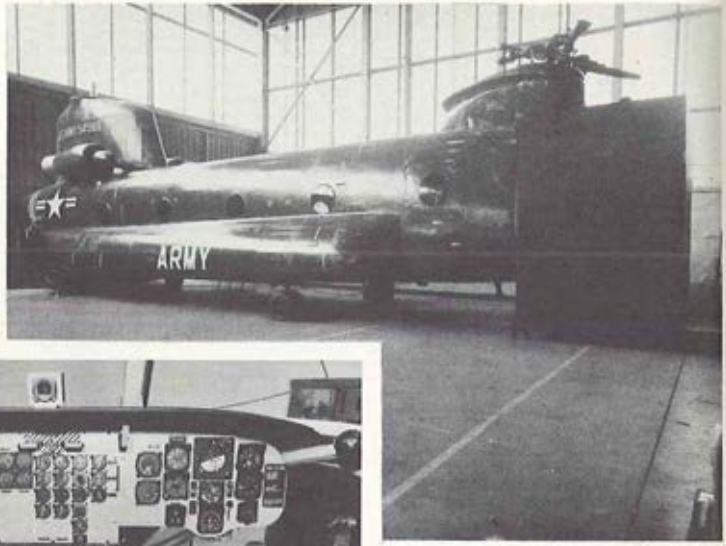
ARMY AVIATION

MAY ★ 1960

COCKPIT LIGHTING MOCKUP INSPECTION

On 5 May 1960, another milestone in the development of the HC-1B Chinook was passed. On that date, representatives of D/A, USN, and USAF technical agencies convened at the contractor's plant to inspect the cockpit lighting mockup. The number of changes requested by the mockup board were about half those normally submitted for a new aircraft.

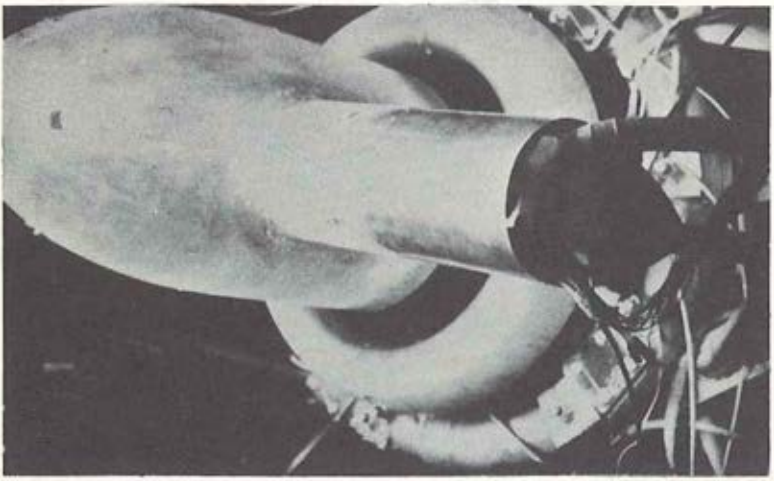


Chinook Mockup With Light-tight enclosure for nose section

Chinook Main Instrument Panel

SUMMARY

MAY, 1960



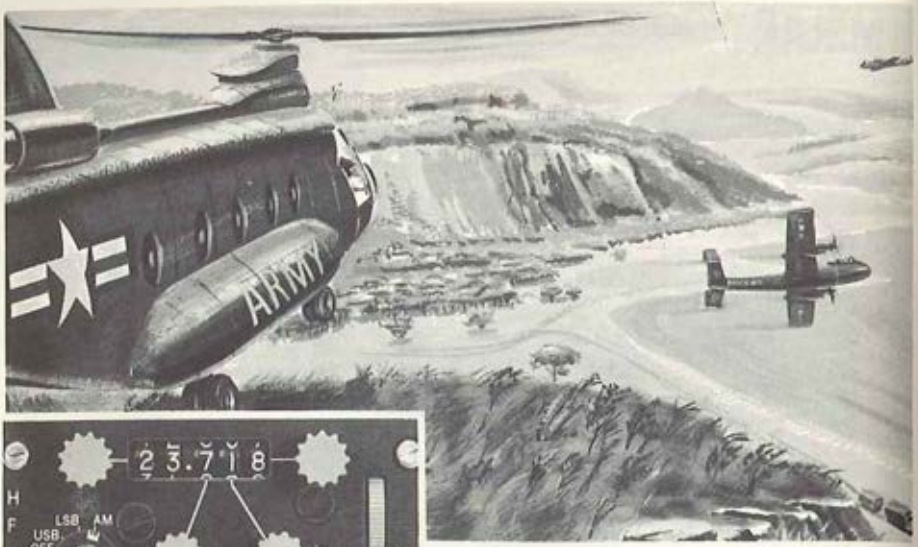
ENGINE INDUCTION SYSTEM DE-ICING TESTS

During March, 1960, testing of the de-icing system for the turbine engine cowl nose gearbox cover and cross-shaft fairing under severe icing conditions was completed at the Aeronautical Icing Research Laboratories atop Mount Washington, New Hampshire.

These areas receive hot bleed air from the turbine compressor, the air passing through double-walled passages under the surfaces and discharging at the rearmost portions of each surface.

Knowledge gained from this testing will help assure all weather capability for the Army's new Chinook.

VERTOL DIVISION
MORTON PENNSYLVANIA
BOEING



Collins 618T

BEST COMMUNICATION FOR ANY RANGE
BEST COMMUNICATION FOR ANY TERRAIN

A unique new high frequency communication technique, single sideband, can now provide the army with twice the talking power of the ARC-59 on half the bandwidth. Voice communication services, a challenging army requirement during world wide ferry missions and terrain impeded low level operations, can now attain a new peak in dependability with Collins 618T HF SSB Transceiver. Like the Collins ARC-59 now filling the army's high frequency communication requirements, Collins new 618T is a "now in production" system involving neither the lead time nor the expense of development.

The single sideband technique, utilizing only half the bandwidth required for standard high frequency communication gives additional benefits in clear, sharp, low distortion signals despite atmospheric conditions. The 618T is transistorized, completely modularized, lighter, smaller and is compatible with communication systems already in use by army ground forces, the Air Force, Marines and the Navy.

For complete information, write Army Aviation Products, Cedar Rapids, Iowa.

COMPARISON OF THE AN/ARC-59 AND THE 618T:

	AN/ARC-59	618T
Power Output	100 watts, AM	400 watts, SSB 100 watts, AM
Channels	20	28,000
Size	1½ ATR	1 ATR
Weight	70 pounds	49 pounds
Power Input	896 watts	750 watts, SSB 850 watts, AM
Tubes	17	14
Transistors	None	62
Power Supply	Dynamotor	Transistorized

COLLINS

COLLINS RADIO COMPANY • CEDAR RAPIDS, IOWA • DALLAS, TEXAS • BURBANK, CALIFORNIA

CONGRATULATIONS

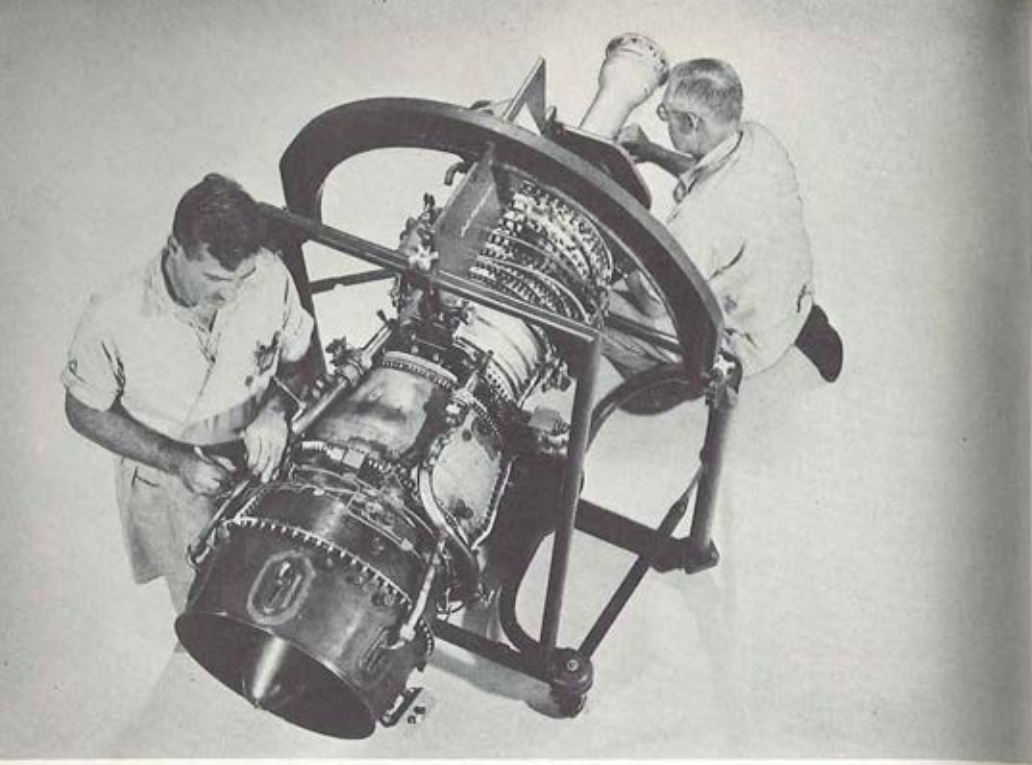
The eighteenth anniversary of Army aviation affords me a welcome opportunity to extend congratulations and best wishes to the officers and enlisted men of all the branches of the Army participating in this important activity.

Only a comparatively few years have passed since modern Army aviation was established. Nonetheless, during that time, this function has come to embrace many phases of Army activities, and to include among the individuals performing this type of duty members of virtually all the Army's arms and services. Their record of achievements, in war and peace and in the face of frequently difficult and hazardous conditions, has been impressive. These achievements which have played an important part in the Army's success, are a tribute to the skill, courage, and devotion to duty which you and your predecessors have consistently displayed.

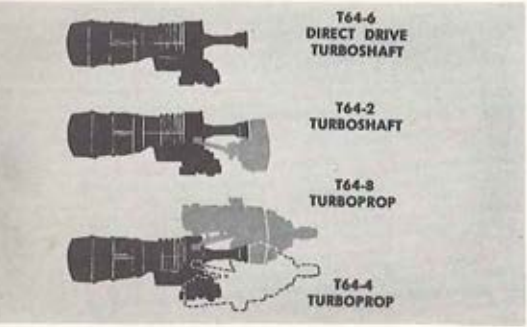
Equally impressive has been the remarkable expansion of functions through which Army aviation contributes to the Army's effectiveness. This expansion clearly reflects the foresight, imagination, and initiative of Army aviation personnel. Your constant search for improved means of performing assigned tasks and for new applications of available potentials has led to extension of Army aviation activities into a host of important fields. The result has been a material increase in the mobility, flexibility, and capabilities of the Army and in the welfare of its individual members.

For all your fellow soldiers, I express our appreciation for your many accomplishments and our confidence in your continued success.

L. L. LEMNITZER
General, United States Army
Chief of Staff



T64 RELIABILITY will go hand in hand with outstanding performance. A unique government contract which calls for 10,000 hours of engine running by the time all configurations of the engine are qualified will help assure both reliability and performance for the T64 engine.



BUILDING BLOCK DESIGN is a principal feature of the T64 engine. Turboprop configurations are obtained by the simple addition of reduction gearing to the basic turboshaft engine. This means standardization of parts and simplification of logistic support for users.

LOW SFC AND HIGH POWER-TO-WEIGHT RATIO make the General Electric T64 turboshaft and turboprop engines ideal powerplants for many military and commercial aircraft including STOLs, helicopters, skycranes and other VTOLs. These are illustrated above in a composite

FROM GENERAL ELECTRIC...

PIONEER AND LEADER IN SMALL AIRCRAFT GAS TURBINE PROGRESS

T64 TURBOSHAFT TURBOPROP:

2600 hp-class engines for tactical and support aircraft will be flight qualified and available this year

Airframe manufacturers and military and commercial aircraft users requiring economy of operation and high performance, will find these features in General Electric's T64 gas turbine powerplants.

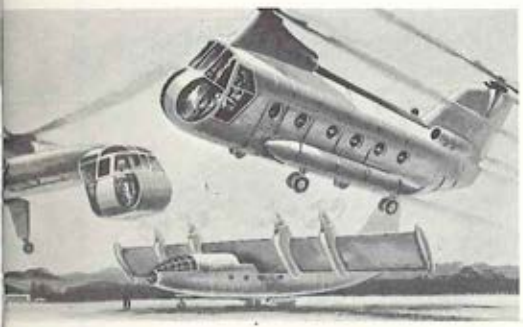
OUTSTANDING PERFORMANCE

Turboshaft T64: 2650 SHP—0.506 SFC—713 lbs

Turboprop T64: 2570 ESHP—0.522 ESFC—1079 lbs

. . . and the same basic power unit, including controls, is common to all T64 configurations. Superior missions including greater payload, speed, range and economy for support and tactical aircraft can be obtained by utilizing the low specific fuel consumption and attractive power-to-weight ratio of the T64.

INSTALLATION FLEXIBILITY—With designed-in ability to operate continuously at attitudes from 100° above horizontal to 45° below, the T64 engines are ideal powerplants for VTOL and STOL aircraft. Featuring compact engine size, split casings and grouped accessories, the T64 is designed for easy installation and maintenance.



artists drawing. Both fuselage and wing-mounted installations are possible with the various configurations of General Electric's T64 engine. This flexibility plus T64 high performance can provide important benefits to aircraft manufacturers and users.

EARLY AVAILABILITY—The T64 engine development program has been on schedule since its inception. The first official test runs of both the turboshaft and turboprop engines were completed ahead of schedule in early 1959 and the rapid pace is continuing. From the user's standpoint, this T64 development progress means that flight qualified engines are scheduled for availability this year.

FOR MORE INFORMATION—Brochures are available that describe the T64 engine in detail. If you would like this information, write Section 186-39, General Electric Co., Schenectady, N. Y.

GENERAL ELECTRIC

NEWEST RYAN CAPABILITY

Instruments shot thousands of miles above the earth by multi-stage rockets hold the key to continued progress in our space research. These probes no longer need be prohibitive in cost.

Using standard off-the-shelf hardware, Aerolab Development Company (a Ryan subsidiary), arranges solid fuel military rockets in various combinations to provide low-cost, high-performance sounding rockets and space probes for the acquisition of scientific data.

Now Aerolab's unique capabilities are added to Ryan's own qualifications for advanced space projects: electronic navigation, automatic guidance, high-altitude recovery systems, missile design, reaction controls, propulsion systems.

For years Ryan has been preparing for the space era with advanced work in high performance jet target missiles and continuous wave doppler radar systems. Ryan has also solved many high temperature metallurgy problems associated with supersonic flight... new fabrication techniques such as Ryan Wrap and explosive forming, and new design concepts like MiniWate.

At Ryan, the sciences of flight are integrated with the newest fabrication techniques. Unified facilities equip Ryan for many space age projects, from initial design to finished hardware.

A pioneer in aerophysics research since 1946, Aerolab is now a wholly-owned subsidiary of the Ryan Aeronautical Company. Aerolab and Ryan capabilities complement each other, but Aerolab retains its independent operation.

RYAN OFFERS CHALLENGING OPPORTUNITIES TO ENGINEERS

RYAN AEROLAB

AEROLAB DEVELOPMENT COMPANY • Subsidiary of RYAN AERONAUTICAL COMPANY
Pasadena, California — San Diego, California

CONCERNING AWARDS

By
BRIGADIER GENERAL CLIFTON F. VON KANN
Director of Army Aviation, ODCSOPS
Department of the Army

Dear Army Aviator,

In the publicity that attended the Academy Awards this year you might have missed another sort of an *Oscar* of which the Army and Army aviation can be very proud. *"What Caused The Crash"* was awarded a certificate by the *National Committee on Films for Safety* as one of the best safety films of 1959.

Mr. John B. McCullough, Director of Technical Services, Motion Picture Association of America, presented the certificate to the Army. I would like to add my congratulations to all of those who had a part in the production of this fine film. I hope this award will give added incentive to those people associated with Aviation and/or Safety,who have not yet seen this epic, to now reserve it as their local film library. This award proves that a movie does not necessarily have to be wide screen, color, cinemascope, stereophonic, and three dimensional to receive national acclaim.

Concerning awards, we note that *Doctor George H. Foster* of the Washington and Lee University Faculty has been posthumously awarded the *Navy Distinguished Public Service Award*—the highest award the Navy can grant a civilian.

Dr. Foster, who died in November of 1959, was the author of the first three Sense Pamphlets for the Army, to include the one entitled *"Human Sense."* He also wrote many of the Sense Pamphlets for the Navy.

The award was given for his outstanding contributions to the Department of the Navy in the fields of flight safety, aviation training, and specifically, the Sense Pamphlets. We are pleased to see the military give this recognition to this distinguished author.

Last month we previewed some of the results of the *Army Aircraft Review Board* and its recommendations to the Chief of Staff. On 2 May *Lieutenant General John C. Oakes,* Deputy Chief of Staff for Military Operations, made an important address to the Aviation Writers at their annual convention in Los Angeles, at which time he went into some detail on the Board's recommendations as to the Army's requirements, by type and number, during the next decade.

In his address *General Oakes* stated that the Army has an acquisition objective, by 1970, of over 3,500 light observation aircraft. In the utility/tactical transport field the Army hopes to acquire over 2,500 of

the *HU-1* series. Our current program envisions approximately 250 *Mohawks* by 1966. In the transport field the *Caribou/Chinook* team will be our major means of moving heavier loads throughout the combat zone. Current plans show an acquisition objective of over 300 *Caribou* and a comparable number of *Chinook*. It is planned to continue to buy off-the-shelf fixed wing aircraft to meet the requirements for command liaison. And finally, the Army hopes to acquire a limited number of flying cranes in this decade.

This, then, is the rather compact family we hope to achieve in our goal of reducing the 15 types currently in the system to the much-easier-to-maintain new group. It is an ambitious program; yet it is a realistic plan to give a steady growth in our air potential through 1970.

"An Organic Capability"

Ground mobility will remain our basic means of movement during the next decade, but the Army must plan that more and more of its missions will require a high degree of organic air mobility. I would like to quote one paragraph from *General Oakes'* talk:

"I hasten to add that this is not an aviation program in isolation. It is an organic capability spread through every facet of the Army organization. In presenting our story to the public it would be equally unfair to show all our jeeps lumped into a special fleet, as it is to consider our aircraft as a homogeneous grouping, equivalent to an Army Air Corps.

Indeed, such a grouping, if it were a reality, would receive its strongest opposition from within the Army itself. The value of aviation to the Army is in direct proportion to its responsiveness to the combat commander.

Thus in any discussion of this program, it is more fair to say that the Army is becoming increasingly air minded, rather than saying that a particular element of the Army, Army aviation, is growing larger and larger."

Army aviation should be very pleased that the Deputy Chief of Staff has made a strong public statement about the future of Army aviation. His remarks centered around the premise that the Army is the service which, by nature of its requirements, attaches the greatest importance to human values. It has recognized *Man* as the basic element of military strength.

General Oakes concluded his remarks with this statement: *"The future, then, of manned aircraft in the Army is very promising. We see no point in time where any form of mechanization will replace the soldier either on the ground, or when he is flying just above the treetops."*

To those of you who are now struggling to get through the remainder of this fiscal year with current funds it may be some consolation to know that we are struggling here with the 1962 budget. It is important to realize that our modernization cost must be carefully ground in at an early date to meet the planned funding cycle of the Army. The fact that the Army works this far ahead points up the necessity of taking a look at 1970. It is apparent that looking forward only one year at a time would keep you continually behind with long lead time items such as aircraft.

It also points up the necessity of having the elements from the field send in their requirements to higher headquarters at the *earliest* date they can be anticipated. If a requirement is not recognized (and, there-

Reminder

Readers are reminded that nominations for the JAMES H. McCLELLAN SAFETY AWARD, the AAAA AWARD to the ARMY AVIATOR FOR 1959, and the HUGHES AWARD to an Outstanding Aviation Unit are to be sent to: Col. Robert M. Leich, Chairman, National Awards Committee, P.O. Box 869, Evansville, Ind., on or before June 15, 1960 to receive consideration.

THE STATS ARE IN

RAVEN MOST VALUABLE PERFORMER

Leading in all departments in the light helicopter league is the Army H-23D Raven —the latest in a helicopter line noted for its seemingly endless growth potential. Here are highlights from an impressive array of statistics on the D Model Raven from Camp Wolters, Texas, U. S. Army Primary Helicopter School, and the world's largest helicopter operation.

Total flight hours training per month	7,000
Number of Aircraft	130
Availability, Including All Maintenance And Overhaul	85%
No. Autorotation (Practice Power Off) Landings per School Day	1,000
Overhaul Life (Major, all components)	1,000 Hrs.
Maintenance Hours, Ravens vs. all Army Average	less than 50%

One figure is missing from our collection... because it is inestimable. That's the value of the investment in dynamic components with designed-in future. They're ready now to drive entirely new craft of even greater economy and versatility.

Designs are one thing. Deliveries another. Both come from

HILLER AIRCRAFT CORPORATION

PALO ALTO, CALIFORNIA · WASHINGTON, D.C.

Adhesive Engineering Division · San Carlos, Calif.

fore, not funded) it requires agonizing reappraisal to accomplish it after the budget has been firmed. This is one of the disadvantages of our budgeting and programming system.

Grass fires have cost us ½ million dollars in burned up helicopters during the past ninety day period. We need to give serious and constant consideration to the fact that dry grass will ignite when it comes into contact with exhausts.

It has also been proven that a burning extended landing light can set dry grass afire. One of these accidents happened at a marked helipad. Surely we can expend the extra effort needed to keep landing pad grass clipped to a non-inflammable level. The March issue of the *AVIATION DIGEST* contains an article dealing with grass fires (page 23).

Another area which continues to haunt us is *mountain flying*. We continue to lose helicopters because of high gross loads and lack of consideration for density altitudes, downdrafts, turbulence, and the other hazards to mountain flying. Recently, an H-21C was destroyed when it settled into a river after a maximum performance takeoff from a mountain helipad.

During April an H-23C pilot experienced settling with power in unstable air currents while mountain flying and crashed. The main rotor system was demolished and major damage resulted to the rest of the aircraft. Fortunately, no injuries were suffered in either of these accidents. We need to concentrate more on -1 handbooks and provide the training necessary for this type of flying.

The sixth of June is the traditional birthday of Army aviation. It is a reminder of the historic document which first recognized organic aviation assigned to field artillery battalions in 1942.

In a sense it embodied the very foundation of our philosophy—aviation specifically aimed to enhance the capabilities of the ground commander. To see where you are going it is useful to know where you have been.

Now it is possible to trace the Army's interest in aviation back to the balloons used in the Civil War. Certainly the acquisition of the first Wright airplane is an important date in the Army's history. However, Army aviation, as we know it today, really grew from the *Piper Cubs* of World War II.

We can be proud of this short history and I think we have a great debt to those pioneers of Army aviation who have fought a continuing battle against bland indifference and outright opposition. The acceptance that Army aviation has gained within the Army itself is a tribute to their struggle.

As we mark our eighteenth birthday, we should realize that there is still a long difficult road ahead if Army aviation is to fill its true place in an air mobile Army. I would like to think that the 28th birthday will find us at true maturity.

Sincerely,
CLIFTON F. VON KANN
Brigadier General, GS
Director of Army Aviation, ODCSOPS

ARMY AVIATION MAGAZINE

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BY
Major General
Ernest F.
Easterbrook
COMMANDING GENERAL
U.S. ARMY AVIATION
CENTER

USAAC REPORT

. . . armament conferees plan to future

In April several armament planners displaced their positions to the Army Aviation Center where they focused their sights on a new target—the development of integral and attached weapons systems for Army aircraft. The occasion was an *Aircraft Armament Conference.*

After previous meetings in Washington, D.C., it was the first time the group had met at Fort Rucker. Joining representatives from the Offices of the *Chief of Transportation* and *Chief of Ordnance* were officers in the *Research and Development System* and delegates from the *Infantry, Armor,* and *Artillery Schools.*

Significantly, the conference brought the developers in close contact with the user. As many of you already know, we have devoted much thought to aircraft armament at the U.S. Army Aviation Center where an experimental armed helicopter company has been functioning for a few years.

In going through several development stages, the armed helicopter has graduated from the *H-13* with the .30 caliber machine guns to the turbine-powered *HU-1* with six SS-11 missiles. Although various problems have been encountered, progress has been fairly steady. It appears likely that the march of developments will justify the coordination of the experts in another *Weapons Sub-Committee* meeting here within the year.

Gratifyingly but not unexpectedly, the conferees agreed unanimously that the future of the armed helicopter concept is sound and will be great.

As it should be, the Army Aviation Center is a happy spawning ground for new ideas. It is no coincidence that officers already proficient in the combat arms and the tech services find new vistas opening for them as they go through flight training. The Army places faith in Army Aviation School graduates, and has a right to expect much from them in the future.

In fact, *Brig. Gen. Wallace W. Brucker,* commanding general of the 1st Missile Brigade in Fort Bliss, spoke on this very subject during an address to a graduating class of helicopter pilots in April.

Befort I touch on the address by *Gen. Brucker,* I want to pay tribute to Class 60-2 which he addressed. The entire class finished Camp Wolters, the primary helicopter school, and the Army Aviation School course without a "wash-out." It was among the finest classes ever to go through flight training here and the spirit of the

class was tremendous. *1st Lt. Charles M. Scott, Jr.*, was the honor graduate.

Gen. Brucker said the "mental outlook" of soldiers during the past decade saved an Army which was on the "brink of oblivion" in 1950.

And, he added, that same progressive, dynamic outlook has accounted for the progress the Army had made in the past 10 years and will continue to make in the future.

Communist threats accelerated the defense of this nation, but the esprit of the men dictated the line of development. *Gen. Bruce Clarke*, commanding general of the U.S. Continental Army Command, said "*This past decade has been one in which the Army has made greater progress than any previous five decades in peacetime history.*"

During his address, *Gen. Brucker* hit upon a concept applicable to the next battlefield and remarkably synonymous with Army aviation doctrines.

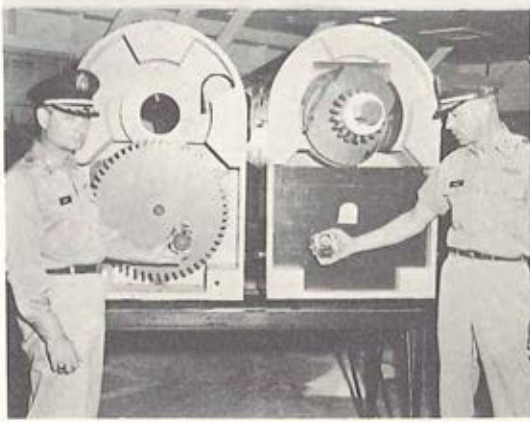
He advised the new helicopter pilots to think in terms of the next war as a "three dimensional" one—lateral, depth front and rear, and vertical. He said this theory offers a number of problems for the Army, such as identifaction and control of various vehicles and weapons in the air and on the ground.

In previous wars, this has been the "hot spot." And, as usual, this area is the Army's baby. Fundamentally, a nation

PHOTOS

TOP: Gen. Easterbrook (left) and Lt. Gen. Herbert B. Powell, CG, Third U.S. Army, check a last-minute shoulder harness adjustment prior to Gen Powell's Iroquois flight. The Third Army commander addressed a graduation class during a brief inspection visit.

BOTTOM: Lt. Gen. Leonard D. Heaton (left), Surgeon General of the Army; Col. Charles C. Canada, Commander, USAH, .Ft Rucker; and Gen. Easterbrook are shown inspecting a Caribou litter configuration.



TOP, LEFT: Brig. Gen. Wallace Brucker, CG, 1st Missile Brigade, Ft. Bliss, is shown in the co-pilot spot during his HU-1A orientation flight. TOP, RIGHT: Shown prior to his ride in an ACR helicopter is Frank G. Millard, General Counsel to the Secretary of the Army. CENTER: An L-19 with unfamiliar markings, those of the US Border Patrol, is shown at USATSA where the Bird Dog underwent maintenance of its communication/navigation equipment. RIGHT: Maj. Arvil B. Quinn (left), chief of the training aids division of DOI, and Maj. Warren P. Pauley, deputy director of the Dept. of Maintenance, view the separate halves of a training aid replica of a magneto. Built on a 70 to 1 scale, the KINGSIZE magneto will be utilized to teach construction functions and organizational maintenance.

surrenders because its armed forces are defeated or because the ultimate defeat of those forces is clearly apparent.

The threat of the future seems to be in the annihilation of the civilian populace with long range weapons, which the President of the United States has appropriately labeled as madness. I still feel it is the soldier who will arise from his foxhole and acquire enemy real estate.

We aviators must, of course, assist this soldier in carrying out the mission for which he has been trained.

I was gratified at the endorsement of our doctrine given here recently by scores of Reserve and National Guard general officers and key civilians who, like many of us, fought a great war less than two decades ago.

A poll of some of the men brought this out:

Maj. Gen. G. D. Pinckney, Adjutant General of South Carolina said *"I think helicopters are going to do the same thing to common artillery that the automobile did to the horse and buggy."* He said, *"This demonstration certainly opens the eyes of the public to a modern new air age."*

Maj. Gen. J. W. Bowen, Assistant Chief of Staff for Reserve Components, said, *"Army aviation is a great aid to all airborne operations, but has a key role in all Army battlefield activity."* He is a former commander of the famed 82nd Airborne Division.

Oothers voiced a similar impression.

Heading the distinguished guests were *Mr. Frank G. Millard,* General Counsel for the Secretary of the Army, and *Mr. J. H. Rubel,* Deputy Director of Defense Research and Engineering.

I appreciate the interest visitors have shown in Army aviation and we welcome them to Fort Rucker.

The next addition to the Army family of aircraft arrived here May 5-6 on an orientation tour. It is the Grumman *Mohawk* observation aircraft.

The Continental Army Command recently redesignated the "T-37 Test Unit" as the *U.S. Army Aerial Surveillance and Target Acquisition Platoon (Experimental).* That group is getting ready to put the *Mohawk* through the paces when it arrives in December. A second one is scheduled for arrival in January.

Capt. George Thayer commands the unit composed of top-notch aivators who can certainly do the *Mohawk* justice. The unit, originally used T-37 jets, borrowed from the Air Force, to test certain reconnaissance and surveillance concepts. Interim testing has been accomplished with L-23 airplanes. The *Mohawks* will be most welcome for the additional development of doctrine and techniques which must be done.

Additional L-23's Ordered

The U.S. Army recently ordered a substantial quantity of new twin-engine Beechcraft L-23F multi-purpose command transports, according to an announcement by the Beech Aircraft Corporation. James N. Lew, Beech vice president—contract administration, also announced that the Army has awarded Beech an order for additional RL-23D aircraft incorporating the APQ86 SLAR (side looking radar) battlefield surveillance system. The Wichita firm will both produce new aircraft and will modify existing L-23D Seminole transports to RL-23D configuration under the new contract.

Situation: **Critical**
Condition: **Zero-Zero**
Solution: **RAILS***

* *RAILS . . Remote Area Instrument Landing System. The terminal portion of the Interim Integrated Aircraft Instrumentation and Letdown System being developed by Bell for the Army.*

Approaching through the fog, a column of transport helicopters, loaded with critically needed supplies, descends *confidently* into the objective area on the *beam* of RAILS . . a letdown system created by Bell Helicopter electronics engineers.

RAILS will provide the modern Army with a vital capability to land on the darkest night, through fog, snow or other hazardous low-visibility conditions. Units will be able to complete missions *when and where required!* An advanced Bell concept in electronics approach systems, RAILS is being developed under sponsorship of the Army Electronic Proving Ground, Fort Huachuca, Arizona. The system which is wholly contained within the aircraft except for a small ground beacon, automatically programs the pilot along a pre-selected path to a landing in unprepared areas . . even at *ceiling zero.*

For Advanced Helicopter Instrumentation . . Look To

BELL HELICOPTER CORP.

Fort Worth, Texas • Subsidiary of Bell Aircraft Corporation

Rotary-Wing Industry Coordinator for the Army-Navy Instrumentation Program

HOW'S YOUR HEGEMONY?

BY CAPTAIN COLIN D. CILEY

Hegemony, for those who haven't eaten a dictionary recently, is a new and revolutionary approach to Army aircraft accident prevention.

To just "grab" a percentage, about 90% of all Army aircraft accidents are caused by *pilot error*. Through skillful application of *Hegemony*, many of these can be eliminated. Let's look at *pilot error*.

As I see it, *pilot error* accidents can be divided into three general categories.

- Accidents which were the result of violation of rules and/or regulations.
- Those which were the result of inadequacies in pilot judgment.
- Those which were the result of inadequacies in flying technique.

Any accident prevention program attempts to reduce *potential* accident hazards. The *Hegemony Program* is no different in this respect, as it is based on concentration on *"accidents-on-their-way-to-happen."*

I think it is fair to assume that involvement in any of the categories outlined above will probably, almost inevitably result in an aircraft accident. All right then, category by category, how is the *Hegemony Program* applied?

Category 1. "Violations" should be spread along a reasonably inflexible scale, from the minor to the major. Some form of disciplinary action should be taken on each violation, based on the circumstances involved.

Many accidents have been caused by simple infractions such as taxiing too fast; taxiing over unfamiliar ground without guides; starting an engine without a fire guard; etc., all of which were probably adequately covered in local flying rules.

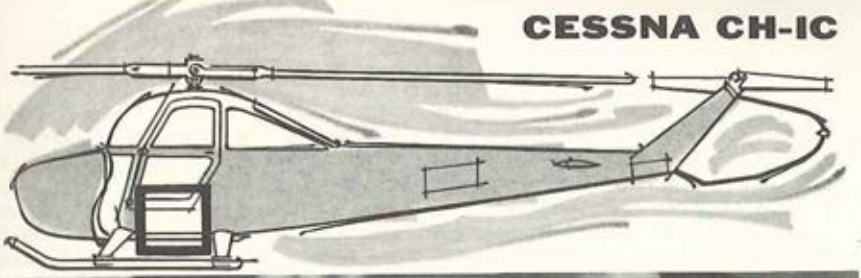
The pilot involved in this type of accident has probably committed this specific violation many previous times, as did other pilots in the unit, I suspect, but *he was caught.*

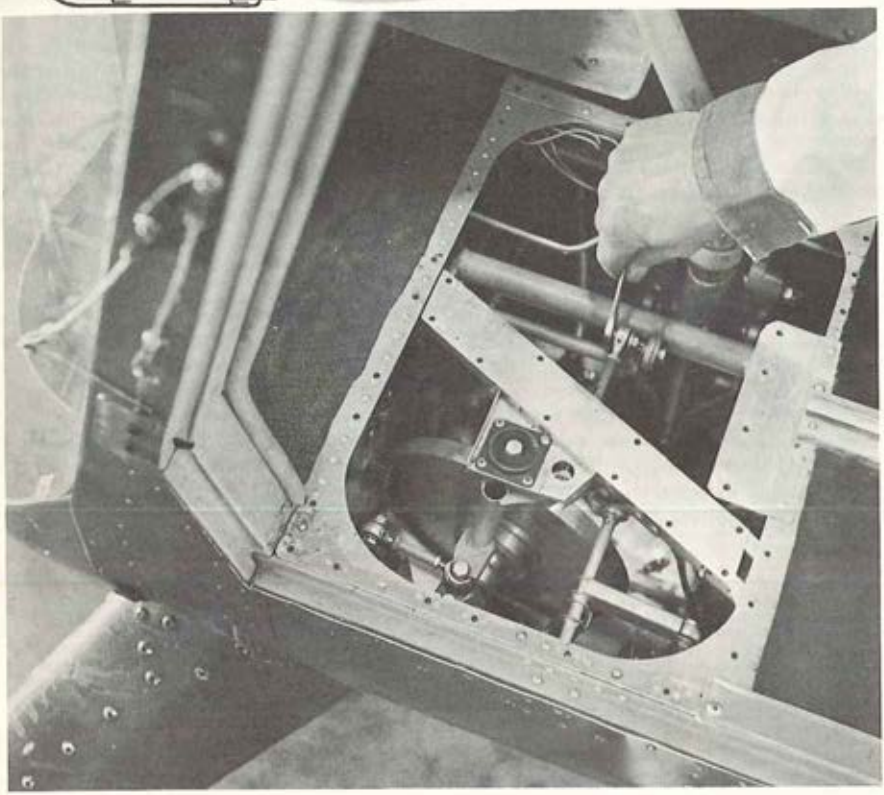
Was he caught by his supervisor or commander? No—*he was caught by an accident.* It's too late to prevent that one, but an aggressive *Program of Hegemony* can prevent those yet to come if such practices continue.

At the other end of the scale are those violations which must be met by strict and severe action. Pilots who knowingly violate rules of the air have thereby also shown that their judgment is to be searchingly questioned, as continued disregard for regulations may very well result in a Category 2 pilot error accident.

Category 2. The aviator's ability to compare the available courses of action, to discriminate, and, where necessary, to make an immediate decision, are his *stock in trade.* He is trained and rehearsed, and this continues throughout his flying career. Theoretically, at least, his judgment ability factor is additive; therefore, a new aviator cannot be expected to perform judgmentwise, with an old one.

However, every aviator is expected to show a certain minimum acceptable level of judgment, and an aviator who cannot meet this standard will inevitably be con-





STABILITY PROBLEM—SOLVED BY CESSNA!

Problem: How to achieve, in a helicopter, *dependable* stability at low upkeep cost. Solution: The *all-mechanical* stabilization systems of Cessna's new multipurpose CH-IC. Eliminating the complexities and uncertainties inherent in traditional electronic stabilization systems, the CH-IC delivers stability with economy-of-maintenance and dependability never before known in helicopter flight.

Mechanical stability is just one of the reasons the 4-place CH-IC is an uncommonly practical aircraft—and one more of the ways Cessna "Problem-Solving" Research is ever at work enhancing America's future in the air.

Military Division

CESSNA

fronted with a flying situation with which he will be unable to cope.

Result: accident.

Prior to that time, his supervisor should have recognized this. Continued evidence of poor flying techniques, immature behavior of any sort, or general irresponsibility may well be an indication of inadequate judgment. A commander or supervisor who sees these or other such indications should look more closely, and, as he cannot judge completely by himself, should request the assistance of a *Flying Evaluation Board* to determine whether the aviator should continue on flying status.

Category 3. The vast majority of *pilot error* accidents fall in this category and, once again, *Hegemony* can help.

A simple and direct approach is the establishment of some sort of standardization program, utilizing the unit instructor-pilot.

Commanders and supervisors should observe the pilot technique exhibited by their aviators on every available occasion. Rough landings; screeching tires; and extended "floating" on round–out for landing are but a few of the indications that even a non-rated commander can use in estimating an aviator's proficiency. There may be a good reason for the display of these indications, but they may also show that the aviator has forgotten or is neglecting some part of the standard procedure for operation of this type aircraft.

An instructor pilot can decide this, and, where necessary give the necessary refresher instruction. If the instructor pilot cannot correct the deficiency, it may be that there is something wrong physically and the aviator can be referred to the nearest Aviation Medical Officer. The fault may be found to be one of questionable judgment, and should then be handled as *Category 2 Hegemony.*

The point is simply this: The vast majority of aircraft accidents are caused by:

- Violation of rules and/or regulations.
- Shortcomings in judgment.
- Shortcomings in technique.

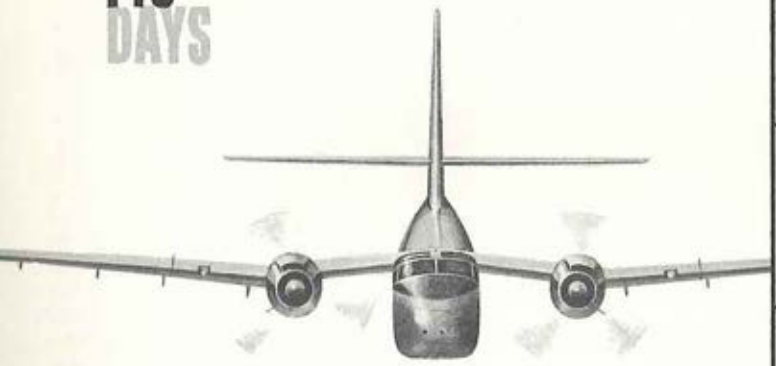
These cause factors can be reduced or eliminated by skillful *Hegemony.* By the way, *Hegemony* means *Leadership! How's yours?*

USAREUR COMPETITIONS

Designed to foster the development of individual skills and to demonstrate unit teamwork in Army aviation, a USAREUR Army Aviation Proficiency Competition was held on June 4th at Heidelberg Army Airfield. Division aviation companies, helicopter and fixed wing transportation companies, aviation maintenance companies, and headquarters controlling 15 or more aircraft entered the command-wide Competitions.

Early programming listed quick engine changes (L-19), rotor head changes (H-13), and sling load hookups to helicopters as sections under "Unit Competitions." Maximum performance takeoffs (L-19 and L-20), Supply Drops—Precision Free Fall (L-19 or L-20), and Closed Course Navigation, all Fixed-Wing; and Autorotations and Precision Flying, both Rotary-Wing, were programmed under "Individual Competitions." The AAAA is sponsoring individual awards for the Competitions *(see page 268).*

1000 HOURS IN 148 DAYS



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A remarkable achievement by TATSA - the accelerated test program on the Caribou YAC-1 - 1000 flying hours - was completed in the record time of 148 days.

During the field tests, TATSA pilots flew the Caribou an average of 10 hours a day.

To complete the program in record time, TATSA maintenance and supply services were maintained 24 hours a day, 7 days a week.

Maximum utilization with minimum maintenance were prime design objectives of de Havilland engineers.

Proving them was a memorable record of achievement on the part of TATSA personnel.

The Caribou designed and built by

DE HAVILLAND AIRCRAFT OF CANADA

DOWNSVIEW ONTARIO

Washington Representative: J.E. MacDonald

319 Town Bldg., 14th & K Sts., N.W. Washington, D.C.

USAREUR REPORT

By
Colonel Warren R. Williams
Operations Division, USAREUR

By the time this is printed, our big *Aviation Birthday Party* will be over. We hope that the aviation competions which we have planned the afternoon of the party will become an annual event along with the birthday party. Perhaps we can get a report in the next issue on both of these.

Summer is bringing a number of changes in the aviation personnel at USAREUR Headquarters. *Lt. Col. Lukens* and *Arey* are scheduled for Personnel and Logistics Divisions respectively. *Majors Mertel* and *Barendse* will be in Operations. *Majors. Bennett* and *Helms* are leaving is June for ground assignments here in Europe. I leave for Fort Rucker about 1 August.

In spite of the number of aviation problems we have solved in USAREUR, there are plenty left for the new arrivals. These problems do not exceed those in other fields though.

An exclusive aviation problem which we have reduced to isolated cases here is trouble with yearly minimums and waivers. Unit aviation officers must watch this very closely all year. Our most exasperating feature in this problem is the few pilots who arrive about 1 July or shortly thereafter *without records* which indicate clearly that they have completed requirements for the past year. .I haven't heard of any we sent stateside without a clear status, but wouldn't doubt that there have been a few cases.

Each aviator should make certain for his own protection that he has met his requirements, or that his 759 file shows a valid waiver. It's hard for us to hold a flight evaluation board on someone for failure to meet minimums stateside. The policy lately has been to suspend the pilot until he can straighten the matter out. This should be sufficicent notice for those coming over this year to check their own records.

The latest requirements on renewing instrument tickets are going to require much close scheduling in units. If with close scheduling you still don't appear able to solve the problem, my advice is to put it in writing to the next higher headquarters. If possible, be sure the CO or CG personally sees the paper. This should certainly help in getting your pilots and aircraft available for necessary training.

I remember a senior staff officer who was all for giving a pilot on ground duty in his unit a waiver until informed he would have to sign the certificate that he had not given the pilot a chance to meet his military training requirements. He saw to it that the pilot was available in time to meet the imnimums.

WARREN R. WILLIAMS
Colonel, GS
Assistant DCSOPS, USAREUR

PICKUP AND DELIVERY for every kind of payload

Carrying men, materiel or missiles...
Sikorsky's new "Skycrane" brings Pentomic era mobility to tactical operations

First of a family of "Flying Cranes," the Sikorsky S-60 (above) will soon be joined by the newest member: the twin-turbine S-64, with an eight-ton payload.

Carrying its loads externally, the "Skycrane" nimbly switches from troop-carrying pods to missiles, from supplies to construction equipment, and even to complete maintenance vans. It carries cargoes of any shape or size up to its lifting capacity. Termed a "prime mover," it brings the flexibility of the truck-tractor to air transport. And its simple skyhook pickup eliminates time-consuming loading and unloading, reduces turn-around time to a minimum.

The crane concept, tested and demonstrated for many months in the S-60, has opened the way for the current design and development of a family of Sikorsky turbocranes with payloads up to 40 tons.

A New World of Mobility by

SIKORSKY AIRCRAFT

Stratford, Connecticut
A Division of United Aircraft Corporation

BRIEFS

RENEWAL

■ **For the fifth consecutive year, the *Southern Airways Company* contract with the *U.S. Army Primary Helicopter School* at Camp Wolters, Tex., has been renewed. Announcement of the contract renewal, valued at approximately $2½ million dollars per year, was made in mid-April.**

ADDITION

■ *James W. Clyne* (left, below), a top sales executive with the *Douglas Aircraft Company*, has been named to the newly-created position of sales and service of the *Sikorsky Aircraft Division*. The addition to the managerial staff is being made to meet growing sales and service demands associated with the introduction of a number of newer turbine powered helicopter models.

VETERAN

■ ***Major Robert W. Miller* (right, below) was awarded the *Master Army Aviator* wings by *Maj. Gen. Willis S. Mathews*, First Army Deputy Commanding General for Reserve Forces, in ceremonies held at Governors Island, N.Y., prior to his assignment to Eighth U.S. Army in Korea. A veteran of seventeen years of flying, *Maj. Miller* also holds the Air Medal with two clusters and the Purple Heart.**

DELTA-WING

■ The *AN/USD-5*, a delta-winged, jet surveillance drone, was launched and flown by the U.S. Army for the first time in mid-May at the USAEPG Drone Test Facility at Fort Huachuca, Ariz. Designed and built by the *Fairchild Engine and Airplane Corporation* under an Army Signal Corps contract, the high performance, unmanned drone was flown by remote control over the testing area and then directed to the recovery area and commanded to parachute to earth.

SHARPSHOOTERS

■ **"On Target," *Capt. Anthony Carroll* and *Capt. George H. Meyer* scored perfect hits with nine SS-11 guided missiles fired from their Iroquois during Fort Benning's recent "Project MAN." *President Eisenhower* was an eyewitness to the firing held during the AUSA-sponsored demonstration. *Capt. Carroll***

Clyne

Miller

Carroll

Fuller

(left, below) is assigned to the U.S. Army Aviation Board; *Capt. Meyer* is assigned to the Combat Development Office.

NO. 1

■ *James C. Fuller* (right below), public relations chief at the Bell Helicopter Corporation, received a high tribute from the members of his profession when he was named as America's No. 1 aviation public relations man at the national convention of the *Aviation Writers Ass'n* in Los Angeles, Calif. Cited for his work in encouraging the establishment of heliports throughout the country, his promotion of the syndicated TV show, *"Whirlybirds,"* and efforts in behalf of general aviation projects, *Fuller* accepted the widely-coveted award with his trademark—a smile.

HONORED

■ **The *Executive Flight Detachment*, DUSAA, Ft. Belvoir, Va., and *Marine Helicopter Squadron (HMX-1)*, USMC Air Station, Quantico, Va. were joint recipients of the *Captain William J. Kossler Award* of the *AHS* for *"their consistent demonstration of helicopter convenience and safety"* in transporting the President and other government officials.**

Jolt!

In opening a recent fat envelope containing many AAAA applications, we noted a unique inclosure: a Treasury check in the amount of $472 made payable to the sender. Believing this to be a slight dues overpayment of $346, we wired as to its immediate return by airmail cover. No word has been received as yet as to the physical state of the sender (ulcers, hypertension, etc.) but can you picture the scenes at his office and home as his Exec, his secretary, and his wife overturned baskets and emptied drawers? Sound familiar?

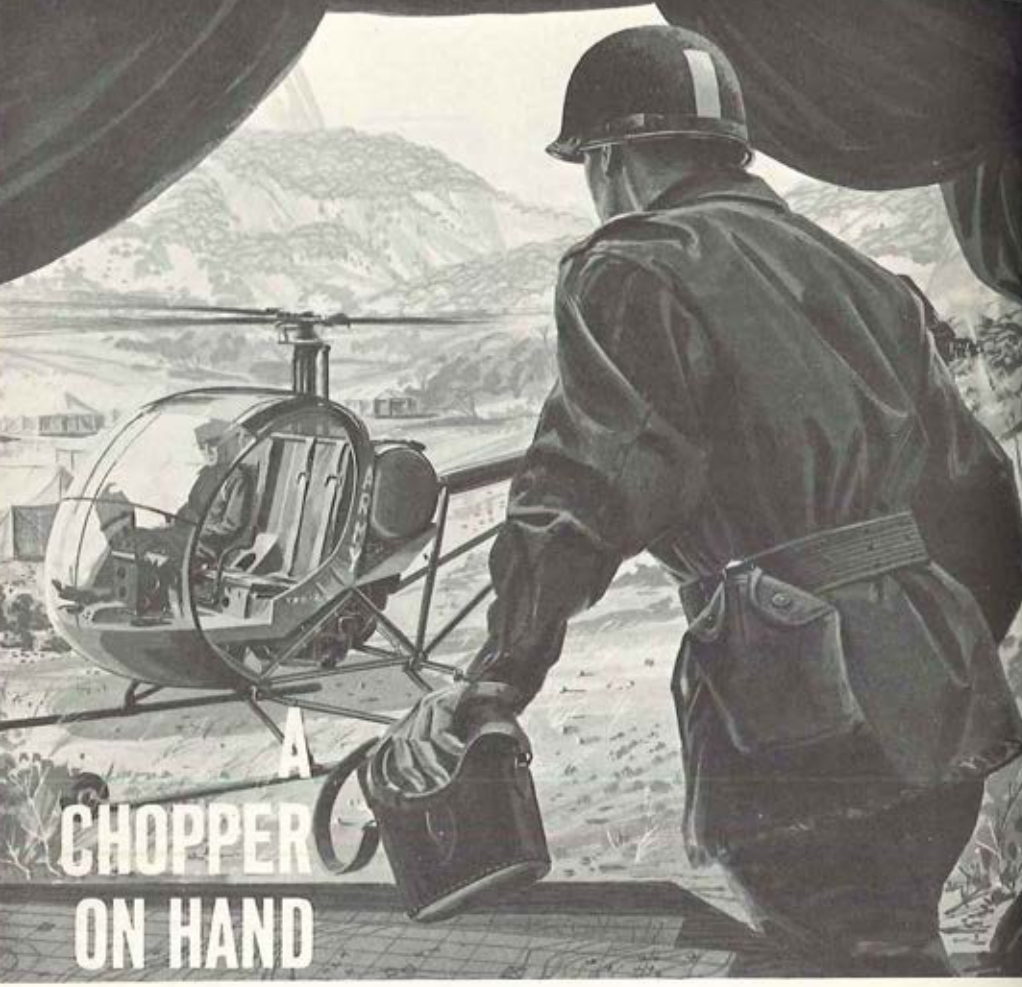
H-12E Altitude Record Set in McKinley Rescues

The widely-publicized helicopter rescue of two mountain climbers stranded at Mt. McKinley's 18,000-foot level disclosed that the six landings and takeoffs were the highest ever made by the Hiller *H-12E* model.

Operating from a base camp at 10,200 feet, *Link Luckett* (above), a charter operator of Anchorage, Alaska, cut his gas supply to 10 gallons and removed the cushions, the 28-lb. battery, and one of the cabin doors prior to his climb to 18,000 feet. Flying around at 19,300 feet to feel out the area, *Luckett* dropped smoke bombs on each run for wind direction and velocity.

Although he considered the rescue work "on the top edge of routine operations," *Luckett* had no qualms about the high altitude operations. He flew with a tube from the oxygen tank stuffed into his mouth through the heavy fur of his parka in that frostbite was certain, had he worn a light oxygen mask.

Edward T. Bolton, Executive Vice President of Hiller Aircraft Corporation, cited the operator and confirmed that the landings and takeoffs were several thousand feet higher than had ever been attempted previously.



IS WORTH TWO IN THE POOL

Parked right by his tent, immediately available for use, a helicopter for observation, command reconnaissance and liaison must be organic to the Company Commander's field operations in today's Pentomic Army.

The Hughes YHO-2HU has pioneered the compact, fully functional helicopter for Company level operation: light and simple, rugged and easy to maintain, the logistics requirements will be greatly reduced, and airlift can be made in large numbers.

The compact helicopter has a small silhouette and rotor diameter that combine with superior performance to enable it to hug the "nap of the earth" in woods, gullies and confined terrain, to take advantage of concealment opportunities denied to other craft.

Maximum mobility demands maximum utilization of the added dimension of vertical flight, available only with a compact, high-performance helicopter like the Hughes YHO-2HU.

Write for color brochure

DIRECTOR OF CUSTOMER RELATIONS
HUGHES TOOL COMPANY—AIRCRAFT DIVISION
CULVER CITY, CALIFORNIA

By
MAJ. GEN. RICHARD D. MEYER
Deputy Chief of Transportation
for Aviation, OCT

THE CAREER PROGRAM

The *Military Personnel Division* reports that a great deal of the time of its career management people is currently devoted to guiding the careers of TC aviators.

Ultimately, it is our hope that the transportation officer or his deputy at major commands will be qualified Army aviators. To achieve this we must see that our aviators receive balanced career development through periodic assignments to non-flying duties.

While this has not been possible in the past due to the over-all pilot shortage, we have now reached the point where a limited number of aviators can be assigned to *Category III* career developmental positions in keeping with *AR 600-105, Army Aviation Officer Career Program. Category III* refers to career developmental assignments to improve the aviator's qualifications as an Army officer, provided such assignments do not exceed two consecutive years' duration. Normally, these will not total more than 36 months in any one grade.

While we're on the sugject of *AR 600-105,* I was surprised recently in my conversations with aviators in the field to learn that many pilots are still not familiar with this regulation.

Briefly, the other three categories of aviation assignments established by this regulation are:

Category I. Primary duty is pilot or direct command of aircraft in a unit below battalion level.

Category II. Command and staff positions requiring that the incumbent be an aviator but not as the primary duty.

Category IV. Other than above. Aviator is indefinitely suspended for period of such duties. If for over 3 years, will be eliminated from Army aviation program.

Again, I cannot emphasize too strongly the importance of familiarizing yourselves with this program.

Last month the Army increased its FY 60 procurement of the *AC-1 Caribou* transport from 7 to 22 aircraft with deliveries to begin in the 3rd Quarter of FY 61.

Priority of distribution will be:

Priority 1—U.S. Army Aviation School, Ft. Rucker.

Priority 2—U.S. Army Transportation School, Ft. Eustis, Va.

Priority 3—Third U.S. Army, Ft. Benning, Ga.

Priority 4—USAREUR

The *Caribou* short range procurement objective is replacement of the *U1-A* on a

one-for-one basis. Since each *Caribou* carries about three times as much as an *Otter*, each replacement adds up to a tremendous increase in capability for the Army's transport aircraft mission.

We're scheduling a *Systems Management Meeting* on the aircraft for 18 May in Washington at which all D/A staff agencies, Headquarters CONARC, Army Aviation Board, Aviation School, Signal Corps, and Transportation Corps will be represented. This is our fourth *Systems Management Meeting* held in this year but the first to be held for the *Caribou*. It will serve for purposes of coordination, problem identification and general program review of the status of the aircraft.

Systems Management Meetings are generally scheduled on a semi-annual basis for each aircraft to which systems management has been applied. Generally, these are the newer aircraft. The first to be subjected to systems management was the *HU-1A Iroquois*.

The Vertol Division of Boeing Airplane Company was recently given an order for five additional *HC-1B Chinook* medium transport helicopters bringing to a total of ten the number ordered to date. These will be powered by two Lycoming T-55 shaft turbine engines, only recently uprated from 1940 to 2200 horsepower.

Lt. Col. Donato N. Vincent, Transportation Officer at Fort Huachuca, Arizona, will enter Fixed Wing School this month at Fort Rucker for initial flight training.

Lt. Col. Gustave A. Peyer, Jr., is scheduled to complete Fixed Wing School there about 1 July and is then slated for rotary wing training at Camp Wolters, Texas. On completion of his flight training he is scheduled for assignment to the 45th Transportation Battalion at Fort Sill, Oklahoma.

THE HOOK

A "Think Piece"

By
Capt. Robert E. Bendl
USATRECOM

A few years ago, the cargo helicopter was considered essentially as a vehicle for carrying internal loads only. very little cargo was transported externally because most of the transport helicopters were too small (for example, the lift capability of the H-19 *Chickasaw* was less than 1 ton).

The methods used for transporting odd pieces of equipment and even standard items were the responsibility of the unit commander. In most cases, lifting a piece of equipment was an adventure since the company had probably had no previous experience in transporting the item.

Recent years have seen the advent of larger helicopters with increased lift capabilities; but even with this increased potential, the cargo sling, hook, and hookup method remain the same. The sling system and hooks that are now in use are primarily after-thoughts that have converted our current helicopters into aircraft that are capable of handling external cargo. The cargo-helicopter-company pilot usually makes the decision as to what method he will use to lift sling loads. This arbitrary method involves many dangers,

but through usage this method has been accepted as routine practice to the extent that some pilots feel that no problems exist. It would therefore be profitable to review a few of the problems and dangers involved.

In recent tests conducted by the *Aviation and Electronics Board,* approximately 320 types of loads were lifted by H-21 *Shawnees,* H-34 *Choctaws,* and H-37 *Mojaves* using the Army's standard hook. It was determined during these tests that the most serious hazards to ground crews were caused by *dust* and *blowing sand.*

The abrasive effect of sand-laden wind causes irritation of the throat, nasal passages, acute discomfort of the eyes, ears, and exposed skin of the face. The ears are subjected to extreme wind force and high noise levels, since the winds under a hovering helicopter are cyclonic in force. Granted, there are ways to reduce this hazard, but not without introducing other limitations.

Captain Robert E. Bendl, Transportation Research Command, author of this "Think Piece" on problems incidental to the carrying of external loads by helicopter, feels that a newly proposed automatic cargo hook may solve some of them. A Navy veteran of World War II, Captain Bendl has more than 18 years of aviation experience and is both fixed and rotary wing qualified and instrument rated. He has been engaged in a number of important projects since joining the Transportation Research Command in 1956 including helicopter shops and aircraft service kits, turbine engine support project, and the aviation transportation van program. He has been on active Army duty since 1952.

The psychological effects exxperienced by a crew member in hooking up a piece of cargo do not contribute to efficient operation—the possibility always exists that personnel may be struck by what is termed as a "flying missile" or even by the helicopter itself.

STATIC ELECTRICITY PROBLEM

Experience has shown that the presence of static electricity (in some cases reaching 100,000 volts, low amperage) may cause severe shock. The possibility of being shocked will invariably cause the ground crew to be extremely cautious and, as a result, the external hookup operation is greatly delayed. The danger of the presence of static electricity makes the handling of explosives very undesirable. The dangers listed represent only a few of those that exist when helicopter external engagements are made.

The helicopter hook seems to be the key to the problem, but our present hooks do *not* lend themselves to automatic pickup. Each type of hook that is now in use has to be engaged by a ground crewman, and, in some cases, by several crew members. The aircraft has to be guided to a position over the load by several persons on the ground.

The fact that there are problems in the field of external hookup has been realized for some time. Requirements exist for the development of a system that will make it unnecessary for personnel to stand under hovering helicopters and for the standardization of cargo hooks.

Work in this area has progressed to the point that extensive testing is being conducted on automatic pickup systems that have been engineered by military as well as civilian agencies. The responsibility for

engineering and standardizing an automatic cargo hook and engagement system has been delegated to the Transportation Corps.

An automatic system which utilizes a *nylon web ring* and an *open-throat cargo hook* (Figure 1) is in the experimental stage. The hookup is made by the crew chief who then directs the pilot to a position over the load to where the hook is engaged by the ring. This method has been tested and has proved very successful.

The *hook design* (Figure 2) is a radical change from our present beam-type hook. The reasoning behind this design was threefold: our present hooks have failed to operate when they have been subjected to dirt and foreign matter; the hooks were incapable of automatic pickup; and the carrying capacities of current helicopters varied over such a wide range that is was necessary to design hooks for each type of load. As a result, our cargo-hook system is non-standard.

It is believed that a simple open-throat, roll-off design such as that shown in Figure 2 will ensure the accomplishment of the following: The load-carrying capacity can be increased without changing the basic design, and the standardization of hooks can be accomplished. One type of hook of this design can be used for loads ranging from 1,000 to 10,000 pounds. The weight of the hook will still be compatible with the type of helicopter used (utility, light-cargo, or medium-cargo). This hook is very simple in design in that it has only three moving parts with a wide range in tolerances to decrease the possibility of malfunction caused by dirt and foreign matter; a feature which will greatly increase reliability.

The use of the described system should eliminate the need for ground personnel to guide the aircraft, and to engage loads, and will permit the movement of tons of supplies and equipment to forward areas that are inaccessible to ground vehicles.

Mike Button

Box 209, Main Office, St. Louis 66, Missouri

Cherchez les Chiffres

Yes, numbers seem to be at the bottom of it all!

This command has just completed a tour for the purpose of getting an unexpurgated version of what has caused the reported ineffectiveness of supply in Army aviation.

The manifestations of the entire aviation supply support program, for which TMC is responsible, pinpointed localities with problem areas beyond our comprehension.

So, what's to do? Go find out; on-the-spot coverage—You can't be a good reporter and cover the story about the alleged infiltration of the Red element in Cuba from your armchair beside a fireplace in Fidelio, Tombouctoo, now can you?

Often the mental picture you have painted about a particular thing shatters completely when you face it toes to toes.

This picture started when TMC continually received requisitions for "bits & pieces" with all sorts of identifying numbers; some even looked as if they were the address of the local Weinstube or the total amount of the national debt.

We of TMC "deal" in numbers and we have furnished each field activity concerned with requisitioning, Federal Stock Numbers in the TM1 series—others too, for that matter; but that's another story. Specifically, the -4-20Ps and the -4-34Ps for each aircraft that must be maintained by organizational and field maintenance people.

One observation which seemed peculiar, and it certainly answered many questions, was the practice of using TC 7s and 8s for requisitioning purposes by a FM activity. Another *very odd* practice noted at a Stock Control Agency was that of using a *MEMIF (Machine Edit Master Identification File)* dated 1958.

The problem "snow-balls" when field activities use something besides the current -20Ps and -34Ps, coupled with requisitions being processed by a Stock Control Agency using a MEMIF "Deck" that is passé. No wonder we still get requests for OX-5 parts. This may be stretching the point to put is over, but using the 1959 MEMIF and TC 7s and 8s is as outdated as the old JN-4D, as far as TMC is concerned.

Now the TC has progressed to the point where the old TC 7s and 8s are no longer needed. We now (and have been for some time) use publications known as TM1-***-4-20P and TM1-***-4-34 for requisitioning purposes and they list all the FSNs which TMC ships parts and "bits & pieces" to all activities requiring them.

If you don't find what you are required to give us, call it to our attention in the form of a constructive complaint using *DA Form 2028*. However, don't let the title of this form floor you because it refers to 7s, 8s, and 9s; this *is* the proper form to use to inform us that any supply publication is deficient.

And another thing; the -4s are *not* to be used for requisitioning; the -20Ps and the -34Ps are.

If by chance you don't have the proper publication to do your job, get with the

TC Property Officers, who are most happy to furnish you correct publications. All units should be furnished the -20Ps or the -34Ps, whichever is applicable to their echelon, through the TC Property Officer, as reflected on DA Form 12-5 (ref. AR 310-2).

★

An example may be in order—Take the new TM1-1H-13G-4, change 1, 12 January 1960, *"Organizational Maintenance Instructions for H-13,"* for instance:

You look at the picture on page 126; you identify the part you want; and then put down on the requisition something like 47-706-428-7 for the "Duct" which was found on page 127. This causes real confusion and just don't cut the mustard.

The next step should have been to the -20P which not only gives out with the P/N, but the FSN too. In this particular case, FSN 1560-216-4700, Duct, Cabin Heater, *must* be used on the requisition if you are to get first class service from supply. It insures you get the correct item you want and need.

Yes, we know that higher echelons continually use P/N for identification purposes. But any time you get into a scrape with them, or there is a difference of opinion, *You* quote TC. Our policy now, and has been for some time, "You get the directional control cables when you requisition the FSN found in the Appendix tables."

'nough said?

Modification of the Modification

Sounds like somebody talking to himself, doesn't it?

Old Mike sincerely hopes that he's not talking to himself by passing along this bit of information.

A recent look-see into a problem area at depot level has uncovered a most interesting aspect dealing with the installation of a manufacturer furnished modification kit.

These are the facts:

About a year ago TMC—then TSMC—got out a TM1, fully explaining the installation of a major modification kit for a particular whirlybird.

These kits were put into the hands of the proper maintenance level people for installation and, to date, between 115 and 120 modification kits have been installed on this helicopter.

TMC has had *one* gripe in the form of a UR from *one* organization giving us the complete dope and referencing all the difficulty they were having installing it.

This seems very odd after 115 plus installations had been made in about a year, that somebody would take the time to UR a modification kit, letting us know it was a misfit.

★

So, *Mike* dug further and found out that the only URs received on this modification kit went something like this: Weight and Balance problem; Inadequate instructions in the dash 1; A particular tube did not work on a specific model; TM1 did not spell out just what aircraft by serial number the modification affected; and After kit installation the heat control handle did not work properly.

The one UR which did the job and told us the *complete story* after a year went something like this:

Two parts (specific part numbers in kit) did not fit properly, consequently it was necessary to fabricate a new design support instead of using the contractor furnished support.

Also: Predrilled pilot holes didn't line up.
Channels too short to fit.
Incorrect bolt sizes and lengths.
Incorrect information as to size holes should be drilled.
And it goes on, and on, and on——

Boiled down, it only means one thing: *Why do we live with a problem and let it slide by without telling somebody who can correct these misfits?*

UR Form 1275 is the correct action to take on all such cases. This is the only way we have of knowing something is amiss which we got for you.

UR, but DON'T Modify

So from now on, please don't modify modification kits and spend twice the required manhours to use something that was inccorect from the start. *Immediately UR the kit, and hold for TMC instructions.* Let's don't live with these types of problems; let's correct them.

The only way TMC can find out the thing won't work as it's supposed to *is if you UR it.* You tell us; we get it corrected; and everybody's happy.

Old Mike would like not to think of the money spent on the installation of the 115 plus kits just to make them fit.

The only misfits TMC doesn't want URed is the guy up the line you dislike so intensely.

We *must* have the the world's best equipment, but we won't if you don't help.

Informationally yours,
MIKE BUTTON
(Wiliam D. Bickham)

William D. Bickham

Willis A. Meier

TECH REPS

By
WILLIS A. MEIER
Administrator, Contract Technical Services Program, TMC

The *Transportation Materiel Command,* St. Louis, Mo., has, under provision of *SR 750-95-10,* made available to Army Field Commanders, world-wide, *Contractor Field Technicians* and *Manufacturer Technical Representatives.* These personnel have played an important part in resolving many of the vexing maintenance and operational problems which often play havoc with scheduled flying hour programs.

Contributing Factor

The *Contract Field Technicians'* capacity to assist in reducing aircraft down-time for maintenance; to assist in publication, tool, and personnel development, in addition to providing valuable on location technical assistance, has contributed much to the overall maintenance proficiency currently enjoyed by Army Field Commanders.

Program Increased

During the last five years, the *Technical Representative Program* has grown by leaps and bounds. Many new aircraft and

engines have been continually introduced into the system. Utilization of *Contract Field Technicians* by the Army Field Commanders has climbed accordingly.

During FY 1953, 38 *Contract Field Technicians* were contracted for at a cost of $487,000. During FY 1959, 102 *Contract Field Technicians* were contracted for at a cost of approximately $1,860,000.

This continuing increase in *Contract Technical Services* utilization is a result of the complexity of aircraft procured, aircraft assigned which are new to the Army, personnel rotation changes in assigned mission, and installation location.

The four supporting General Depots in CONUS have developed a considerable technical assistance capability on specific types of air equipment. This technical assistance is highly recommended for use by Army Field Commanders in CONUS and should be utilized instead of contract technical representative assistance whenever possible.

New Regulation

A new regulation, *AR 750-707*, is being readied for field use. This new regulation will require CONUS Army Field Commanders to forward all requests for technical assistance through their supporting General Depot.

If the supporting General Depot has qualified technical assistance personnel available within its present organization, then arrangements will be made by the General Depot for their technical assistance personnel to cover the requirement.

If technical assistance is not available, the General Depot will forward the request on to the *U.S. Army Transportation Materiel Command* for action.

Extensive use of contractor and manufacturers' *Technical Representives* on long period assignments has created a problem in program administration. It is difficult for users to keep *Technical Representatives*, who are assigned to long-term calls, busy at all times.

Therefore, users are requested to evaluate technical representative utilization. Representatives should not be retained as standby shoulld discrepancies occur, nor should they be utilized to circumvent personnel ceilings. Users should terminate assignments when representatives are no longer required; utilize technical assistance as it was designed to be used. Let all of us use this valuable assistance sparingly and there should be plenty to go around.

Correspondence and telephone communications relating to *Contract Technical Services Program Administration* should be directed to *Headquarters, U.S. Army Transportation Materiel Command, P.O. Box 209, Main Office, St. Louis 66, Missouri, ATTN: TCMAC-HUC*, telephone exchange Main 1-6426, extension 2072.

WILLIS A. MEIER
Army Aviation Contract Technical Services Program Administrator

SD-2 FLIGHT TESTED

The successful flight testing of an improved version of the Army's SD-2 Surveillance Drone was accomplished recently on the first flight attempt at the Army Test Station at Yuma, Ariz. Developed and built for the U.S. Army Signal Corps by the Aeronautical Division of the Aerojet-General Corporation, the SD-2 carries a variety of sensory equipment for battlefield surveillance.

Assisting in the air-evacuation of the wreckage of a *Piper J-5* which crashed near Patrick Henry Airport, a *Shawnee* of the *65th Trans Co (Lt Hel)* flown by *CWO Robert B. Harr* and *WO Richard C. Grant* utilizes a long sling (left) to airlift the wreckage. Dense underbrush and 100-foot trees surrounded the scene of the crash where two died.

Breaking the 700-hour mark for the first time since its activation, the *65th Trans. Co. (Lt Hel)* recorded another first at Fort Eustis, Va., in logging 723.35 operational hours during April, 1960. In two other Fort Eustis accomplishments, the *Transportation Airfield Operating Element (TAOE)* logged 1,689 flying hours in April in providing support for TTC and the Transportation School. *TAOE* pilots also broke another record in April in performing 304 Ground Controlled Approaches at the base.

FT. EUSTIS

Colonel Yehuda Rabin, Deputy Chief of Staff, Material, Israel Defense Forces, Air Force (left) is shown above discussing a Vertol *Shawnee* with *Brig Gen. F. D. Atkinson,* Commandant of the Transportation School, Fort Eustis, Va.,, during a recent tour of the post. (U.S. Army photo).

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SLY ONE!

A full-grown fox casts a wary eye from the tailpipe of an AF Q-2C target drone after being given an "unauthorized" airlift from a range recovery area. CWOs Richard L. Hatter and Warren Custis, unaware that the fox had found a new home, carried the Q-2 slung beneath their H-34 to Holloman AFB, N.Mex. Shortly after the photo was taken, the fox was permitted to vacate his government quarters. (USAF photo.)

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ROTC BRIEFING

Over 250 ROTC students at Tarleton State College in Stephenville, Texas, were provided briefings on the Army Aviation Program by a five-man team from Camp Wolters, led by Capt. James H. Chappell, project officer. The College President and Dean and approximately 75 of the cadets were given brief orientation rides during the visit. (U.S. Army photo.)

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FLYING CARPET

Miss Alita Calendar, daughter of Maj. Allie D. Calendar of Hq, TMC, St. Louis, Mo., served as the model in a composite photo depicting US. Savings Bond Week in the Greater St. Louis Area. Gracing the photo designed to remind Army employees of the importance of buying bonds, Miss Calendar can lay claim to "flying the most simple platform yet devised." And at $100, the least expensive, too. (U.S. Army photo.)

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Ft. Sill, Okla.

GRINDLE, Clayton A.
91st Trans Co (LH)
APO 29, N.Y., N.Y.

HADDOCK, Jimmie J.
321 Potomac Loop
Ft. Belvoir, Va.

HAMMOND, L. C.
315 Gornflo Ave.
Biloxi, Miss.

HERRING, Harold D.
Recon Hel Unit, USATSCH
Ft. Eustis, Virginia

KNUDSLIEN, Martin G.
Hq, 54th Trans Bn (Hel)
APO 165, N.Y., N.Y.

LEE, Alvin, Jr.
17th Avn Co.
Fort Ord, Calif.

LEONARD, John F.
433 Carrillo Ave.
Salinas, California

WILDMAN, John T.
11th Trans Co. (Lt. Hel.)
APO 46, N.Y., N.Y.

MILLER, Lyle
132 Del Mar Drive
Salinas, Calif.

NELSON, Emery E.
4 Glascow Circle
Edwards, Calif.

NICHOLSON, Thos. W.
568th Trans Co (AAM)
APO 949, Seattle, Wash.

CWOS (Cont.)

ODDONE, Louis J.
33rd Trans Co (LH)
Ft. Ord, Calif.

RHODES, H. B.
59th Trans Company
APO 800, N.Y., N.Y.

ROMERO, Dalton J.
18th Aviation Co (FW-TT)
Ft. Riley, Kan.

WOs

BARNES, Thos. W., Jr.
6th Trans Co (LH)
APO 71, S.F., Calif.

KETTLES, Joseph C.
100-A Meyer Ave.
Ft. Huachuca, Ariz.

M/SGTs

BUTLER, Claude M.
Hq, V Corps
APO 79, N.Y., N.Y.

CAUFIELD, Robert S.
2003 Fisk Street
Boise, Idaho

MAROHN, Ralph L.
Hq & Hq Co, USA Garr.
Redstone Arsenal, Ala.

FRIENDS

McHENRY, Douglas B.
Colonial Nat'l Hist. Park
Yorktown, Va.

SLOAN, Nick
14605 Perrywood Drive
Burtonsville, Md.

TIMM, Miss Billie J.
Hiller Acrft Corp, 1632
K St, NW, Wash., D.C.

AAAA News

National Board Completes Heavy Meeting Agenda

Meeting in Washington, D.C., on May 13-14, the *National Executive Board* of *AAAA* held its first formal quarterly meeting of the current membership year, completing a lengthy business agenda in two sessions.

Bryce Wilson, President of AAAA for '59-'60, was re-elected by the Board for the '60-'61 term of office. Also in attendance at the meetings in the Sheraton-Park Hotel were electees *Lt. Col. Alexander J. Rankin* (VP, Army Aff.), *Howard E. Haugerud* (VP, ARNG Aff.), and *Col. I. B. Washburn* (Ret.) (VP, Public Aff.).

Lt. Col. Keith A. French (Secretary), *Arthur H. Kesten* (Exec. Sec'y.), and *Maj. Norman W. Goodwin* (President, OKLA. REGION) also took part in the formal business sessions. *Col. John J. Tolson, Lt. Col. Robert Low,* and *Lt. Paul W. Bass* attended as observers for varying periods.

ACTIONS TAKEN

During the course of the two-day meeting, the Board participated in the following actions:

1. Conducted a Board election to fill the ten elective offices of the National Board. Elected, in addition to the officers named above, *Col. O. Glenn Goodhand* (Exec VP), *Sam Freeman* (VP, Reserve Aff.), and *Lt. Cols. Robert K. Moore* (VP, Public Aff.), and *Charles E. Haydock, Jr.* (Treasurer) to specific Board offices.

2. Approved of the presidential appointment of *Col. Robert M. Leich, Col. Robert R. Williams,* and *James N. Davis* as *"Members-at-Large"* of the National Executive Board.

3. Approved the *report of audit* for the April 1, 1959-March 31, 1960 membership year as presented by the National Office, directing the Executive Secretary to present the salient features of the audit to the membership in a subsequent AAAA insert.

Establish Individual Awards

4. Established an Association program of individual awards in the form of gold, silver, and bronze medals. Placed Aviation Competion Awards in the bronze medal category.

5. Authorized the disbursement of $100.00 to underwrite *AAAA Award Certificates* to first place winners in the June 4th USAREUR Aviation Competitions, the certificates to serve as an interim award pending the early manufacture of suitable medals. Directed the National Office to inform the USAREUR Regional President that 1960 Competitions winners would also receive bronze AAAA Medals at the earliest possible date.

6. Approved of the steps necessary to secure a Congressional charter for the AAAA, directing *Howard E. Haugerud* to serve as coordinator in securing Congressional endorsement.

7. Discussed the status of the Association's pending application for tax exemption. (The AAAA received an "exempt" ruling from the Internal Revenue Service three days after the Board meeting.)

By-Laws Reviewed

8. Reviewed all '57-'59 amendments to the By-Laws of the Association and approved their insertion in a later revision. Tabled the publication of the revision pending the Board's review of those sections of the By-Laws that are employed infrequently but have not as yet been amended. Directed the National Office to present these sections to the Board for review by direct mail ballot.

9. Directed the National Office to have the Association accountants prepare a quarterly fiscal report for distribution, regardless of the meeting schedule of the Board.

10. Approved of the transfer of FPPP administration, fiscal recording, and fiscal responsibility from the AAAA to the agent of the underwriters, participation in the program henceforth to be in the name of *AAAA Flight Pay Protection Plan.*

11. Directed the National Office to secure a statement from the legal department of the underwriters as to the liability of the Board members with regard to the *AAAA Flight Pay Protection Plan.*

Lapel Insignia

Distinctive 3-color AAAA lapel insignia can be secured by members through direct purchase from the National Office. The lapel pins (with screw-type clasp) are standard size and have white, red, and gold-colored inlays. Purchasers should forward $1.00 or a check made payable to AAAA, and a stamped, return-addressed envelope.

NEW OFFICERS

Fort Benning Chapter

President: Maj. Orval H. Sheppard
Exec. VP: Capt. Charles M. Honour, Jr.
VP, Army Affairs: Capt. Arthur B. Wood
VP, Industrial Affairs: Capt. Ted N. Phillips
VP, Public Affairs: Capt. Albert E. Fitzgerald
Treasurer: Capt. R. C. Barnes, Jr.
Secretary: CWO Donald R. Joyce

USARCARIB Chapter

President: Lt. Col. Jack W. Ruby
Exec. VP: Capt. Claude L. Hargett
VP, Army Affairs: Capt. James C. Crawford
VP, Industrial Affairs: To be elected.
VP, Public Affairs: Capt. William L. Jones, Jr.
Treasurer: Lt. Charles A. Spencer
Secretary: Capt. Wiley T. Williamson

12. Tabled the proposal to have *Chapter Historians* added to the Chapter Executive Boards.

13. Reviewed the progress of the Honorary Membership Program under the chairmanship of *Lt. Col. Alexander J. Rankin.*

Chapter Refunds Discussed

14. Discussed the *Chapter Refund Program* and tabled the proposal to have Regional/Chapter Treasurers deduct the refund portion at the local level, pending the results of an improved system by the National Office during '60-'61.

15. Approved of the *1960 AAAA Annual Meeting* plans as presented by *Col. Robert R. Williams,* Chairman of the Annual Meeting Committee. Directed the National Office to secure Regional and Chapter proposals for the agenda of the August 7th Business Session of the Annual Meeting.

16. Set Friday evening, August 6th, and Saturday morning, August 7th, as the meeting dates for the next quarterly business meeting of the National Executive Board, approving the Sheraton-Park Hotel as the meeting site.

NEW MEMBERS

COLONELS
John H. Culley

CAPTAINS
Leon H. Wiggins
Benjamin F. Harden
Dan R. Smith
James D. Hays
Richard N. Thrower
Willys E. Davis
William R. Schmide
Harry G. Fox
Wm. M. Jenkins, Jr.

LIEUTENANTS
Freddie J. Mills
Kenneth J. Hinrich
Bryan L. Childress
Theodore D. Strennen
Ronald J. Watson
John J. Falbo
Harry D. Painton
Richard D. Kallestad
James E. Gauze
Argle W. Wickware
Thomas J. Tate, Jr.
Carl G. Clark
Roger M. Kvamme
George B. Meyer, Jr.
Wm. H. McGlockton
Charles E. Sauer

CWOs
Albert M. Holcombe
John L. Lawlor
Warren L. Custis
Howard S. Estes, Jr.
Donald D. Eukel
Wilbur P. Lusker
David C. Hardine
James S. Reid

SP-6s
Francis L. Nocaski

SFCs
Robert D. Williams
Ted V. Lewis
Lecile D. Corder
Jewel A. Bearden

SERGEANTS
Cecil D. Davis
James F. Smith
Donald D. Kujan

SP-5s
Dominick Panzera
Robert C. Pace, Jr.
Ralph B. Spalding

PRIVATES
John F. Carpenter

ARMY AVIATION ASSOCIATION OF AMERICA, INC.
BALANCE SHEET AS AT MARCH 31, 1960

ASSETS

Cash in Bank — Manufacturers Trust Co.		$15,613.89
Equipment	$ 874.30	
Less: Accumulated Depreciation	180.97	
		693.33
Prepaid Expenses		
Subscriptions	$ 7,464.00	
Insurance	295.16	
		7,759.16
Organization Expenses		123.00
		$24,189.38

LIABILITIES AND SURPLUS

Members' Insurance Premiums Payable		$ 3,947.52
Refunds due Members		45.30
Deferred Income		
Members' Dues Received in Advance	$15,240.00	
Industry Dues Received in Advance	2,300.00	
		17,540.00
Surplus		2,656.56
		$24,189.38

Medical Officer Class Joins AAAA in Toto

Lt. Col. Rollie M. Harrison, Chief of the Aviation Medical Division of the U.S. Army Hospital at Fort Rucker, Ala., and long identified with Army aviation as one of its most senior flight surgeons, pens the following:

"Recently, Army Aviation Medicine Course 60-3 was completed at the Army Aviation School and five U.S. Army Medical Officers received their certificates of completion and their Army Flight Surgeon wings.

For the past several years about four of these courses have been presented at Fort Rucker to Army Medical Officer personnel who had just completed a course of instruction in Aviation Medicine at either the U.S. Air Force or the U.S. Navy School of Aviation Medicine.

The purpose of the USAAVNS indoctrination is not to teach medicine, but rather to acquaint these officers with the organization, equipment, and missions of Army aviation since it differs greatly from either USAF or USN flying programs.

Upon conclusion of this indoctrination these doctors report to their duty station for assignment as Aviation Medical Officers, MOS 3160.

That these medical officers are interested in Army aviation is evidenced by the fact that they all have expressed a desire to become members of AAAA and have since joined with us. This establishes something of a precedent, for although I know that we have several medical officers as members this is the first time that a class as a whole has joined. To me this is a fine reaction, since it further identifies them with Army aviation, and some of them may be in a position to provide the membership with specific assistance through publication of interesting articles."

Oklahoma Members Participate in 3-Chapter Fly-In

Gathering at Tulakes Airport in Oklahoma City, members of the three-chapter *OKLAHOMA REGION* held a successful "educational Fly-In" in early May.

In addition to touring the facilities of the *Aero Design & Engineering Company* and viewing the new models of the *Aero Commander* (AA, Apr 60), the AAAA members received an interesting briefing by *Tom Harris,* Vice President of Sales.

Following a luncheon (photo, above), the AAAA group inspected the new airport terminal facilities in the company of *Brig. Gen. Marr (USAF, Ret.)* Airport Manager. Prior to leaving for their home bases, the group discussed membership participation at the forthcoming *18th Anniversary Celebration and Ball* to be held at Fort Sill.

Reminder

Readers are reminded that nominations for the JAMES H. McCLELLAN SAFETY AWARD, the AAAA AWARD to the ARMY AVIATOR FOR 1959, and the HUGHES AWARD to an Outstanding Aviation Unit are to be sent to: Col. Robert M. Leich, Chairman, National Awards Committee, P.O. Box 869, Evansville, Ind., on or before June 15, 1960 to receive consideration.

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

You only pay for the protection when you require it!

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

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

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

ARMY AVIATION ASSOCIATION FLIGHT PAY PROTECTION PLAN

NAME .....
Please print Rank Name Serial Number Years Service for Pay Purposes

MAILING ADDRESS .....

AMOUNT OF ANNUAL FLIGHT PAY .....

I certify that I am currently on flying status with a U.S. Army unit and am entitled to receive incentive pay, that I am in good health at the time of making this application, and that no action is pending to remove me from flying status for failure to meet physical standards. I authorize AAAA, or AAAA-designated representatives to examine all official medical records that may be pertinent to any claim that I may submit. I understand that my coverage shall become effective upon the first day of the month after the postmark month in which I make application for the coverage.

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

☐ I am an AAAA Member. ☐ I am not an AAAA Member but my $6 membership dues are inclosed.

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

PLAN TO ATTEND

The *1960 Annual Meeting* of the *Army Aviation Association of America* will be held August 7-8 at the Sheraton-Park Hotel in Washington, D.C. This will be the second National Get-Together and it promises to be even bigger and better than the first.

The dates for our Association meeting have been scheduled to coincide with the annual meeting of the *Association of the United States Army* which is August 8-10. We think this arrangement will be beneficial to both organizations.

REGISTRATION: Registration will open at noon on Saturday, August 6th in the lobby of the Sheraton-Park Hotel. All who attend the sessions of the *1960 Annual Meeting* will be expected to register. The registration fee for military personnel is $2.00 per person and for civilian members $3.00 per person. Advance registrations may be made by forwarding the following registration slip with your check to *P.O. Box 1528, Washington 13, D.C.* Checks should be made payable to *AAAA Annual Meeting.*

ADVANCE GET-TOGETHER: An informal, *Dutch Treat,* "milling mob" affair—roughly titled, not for "drys," and guaranteed to place all of those members reporting early in close touch with their friends—has been scheduled for *Saturday afternoon* and *evening.* The exact Shoreham Hotel room will be announced at a later date, a *big* room to be sure.

BUSINESS SESSIONS: The National, Regional, and Chapter Executive Boards will conduct business meetings between 1:30-4:30 P.M. on Sunday, August 7th. All members are invited to attend these meetings.

RECEPTION: An *AAAA-Industry Co-Sponsored Reception* for all registrants will be held on Sunday evening, August 7th from 6:30-8:30 P.M. Your registration badge is your ticket for admittance. Dress will be informal and ladies are invited. It is expected that many persons attending the *AUSA Annual Meeting* will also register for the AAAA meeting and will attend the reception. This will be an excellent place to renew acquaintances with old friends. Besides, in this age of inflation where can you get a better bargain for $2.00-$3.00?

HONORS LUNCHEON: The *Annual Honors Luncheon* will be held on August 8th. During the luncheon the following awards will be presented:

James H. McClellan Safety Award
Hughes Award for Outstanding Unit Achievement
AAAA Award for the "Army Aviator of 1959"

The principal speaker for this occasion will be announced at a later date. You may be assured that he will a national figure prominent in the field of military or civilian aviation.

Tickets for the *Honors Luncheon* are $5.00 each. Chapter tables seating 10 persons each may be reserved prior to July 15 by forwarding a check for $50 for each table to *AAAA Annual Meeting, P.O. Box 1528, Washington 13, D.C.* Chapter and Delegate Tables will be interspersed with Industry Tables. Assignment of table locations will be made in the order in which requests are received.

Single tickets for the *Honors Luncheon* may be obtained from the Registration Desk if reservations are still available. Refunds for luncheon tickets cannot be made for cancellations received after August 1.

AAAA cannot accept or handle any hotel reservations. Requests for hotel reservations should be directed to the Sheraton-Park Hotel or to the Billeting Officer, Ft. Myer, Va., if you desire to utilize government facilities. Hotel reservation cards were furnished earlier with the AAAA Annual Ballot. Any additional queries concerning hotel accommodations should be addressed to the Sheraton-Park Hotel.

Your attention is invited to the fact that the *AAAA Honors Luncheon* will be held on the first day of the *AUSA Annual Meeting*. The President of the AUSA and the Secretary of the Army will speak on the AUSA program immediately prior to the AAAA luncheon. Our luncheon will be followed by a continuation of the AUSA program featuring internationally prominent speakers on subjects of great importance.

The attendance at AUSA functions on Monday can be anticipated to be very large. Many of the AUSA members will desire to attend our *Honors Luncheon*. Since the capacity of the hall is limited to about 900, we want to make certain that our AAAA members attending have first chance at the tickets for the Luncheon. This can only be accomplished through your cooperation. Please send in your advance registration with request for luncheon tickets early. This should be mailed to P.O. Box 1528, Washington 13, D.C.

For the Annual Meeting Committee:
Lt. Colonel James D. Bowen

REGISTRATION COUPON

AAAA ANNUAL MEETING
P.O. Box 1528
Washington 13, D.C.

Enclosed please find $..... in payment of my registration for the AAAA Annual Meeting and tickets indicated below:

FUNCTION	QUANTITY DESIRED	UNIT PRICE MIL	UNIT PRICE CIV	AMOUNT
Registration (Includes Reception)	.....	$2.00	$3.00	.....
Honors Luncheon	.....	$5.00	$5.00	.....

Name .....
(Print or type) (Rank or Title of Position)

Address .....
(Street) (City or Station)

FULL PAYMENT MUST ACCOMPANY THIS REGISTRATION

Film Loan LIBRARY

Initiated several months ago, the Association's *Film Library Program* places many of industry's most interesting films before the membership. Chapter activities or groups of Army aviation personnel may secure these films on loan by writing to *AAAA, Westport, Conn.* at least one month in advance of the planned showing date .

Requests for *Film Library* loans should specify alternate titles, and the name and address of the person to whom the films are to be forwarded. The Industry Member Firm covers the outgoing mail; the AAAA underwrites the return postage. *Lockheed Aircraft Corporation, Georgia Division,* has the following films available for loan:

Air Freighter

Briefing film on C-130 loading, conversion for seats, litters, etc . . . demonstrating the extreme versatility of the aircraft. (Jan, 1957 — 12 minutes)

Airhead

Aerial delivery capabilities of C-130 are shown during actual drop tests at Fort Bragg, as an airhead is established during maneuvers. (Nov, 1956 — 11 minutes)

Arctic Testing

A film covering the Lockheed C-130's initial exposure to Arctic conditions in tests sponsored by Wright Air Development Center and the Air Proving Ground. (Jul, 1957 — 5 minutes)

C-130 Annual Review, 1959

A comprehensive report on recent developments and achievements of the C-130B, with emphasis on its versatility in operation all over the globe and continuing research on new configurations. (Mar, 1960 — 13 minutes)

Dye Two, Dye Three

Filmed in the Arctic, this dramatic picture shows how 12 TAC, ski-equipped C-130s provided the sole support for extensions of America's DEW Line on the Greenland Ice Cap. (Jan, 1960 — 14 minutes)

Employment and Suitability Testing, Phase VII

The C-130 undergoes additional tests in Arctic conditions. (Oct, 1956 — 5 1/2 minutes)

Human Factor, The

Details the Lockheed Human Factor Research Laboratory, its facilities and activities, and its efforts to prepare man for his journey into space. (Jul, 1959 — 7 minutes)

Hydrostatic Fatigue Testing

A film record of the first hydrostatic testing, underwater, of the C-130 fuselage sections. (Jan, 1956 — 11 minutes)

Look at Sound, A

A film graphically showing the relative comparison of the sound level in the C-130A vs the C-130B. Use of "applause" meter enable audience to "see" as well as hear sound recordings. (Jan, 1959 — 5 minutes)

Operation Big Stick

The camera covers an Air Force—Army deployment to a "trouble spot" half-way around the globe. An award-winning film depicting the C-130 airlift in a "limited war" situation and presented in "on the spot" newsreel style. (Dec, 1958 — 13 1/2 minutes)

Pressure Fatigue Testing

A report on a series of tests for the study of high altitude flight effects on the fatigue life of an airplane. (May 1957 — 5 minutes)

Tasks of Hercules, The

Mission versatility of the C-130 is illustrated in a series of tests, from STOL and rough field landings to Arctic Ski tests. (Nov, 1957 — 10 minutes)

Time Files

Presenting the philosophy of mechanized loading for cargo planes, and its resulting benefits. (Apr, 1958 — 15 minutes)

The above 16mm motion pictures are all in Sound/Color, unless other indicated.

T. Cretin

WHAT PRICE NOSTALGIA?

Perhaps this issue will land with its back cover *up*. Perhaps, too, this brief note will catch the eye of that reader who does *not* receive a personal monthly copy. If it's "up" and you are that reader, consider—for a moment—your affiliation with Army aviation and the fact that someday you may wish to reflect upon the years in which *you* participated in this field.

ARMY AVIATION MAGAZINE's photos, columns, and news can carry you back, and certainly comprise far more interesting reading than the common souvenir of service, your rapidly yellowing 201 file of PCS orders.

We offer a subscription to some 600-odd AA pages for $3.50 a year. They're yours to have in '70 and '80 *if* you subscribe today.

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