

Maj. John W. Elliott and *Capt. David Ling* are also assigned to the *Systems Experimentation Directorate* and are stationed at NAFEC in Atlantic City. I am assigned to the Airport and Terminal Division of the *Operations Analysis Directorate* and stationed in the Washington offices of the *AMB*.

●

Q. What vacancies exist in AMB for Army aviators?

A. Position vacancies exist at this time for five additional Army Officers in the grade of Major or Lieutenant Colonel on the *AMB* staff. However, only two of these five are for rated personnel.

●

Q. What are the qualifications for assignment?

A. The mandatory qualifications for *AMB* assignment for Army aviation personnel are slightly different depending upon the position to be occupied, but in general require about seven years' experience in Army aviation, approximately 1,500 hours flying time, and qualification in both fixed and rotary wing aircraft. In addition, it is desirable that the AA have held command of an Army flying unit at Corps level or higher and that he be a graduate of the Command and General Staff College or comparable educational school.

Q. How do you personally feel about your AMB assignment?

A. Prior to reporting for assignment, I was concerned about the importance of this new assignment to me as an individual. In other words, was I being shuffled into an insignificant job, or was I being assigned to a position that was considered important and on which my previous years of aviation experience would be of some real value.

I was assured by Career Management personnel in the Pentagon that they considered this a most important assignment and that very competitive techniques were employed to select personnel for *AMB* assignments.

Although I was a bit skeptical of this answer at first, I now believe it to be true. After meeting the Air Force and Navy members of the *AMB* and talking to members of the Navy Bureau of Personnel, I'm convinced that the Air Force and the Navy are limiting *AMB* assignments to high quality officers and it behooves the Army to do likewise, or suffer by comparison.

●

Q. And your contribution to AMB?

A. Let's put it this way . . . Mr. Curtiss, in his report to the President in May 1957, stated that there were 5 million takeoffs and landings in 1936, 65 million in 1957, and an estimated 115 million by 1975. Our present manual system of air traffic control has been unable to efficiently absorb this growth to date. The requirement, therefore, is for an air traffic control system that can handle *all* of today's traffic—not just a fraction of it—and a *future system* with the flexibility and capacity to grow and accommodate the air traffic of 1975. I feel that I, and those Army aviation personnel that join me in *AMB* or *FAA* assignments, will be playing an important part in helping to develop this system.

The *job is important* and those AA personnel that serve with *AMB* or the *FAA* will derive a great deal of satisfaction in knowing they played an active part in this important work.

Major George G. Tillery has held numerous aviation assignments since graduating from flight training as a Liaison Pilot in 1947. He served as aviation advisor to the Connecticut National Guard until 1950, attended the Artillery Officers Advanced Course and upon completion was rotated to ground duty as an Artillery Battalion S-3. His next assignment was as Division Aviation Officer, 43rd Inf Div in Germany followed by duty as Assistant and later Aviation Officer for HQ Sixth Army. Prior to his present AMB assignment Major Tillery served as Aviation Officer on the MAAG Taiwan staff and was responsible for organizing the first Army aviation sections in the Chinese Army. He is a Senior Army Aviator and resides with his family in Alexandria, Va.

READY FOR ACTION
any time, any place!

Army YHO-2HU Helicopter

For reconnaissance and liaison, the company commander needs a ruggedly built helicopter...one that operates for long periods of time without being laid up for repairs or time consuming maintenance.

The Army YHO-2HU two-place helicopter (Hughes Model 269A), which is now under evaluation, fulfills this need. It features simplified design, highly reliable components, and ease of maintenance. The YHO-2HU is always ready for action.

At a recent Maintenance Inspection Conference, the first ever to be conducted under Army leadership, quick removal and replacement of dynamic components were demonstrated. The power plant package was removed and reinstalled by 3 men in only 43 minutes. A main rotor blade was removed and installed by 2 men in just 6 minutes. No special tools or lifting equipment were required for these operations.

The YHO-2HU, designed specifically for the two-place mission for the first time, makes it practical to have a helicopter at the disposal of the company commander. With its hedge-hopping abilities and extremely small silhouette, the YHO-2HU will reduce the hazards of enemy fire. The small size gives it additional combat advantages – it is easy to land, park and conceal.

The YHO-2HU is a fully reliable, easily maintainable, high performing, low-cost two-place helicopter. With its proven 180 h.p. Lycoming 0-360 engine, the YHO-2HU flies at a speed of 90 m.p.h. and has a cruising range of 150 miles. It has a useful load of 660 pounds and an empty weight of 890 pounds.

For an illustrated brochure describing the YHO-2HU please write to the address below.

HUGHES TOOL COMPANY

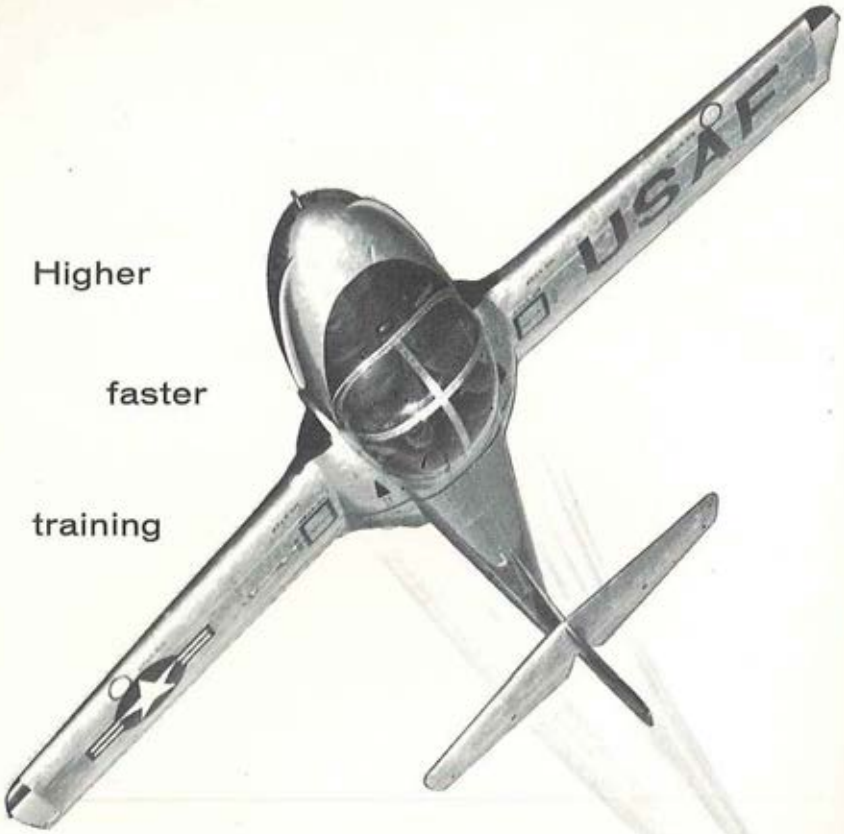
AIRCRAFT DIVISION

CULVER CITY, CALIF.

Higher

faster

training



in Cessna's

T-37

Cadets in the U. S. Air Force now get a faster introduction to jet flying. Sitting side by side with their instructors, they're quickly learning to handle Cessna's T-37—a new, high-flying trainer with the characteristics of a combat jet. As a result, cadets are trained faster and easier (at substantial savings) to assure America's future in the air. Cessna Aircraft Company, Wichita, Kansas.

Cessna

■ A recent operation, which more aptly could have been named *"Helicopter Operation Deep Freeze,"* saw *8th Helicopter Battalion Choctaws* (Ober-Schleissheim AAF) maintain a relentless flying schedule to place certain areas in the *NATO Defense Warning System* approximately one full year ahead of its schedule, that of establishing a highly important warning system across Norway. Building this highly complex system required an unparallleled transport argosy across the remote uninhabited snow-capped mountains on the desolate roof-top of the world, a task that could only be accomplished by this modern means of heavy lift transportation.

Mission: Get It There!

The requirement: to transport hundreds of tons of materials, including technical electronic components and equipment plus construction materials, including structural steel, pre-fab buildings, and machinery, as well as the construction personnel to the sites.

The sites, in themselves, were located on some of the highest remote mountain peaks in Norway—from the Skagerrak in the South to the Arctic Ocean hundred of miles above the Arctic Circle.

Since the main effort of the project was centered in that part of Norway popularly referred to as *"The Land of the Midnight Sun"* —an area that lies above the Arctic Circle it was of paramount importance that the mission be accomplished in record time. The contruction season, due to the location of the work involved, was limited to only eight weeks of the entire year.

BY
CWO HERBERT E. WOODWARD

Here, the pilots of the *18th Transportation Company*, under the leadership of *Capt. Charles E. Hardesty*, literally wrote a page in *"Norseland History,"* by actually moving the tons of critical construction materials to the numerous mountain peaks *far ahead of schedule.*

Though it is a known fact that *countless* helicopter records were made during this operation, it was coincidence that created any and all records, rather than an intentional effort. In their race against time and the coming of *permanent darkness* the helicopter crews delivered one and a half-tons of materials at approximately one-minute intervals under a sustained operation.

Full-Year Delays Avoided

An authority on this type of construction for the Norwegian Defense Staff pointed out that this particular project could not have been completed as efficiently or economically by any other transport means and that the sustained helicopter operation circumvented additional full-year delays to the project.

In one instance alone the helicopter lift accomplished in three days construction, assistance that would normally have required some three to four month's efforts if normal or improvised methods of transportation were employed.

In flying untold thousands of accident-free miles, pilots of the 18th felt that their rewards were innumerable. Through their personal efforts they contributed in placing NATO's Eyes and Ears only seconds away from the very roof-top of the world, and at the same time they shared in a true demonstration of the complete cooperation that is found among all NATO Allies. ■■

CLOSE QUARTERS

Inter-Service Cooperation

■ When the United States Army Aviation Safety Board—lates redesignated the *U.S. Board for Aviation Accident Research* (*USABAAR*) was activated in 1957, provision was made for the Army to place one representative each with the *U.S. Air Force Directorate of Flight Safety Research* and the *U.S. Naval Aviation Safety Center*. Both of these aviation safety agencies had been in being for some time and experience gained in the aviation safety field could be used by the Army in the development of the Army aviation safety program.

The U.S. Army Representative, *Maj. A. T. Pumphrey*, joined the *USAF Directorate of Flight Safety Research*, Norton Air Force Base, California, in May 1957, after having attended the Aviation Safety Course at the University of Southern California. Immediate attention was given to the establishment of a method of operation since the assignment was a new one for the Army and precedent for the job had not been established.

Responsibility in the *D/FSR* for monitoring liaison aircraft and helicopters rested with the Cargo Branch, Investigation and Field Operations Division. The U.S. Army Representative was assigned a desk in the Cargo Branch, placing him in a most advantageous position to monitor Air Force aircraft accidents of interest to the Army and to observe corrective undertaken to avoid accidents.

There are five aircraft common to both the Air Force and Army, these being the L-20, L-26, H-13, H-19 and H-21. In addition to these, accidents involving the L-23, H-34 and H-37 are of interest to the Air Force while the Army is interested in Air Force accidents in which the L-27 and T-37 are involved. This provides a fairly wide area of joint interest to both services.

Maj. A.T. Pumphrey, USABAAR representative at the U.S. Air Force Directorate of Flight Safety Research, is shown pre-flighting a C-45, used to maintain his F/W flying proficiency while stationed at the Norton AFB facility.

Areas of Mutual Interest

It soon developed that there were *many* areas of mutual interest to both services. Without going into specific details, the following actions seem to have been most productive:

- An exchange of aircraft accident briefs between the Air Force and Army, with recommended corrective to prevent other accidents.
- Exchange of studies made of specific flight safety problem areas encountered by one or both services.
- Exchange of information regarding training procedures and techniques.
- Exchange of flight safety literature prepared by each service.
- Engineering Change Proposal information that has safety connotations.

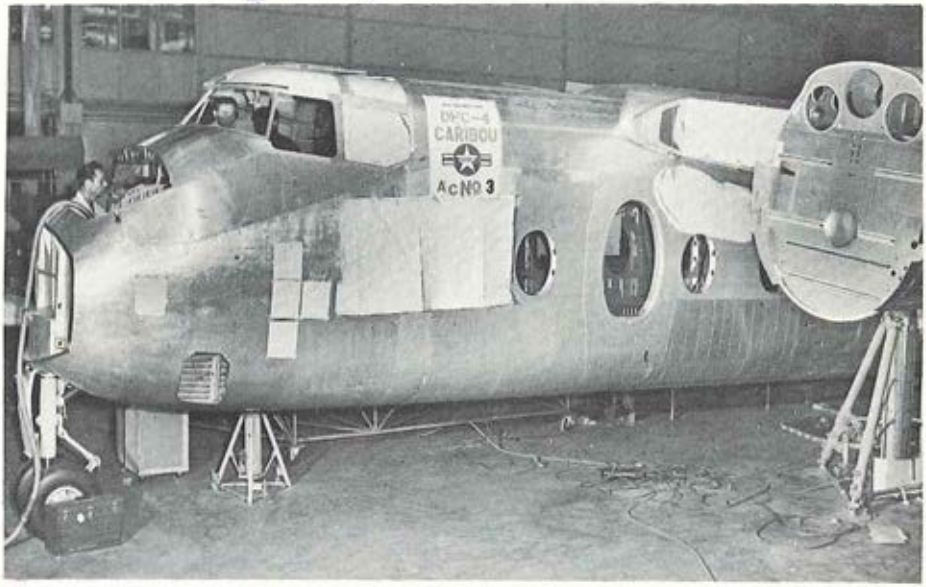
Aviation Safety Course Monitored

In addition to the mission of acting as liaison between the two services in matters of flight safety, the Army Representative at *D/FSR* was also charged by the Department of the Army with monitoring the Aviation Safety Course offered Army officers and civilian safety personnel at the University of Southern California, Los Angeles.

Eight Army classes have been graduated during FY 1957-1958 with four additional classes scheduled for fiscal year 1959. Graduates of this course provide the Army with personnel educated in accident investigation and prevention.

Specific duties of the Army Representative, *D/FSR*, will change from time to time as new accident prevention areas are explored or emphasized. The experience gained during the first year has provided a solid basis for further assistance in the never ending war against aircraft accidents.

"The Shape Of...



Things To Come"

Photo shows how Caribou will appear with an American Army look. Insignia was painted on civil aircraft to enable Caribou to take part in U.S. Army film "Flying Soldiers".

The first Caribou to come off de Havilland Canada's assembly lines at Downsview for delivery to the United States Army is progressing right on schedule (above). The completed aircraft will be ready for test flying early in February.

The Caribou is designed and built by

DE HAVILLAND AIRCRAFT OF CANADA

Downsview, Ontario

FROM THE DESERT TO THE ARCTIC..

First helicopter ever developed to meet specific Army requirements for front-line duty, the Bell HU-1A is now taking a series of rigid Army "final exams" before going into action in the field. One of them is the Army Aviation Board's service testing, which will evaluate the combination of equipment and military personnel in their normal operational environment.

Designated the Iroquois by the Army, this all-new, turbine-powered helicopter is being tested by the Board under simulated battle conditions to allow the factors of weather and terrain full play. At a special site near Yuma, Arizona, the Iroquois was put through its "baptism of fire" in the desert heat. Among the most important checks completed here and continued at Ft. Rucker are those which test the HU-1A's tactical capability for troop transport, medical evacuation and emergency resupply. At Eglin Air Force Base, the Iroquois has been exposed to tests in the climatic hangar at temperatures down to –65°F. Soon it will be off to Alaska for actual Arctic testing.

Conclusion of the complete Army shakedown will make the Iroquois one of the most thoroughly tested helicopters in the world . . superbly capable of front-line duty . . ready to keep Army Aviation "Above the Best." Bell is proud of its role as partner in military aviation progress . . of its ability to supply the finest equipment for the military.

U.S. ARMY AVIATION BOARD TESTS THE IROQUOIS' METTLE

BELL Helicopter CORPORATION

FORT WORTH, TEXAS • SUBSIDIARY OF BELL AIRCRAFT CORPORATION

Traveling Man

Lt. Col. Wayne N. Phillips

Not by any criteria a "chairborne" staff officer, *Lt. Col. Wayne N. Phillips*, Chief of the Army Aviation Division, National Guard Bureau, has brought full "mobility" to this demanding assignment. Currently the Secretary of the AAAA's National Executive Board, *Col. Phil* is AA's counterpart to *Foster Dulles*, having travelled continuously over the length and breadth of the country in stimulating National Guard Army aviation.

Class 2 Graduate

Air-minded since '43, the genial Missourian was a member of Class 2 at Pittsburg, Kansas, later moving to Sill where he received his wings in '43. A Master Army aviator, he flew 215 combat hours on 70 WW II missions, including an LST jump-off, an accomplishment few old-timers can claim.

Alternating in unit and staff assignments in both the Z.I. and the ETO during the '46-'49 period, he drew various Sixth Army assignments in late '49, including Army Aviation Officer, until his assignment to Turkey in '52 as Aviation Officer and Senior Aide to *Lt. Gen. Arnold*, now Commanding General of the Fifth U. S. Army. Promoted to lieutenant colonel while in Turkey, he later commanded the Aviation Section, USFA, during this tour.

Returning to the Z.I. in '55, he assumed his present duties with the NGB, fighting the Paper War in the Pentagon, with a short break to attend the Advanced Officers Course at the Transportation School.

1-11

Maj. Gen. D.W. McGowan, right, Chief, Army National Guard Bureau, is shown presenting Master Army Aviator wings to Lt. Col. Wayne N. Phillips, center, as Brig. Gen. Richard D. Meyer, OCT, looks on. The Pentagon ceremony was held in early October. (U.S. Army photo).

A Youngster of 29

Home? Though Missouri-born, he calls Colorado his home, and has station-wagon plates to prove it. Happily married to the lovely *Jane* for some years, *"Ace"* has been 29 for almost as long as *Jack Benny* has been 39, but has more hair than *Benny* (though not much more.)

In private life, he's a party man—not the *"Ring the doorbell to get out the vote type"* but a dedicated fun-loving gent who loves life and who isn't happy unless he's "mixing" in a crowd.

R.C.A. At Home

A brief chat with *Mrs. Phillips* discloses these views on life with her determined husband: *"I suppose I could use the same old cliches—cold dinners, waiting for the phone, listening to complaints of 'Can't get flight time, probably won't pass physical' and then does pass and comes home feeling like a Cadet again. But, since my (15-year) tour of duty with Phil has been interesting and very pleasant, I'd better not pursue the subject further lest what I say may tend to incriminate me, and who wants a bad efficiency report from an R.C.A. (Real Cool Aviator)?"*

On orders to leave the Bureau in December for Fort Ord, where he will command the 52nd Transportation Aviation Battalion, *Col. Phillips* will add a new dimension to both the unit and the Post. He'll keep 'em on their toes in the day-time and he'll do his very best to make certain they're on their toes in their leisure time, too. As we said, he works hard and he plays hard, and if you wish to measure up to him, you have to be a full man.

Ninth in a series of profiles on the personnel who man the elective offices of the AAAA.

ARMY AVIATION ASSOCIATION

OF AMERICA, INC.

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

Annual Membership Meeting

The AAAA has scheduled its First Annual Membership Meeting for Saturday, June 6, 1959. The meeting will be held in a major hotel in Washington, D.C. with present plans calling for a full-day program.

Col. I. B. Washburn (Ret.), President of the *WASHINGTON REGION*, and *Lt. Col. Gerald H. Shea*, President of the *WASHINGTON D.C. CHAPTER*, will serve as the Co-Chairmen for the coming Annual Membership Meeting. Additional details will be provided in subsequent issues.

Booster Lapel Insignia

The *Booster Lapel Insignia Program*— fostered by the National activity to recognize the efforts of those Members who boost the organization membership—originally terminated on Sept. 30th, 1958 with the end of the second membership quarter.

There was a cogent reason for this termination. The Insignia are costly and can *not* be underwritten by the submission of a lone "new member" at the third quarter or fourth quarter pro-rated dues.

Current problem: What of the person who secures *two* new members at the 3rd quarter dues ($3.00) or *four* new members at the 4th quarter dues ($1.50)? No problem—they're Boosters in every sense of the word and the National activity will be pleased to forward each the appropriate Lapel Insignia.

Chapter News

Southern California members, including AA's of the 40th Division (ARNG) and the 177th TAAM Co (USAR), plan a mid-November meeting at the University of Southern California. *Capt. Donald L. Hendershot* is handling plans for the meeting.

AA's in USAREUR's 59th Transportation Company may come up with the *USAREUR REGION's* fourth Chapter, according to *Maj. Glendon E. Oldefendt*. Current membership is high and the unit has a potential of 41 members.

Fort Campbell personnel, having exceeded the 25-member minimum Chapter requirement, may make it official in November and activate the *CENTRAL REGION's* initial Chapter. *Lt. Ralph H. Floyd, Jr.* is coordinating the details.

A Steering Committee composed of *Major Byron E. Sheppard; Capts. Roy L. Miller* and *Curtis M. Sanders; Lt. Luna V. McNeese, Jr.;* and *CWO Charles J. Williams* may return SETAF's first Chapter. if sufficient membership support can be generated.

Fort Benning Chapter Activated

Thirty-nine Charter Members of the *FORT BENNING CHAPTER* of the AAAA met in late October, installing their initial slate of Chapter officers.

Elected to office were: Pres: *Lt. Col. Gerald L. Hough;* ExVP: *Maj. Orman E. Hicks;* VP, Army Aff, *Maj. Robert W. Kolb;* VP, Pub Aff: *Capt. Albert E. Fitzgerald;* Trea: *Lt. Jack D. Boman;* and Sec, *Maj. Amore V. Juliano*. A VP, Indus Aff will be elected shortly.

The *FT. BENNING CHAPTER*, open to AR-NG and USAR members within its area, plans to pursue a meeting program wherein distinguished speakers will address each membership meeting. One unique Benning *"touch:"* they hope to provide their Charter Members with distinct Chapter membership cards.

Fort Hood Members Start Chapter

In the state where Alaskans get claustrophobia (the name of the State escapes us for the moment), Fort Hood members planned a three-component "activation" meeting in early November. Invited to the meeting were the Reserve Advisor and Reserve officers of the 90th Division and the U-1A Company, ARNG personnel from the 49th Armd Div and the 36th Div, and Hq, Fourth US Army members. *Maj. Harold G. Waddell* is coordinating plans for the Chapter activation.

(Data from Fort Hood was received on November 6th and follows).

Elected to office in the new *Fort Hood Chapter* were: Pres., *Lt. Col. Vernon L. Poynter;* ExVP, *Maj. Harold G. Waddell;* VP, Army Aff, *Capt. Larry D. Rallens;* VP, Res Aff, *Capt. James S. Hanna;* VP, Indus Aff, *Maj. Melvin H. Schumacher;* VP, Pub Aff, *Maj. Purl A. Stockton;* Trea., *Capt. Melvin D. Tate;* and

Sec. *Capt. Robert M. Cunningham.* The Chapter (open to and welcoming ARNG and USAR participation) plans to elect a VP, N.G. Affairs shortly.

"We held our activation meeting today (Nov. 1) and had 34 members present from the 2nd U.S. Army Missile Command (Med) and several from other units. To make this a good workable Chapter we plan to solicit the membership support of all Army, ARNG, and USAR aviation personnel in this area.

—Maj. Harold G. Waddell

Alaska Chapter Activated

Meeting in Fort Richardson, *Alaska* members have activated the northernmost AAAA Chapter to date. The only Chapter to be formed in this area, the activity will include USAR-ARNG personnel residing in the 49th State and Army personnel from *Big Delta* and *Fairbanks.* Providing the Chapter backbone and striving for 100% participation is USARAL's 80*th Transportation Company.*

Elected to office in the new Chapter were' Pres., *Capt. Billy L. Hall;* ExVP *Lt. Donald R. Ruskauff;* VP, Army Aff, *Maj. William F. Usher; VP,* Pub Aff, *Capt. James E. Gray, Jr.;* VP, Indus Aff, *Capt. Clarence H. Fuller;* Trea., *Lt. Walter B. Wong;* and Sec., *WO Helmut A. G. Roeder.*

Newly Elected Regional Officers

● Lt. Col. Charles M. Neufeld (A), Executive Vice President, Alabama Region.
● Maj. Oran B. Jolley (Ret.), VP, Reserve Affairs, Alabama Region.

Newly Elected Chapter Officers

● Col. Robert H. Schulz (A), President, Army Aviation Center Chapter.
● Lt. Col. Donald B. Thomson (A), VP, Industrial Affairs, Army Aviation Center Chapter.
● Maj. Donn T. Boyd (A), VP, Army Affairs, Stuttgart Chapter.
● Capt. Robert F. Corneil, Jr. (A), VP, Industrial Affairs, Stuttgart Chapter.

Charters

Many Chapter activities, following their activation, have requested information on "Charters." The National Board is cognizant of these requests and has placed this subject on its January 10th quarterly meeting agenda.

Claims Data

Several Chapter officers and many Members have queried the National office on "claims data," information relative to the existence and type of claims being levied against the Flight Pay Protection Plan endorsed by the Ass'n.

The following is provided as general information:

File 1: (Major). Meniere's syndrome (inner ear). Claimant now in a retired status; has received 15th indemnity check. Indemnity total: $3,225.00.

File 2: (Major). Episodes of loss of consciousness. Now in retired status; has received 8th indemnity check. Indemnity total: $1,640.00.

File 3: (Captain). Cardiac condition. 8th check received. Total: $1,640.00.

File 4: (CWO). Muscular atrophy of left shoulder. 6th check received. Total: $810.00

File 5: (Lieutenant). Respiratory condition. Received 6th check; returned to flight status. Total: $960.00.

File 6: (Captain). Transient numbess of right arm and face. Claimant returned to flight status following grounding prior to the loss of flight pay.

MILITARY AVIATION PLACEMENT SERVICE

Members may apply for a specific position by requesting a Qualification Resume from the AAAA. Resumes, as received, will be forwarded to the specific Box holder.

EASTERN aircraft manufacturing concern will consider applications for Military Sales Representative vacancy. Field grade experience in Army aviation activities required. Write AAAA, Box 1, Westport, Conn.

LEADING aircraft manufacturing firm desires personable representative with extensive Army aviation experience for position in Washington office. Write AAAA, Box 2, Westport, Conn.

MAJOR aircraft parts manufacturer seeks Washington area representative with field grade Army aviation background. Write AAAA, Box 3, Westport, Conn.

SOUTHWESTERN aircraft manufacturing firm has a plant opening for a person with AA background. Salary commensurate with qualifications. Write Box 4, AAAA, Westport, Conn.

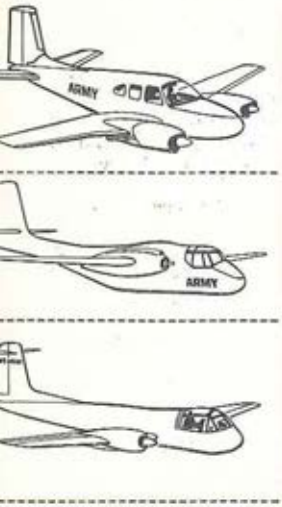
SOUTHEASTERN firm has a current need for personnel with helicopter, supply, and engineering backgrounds. Write AAAA, Box 5, Westport, Conn.

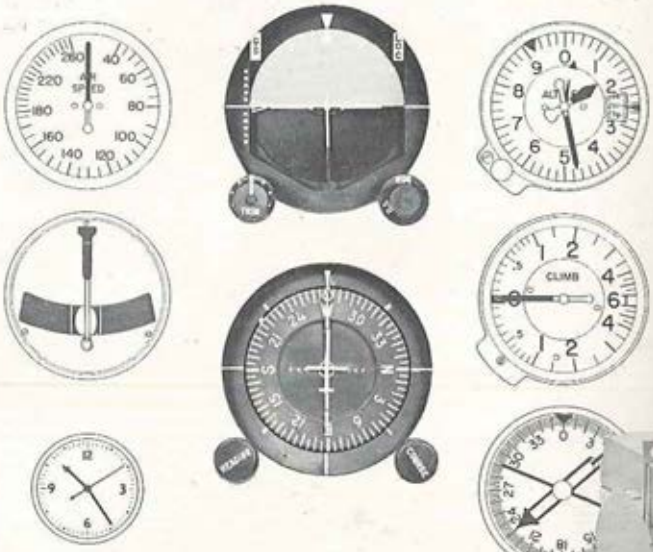
GULF COAST helicopter concern has pressing requirement for rotary-wing trained pilots for foreign or domestic employment. Write AAAA, Box 6, Westport, Conn.

CANADIAN helicopter operators have openings for licensed mechanics. Must have held their "M" license for a minimum of two years. Write AAAA, Box 7, Westport, Conn.

NOW, for the first time . . .

A COMPLETE FLIGHT





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New breakthroughs in miniaturization result in 100-lb. full-function system

New space- and weight-saving design techniques, coupled with Collins' pioneering experience in flight control, have produced the first full function flight control system for light aircraft.
In less than 100 pounds — lighter than many automatic pilots alone — the system provides:

- FD-105B Flight Director, which consists of 4" Course Indicator and Approach Horizon instruments, a ¼ ATR computer and accessory units.
- AP-102B Automatic Pilot, with lightweight servos, pedestal controller, short ½ ATR computer and accessories.
- MC-102 Magnetic Compass, which includes a directional gyro, a flux detector, a ¼ ATR computer and accessory units.

THE SYSTEM OFFERS

INTEGRATED INSTRUMENTATION which, in two instruments, provides approved primary attitude, heading and navigational instrumentation, and flight director.

CIRCUITRY employing transistors and magnetic amplifiers throughout.

MODULAR DESIGN permitting greatest ease in maintenance and modification.

COMPLETE INTEGRATION of automatic pilot, flight director and compass.

DIRECTIONAL GYRO operation.

COMPASS load capability that is more than adequate.

AUTOMATIC ILS and VOR coupling with continuous flight director monitoring on latest IFS instruments.

AUTOMATIC TRIM of elevator.

ALTITUDE hold.

SELECTED HEADING function which acquires and holds heading.

E LEADER IN AVIATION ELECTRONICS • CEDAR RAPIDS • DALLAS • BURBANK

Claims Data

File 7: (CWO) Ileitis and subsequent operation. 4th check received. Total: $500.00.

File 8: (Lieutenant). Recurring disability due to injuries received in automobile accident. 4th check received. Total: $600.00.

File 9: (Lieutenant). Arthryodonia (nerve ailment) in shoulder and back. 3rd check received. Total: $480.00.

File 10: (Captain). Suspected diabetes and cardiac condition. Alert claim form received.

File 11: (Captain). Cardiac condition. Claim forms sent to claimant.

File 12: (Lieutenant). Displaced vertebrae. Claims forms sent to claimant.

File 13: (Captain). Ingunal hernia and subsequent operation. Claims forms sent to claimant.

File 14: (Major). Request for claim forms received. Disability not stated in basic letter.

Of some interest is the fact that *all* claims that have been received to date have been approved by the underwriters for payment. Due to their type, some have required additional documentation but none have been disapproved.

The recent use of an *"alert"* claim form, requested by and then submitted by the potential claimant upon grounding and prior to the actual loss of flight pay, has accelerated rulings on claims as well as initial indemnity payments.

Sound Off!

Pertinent to this organization is the following quip:

A seven-year-old, dawdling over his supper and surreptitiously pushing peas on the floor whenever Mom was busy at the stove, was brought up short when his Mother spied the full plate.

With marked patience, the modern Mother quietly cajoled, "Will you please eat your dinner?"

Comeback: "Motivate me."

This is *YOUR* organization. *Motivate us!* Let us know how we can serve both Army aviation and you!

NEW INDUSTRY MEMBERS

HILLER AIRCRAFT CORPORATION
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"Flying Soldiers"

Members and *Industry Members* are encouraged to play an active part in coordinating general public showings of the new film, *"Flying Soldiers."* The National Office will facilitate your participation in *three* ways: on your request, we'll forward you the name and address of the Aviation Officer nearest you having a "print" of the film; we'll forward you an Ass'n sponsored promotional kit on the film which you may use to contact the local civic and fraternal organizations; lastly, if you cannot secure an official print of the film, we'll provide the Association "print" to you for showing.

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Col William N. Redling
Sp/5 Dominick C. Panzera
WO Dorris C. Goodman
WO James M. Milligan
CWO Charles A. Yarborough

f1.9

Photos of Interest on Army Aviation Activities Throughout the World

After sustaining extensive landing gear damage in a night landing an *Otter* was air-evacuated to the Atlanta Depot by a *Fourth Trans Co. Mojave* utilizing a heavy duty sling and a 400-lb sand load for in-flight balance. Benning's *Trans Avn Field Maint Shop* personnel, coordinating the lift, stored the wings and control surfaces in *Mojave* during the lift. (USA photo.)

Thwarted on several attempts by severe weather, two 8th Trans Bn choppers rescued 11 German mountain climbers, stranded atop Kehlstein Mountain, near Berchesgaden, in the Bavarian Alps. Flown by Capt C.M. Hardesty and CWOs J.R. Dunham, E. O. Ferguson, & W. P. Lusker, the five men and six women were evacuated to the valley floor after their six day and six night ordeal.

Lt. Col. Richard L. Long (right), one of the newest Master Army Aviators, receives congratulations on receiving his rating from the Army's initial Master Army Aviator, *Col. Robert R. Wiliams*. Both of the senior officers are currently students at the Army War College, Carlisle Barracks, Pa. One of AA's all-too-few graduate aeronautical engineers, *Col. Long*, until recently, served at TSMC. (U.S. Army photo).

Col. James F. Wells, Director of USABAAR (seated), and *Frank G. Andrews*, acting chief of the Board's investigation division (l.) are shown during a light moment in the 5-day orientation given to *David G. Weaver*, (right), lecturer on accident investigation and prevention at the University of Southern California. *Weaver*, a WW II-Korea fighter pilot and Lt. Commander in the Naval Reserve, studied Army aircraft accident reporting procedures during his visit.

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f1.9

Ordinarily a "Most Happy Fella," *Capt. Merril E. Jameson,* a project test pilot with the U.S. Army Aviation Board, Ft. Rucker, is quite serious as he is pinned with Master Army Aviator Wings by his wife, *Mrs. Norma Jameson.* A Pittsburg, Kan., graduate and a long-time advocate of Instrument Flight Training, *Captain Jameson* is Master AA number nine.

Currently engaged in the Army's 1000-hour logistical test of the turbine-powered Bell HU-1 *Iroquois* at the Transportation Test and Support Activity, Fort Rucker, Ala., are, left to right, *Capt. James T. "Butch" Kerr,* Chief of the Flight Test Division (TATSA); *1st Lt. Luama W. Mays;* and *1st Lt Franklin L. Duke,* project officer. (Bell photo).

Recently arrived 8th U.S. Army Flight Det personnel at K-16 Airfield on Youi-do Island, Korea, (left photo) didn't have to wait too long before *"getting their feet wet."* During the September 1-5 period, the rains came . . . and stayed. The Han River, adjacent to K-16, reached flood crest and at 1800 hours (Sept. 5), the word was *"Evacuate."* Everything (PCS property, personal property, Orderly Room, Operations, the whole shebang) departed K-16 by airlift and truck convoy. The USAF at K-14

(Kimpo) received the overflow of *"weekend guests."* By Sept. 7th, the weary evacuees returned to K-16 by plane, truck, and jeep and began the big job of returning the base to normal. *Findings*: Water had covered most of the island (right photo); mud covered all building floors; the walls showed a 10 inch high water mark. Two days of hard work (No Lestoil on hand) put K-16 back in business. The reporter, *Lt. Ted Florko,* had one caustic closing comment: *"Fort Huachuca was never like this."*

USAREUR REPORT

BY COLONEL WARREN R. WILLIAMS, JR.

It Still Happens!

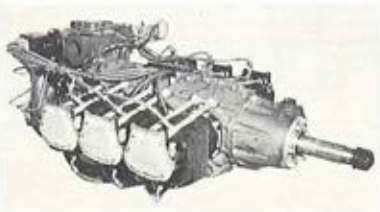
■ In spite of continued emphasis on pilots carrying insurance, I was shocked to find that a pilot killed in USAREUR not long ago had *no* life insurance. He is survived by a wife and several children.

The government provides for survivors of military personnel killed on active duty. However, if you will sit down with the wife and discuss the position she would find herself in if you are killed, very few will find that they can afford to be without insurance.

I cannot imagine the person on flight status who *cannot* afford insurance. If any man cannot see the reason to carry insurance for his family, I sincerely question his ability to make decisions which a pilot is called upon to make.

Perhaps some pilot in USAREUR can explain where I am wrong. I would appreciate the chance to discuss it with him personally if he will drop me a note. If you do not want to discuss the matter with me or an insurance agent try a discussion with your unit survivor officer. He might appreciate your ideas when he tries to answer your widow's questions as to why you had no insurance.

Available



The newest addition to *Lycoming's* family of reciprocating engines, the IGSO-480-A1A6 (shown above), is the highest rated fuel injection engine now in U.S. production for utility-type aircraft. Weighing 496 lbs. and rated at 340 *horsepower*, the new power plant utilizes a *Simmonds Type 570 fuel injector* featuring automatic altitude mixture compensation. *Fuel consumption: 60% rated power, 15.8 gph; 65%, 17.5 gph; 75%, 20.0 gph.* (Lycoming photo).

Be Alert!

■ Last month's *Report* indicated wires may have been the cause of a fatal helicopter crash during September. That was the rumor; however, the investigation did *not* bear it out. The crash goes into the category of theorization as to the probable cause. Evidence pointed out a probability that the air speed became too low after the engine stopped or even may have been inadvertently shut down. The exact cause may never be known.

Carburetor ice is one factor which can rightfully be blamed for loss of power in many instances. It can occur under conditions where you are not expecting it and the resulting loss of power may leave you in a position where you cannot avoid a *crash*. Later examination of the engine will *not* disclose any reason for the loss of power. Alertness, prompt recognition, and carburetor heat will usually defeat carburetor icing.

Control Center Visits Urged

■ On 16 October *Mr. Jack Hardin*, USAREUR Safety Branch, G1 Division, and I attended an interesting Seventh Army Flying Safety Meeting at Rhine Main Air Base. The Base Commander welcomed us and provided an interesting tour of the tower and flight control center. Every pilot who flies in or through a high density area *owes* it to himself to visit the control center and see the *other* side of the problem. Such a visit brings out the part each pilot must play in avoiding the near misses which are all too prevalent.

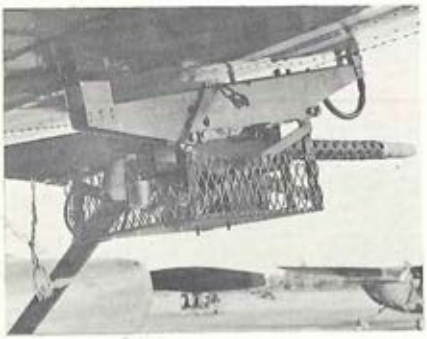
Col. Ries Joins the 8th

■ *Colonel Art Ries* recently arrived to take over the 8th Group. He has an interesting job and we are looking forward to working with him. His background and personality make him a valuable addition to USAREUR Army Aviation.

f1.9

Maj. Gen. Bogardus S. Cairns, Fort Rucker Commanding General, is presented a copy of "Outlaws Welcome," the tenth published novel of *William "Bill" Vance,* (left). When not freelancing *"Bill" Vance* serves as Editor of the *Army Aviation Digest* in the Department of Publications and Non-Resident Instruction. *Sleepyheads, note: Bill* gets up at five a.m. to do his off-duty writing.

Brig. Gen. Richard D. Meyer, U.S. Army Deputy Chief of Transportation for Aviation, is shown at the control of a Bell turbine-powered HU-1 *Iroquois* during a recent visit to Bell's Fort Worth, Tex., plant. With *General Meyer* is Bell pilot *Elton J. Smith,* holder of the world's record for a helicopter long-distance flight, 1,217 miles, from Fort Worth to Niagara Falls, New York. (Bell photo).



Ft. Bragg's 82*nd Abn Division Avn Co* has added realism to its field training air attacks on troop columns and convoys. Two .30 *calibre light machine guns,* mounted beneath the wings of an L-19, utilize blank ammo but do the job. The guns are fired electrically through the use of solenoids taken from a medium tank. Hookup is to the battery with control by a series of switches and circuit breakers.

Assisting when called, an 8*th Aviation Co H-34* flew a 29 year old mother of two, critically stricken with cancer, from a sport field near her home to a special clinic near Bad Tolz, Germany. Accompanied in flight by an 8*th Med Bn* aid man, the German patient was removed to an Army ambulance at the airstrip for the remainder of the journey to the Ringberg Clinic.

OPERATIONS VS MAINTENANCE

By
CWO GRANT L. RAY
Fort George G. Meade, Md.

The editorial use of the word "versus," while stimulating to the eye, also serves to initiate "open season" on the editor. Pro and con letters did flow in freely .Here's one of the best:

■ In the September 15 issue of *ARMY AVIATION*, there is an article, *"Operations vs Maintenance,"* that reflects a slightly off-color picture of the maintenance effort.

Since we must all live within the present organizational structure, I have some observations that may be appropriate and that I would like to pass on as general *"viewpoint."*

Time Allocation Is Question

An aircraft's life is divided between two functions—operations and maintenance. Since both functions are essential for the aircraft's proper utilization as a tool to assist the combat arms, the big question then is—what per cent of time should each function accrue?

The operator will be satisfied with 100% of the time available; anything less is unsatisfactory for he is continuously being given—and accepting—committments that demand maximum participation.

Handy Villain

If his "fleet" consists of two aircraft, he is operating with only 50% of his capabilities every time one of his aircraft needs field maintenance. The operator who has one helicopter (as an Engineer Battalion) must divide his grounded time between borrowing a jeep and explaining to his commander why his helicopter is only available 60% of the time, assuming favorable conditions.

These operators are not greedy—*they are desperate.* Their only recourse is to heap abuse on the maintenance function.

The field maintenance officer is usually the villain in any discussion of Army aviation. *He* is the one holding up the aircraft, so, regardless of the circumstances, he is considered a hardhearted person who does *not* understand the urgency of the situation *and/or* is absolutely void of reason.

Assuming this is not an exaggerated opinion of him, just how does he acquire such a reputation?

Perfection Is Sought

His first consideration must be to the regulations and directives by which he is guided. These orders—designed towards achieving *perfection*—have brought considerable criticism from the operators.

However, in no other field is the desire to excel made the object of rebuke.

How can anyone intelligently attack this desire for perfection when it is applied to the maintenance of aircraft, an area in which substandard performance may mean the loss of a life?

Naturally, the aim—*perfection*—exceeds the reach but progress is being made steadily. Remember, if the aim is directed towards imperfect maintenance, the goal can be reached instantly.

Let's Work Together

The conflicting requirements of operations and maintenance are creating friction, yet both are directed towards betterment of the Army. *In the absence of a common commander at every level,* the choice lies between a peaceful second class activity, or the current situation in which each strives to do the best job possible.

In the interim, forward-thinking proponents of both causes should utilize their energies to resolve their mutual problems—without rancor or castigation—and without lowering the standards of their effort.

f1.9

Capt. Edward P. Preisendorfer, (right) and *Lt. Sam E. Brown,* look at the shingle outside the door of their "boss," *Maj. Gen. Bogardus S. Cairns. Capt. Preisendorfer,* a veteran AA, has been assigned as Senior Aide-de-Camp to *Gen. Cairns* while *Lt. Brown,* the assistant aide, has been with the general since '57, when *Gen. Cairns* assumed command of the Army Aviation Center and Fort Rucker.

Lt. Col. Thomas W. Anderson, Chief, Plans & Opns Div. Seventh Army Avn Section, is shown receiving the Army Commendation Ribbon from *Brig. Gen. Harold K. Johnson,* C/S, Seventh US Army at Vaihingen ceremonies. *Col. Anderson* was awarded the medal in recognition of his outstanding performance as Director of Tactics, USAAVNS, during Jan. '56 through June '58. (USA photo).

Ten NATO personnel currently attending Class 59-C-2 at the US Army Primary Helicopter School, Camp Wolters, Tex., are, 1-r, standing: *Lts G. J. Gerlach, K. J. Veeser, D. W. Meiss; M/Sgt H. G. Schulte; Sgt/Maj W. W. Effmert; T/Sgt J.S. Poerschke* (German Army). Kneeling: *Lts N. E. Carr. D. E. Stovel, R. G. McBride,* and *C. R. Gillis* (Canadian Army). (USA photo).

Hypnotist David Merrill really shook up some 375 Gary O-Clubbers. By post hypnotic suggestion he had student panels shlurp up paper cups of pure air (Zero proof) and go through the gamut of elbow bending to the "passout." Observing the involuntary cross-countries (in fact, out of this world) the audience was prone to agree students are "suggestive."

THE BUREAU DRAWER

By Maj. Harrison A. Morley
Army Aviation Section, NGB

W. Va. Conference Successful

■ The *first* of the *Army Division Conferences for* 1958 was held in Charleston, West Virginia, 8-9 October, and was reported to be highly successful. The attendance by aviation personnel was somewhat disappointing, in that certain key people were conspicuous by their absence, but *Col. Phil* says that he heard and answered many constructive questions and criticisms.

These conferences are the places for personal contact with us; please note, those of you in areas where they have not as yet been held. You will be afforded the opportunity to present your questions and criticisms at some time during the conference. Nothing takes the place of a personal talk with our representatives, and besides, it may save us some paperwork here in the office.

We Can Help, Too

■ It was a distinct pleasure the other day for YC to review the new Army Aviation film, *"Flying Soldiers"*—there has been a crying need for something like it for years. Arrangements have been made for copies of this movie to be distributed for showing by ARNG units. It is a 30 minute, black and white documentation of Army aviation, and contains material of interest not only to aviation personnel, but to the general public as well.

This film may be used advantageously in your *public relations* and *recruiting* programs, especially at such functions as *American Legion, Scout, Lions,* and other such meetings and gatherings.

It is planned that the copies will be distributed to ARNG units on a rotational basis for a one-time viewing; then will be made available for use as required at your request. Delivery date of the film has not been established, but we will put out more info on obtaining it as soon as it becomes available. (*See Notam on Page* 10)

Review Board Studying Records

■ The *Annual Review Board* is in session at this writing—digging through 759s, physicals, and other records like the eager beavers they are. From all indications, we will lose *fewer* aviators this year than ever before to failure to meet minimums and other causes for flight status rescission, but we always will have a few who lose interest or are forced to leave the program by pressing civilian responsibilities.

The review by the Army Headquarters was very thorough, and in some cases, their S.O.P.s called for changes that we did not include in the sample 759 sent out to ARNG units. *Col. Phil* says in the future to follow the example we sent out—*we* will square it with the Army Hq—they have been sent copies of our sample.

1-11

■ Mention of *Col. Phil* brings to mind that he is now a *Master Army Aviator.* The award was made in *Gen. McGowan's* office on 10 October. This makes him number 14 to receive these wings, and I'm sure he has the best wishes of all of us for a long and successful career as a 1-1 pilot.

Program Requirements Met

■ Our first quarter *FY* 58 *program review and analysis* reveals that we hit our program requirements almost on the nose. In spite of a tremendous turnover in aviators, (lost 46, gained 80, for a net gain of 34 during the quarter) we managed to hit 1188 *pilots* and 50,750 *flying hours* for the quarter. The high turnover indicates that we must *not* relax our recruiting efforts—remember that it takes about half again as many as the net gain to make up for the losses.

Safety Brochure

■ Another *Safety Brochure* is in the mill—this one contains winter flying tips, info letters from DCSOPS, etc. If we don't get it printed soon, you'll probably be able to use the winter flying tips next year.

"Hurricane Plans" Assistance

■ For those of you in the *hurricane areas* of the United States, watch for a letter containing instructions for the implementation of AR 95-87 and the funding therefor. Comptroller has helped us work up this letter, and it will aid materially in making your *Hurricane Evacuation Plans* detailed and complete.

Visitors

Visitors to the Bureau during this period were: *Baldwin,* N.Y., *Brown,* Mass.; *Robinson,* Ind.; *Elliott* and *Griffin,* N.C.; *Skimin,* S.D.;

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Just about at the end of his tour in the "Land of the Singing Ox Carts" *Lt. Col. James B. Gregorie, Jr.,* (left) assigned to the American Embassy, San Jose, Costa Rica, as Army Attache, and *Mrs. Gregorie,* chat with *Sn. Mario Echandi* (right), the President of Costa Rica, at a recent social activity. *"A wonderful assignment all the way."* writes the veteran Army aviator.

Modern know-how—as provided by the crew of a 110*th Trans Co Choctaw*—assisted in the placement of an 82 foot tall, 9000 lb steeple atop the Episcopal Church in Altoetting, Germany. The three units, the largest of which weighed 4000 lbs. and measured 40 ft., were placed in their exact positions atop the Bavarian Alps church in 15 minutes. A holiday followed at Altoetting, the Lourdes of Germany.

Expressing a high interest in the all-day avionic and aviation display staged at Fort Gordon, Ga., by USASATSA personnel, faculty members and staff of the U.S. Army Southeastern Signal School, Ft. Gordon, flock to the display area. Shown above, from right, are: *Sp/4 Lionel Peden* and *Lt. Col Charles A. Merritt* (USASATSA); *Col. Robert R. Creighton* (Ft. Gordon); and *R.E. Ellberg,* RCA Field Engineer (USASATSA.)

Two grateful mayors from Ozark and Enterprise, Ala., recently severed a ribbon opening a new short cut access to Lowe Army Airfield. Participating in the ceremonies were, l-r, *Col. James S. Luckett,* deputy center commander; *Mayor M. N. Brown* of Enterprise; *Mayor Douglas Brown* of Ozark; and *Maj. Gen. Bogardus S. Cairns.* The road, 3.29 mi. in length, will shorten the travel time of Lowe Field military and civilian personnel.

"THEM DAYS IS GONE FOREVER!"

■ In the days immediately following World War II, aviation sections—often far removed from their parent artillery units—were pressed into a wide variety of missions. Some flew the *Black Market Blockade* aiding military police in their ground chase and capture of elusive contraband runners. Others flew mail, whole milk, ketchup, *Kleenex*, and other items in short supply to isolated occupation units.

Always ready to improvise, Eleventh Airborne staff officers viewed the Cub as a vehicle to accelerate quarterly *pay jumps*. Faced with a 40-mile rail trip to the Troop Carrier base by Japanese rattler, the staff officer invariably phoned the Air Section. With the Division Hq strip within a mile of the main runway, the officer walked across the street to the strip, met the plane, slipped on his chute, yelled *"Ah, so"* at 800 feet and bailed out. With a 360 overhead, the AA more often than not was on the pad before said Airborner landed H. A. and H. And if he was a fast ditty-bag packer, he could return with his chute in bag to the Division strip within 15 minutes of takeoff.

Although this frequent practice boosted staff work considerably, it proved hard on the aircraft. One staffer prevailed upon the Engineering Officer to signify the event by painting the airborne *meatball* on the cowling. A handy Japanese painter (never in short supply) did the honors and within a month all the Cubs had the *pox*. All colors, too—the Army has branches. But, as it must come to all men, word came quietly to the Air Officer from above. *"Operation De-Polka"* was completed in half a morning. Shortly thereafter, the Japanese railway had a mild surge in business. The Cubs? Back to the ketchup and *Kleenex*. Them were the days!

BUREAU DRAWER/Continued

Nicol, N.J.; *Maj/Gen Wilson*, Miss.; *Bohannon*, Pa.; and *McCory*, Mo., who came in for a 7 day ACDUTRA period in *Capt. Koons'* bailiwick.

The Fallible Man

■ Extract from a fatal aircraft accident report: *"Cause: Lack of judgment on part of pilot."* Sound familiar? It ought to—this was taken from a report dated 19 March, 1920, *and the problem has been with us even longer.*

Seems to be a factor you just can't *"engineer out"* of the design of man. *"Complacency and carelessness"* are pretty good synonyms for *"lack of judgment"* in most of our accidents, too. With this bit of food for thought, we'll close the *Drawer* for this time.

f1.9

Photos of Interest on Army Aviation Activities Throughout the World

A ground crew hustles through the unloading of a simulated *Honest John* rocket from a *Vertol* 107 during an October IAS-AHS Air Show held at Division Army Airfield, Fort Belvoir, Va. The Vertol prototype of the *Army* YHC-1, although eight feet shorter than the H-21C, has a fuselage payload compartment to accommodate the 27 foot plus *Honest John* and its transporter cart. (Vertol photo).

Meeting USAFE Troop Carrier aircraft at Furstenfeldbruck Air Base, West Germany, 110*th Hcptr Company Choctaws* accelerated the return of Lebanon troops to their unit doorsteps in Munich, Augsburg, and other stations throughout the U.S. Forces Southern Area Command. An efficient processing system—equipment check, medical exam, etc—preceded the rapid troop transfer. (USA photo).

Marking a milestone, *Lee S. Johnson,* general manager of *Sikorsky Aircraft,* hands over papers for the 1,000th S-58 helicopter made by his firm to *Capt. F. A. Roby, Jr.* BuAer representative. On hand to commemorate the 1,000th are *Alex Sperber,* factory manager, and *Michael E. Gluhareff,* engineering manager (left) and *Lee Miller,* Navy plant representative, and *Lt. Col. Charles S. Wilkins,* AF plant repr. (R.)

Getting a chance to flex its muscles, the *Army HU-1 Iroquois* turbine-powered utility helicopter easily lifts a 2,600-lb. jeep during user tests conducted by the U.S. Army Aviation Board at Ft. Rucker, Ala. The weightlifting workout also included a 1,600-lb. H-23 helicopter, a 1,900-lb. L-19, and a 2,000-lb. load of crated ammo, all sped along at a 60 knot clip. (Bell photo.)

MAINTENANCE TIPS...

... Mike Button

The Cannibals are Coming! Hurrah! Hurrah!

■ Don't let that be *your* Swan Song!

By any stretch of the imagination has anybody ever read *The* instruction sheet which was sent out by TSMC to *all* outfits who possess aircraft? Let's all jog your posterior medulla oblongata—that's the thinking machine, Bub—the part which causes you to remember what you read and then prods you to do something about it.

The *Information Letter* of which we speak, recapped the provisions of AR 750-1500-8, 10 April 1957, and made reference to *"Legalized Cannibalization."* Too, AR 750-1500-4, 23 May 1958, *"Repair Limitations and Disposition of Army Aircraft,"* was interpreted by TCSMC-FAD for everybody's benefit.

Just a few points to keep you out of "hot water."

First, TSMC has the authority to determine if a crashed/damaged aircraft is economically reparable or not, after reviewing the condition reports submitted by field activities as spelled out in AR 750-1500-4. Here's the punch-line:

"Uncontrolled removal of serviceable and unserviceable parts, assemblies, and components from crash-damaged damaged aircraft, after submitting the condition report, frequently results in a carcass which bears little or no resemblance to the condition previously reported upon, together with the associated cost to repair. Consequently, aircraft have been turned over to repair facilities in such a deplorable and stripped condition that economical repair limits are exceeded when returning the aircraft to service, and in some incidents they (the aircraft) had to be salvaged."

Think for a moment, the unnecessary shipping and contracting cost involved when this happens. Then as a last reminder—safeguard and segregate that unserviceable air equipment and hold-up till you receive disposition instructions.

Ya' know, it's just like *"Legalized Murder"*—in war, it's OK; but in peace, kill your fellow man and *you'll surely hang for it.* So, in the same vein, strip an aircraft *without* the proper authority and somebody will "hang" too.

Operating Times Increased

■ *Choctaw* (H-34) users will be real happy to know that the time on some of the time change components on their Whirlybirds has been *upped.*

One component, *Tail Rotor Hub Assembly,* actually got its usable hours doubled. So, now you can change your *Book* to read 1000 hours. Remember, it uster be 500? Boy, that's a real big step toward cutting operating costs, believe me, and everybody in the field did their part when performing good PM. What a wonderful thought—everybody working together to attain a common goal: *cut costs, reduce accidents, and still get the mission accomplished.* Will this world ever learn that the only way to get anything accomplished properly to the satisfaction of *all,* is to work together and understand the other guy's viewpoint? *Old Mike* did not intend to digress into a philosophical discussion, but, OK, I'll get back on the "on course." *Choctaws* (H-34) it 'twas, 'twasn't it?

The components and their increased times of operation are:

Component	To
Main Rotor Head	1000 hrs
Tail Rotor Servo	1000 hrs
Hydro-mechanical Clutch	600 hrs
Tail Rotor Gear Box	1000 hrs
Main Rotor Servo	1000 hrs

New Authorization on APU's

"Und so Weiter, Und so Weiter, Und so Weiter," or *"More About APUs."*

Old Mike gave out with the lastest dope about APUs in the April 1958 issue, but since then the "pitcher" has changed.

The new authorization goes something like thees:

Tool Set, Organizational Maintenance:

1. Set A, FSN 5180-323-4947, None
2. Set B, FSN 5180-323-4979, One (1) each
3. Set C, FSN 5180-323-5037, remains at Three (3) each

SCRAPBOOK SNAPSHOT

Accelerated Test Participants
Army H-34 Choctaw
Fort Rucker, Alabama

FRONT, l-r: CWOs Jack Bell & Edward Branch; Lucma Mays; Capt. James T. Kerr; Lt Edward Knotts; and CWOs Manford Kleiv & Harry Fletcher (all of TATSA). In the BACK, Brig. Gen. B. Bunker (4th from right), Commanding General, USATSMC, St. Louis, is shown with a group of Sikorsky personnel. L. to r. are: John Bowser, E.E. "Tug" Gustafson, James Dunn, Arthur Wilcke, A.G. Day, L.P. Doty, Gen. Bunker, R.B. Lightfoot, Harry Generous, and W.W. Lysak. (Sikorsky photo.)

SCRAPBOOK SNAPSHOT

Accelerated Test Participants
Army H-21 C Shawnee
Fort Rucker, Alabama

Vertol H121C (one of the two H-21's which recently completed the 1,000-hour logistical test program conducted by TATSA at Ft. Rucker, Ala.) is shown at the Vertol plant. Key test personnel are, left to right, *Jack Geier*, Vertol Supervisor of Svc Requirements Engrg; *Lt. Herschel Jones*, TATSA H-21 project pilot; *Lt. Ed Andres*, TATSA project officer; *Sgts Carroll and Guisto*, both of TATSA; and *Jack Guequierre*, Vertol service representative at TATSA during evaluation. (Vertol photo).

Aux Servo	1000 hrs

Also, two inspection times have been increased:

Main Rotor Drive Shaft	1200 hrs
Tail Rotor Drive Shaft	1000 hrs

The next time the–6 comes out these times will be included.

Procedure on Phoned Requisitions

■ The supply people at this here establishment gotta big problem in getting the *proper* goods delivered to the supply personnel in the field when they phone in and request items *not* found in the manuals listed in DA Circulars 725-13.

Since we are all *Tellurians*, you can help us immeasurably by following a few simple suggestions listed below:

- *When you must call in a requisition, it is imperative that you tell us that time, the publication from whence it came.*
- *When you follow-up with a requisition be sure it's marked "CONFIRMATION."*
- *Do not send "CONFIRMATION" copies as Letter Requests because these types are handled by another element, within TSMC, so that requisitioned items may be properly identified.*

Your correct procedure to follow for letter requests is found in DA Circulars 725-13. Possibly *Old Mike* should explain the mechanics of how a "hot" telephonic requisition is acted upon at this end:

When field activities phone in a requisition it is *immediately* written up on a requisition form for processing. Then, this item is checked through an *automatic machine process* using the stock number *you* have supplied.

This machine has previously been fed information which tells the FSN, Nomenclature, quantity, and precisely where the item is stored. So, a number is fed into this machine which it has never been "told" about before.

What happens?

It gives out the info that we don't have it in stock under that number. That is when a lot of research is started to look into the "crystal ball" to determine the item to be supplied which is what you need and want.

Therefore, when you give us *the complete story*, it expedites the necessary action to come up with the right item. This precludes waiting for the info to come a week later in accordance with the DA Circular 725-13.

Finally, if "Confirmations" are submitted as letter requests (and believe us they should not) they could be routed to another segment and the same research is done over again a week later.

One last thought, give us the right info over the phone, as spelled out in DA Circular 725-13, and be sure the requisition is stamped "CONFIRMATION" so we won't have to do the job twice for the same requisition.

Remember, helping us, helps you. (Check SL 58-58, 13 August 58.)

Officers of the Army Aviation Center Chapter of the AAAA met recently to discuss Membership Meeting plans for the coming quarter. Shown after the confab are: Maj. William J. Hix (Sec); Capt. William H. Harper (VP, Pub Aff); Lt. Col. Howard I. Lukens (Exec VP); Col. Robert H. Schulz (Pres); Lt. Col. Donald B. Thomson (VP, Indus Aff); Maj. John J. Walters (VP, Army Aff); and Lt. Roger H. Caye (Treas.) (U.S. Army photo).

Fighting The Problem!

■ Summer, 1958, found the state of South Dakota in a slight dilemma, flying-wise. In the past the South Dakota ARNG (which includes an Artillery Group, an Engineer Group, and some assorted smaller units) had from one to four pilots. August, 1958, found the Guard owning *eighteen* assorted flying-types; ranging from school-trained Army aviators to ex-Marine chopper pilots.

Former pilots of other services have *two* prerogatives to obtain flying status in the Army Guard: they may attend the tactics courses at Fort Rucker or complete a check-out which includes a flight check, twenty-five hours in the L-19, twenty-five hours of ground school, and a written exam. *All of this instruction must be completed in the year following issue of temporary flying status orders, and must be conducted by the State Aviation Advisor.*

As Summer Camp opened in mid-August, South Dakota had four Army aviators on permanent flying status, two in school at Fort Rucker, six on temporary flying status, and seven not yet on temporary status. Of the ones *not* on permanent flying status there were two ex-Army aviators, five ex-AF, four ex-Marines, and three ex-Navy pilots. Many were *jet jockeys* and had forgotten there were rudders in airplanes; others were WW II pilots and had flown little in the intervening years.

Concentrated Flying Period

As a one-time shot, the Group Commanders were convinced that their pilots and mechanics should be consolidated at Rapid City Municipal Airport for a highly concentrated ten-day flying school. This included five to seven hours of flying and three hours of ground school per day. Since South Dakota has *fewer* Guard aircraft per aviator than anly other state in the Union, Colorado and Wyoming graciously loaned them five L-19A's.

Due to an unsuccessful attempt to ferry two aged *Ravens* around the Rockies from California in July (State Aviation Maintenance Officers note) one permanently rated AA was unable to attend camp. The ground school and exam were completed; all unrated aviators were given a thorough flying orientation; and those on flying status compiled an amazing amount of flying hours for the ten full flying days (those rated also "graduated" from a couple of high, hairy pastures).

The aviators *not* on status averaged twelve hours of orientation; the TO&E pilots on flying status averaged *fifty-five* hours each; and the 50% overstrength pilots averaged eight hours each. One ex-Marine jet jockey received his temporary flying status on the second day and probably set a record for permanent check-out by flying forty-four hours in the next eight days.

Several waivers had to be granted last year on minimums due to the shortage of aircraft. South Dakota has three L-19A's (one of which was almost totally wrecked in a hail storm), one L-19D, the Adjutant General's *Beaver*, and one sick H23B (newer, more powerful helicopters are needed in the higher altitude states).

Spread Too Thin

The other two H-23B's (currently scattered throughout the western U.S.) will be shipped to South Dakota soon. The eighteen aviators are, unfortunately, scattered in little towns all over the state from corner to corner. If these few aircraft are moved and flown constantly, it will be impossible for all the South Dakota Army Aviators to complete their FY 59 minimums, in spite of the tremendously high number of hours flown in summer camp.

Aviation-wise this state is trying; *additional* equipment is the only answer. Relocation of aircraft with low utilization from States that are loaded would do it.

— *Capt. Robert Skimin*

The Month's Takeoffs!

Command and Staff Changes

ABRAHAM, Robert, Lt. Col., 308-D Stewart Avenue, Fort Benning, Georgia.

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CASSIDY, Robert F., Col., Randolph Hall, Fort Monroe, Virginia.

CATHEY, Francis E., Maj., Army Avn Section, Hq, Third US Army, Ft. McPherson, Georgia.

DOW, Herbert V., Maj., 1543 Bowman, Columbus, Ga. (Temporary until Feb 1, 1959).

DUNCAN, Donald E., Maj., 3rd Aviation Company, APO 36, New York, N. Y.

GILLESPIE Harrington M., Maj., Det K Provisional, KMAG, APO 102, San Francsicso, California.

GOODWIN, Norman W., Maj., 91st Transportation Co., Fort Sill, Oklahoma.

HODGE, James R., Maj., 811 Brookridge Drive, Webster Groves 19, Missouri.

LANGLAND, Kenneth F., Lt. Col., Class 59-0-2, Officer Stu Co, Camp Wolters, Tex. (Temp.)

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CHANGES OF ADDRESS

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

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GWINNER, Maurice D., Lt., Student Officers Company, Class 59-2, Fort Rucker, Alabama.

HACKETT, Everdus H., Capt., 1st Stu Co, 1st Stu Bn, Adv Off Cl No. 2, Fort Benning, Georgia.

SCRAPBOOK SNAPSHOT

Class 58-5
Fifth U.S. Army Instrument School
Hutchinson, Kansas

Left to right: Capt Gerald E. Royals (Riley); Lt James W. Wynn (Ind-NG); Capt Urban S. Bond (Sheridan); Lts John R. McConnell William E. Lewis, Carl C. Yoder, and Arthur G. Conlon (all of Riley); Capt Jack O. Ray (5USA Instr Examiner); Lt Paul W. France (Ft LWood); Maj Gerald L. Kline (Kan-USAR); Capt Franklin O. Suckow (Carson); Lts Curtis S. Crouch, Jr. & Richard Ehmann (both of Riley); Maj Walter S. Makuch (Riley); Lt Frank Hibbard (Ill-NG); Capt Chauncey L. Veatch (Ft LWood).

The Month's Takeoffs!

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MARK, James C., Lt., U.S. Army Aviation Section, Detachment 3, Holloman AFB, New Mexico.
MERRITT, Ralph W., Capt., 81st Transportation Company (Lt Hcptr), For Riley, Kansas.
METOYER, Herbert R., Jr., Lt., 329th Engineer Det (Geo Survey), APO 231, New York, N. Y.
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MORRIS, Harper K., Capt., USA Engr Dist, Gulf; Med Div, APO 205, New York, N. Y.
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NORGARD, Donald R., Lt., 3725 South Kenilworth Avenue, Berwyn, Illinois.
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POLLARD, Arnold R., Capt., Div Avn Co, 9th Inf Div, Fort Carson, Colorado.
PRATER, George F., Lt., Hq & Hq Co, 3d Tng Regt Basic, Fort Leonard Wood, Missouri.

The Month's Takeoffs!

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

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ZENZ, Alexander R., Capt., USA IAGS, c/o US Embassy, Ciudad Trujillo, Dominican Republic.

SCRAPBOOK SNAPSHOT

Class 59-1
Fourth U.S. Army Instrument School
Fort Sill, Oklahoma

FRONT (l-r): Russ Blair; L/Col John Givens (Polk); Lts Roswell Moore (Hallaman), George Barnitt (Hood), John Caron (Hood), Joseph Puig (Bliss), Frank Winn (Hood) & Mason Young (Wis-NG). BACK (l-r): Lts Benjamin Mendes (Bliss), Walter Wilson (Sill), Richard Reader (Wis-NG), Billy Carlson (Polk), Roy Findlay (Sill), Robert Walker (Huachuca), William Bauman (Wolters), & John Means (Hood); Capt George Young (Hood).

PRODUCTION—BuAer has awarded Hiller Aircraft Corporation an initial production contract for five one-man "Rotorcycle" helicopters. The initial five 43 hp, Nelson H-63B powered Rotorcycles will be employed by the U.S.M.C. for field evaluation. First deliveries are scheduled for September, 1959. Executive Vice President Edward T. Bolton said an additional quantity of the completely foldable aircraft will be constructed for sale to European military and civilian agencies for evaluation, and others will be used for test and demonstration purposes here and abroad.

FLASHBACK—Grumman Aircraft, builders of the supersonic F11F-1 Tiger jet fighter, recently announced the first flight of the No. 1 production model of the company's new agricultural biplane, the "Ag-Cat." Featuring interchangeable upper and lower wings and all four ailerons, and a sloping nose to afford increased forward visibility, the "Ag-Cat" was developed after scores of field trips conducted by Grumman engineers. Essentially designed as a crop-duster and sprayer, the "Ag-Cat" has a 29 cu. ft. hopper capacity (217 gal.) with a load restriction of 1,000 pounds.

UNVEILING—A new, Improved Model 172 was unveiled by the Cessna Aircraft Company in early November. The all-metal 172 incorporates new styling changes, new functional cowling design, and completely new styling inside and out. Pertinent standard equipment additions: larger cowling opening to permit increased air intake and better heat control; electric fuel gauges; "T" handle on parking brake; new die cast wheels and gear-tooth brakes; nylon tubeless tires. Optional: Wright "Executive" 60-channel radio.

ARRIVAL—AEPG Shawnee from Fort Huachuca, Ariz., hovering near Sperry Phoenix administration building, arrives to provide data needed by the new Sperry Rand division in the development of versatile flight control systems for rotary wing aircraft. System is first of several to be developed and produced at the Phoenix, Ariz., plant which, until recently, has been building up its highly-specialized work force. Target: levels of stability and automatic control found in advanced fixed-wing aircraft.

LETTERS

Hoopla: What's Accomplished?

Sirs:

As a current Senior Army Aviator and WW II veteran, I have become quite alarmed over the increasing emphasis being placed on "the low accident rate."

Low accidents rates are fine; I'm certain we all agree on that point. And I think we are all for accepted safety procedures and practices as pursued, provided that they do not impede our ultimate mission. However, I'm against commands, subordinate units, and individuals participating in mass, glorified contests to SECURE the *lowest* accident rate per "X" number of flying hours.

This, to me, and apparently, I'm in a virtual vacuum in my viewpoint, is a debilitating, self-defeating process. We're professional soldiers constantly engaged in preparedness drills—maneuvers, transport flights, tactical operations, etc. We are *not* shop foremen or factory workers with accident-prone limbs, bucking for departmental awards.

Let's not forget that our preparedness drills are for one purpose: the McCoy, *combat*. In combat, we must be prepared to take calculated risks to accomplish our missions.

Engaging in these mass "contests" I sincerely doubt if our junior officers—and perhaps, to a greater extent, our senior officers—will be sufficiently prepared as aviation technicians to face these risks and survive them.

This mass hysteria for "the lowest accident rate per 100,000 flying hours" will result in a frame of mind detrimental to our ability to survive in tactical operations. Ergo, *"Why a maximum performance takeoff? I'll lower the nose a little bit and use a little more sod; it's safer."*

Why are we in business? Surely, not to be the safest, do little organization in the world.

Let's strive for safe procedures consistent with our combat mission and let it go at that.

Let's leave *statistical* awards to the over-the-road truckers who will not be asked to leave the concrete strips, now or later. —J. B.

Want Ours?

Sirs:

We of the 31st are interested in collecting unit patches from other Army aviation battalions, companies, or deachments for a permanent display here in our company area, and would be willing to reciprocate (long for "swap) with one of our own patches, or reimburse any unit or individual for forwarding us their distinctive patch. Please send them to the attention of our Commanding Officer.

CWO-2 David H. Lindsey
31st Trans Co (Hcptr)
Fort Benning, Georgia

"Letters to the Editor" on Army aviation subjects are welcomed from all sources. All letters must be signed. The writer's name will be held on request.

Progress on Caribou

■ Things have returned to normal here at DHC in Toronto now that the first flight ceremonies are a thing of the past. The second *Caribou* has been flown and the third is working its way to the completion stage prior to delivery to the U.S. Army sometime in late February.

I might add as a point of interest that the first *Otter* for the new company at Fort Ord left the factory on Oct. 31st. *Maj. Charles M. Bussey* of Sixth Army was the pickup pilot.

—Ben Cox, DHC

IMPROMPTU—An Army YH-40 Iroquois, involved in the conduct of high-altitude tests by Edwards AFB personnel, performed a mountain rescue operation at the 10,000 foot level, taking an injured U of C Hiking Club Member from a High Sierra rocky ledge and delivering him to a parking lot near Northern Inyo (Cal.) Hospital. The turbine-powered "hot rod" was in the area and was called upon to evacuate the patient and doctor. The YH-40 had to fly over one 14,000 foot peak to reach the rescue area. (USAF photo.)

CEREMONY—Maj. Vincent L. Ulery, acting commander of the Transportation Test and Support Activity at Fort Rucker, accepts a bronze plaque from Leete P. Doty, (r.) assistant general manager, Sikorsky Aircraft, during late October ceremonies marking the completion of a 1,000-hour accelerated service test on two H-34 Choctaws. During the 82-day period of the test involving four aircraft, TATSA personnel logged a total of 4,000 hours in the air, the equivalent of 12 years of normal Army service.

FULL DRESS—Shown for the first time as a fully covered airplane, the Doak Model 16 VTOL Research Vehicle hovers in the helicopter configuration. Doak officials announced in early November that ground-testing and hovering programs had been completed on the USA TRECOM test bed. Powered by an 825 Lycoming T53 engine, the Model 16 features rotatable propeller ducts permitting VTOL and conventional flight. The Model has since moved to Edwards AFB where it will utilize the NASA High Speed Flight Station for transition flights.

LOOK-SEE—During a recent visit to Lear and other West Coast factories, Roy Keeley (r.) of the CAA checked out Lear's new NAVCOM communications and navigation system. The new units spearhead a $2,600,000 program by Lear to provide low cost, light-weight flight instrumentation for the private flyer to qualify under proposed regulation 58-5. W.P. Lear, Chairman of the Board and Director of Research and Development, sits in the foreground pointing out the system's advantages to Mr. Keeley, CAA Director of Flight Operations and Airworthiness.

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L-23F

with payload being slightly more than the L-23D Series.

Beech officials reported that the initial flights of the "F" revealed no deterioration in performance, with gains in some instances. First pilots' reports were quite glowing, following short flights that were given in conjunction with a cockpit mockup on October 12th. The principal impression of pilots was one of *"improved stability and steadiness."* Passengers reported improved comfort, greater visibility, and generally more relaxing surroundings and facilities.

EXCLUSIVE

BEECH L-23F

Design changes featured in new "F" model

OUTLOOK: RESERVES

Recall priorities; organization plan; aircraft base

NATO SUPPORT

Arctic Circle mission speeds warning net

CLOSE QUARTERS

AF-Army coordinate on safety, ECP's at Norton AFB

KEY JOBS: FAA-AMB

Interview reveals requirements for AA assignments

ARMY AVIATION MAGAZINE
Westport, Connecticut
RETURN POSTAGE GUARANTEED