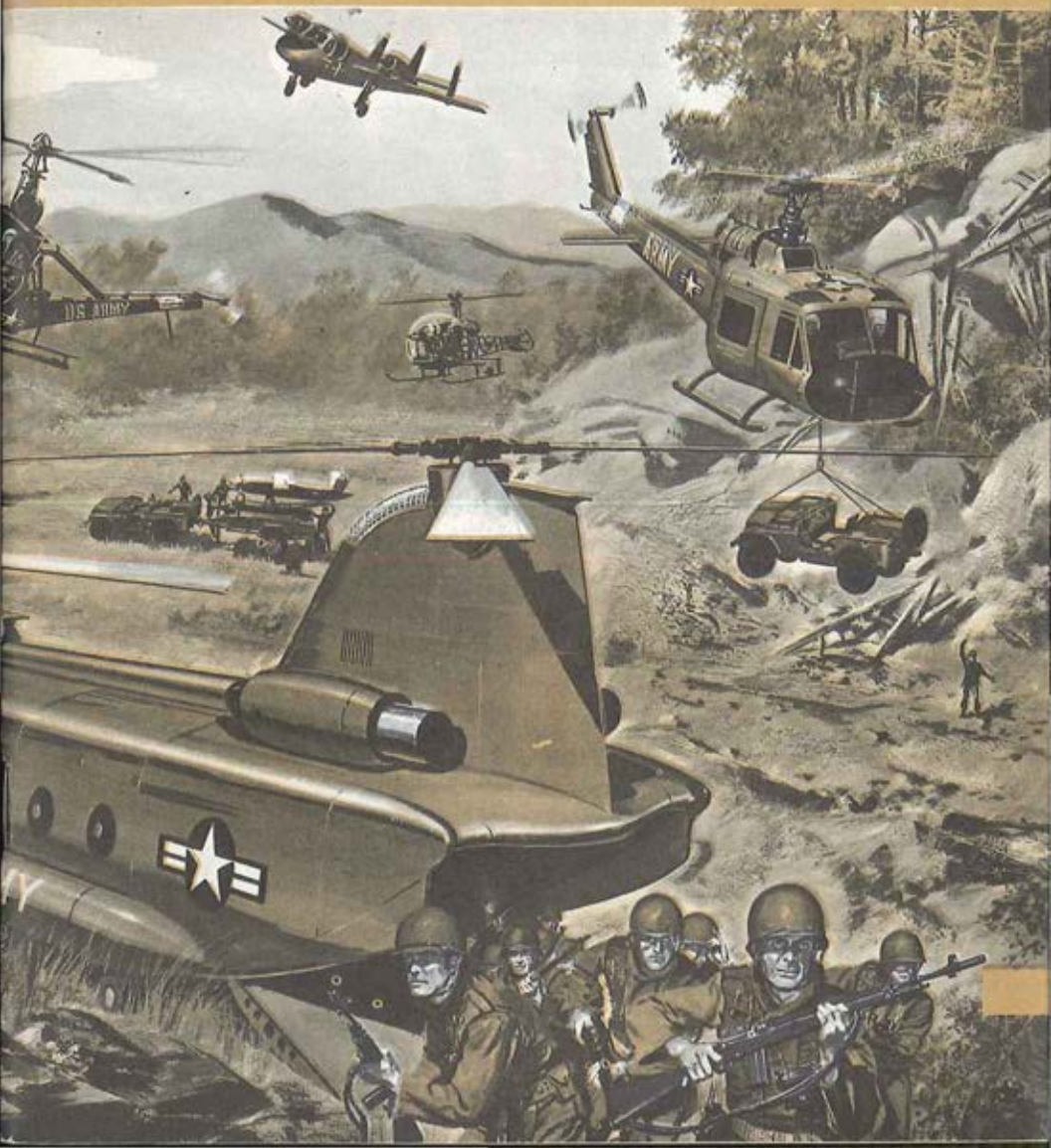


ARMY AVIATION

JULY ★ 1960

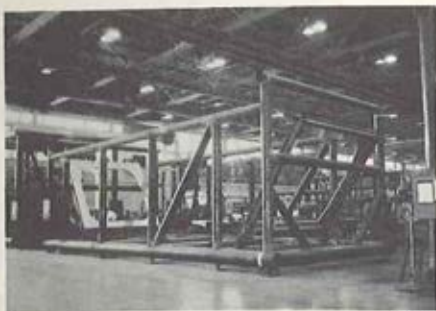


chipook

PROGRESS

TOOLS AND FIXTURES FOR

(Photos taken in late



56162

Fuselage Cabin Main
Assembly Fixture



56164

Aft Fuselage Main Assem-
bly Fixture



56049

Top Clamshell (Cabin)
Assembly Fixture



56165

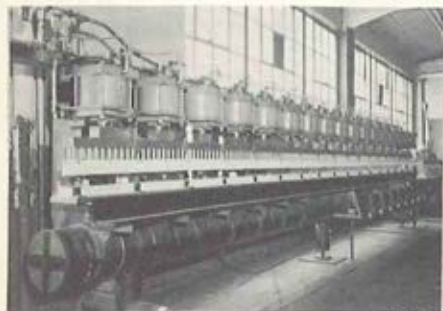
Master Form, Cockpit
Enclosure

SUMMARY

July, 1960

MANUFACTURING ARE PROGRESSING

(May and early June, 1960)



56154

Blade Trailing Edge Bonding Fixture



56054

Blade Main Bonding Fixture



56045

Blade Nose Cap to Spar Bonding Fixture



55466

Typical Bench-Type Assembly Fixture

ARMY AVIATION MAGAZINE
VOLUME 8 — NUMBER 7
JULY 31, 1960

BRIEFS

ASSISTANCE

■ Day by day, Army aviation crews perform outstanding services on a global basis. In this issue are reports of disaster assistance rendered in quake-torn Chile (p.359) and a report on the preliminary preparations for air crew participation in the Congo (p.362).

HANDBOOK

■ The "Equipment Issue"—from Cub to Caribou—will be published in late August for early September distribution. In replacing the normal September "news" issue, the reference handbook is expected to exceed 96 pages. The August issue will summarize activities at the AAAA Annual Meeting in Washington, D.C.

IMPORTANT

■ "AA" is not forwarded by military P.O.'s. Keep in touch, if you move—and your issues will go to your new address.



**WELCOME
TO
AAAA!**

Within a day or two, Army Aviation Association members, Chapter officers and delegates, and industry members will gather in Washington, D.C., on the occasion of the Second Annual Meeting of AAAA.

To those who attend the Meeting, I extend my warmest greetings and my best wishes for a memorable gathering of long time friends. The good fellowship that has earmarked all AAAA activities, whether National, Regional, or local, has been a source of considerable satisfaction to those charged with the direction of the organization.

Our Meeting this year is enhanced by the dividend of concurrent dating with the AUSA Annual Meeting which follows on August 8-10, dating that will provide attendees with an opportunity to meet and hear the top leaders of the U.S. Army. It promises to be a most rewarding occasion!

**Bryce Wilson
President
AAAA**

ARMY AVIATION MAGAZINE

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*Grumman Aircraft Engineering Corporation
salutes the delegates to the annual meeting of
the Association of the United States Army and
the Army Aviation Association of America
meeting in Washington, D. C.*



New Seeing Eye for the Army...

Here is the Army AO1 Mohawk that will soon spot, mark, and photograph targets with the assistance of the most modern electronic equipment. Powered by twin turbo-props, this highly maneu-

verable Army airplane affords its two-man crew every possible tool for observation and surveillance. Added to this is its short field capability and its simplicity when maintenance is required.

GRUMMAN

AIRCRAFT ENGINEERING CORPORATION

Bethpage • Long Island • New York







The ideal Light Observation Aircraft

PROBLEM: To provide a *Light Observation Aircraft* for military use for:

- Visual Observation Missions
- Target Acquisition Missions
- Reconnaissance Missions
- Command and Control Missions
- Necessary utility tasks required at the combat Company level.

SOLUTION: The *Light Observation Helicopter*... a concept pioneered by Hughes and demonstrated in the Hughes compact helicopter:

...whose small size, quick response and minimum silhouette make it a difficult target to locate and attack,

...with superior handling qualities, outstanding performance and a small rotor diameter which enable it to operate in confined areas denied to other craft,

...whose rugged construction, easy maintainability and reduced logistic requirements permit around-the-clock combat area operations in even the roughest terrain,

...with a speed capability adequate for completion of all mission assignments *without sacrificing*: range, rate of climb, hovering ability, confined area performance or ease of maintenance—*without increasing*: initial cost, operating costs and logistic support requirements.

World-wide Army field tests of the Hughes YHO-2HU have proven the mission capability, reliability, ease of maintenance and performance of the compact helicopter for command use in Company-level combat operations.

Please write today for full-color brochure, with complete information on the compact helicopter concept. An interesting color motion picture is available for showing to your group.

DIRECTOR OF MARKETING
HUGHES TOOL COMPANY
CULVER CITY, CALIFORNIA



We tend to ignore the many occasions when safely conducted emergency procedures do not precipitate any report. Stressing that these global experiences provide us with positive accident prevention information, General von Kann believes . . .

INCIDENTS WARRA

Dear Army Aviator, Human nature, being what it is, certainly affects many aspects of our safety program. Perhaps this shows up most clearly in our different emphasis on an "incident" as opposed to an "accident."

For example, let us assume that two identical aircraft are flying wing to wing at the same altitude and experience engine failure at the same time. One crashes and the other completes a safe forced landing with no damage.

This may be a bit far fetched, but we can probably assume that we will go all out with a full fledged investigation to determine the cause factors of the crash, yet give sketchy attention to the aircraft which landed safely after *successful emergency action*. However, it is very possible that the cause factors involved with the safe forced landing might have provided us with more positive accident prevention information than the crash investigation.

It wasn't too long ago that an *HU-1A* landed in a field and set a small grass fire due to the heater exhaust outlet. The fire

was extinguished and the incident went unreported.

Four months later, under identical circumstances, another *HU-1A* was completely destroyed by fire. It took a loss of \$295,000 to point up the importance of an interim fix, requiring the heater to be turned off in time to allow the exhaust to cool before landing. This was followed by a permanently designed fix involving the relocation of the heater exhaust outlet. This same engineering fix could have resulted, and should have resulted, from the earlier unreported incident.

The disciplinary aspect of aircraft accident reporting has been covered many times, but on my various trips to the field I still find that there is some confusion on this subject. A little clarification (especially to the commanders or G-1's) may be of some help.

The purpose of the accident investigation is to find out what caused the crash and what can be done to prevent others like it from happening again. The witnesses in this investigation are asked to "tell all,"

NT

STUDY

and they are assured that what they say before the board will *not* be held against them. It is obvious that the testimony taken during this investigation cannot be used to determine disciplinary action. *AR 385-40* prohibits the use of accident investigation reports as evidence or to obtain evidence in determining misconduct, line of duty status, or pecuniary liability.

On the other hand, when an accident results from serious or intentional breach of regulation or culpable negligence, a separate investigation should be conducted under the provisions of *AR 15-6*, "Boards, Commissions, and Committees," and disciplinary action should be taken if called for as a result of this *separate* investigation.

Recent Department of Army action on *Change 27, AR 611-201*, has highlighted a part of our aviation program that some may feel has been neglected. Too often we focus our attention on our hardware and our pilots, neglecting to add the proper emphasis to our vital *Aviation Specialist Program*.

It is unfortunately true that when we sign off the Form with "*Flight No. 1 OK*," we often forget how much effort, training, and time has been put into the aircraft maintenance to make this comment possible. The "*OK*" is not only a comment that nothing went wrong, but a compliment that everything *was right!*

A very important part of our *Aviation Specialist Program* is *DA Circular 611-4*, dated 9 March 1960, which is the authority for the implementation of the change I mentioned above and the reclassification actions to be taken. Unit personnel officers and/or custodians of personnel records of units authorized aircraft mechanics should study and become completely conversant with the revised titles, specifications, and standards of grade authorization as revised in *Change 27*. The relationship between the old MOS's and the revised MOS's should be reviewed and used as a general guide when considering a reclassification action.

Here are some of the major considerations that should be taken into account

when more than one primary MOS is indicated:

The selected new MOS below the .6 skill level should reflect qualifications obtained as a result of the successful completion of formal school or factory course of instruction.

In those instances where the mechanic has successfully completed more than one course of instruction, the MOS selected should reflect qualification in the most advanced type of aircraft.

In those instances where a mechanic is fully qualified as a fixed wing mechanic and a rotary mechanic, normally the appropriate helicopter MOS should be awarded unless the individual's experience and knowledge dictates the award of the fixed wing MOS.

In those instances where the individual's duty MOS does not correspond to his primary MOS, reclassification should normally reflect that the revised MOS was projected from the primary MOS. However, when the individual is fully qualified in the duty MOS and the duty MOS is associated with higher qualifications, consideration should be given to award of a revised primary MOS corresponding to the duty MOS.

Above all, let us not forget that the *best interests* of the *individual* and his future career should be carefully evaluated prior to any action. During the process of reclassification, individuals should be advised of forthcoming proficiency testing which will include the skills and knowledge associated with the revised MOS.

The reclassification actions in themselves do not provide authority for promotion, reduction, or change in status of individuals between the specialist and NCO category. In those instances where it is indicated that such action should be initiated, appropriate regulations will be followed, distinct from the revised MOS procedure.

As a corollary to the above actions I cannot overemphasize the importance of prop-

erly reflecting the revised MOS structure in operating TOE's and TD's. Personnel actions resulting from projection of authorizations reflected in TOE's and TD's provide the basis for requisitioning, training, proficiency pay, and many other related actions.

I would like to commend to your attention two excellent articles in the June issue of the *AVIATION DIGEST*. One article by *Captain Lohr* points up what we expect from the professional mechanic and is a tribute to this basic craftsmanship. The second article by *Captain Bauerband* goes into more detail on the new MOS structure and its implementation. I suggest placing these on the required reading list.

We have recently streamlined the procedure for classifying Army Airfields in CONUS. As you recall, *Part I* of *TA 60-26* listed our airfields by classification, while *Part II* listed the equipment authorized each class of airfield. This list of airfields is now published as a separate DA circular just now being distributed as *DA Cir 95-2*, dated 17 June 1960. In this you will note that the CG USCONARC is the approving authority for any requested changes in airfield classification. We believe this decentralization will materially speed up the process.

This office recently lost two fine officers to the Army War College student detachment. *Lt. Colonel Dave Kyle* and *Lt. Colonel John Stockton* have been fighting the good fight here in the five-sided palace for many a year. We congratulate them on their selection to the College and wish them every success. Their replacements have yet to give themselves up.

Hope to see you at the AAAA meeting!

Sincerely,

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



REGULAR ARMY MORE THAN A DECADE

The Army has a valuable investment in the experience of the professional soldier.

Hiller has the same mark of a professional soldier—experience.

Since 1944 when our first spindly Model XH-44 flew, Hiller engineers and the men who run our lathes, drill presses and rivet guns have accumulated the know-how to build the most dependable helicopters in the world.

Designs are one thing. Deliveries another. Both come from

HILLER
AIRCRAFT
CORPORATION

PALO ALTO, CALIFORNIA · WASHINGTON, D.C.
Adhesive Engineering Division · San Carlos, Calif.

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

USAAC REPORT

... Lord Mountbatten Views Missile-'Copter

In June, the Army Aviation Center was host to *Admiral of the Fleet, The Earl Mountbatten of Burma*, Chief of the Defense Staff, United Kingdom. During his short visit, the admiral toured Fort Rucker in an HU-1 helicopter and observed a fire-power demonstration by the armed helicopter reconnaissance company.

Capt. Anthony Carroll and *Capt. George H. Meyer* gave a perfect demonstration of the accuracy of the SS-11 missile fired from the HU-1 on a target at a range of 2000 meters. As part of the demonstration *Admiral Mountbatten* was given a personal flight in an H-13 armed with machine guns. At the end of the demonstration he expressed his enthusiasm for the capabilities of armed helicopters on a modern battlefield.

It was a real pleasure to have *Brig. Gen. Wallace W. Ford (Ret.)* with us on Armed Forces Day. He said he was surprised at the developments in Army aviation since World War II when he was the first Director of the Department of Air Training, Field Artillery School. *Gen. Ford* was instrumental in getting organic air observation for field artillery established. His dynamic leadership motivated by his insight into the future and the potential of organic Army aircraft led the way

and set the pattern for the Army Aviation Program as we know it today.

The general joined approximately 10,000 spectators, the largest assembly ever gathered here, at Cairns Army Airfield for the annual Armed Forces Day.

A highlight of the show was the precision flying by the international champion, *Bevo Howard*. Not a stunt pilot but an aerial artist, it would be difficult to exaggerate the finesse in precision aerial maneuvers demonstrated in three dimensions by *Mr. Howard*.

Another thriller was a performance by the Fort Rucker Sport Parachute Club led by *Capt. O. N. Wilton*. The members made a series of delayed action jumps.

Edwin S. Fleming, a civilian flight instructor with the Aviation School, flew the Fort Rucker Soaring Club's sailplane in a very enjoyable demonstration of the big "bird." *Mr. Fleming* was a World War II glider pilot.

Maj. Hal Thomas' Helicopter Demonstration Team, with its precision "Square Dance," excited the applause and much interest of an appreciative audience. Other events included the Pathfinder Team and the heliborne platoon, maximum performance takeoffs and landings by individual aircraft, and the musical arrival of the 98th

IN PLOWED FIELDS OR DESERT SAND THE CARIBOU IS STILL STOL



At Mansour and Bahrein Island in the Persian Gulf, the Caribou is seen — in the photo at left centre — taking off from unadulterated desert sand. Photo, lower right, shows depth of furrows ploughed in sand by aircraft's nose wheel gear.

A supreme test of STOL ability was staged at Fort Rucker, Alabama on a mud strip soaked with water for hours, then ploughed to a depth of 14". Photo — upper right — shows mud compacted ahead of wheels. Right centre, deep ruts etched in mud by Caribou take-offs and landings.



The Caribou
Designed and Built by

DE HAVILLAND AIRCRAFT OF CANADA
DOWNSVIEW Washington Representative: J. E. McDonald,
319 Tower Building, 14th & K Sts., N.W.
ONTARIO CANADA



LEFT: MAJ. GEN. ERNEST F. EASTERBROOK (l.) shows BRIG. GEN. WALLACE W. FORD, RET., and ATTORNEY SID WILSON of Dothan, Ala., some of the static displays as they watched an Armed Forces Day exhibition at the U.S. Army Aviation Center. RIGHT: ADMIRAL OF THE FLEET LOUIS MOUNTBATTEN of Burma is shown prior to his taking of a tour of the Center in the co-pilot seat of a turbine-powered HU-1A Iroquois.

Army Band playing in formation as it debarked from a *Caribou*.

As he enjoyed the show, Gen. Ford said, "I'm amazed at the progress and status of Army aviation today."

On 6 June, Army aviation shared a birthday with the Army Aviation School for the first time. The observance at Fort Rucker was without a great celebration, however, for the milestones in the program and in the school are marked by the events of progress rather than by the passage of time.

This initial joint observance, approved by the Department of the Army, was the occasion of the 18th anniversary of the establishment of organic air observation for field artillery and of the seventh anniversary of the Army Aviation School (as changed from 1 January).

The Army's fastest airplane, the *Mohawk*, scored a "direct hit" in Alabama during a recent visit to the Army Aviation Center. While here for a two-day orientation, the *Mohawk* went to Montgomery on its first simulated photographic reconnaissance mission. With a swoop, it headed for

its target (the Capitol), took a picture, and returned as dramatically as it had left. The "hit" was with the governor as well as with aviators of Fort Rucker.

Capt. George Thayer, whose unit will test the *Mohawk*, presented an enlargement photo of the Capitol to Governor John Patterson (*AA*, June, '60). The governor, who is an Army Reserve major and was on active duty during the Korean conflict, asked for additional prints to be placed in the House and Senate chambers.

Capt. Thayer's Aerial Surveillance and Target Acquisition Platoon (Exp) will conduct a series of tests with the *Mohawk* and its assorted equipment to explore surveillance technique.

Some 640 cadets of the Class of '62, U.S. Military Academy, were at Fort Rucker for three days of orientation and training in Army aviation. Their interest in one hour instruction for each cadet in the L-19 seemed to be surpassed only by their enthusiasm for their hour in the H-13. We are grateful to Fort Bragg for their aircraft assistance which enabled us to provide the flight training.

The armed helicopter firepower demon-



LEFT: Twenty-two combat-clad troopers pour from the twin-engine, tandem-rotored YHC-1 Chinook which is scheduled to be delivered to the U.S. Army Aviation Board in 1961. RIGHT: LT. COL. OLIVER J. HELMUTH, who recently replaced LT. COL. RAYMOND JOHNSON as director of the Department of Rotary Wing Training at USAVNS following the latter's PCS to Fort Sill, Okla. (U.S. Army photos).

stration served to orient these future officers in one of the Army's newest tactical concepts. As scattered showers do here rather often in the summer, two came through the area during an exhibition of takeoffs and landings by each of our aircraft types. With uniforms soaked and spirits undampened, the cadets preferred to remain in the stands rather than to chance missing part of the show.

We have some news about the *Chinook* from *Jake Fortner*, who is a project officer for *Col. Jack L. Marinelli*, President of the Army Aviation Board. The Board expects to have the first *Chinook* for testing in July, 1961. Their second is scheduled to arrive in December, 1961. The Transportation Aircraft Test and Support Activity will have two *Chinook* for testing, one in November, 1961, and the other early in 1962. A fifth will be delivered to the Aviation School in January 1962, according to present plans.

The *Chinook* will be equipped with automatic stabilization equipment for the objective of improving instrument flight capabilities. Designated the *HC-1B*, it has

twin turbines, and can carry 22 troops with a troop commander and two crewmen. A safety feature is provided by its ability to continue flight with one engine inoperative. Two other features of the design are good center-of-gravity travel and ease of maintenance.

While on the subject of helicopters, I am happy to announce that *Lt. Col. Oliver J. Helmuth* is the new Director of the Department of Rotary Wing Training in the Army Aviation School. As a veteran Army Aviator, I am sure he is known to many of you.

Col. Helmuth succeeded *Lt. Col. Raymond Johnson*, another veteran, who is now assigned to Fort Sill. Pending the arrival of *Col. Helmuth*, *Maj. A. F. Burch* served as Acting Director of the department.

For some years, this department has been training over 400 helicopter pilots annually to meet the needs of Army aviation.

ERNEST F. EASTERBROOK
Major General, GS
Commanding General
U.S. Army Aviation Center



OPERATION AMIGO ... Disaster Relief in Chile

The remarkable accomplishments of the two Army helicopter ambulance medical detachments, operating in quake-torn Chile under the most adverse conditions, adds another illustrious page to the 18-year-old history of Army aviation.

The Army pilots, who fought the elements and daily risked their lives in order to bring medical aid and comfort to thousands of helpless Chileans, insisted on giving much of the credit for the operation's success to the turbine-powered HU-1A helicopter. Interviewed June 22 during an overnight stop at Fort Amador in the Canal Zone, eight Army pilots described performance of the helicopters as "magnificent."

"They (the helicopters) were working under the most adverse conditions, on the lowest safety margin—and they were fantastic—no other craft could have done the job."

Operation Amigos began the night of May 26, the first day of the unprecedented 6000-mile mercy airlift which sped nearly a thousand tons of Department of Defense relief aid to Chile.

Cold, driving rains, part of Chile's late fall season, and extremely poor visibility daily subjected both men and equipment to what amounted to a test under the most rugged field conditions.

Airlifted by MATS C-124's

The ten HU-1A *Iroquois*, accompanied by complete ambulance units, were flown down from the U.S. in huge MATS C-124 cargo carriers. About 40 pilots, crew members, and medical personnel composed each of the two units. The 56th Med Det (Hel Amb) from Ft. Bragg, N.C., commanded by Capt. Joseph I. Martin, Jr., and the 57th Med Det (Hel Amb) from Fort Meade, Md., commanded by Capt. Donald T. Wall, were supported during Amigos by the 25th TAAM Company from Fort Bragg.

Five of the ten helicopters followed the U.S. Army's 15th Field Hospital from Fort Bragg, N.C., into Puerto Montt, a population center in the heart of the southern Chile disaster area, where a recently constructed 6,000-foot concrete runway accommodated the giant U.S. Air Force planes.

OPERATION: *Amigo*



MISSION BELL ACCOMPLISHED

U. S. Army helicopters brought *hope* from the *skys* to the people of Chile left helpless by the recent devastating earthquakes and tidal wave.

Ground communications, roads and bridges were destroyed, stranding many victims in remote areas. A dark pall of volcanic smoke and ash blanketed much of the mountainous regions, and heavy weather conditions further hampered the operation. But men of the 56th and 57th Medical Detachment (Helicopters)

made it through... more than 600 patients in hard-to-reach areas were vaccinated and over 200 treated in the first three days... nearly 8½ tons of relief supplies were air-transported in less than a week.

Altogether, it was another job well done, reflecting the stamina of U. S. Army 'copter pilots and Bell's rugged HU-1A helicopters. These turbo-jet craft were more than equal to this demanding task with their 200-mile range, 141 mph speed, 14,000 feet operating ceiling. Again the Army found the Bell HU-1A to be the helicopter built for instant *alert-to-airborne* performance anywhere, anytime.

FOR OPERATIONAL FIRSTS IN TURBINE POWER, LOOK TO

BELL HELICOPTER COMPANY

DIVISION OF BELL AEROSPACE CORPORATION • FORT WORTH, TEXAS • A TEXTRON INDUSTRY

Setting up on a football field on May 30, the 15th Field Hospital operated in co-operation with local Chilean medical personnel whose hospital had been demolished by the quake. On the following day, the first of the *Iroquois* "copters had arrived and was quickly readied for service.

During the previous week the seriously injured and sick from the immediate Puerto Montt area had been evacuated by air to Santiago by aircraft of the USAF Mission to Chile, the U.S. Embassy's air attache plane, and all of the resources of Chile's own Air Force.

First Missions to Outlying Areas

The 56th also arrived in Puerto Montt, on May 30 and started operations on May 31. Full operations began the following day. The group brought three of its own HU-1A *Iroquois* helicopters and three which had been borrowed from the 82nd Airborne Division at Fort Bragg.

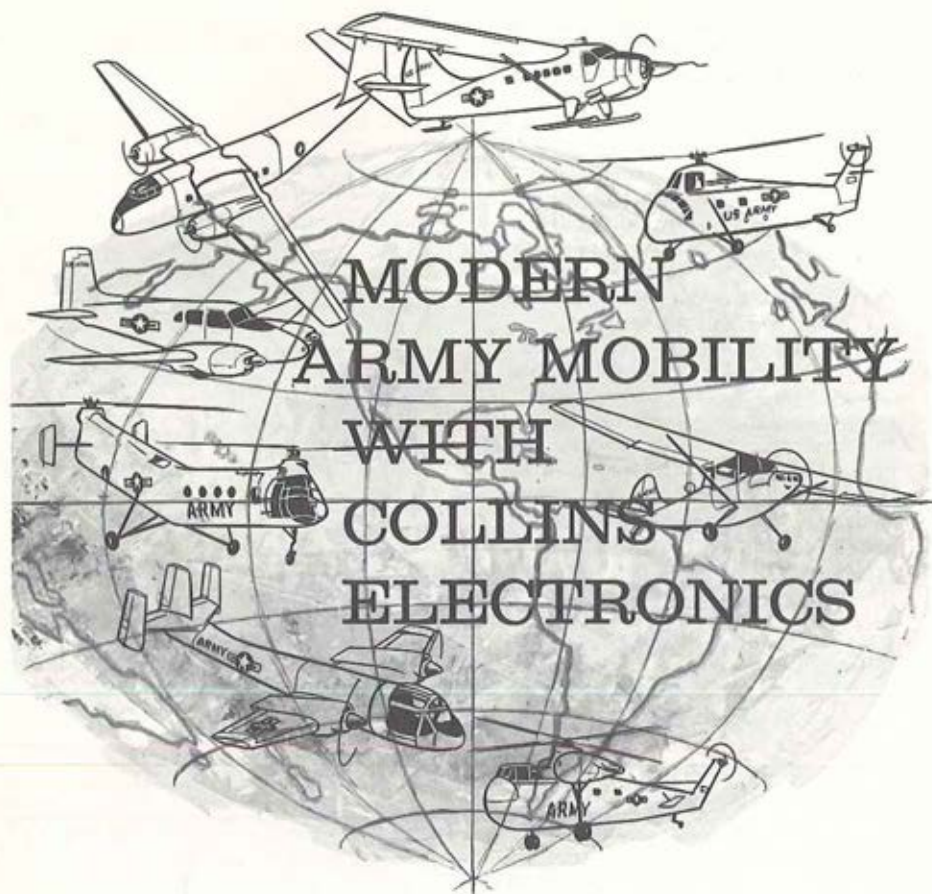
The initial task was surveying the disaster area from the West Coast of Chile to the Argentine border, and from Osorno to the south. Doctors and interpreters accompanied the planes on these first missions to outlying regions, some of which were accessible only by helicopter or by an 11-day horseback trip.

The Chilean Air Force's Major General Maximo Brazuriz-Ward, who was commander-in-chief of Chilean armed forces for this relief operation, coordinated with the Army helicopters and, after their initial surveys, arranged for their return flights with medical teams mainly composed of Chilean personnel.

The helicopters flew food, clothing, blankets, medical supplies, and medical personnel to distressed regions. Going as far north as Osorno, as far south as Chiloe Island, as far east as the Argentine border, and as far west as the coast—the 56th engaged in a massive epidemic suppression program by transporting Chilean doctors

... Action Photos





Collins Radio Company helps the U. S. Army achieve rapid world wide mobility through advanced aviation communication, navigation and control systems. See Collins at the Army Aviation Association of America Convention.



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

into isolated sections of the country to administer mass inoculations against typhus.

Meanwhile, four *Iroquois* from the 57th Medical Detachment, were busy in the Valdivia area. Located 100 miles north of Puerto Montt (and the 56th), the helicopter ambulance group carried out a wide variety of emergency missions, including support operation for construction crews trying to strengthen a dam before it could break and allow waters of the lake to wash the city of Valdivia off the map.

Primary mission assigned to the U.S. Army helicopters was to reach the hard-to-get-to regions. For example, Achao, the third largest city on Chiloe Island, is a seven-hour trip by launch from Castro. By helicopter, the trip took only seven minutes. The earthquakes and tidal wave completely disrupted communications and transportation in the disaster areas. In many of these regions boats were the principal means of transportation, and the tidal wave wreaked havoc with shipping. At Ancud, local authorities estimated that over 400 boats, with approximately 2½ fishermen, were out at the time the tidal wave hit, and all are presumed lost.

It was for this type utility work that the Department of Defense had selected the HU-1A helicopter. While wind and rain continued to batter the disaster region of Chile in the wake of the series of violent earthquakes and tidal wave, the helicopters managed to log thousands of air miles in aerial search and rescue, disaster survey and relief cargo missions.

With just five HU-1As the 56th Medical Detachment alone flew 189 air hours, covering more than 17,000 miles. It carried 77,320 pounds of food, clothing, medical and building supplies, 431 passengers and evacuated 22 patients during its 169 flying missions of mercy.

All military aid to Chile was coordinated with the Chilean government by the U.S. Ambassador, *Walter Howe*. The chief of the U.S. Military Assistance Advisory Group in Chile, *Col. Walter P. Goodwin*, was named to command Joint Task Force One, organized by the unified U.S. Caribbean Command to carry out "Operation Amigo," the Chile relief program of the Defense Department controlled in Washington by the Joint Chiefs of Staff.

Organize 82d Aviation Battalion

The first Army aviation battalion similar to a division sized unit has been organized within the 82d Abn. Div. The battalion was formed provisionally from the 82d Avn. Co., and was officially activated as the 82d Avn Bn. on the first of July.

According to the new unit's commander, Lt. Col. Robert R. Corey, his organization increases the aviation support of the combat elements of the division, particularly in its ability to perform the aircraft maintenance necessary to keep planes flying.

Formerly a company, the fledgling battalion now has a total of three companies to fly and maintain 60 observation and cargo aircraft. The companies are: Headquarters Co., Combat Aviation Co., and an Air Mobility Co.

The new battalion is capable of expanding to handle larger aircraft such as the H-37 helicopter or the Caribou troop carriers in event they are assigned within the division. The new unit also has increased the number of personnel to a total of 83 officers, two warrant officers, and 277 enlisted men.

MISSION TO THE CONGO

TASK FORCE FELDT

BY
CAPTAIN
COLIN D.
CILEY



The ability to meet a sudden requirement to load up and to move quickly—a prime characteristic of U.S. Army aviation—was recently demonstrated again by the operation of *Task Force Feldt*.

The name of the operation may never appear in the records in this form, but if you had been present watching *Jerry Feldt* whip his task force together that night at *Stuttgart Army Airfield*, you'd know at least why, to the aviators involved, the force must always be called by his name.

On that night a duty officer in the busy operations room of *Seventh Army Headquarters* wrote furiously as instructions

were barked through his telephone. An alert mission was coming through. It was 1821 hours, 14 July 1960, and the natives were restless in the Congo.

Covering the mouthpiece of the phone, he told his assistant to get *Lt. Col. Jim Lee*, the Army Aviation Officer on another phone. Only seconds had passed before *Lt. Col. Jerome B. Feldt*, Chief of Plans and Operations, Army Aviation Section, Seventh Army, called his operations assistant, *Capt. Bernard H. Mattson*.

"Matty, we've got a requirement to get some aircraft and crews ready to fly to the Congo. I'm going out to the airfield to get things started. Go over to the G-3 Operations room and start coordinating at that end."

The calm efficiency synonymous of experience with great responsibility was noted in the quiet movements of the duty personnel as they answered phones, took notes, and gave orders to move a few of the muscles of the giant tiger that is the Seventh Army in Europe. Instantly integrated, *Matty* picked up the strings. It was 1830.

Requirement: To gather three L-20 *Beavers* and three U-1A *Otters*, with pilots, co-pilots, and maintenance crews, prepared for anything and prepared for an unspecified stay in the Congo.

"They are to begin arriving at *Rhine Main Air Force Base*, a hundred miles away, within four hours. They will be dismantled and loaded in *U.S. Air Force Globemaster C-124's*.

"Oh yes, you also need air traffic control personnel to go along, and incidently, carry 15 days supply of parts, rations, supplies, etc. — No, land movement is out; everything goes by *Army Air*."

If you were *Matty Mattson*, you'd call your friend *Wally Banker* (*Maj. Wally Banker*, Transportation Section, Aircraft Supply and Maintenance Division) to arrange the niceties of the maintenance re-



quirements, and you'd see Wally working with you in minutes.

A phone call from USAREUR requires that the officer-in-charge of the force be a field-grade officer and that he be capable of dealing with persons of Ambassadorial rank.

"I hate to lose him in the office, but Jerry Feldt is the man for the job. Let him know during a lull, will you, Matty?" Jim Lee passes the word.

Task Force Feldt is born.

Jerry is a big deliberate man who has been an aviator since 1942. He commanded one of the first Otter Companies to be organized. He helped bring the Third Infantry Division Aviation Company to Europe. You probably wouldn't notice that he wears the *Distinguished Flying Cross* among other decorations even though you work with him everyday.

A man with a keen sense of humor, Jerry chuckles to himself as he is informed of his new command. He thinks of the Grand Canyon air disaster in which he

Proving that the Army is quite serious about the HU-1, one month's production is shown above—lined up and ready to go!

figured prominently a few years back. Disaster. Emergency missions. Evacuation. Reference data neatly filed in his professional military mind presents itself for review.

"Shots will be needed . . ."

"Let's see. I think the gear has to be removed from an Otter for loading in a 124. We'll need wing cradles. The pilots and mechanics will need some shots. Matty will take care of the spare parts set up, no worry there. Need emergency rations. Some small arms ammo.

I'll put the dismantling team in the first aircraft. Better make sure all personnel have a little pocket money. Damm, I wish I could get hold of Libby (Jerry's wife). Wonder what kind of strips they have down there." (Continued on Page 366)



MISSION AT MT. WHITNEY"

A MAN'S LIFE WAS AT STAKE. THEY SENT THE CESSNA

Into Edwards Air Force Base, Calif., came the call for help. A man, thrown from his horse, lay with multiple injuries on a heavily pined slope near Mt. Whitney. Issue: Could a helicopter get him out safely? It would have to be small enough to descend amid the towering pines—yet large enough to carry the man comfortably. It had to be stable and high-powered, its work to be at a challenging 8,500 feet. The requirements were an exacting challenge. They sent the supercharged Cessna. Mission successfully completed.

CESSNA

**Military
Division,
Wichita,
Kansas**

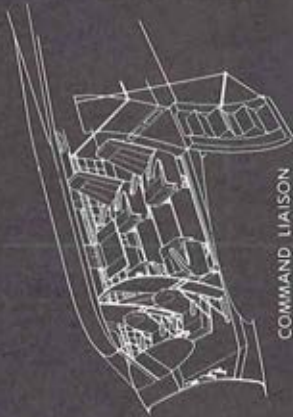
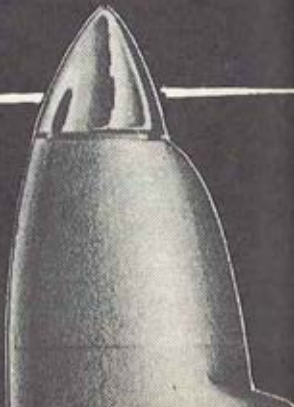


BEECH "IMAGINUIITY" IN

Air Mobility



POTENTIAL FOR
FUTURE DEVELOPMENT
ALREADY DESIGNED IN



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CONVERTS QUICKLY
FOR HIGH-PRIORITY
CARGO

ULTIMATE PLANNED GROWTH CONFIGURATION
INCLUDES TURBO-PROP ENGINES AND PRESSURIZATION



...OR AERIAL
AMBULANCE



The new Beechcraft L-23F . . .

Meeting the U. S. Army's requirement for a modern high-performance, low-cost transportation system

Already serving the U. S. Army, the versatile new Beechcraft L-23F is the latest in a long line of high-performance training and utility aircraft which Beech Aircraft Corporation has designed, developed and produced for the military services since 1932.

With supercharged fuel injection engines, the L-23F combines high altitude cruise power with exceptional

short field performance, rugged durability and low operating costs to meet a wide range of needs . . . as a command liaison or personnel transport, a carrier of high-priority cargo, an aerial ambulance, or a multi-engine instrument trainer with a "big plane" feel. Designed and engineered for future pressurization and turbo-prop modification.

Beech Aerospace Division

BEECH AIRCRAFT CORPORATION • WICHITA 1, KANSAS.

Beech Aerospace Division projects include R&D on manned aircraft; missile target and reconnaissance systems; complete missile systems; electronic guidance systems; programs pertaining to liquid hydrogen propellants and cryogenic tankage systems; environmental testing of missile systems and components; and GSE. May we help you? Write, wire, or phone Contract Administrator, Beech Aircraft Corp., Wichita 1, Kansas—or nearest Area Office.

It's raining at Stuttgart Army Airfield but the cars are beginning to arrive in response to the calls being placed by the Operations personnel of the Seventh Army Provisional Aviation Company. Maj. John Murray, the Operations Officer, is punching away at one telephone, oblivious to the muggy smokiness of the crowded surroundings. Capt. Bill Bearden, now in his flight suit, one hand hooked in his shoulder holster, spins away another phone as alert notifications continue.

Capt. Bill Arink reports on the status of the maintenance requirements. He doesn't anticipate any trouble, and will provide a list of extra parts and tools needed as soon as he runs them down. USAREUR will deliver whatever is needed to Rhine Main.

"We'll use Radar . . ."

Feldt is conscious of a pilot trying to tell him something as he rechecks his mental lists. "Sir, we can't file IFR to Rhine Main. There's a big thunderstorm in the Heidelberg area."

"What's it doing outside?"

"Oh, it's not too bad, but raining pretty hard." (The lieutenant's flight suit is soaking.)

"Alright, we'll file VFR and have Frankfurt Radar take us around the storm area."

Another decision has been made. Task Force Feldt is moving.

Information fills the air for the use of whomever needs it. "Loading cradles are being moved from Mannheim to Rhine Main;" "Col. Lee has gained clearance for the Flight Doc, Captain Bill McCreary, to go along;" "Charts will be delivered by 0800 tomorrow;" "Quarters arrangements are firm;" "Air Force will give us survival gear as we go through Wheelus."

In another corner Lee tells Lt. Col. Lew Shaffer, CO of the Aviation Company, "No,

PARTICIPANTS

The following is a list of the officers and men who became Task Force Feldt. The success of their accomplishments in the Congo will add another chapter in the book of Army aviation:

Lt. Col. J. Feldt; Capt. W. Bearden, R. Forehand, G. King, J. Rogers, R. Bayne, J. Campbell, A. Christiansen, E. Hoey, A. Noel, & W. McCreary (MC); Lts. H. Thompson, C. Ramsey, & G. Briscoe; CWO T. Vaughan; SFCs B. Pounders, J. Bradley, M. LeMay, & W. Miller; Sgts B. Hamlin & C. Perez; Sp/5s R. Kniss, A. Szarety, J. Asbury, J. Nadosky, & H. Rose; SP/4s T. Nettles, E. Palmer, M. Russo, F. Yanda, M. Ballensky, & R. Britner; PFCs G. Pate, T. Colasimo, M. Ando, D. Eger, G. Young, D. Anders, & R. Myron. Working through the night on unloading operations at Rhine Main were CWO Schonert; SFC Miller; Sp/5s Cabanban, Barclay, Hamm, Rogers, & Cratty; PFC Schmidt.

Lew, I'd like to go, too, but there was only one field grade officer required."

Maj. Neely Brown looks at the aircraft flight board. "It looks as if we'll have to postpone or cancel the next instrument class. Let's swing the school aircraft in to support tomorrow's flight schedule; then we'll make a final decision tomorrow."

Rhine Main by Midnight

It's 2105 when Capt. John Campbell and Lt. Herb Thompson take off in a U-1A. Jerry Feldt and Capt. Bob Bayne take off in the fourth aircraft thirty minutes later. The last aircraft arrives at Rhine Main at midnight.

The steady procession of phone calls and reports continues in the Army Operations Room. But Matty, Neely Brown, and the writer, who ended the evening there, have gone home. Jim Lee and Bob Rush are at the airfield. Matty will get a call in a couple of hours to change the aircraft requirement to two Otters and four Beavers. The dismantling and loading has begun.

An urgent call has been answered swiftly, calmly, and professionally.

Task Force Feldt is on the way.

CopterNews from Sikorsky

Navy tests helicopter minesweeping. A new job for helicopters—seeking and destroying enemy mines—was demonstrated by the Navy recently at Panama City, Florida. A Sikorsky S-60 lowered, streamed, towed and retrieved its new lightweight minesweeping gear. The test demonstrated the helicopter's capability as a self-sufficient aerial minesweeper, and it further demonstrated the vast gain in safety that a copter—flying above the explosive range of the mine—can bring to minesweeping operations. The S-60 is the first of a new family of all-purpose transports now under development at Sikorsky. These unique configurations require no conventional cabin to lift cargo, and can carry detachable pods for equipment, personnel or weapons.

Copter catches five out of five as first air-to-air recovery is demonstrated. New possibilities in aerial recovery of nose cones, drones, and reconnaissance missiles were revealed recently by the first demonstration of helicopter air-to-air recovery techniques. Using recovery gear developed by All-American Engineering Company, a Sikorsky S-55 completed five out of five pickups of a package suspended from a descending parachute. The demonstration, before Army, Navy and Air Force personnel, pointed up the copter's maneuverability for this mission. In case of a miss, for example, the copter can make several more passes before the chute hits the water or ground.

Interservice news. Not to be outdone by the remarkable helicopter feats of civilian telephone "pole planters," a Marine HR25 crew transported and planted a series of antenna poles each 92 feet long and 5,000 pounds in weight on California mountain tops. P.S. Mission was actually performed for the Air Force. Credit Marines with big assist on this play!



A New World of Mobility by

SIKORSKY AIRCRAFT

Stratford, Connecticut/A Division of United Aircraft Corporation

The purpose of the *USAREUR Report* is to inform aviation personnel in this theater on latest events, happenings, and problems of wide interest, including their solutions; noteworthy achievements, either individual or unit; aviation awards; and changes of assignment of key personnel.

In order to do this, I would like to encourage unit aviation officers and commanders to send items of interest concerning their units for inclusion in the *Report*. Proper credit will be given, of course. I should have the material prior to the 10th of each month to insure publication in the succeeding month's issue. If, however, you have a feature article or a story that is an exclusive send it direct to *ARMY AVIATION MAGAZINE*.

Seventh Army Aviation Group, the only one in the Army today, had a change of command on 1 June 1960. Col. Russell Whetstone, recently Seventh Army Aviation Officer, assumed command. Col. Arthur W. Ries has moved to Coleman Barracks to take command of the *USATC Depot*, replacing Lt. Col. Morgan C. Light, who has returned to the US for reassignment. Lt. Col. James H. Lee is the new Seventh Army Aviation Officer.

USAREUR REPORT

BY
MAJOR
KENNETH D.
MERTEL



Isaw a recent list containing the names of aviators who have permitted their instrument tickets to expire and have not yet renewed them. Remember that 31 August is the deadline or you may have to face a flight evaluation board. Army regulations are quite explicit on this matter.

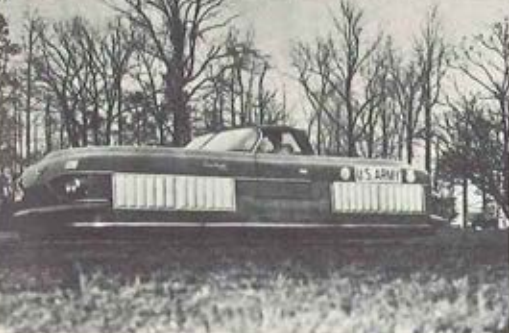
Compliments are in order for the 8th Inf Div Cbt Avn Co, commanded by Maj. Frederick B. Franklin, for the fine job they did on the recent "Lady Be Good" search in the Sahara Desert. Members of the group led by Capt. Victor E. Reeves were Lt. Joseph A. Sites and Lt. Francisco Trevino, and crew chiefs, Sp-4 Jerry Testerman and Sp-5 Larry Walker. In addition to carrying out their mission in a splendid manner, they gained much valuable experience in flying and maintaining helicopters under desert conditions.

Safety personnel from the Office of the Deputy Chief of Staff, Personnel, DA, in a recent visit advised that the *USAREUR* aviation accident was the lowest world wide and passed on congratulations to all concerned: supervisors, commanders, aviators, and maintenance personnel. This is all very good; however, we are still experiencing too many needless accidents.

As an example, an H-19D recently landed on a 9.5 degree slope. As the aircraft was shut down, the front gear castered down the slope and the right parking brake failed, allowing the aircraft to roll downhill, to cross a road, and to crash into the trees resulting in a total loss.

It pays to pick a level area, if possible, and when landing on a slope, take that extra minute to properly check the wheels before reducing control power.

The Quartermaster advises that carrying bags and chin pads for the APH-5 aviators' protective helmet will be available to *USAREUR* aviators this fall. They will be retained by the individual aviator as well as the helmet while on flight status.



Army "Air Car"

THE GEM-GETOL MARRIAGE



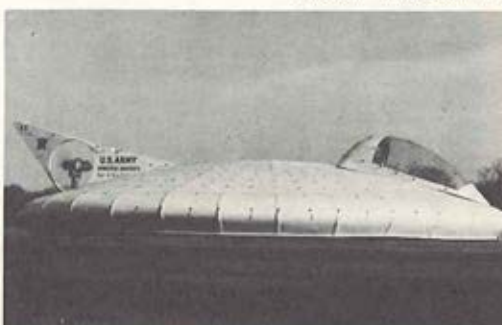
Navy "Ground Skimmer"

**By MAJOR GENERAL RICHARD D. MEYER
DEPUTY CHIEF OF TRANSPORTATION FOR AVIATION, OCT**

ell "Air Scooter"



Princeton "Flying Saucer"



It has been gratifying to hear the favorable comments relative to my ground effects machine article which appeared last October. Therefore, another and closer look at what may well turn out to be a new mode of transportation and how it may be married to aircraft may be of interest.

The proper marriage today of the ground effect phenomenon to the conventional aircraft as a landing system may have major application in the future. In other words, this means the ground-cushion effect phenomenon as we know it today is feasible and may be applied practically as an effective rough terrain gear. It may in addition supplement cross-country vehicles as a bridge between wheels and wings.

How serious is the Army about this "new" approach?

Enough so to plan for basic research in order to find the answers to mission and configuration requirements, economic and logistic considerations, aerodynamics, hydrodynamics, structures, noise suppression, stability and control, propeller and fan design, new type power for propulsion and lift, and utilization of the concept for conventional aircraft VTOL or rough terrain landings and take-off (the latter called GETOL or ground effect take-off and landing).

The next question you could ask might be: *How serious is industry and the civilian who may some day utilize this mode of transportation?*

As for industry, there are over 100 interested companies. These manufacturers were represented at the first international GEM symposium at Princeton University, October 1959, and have done a great deal on their own since then. As for the average civilian, the crowds at Andrews Air Force Base on Armed Forces Day gave a couple of backyard garage samples of this mode of transportation their indorsement by many enthusiastic comments.

As engineers and/or pilots we must caution the over-exuberant not to push too fast. In this, the Office of Naval Research agrees with the Army. ONR and the TC are cooperating and coordinating funds, data and contractor-wise in order to obtain the greatest fall out from all the basic research underway. Certainly hardware will be built to test the theory but prototypes and production models will come only after we're sure of the design criteria and mission requirements.

One may say that the theory appears simple, yet to apply it economically or to even understand all there is to know about the phenomenon is another thing. Simply the theory is:

- The air pressure under the vehicle must equal the vehicle weight.

- The greater the amount of air taken in from the top and forced downward, the higher the vehicle rises.

- The power required to build and maintain the "air cushion" becomes greater the heavier the vehicle.

- The greater the air pressure under the vehicle the thicker becomes the "air cushion."

- Similarly, the required air is less the larger the vehicle becomes; because, taking a circular vehicle body, the circumference of a circle (also the air discharge area) increases linearly, while the area and the lifting capacity increases as the square of the diameter.

In other words, we desire to generate an air cushion artificially—utilize it and hence eliminate friction.

Possible Army Applications

What are possible Army vehicle applications of this phenomenon? One might be an off road all-surface cargo carrier of say 10 tons with a 5 ton payload. Possibly it would have wheels to use on smooth surfaces to reduce crab and improve control.

The next priority vehicle should be a

Model T-22-RA High Frequency
Transceiver by SunAir - for
long range communications.

IF YOUR PRESENT HF EQUIPMENT WEIGHS MORE THAN 15 LBS...

You're Paying For Excess Baggage!

For Air Carrier
Military
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Certified to
FAA TSO's
C-31b and C-32b
Category A
and RTCA Standards
FCC Type-Accepted—
Part 9 for Aviation—
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\$2,395* COMPLETE with shock-mount, remote control
head, full 44-crystal complement and power supply.

- Powered by exclusive SunAir solid-state transistorized unit
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- WEIGHS ONLY 15 POUNDS
- 22 Crystal-controlled channels — simplex or duplex operation
- 2,000-15,000 kcs.
- Ranges over 2,500 miles are common
- Size: $\frac{1}{2}$ ATR



SUNAIR ELECTRONICS, INC.

*Subject to Change. F.O.B. Ft. Lauderdale, Florida, U.S.A.

BROWARD COUNTY INTERNATIONAL AIRPORT • FT. LAUDERDALE, FLORIDA, U.S.A.
CABLE ADDRESS: SUNAIR

Recognized for reliability...throughout the world!

high speed amphibian for skimming between the off-shore supply ships, over breakers and shore, and inland to the transshipment points. We can visualize a command/reconnaissance vehicle capable of 75 mph, gradeability of 30%, operating at a 4 foot height with fuel for 3 hours of operations.

Special emphasis is being placed on *Ground Effects Take off and Landing (GETOL)* by both the Navy and Army. Some of us believe the *GETOL* may well be the third major breakthrough in the *GEM* field.

Speaking of breakthroughs the first was made in July 1959 when the British *Hovercraft (SRN-1)* successfully crossed the English Channel from Calais to Dover at an average height of 10 inches and buffeted 4 foot waves, at an average speed of 25 knots. This proved that the *GEM* can live in rough open seas.

Hi-Speed Amphibian Considered

The second breakthrough was made in February 1960 when the Swiss *Weiland Ilen* achieved a speed of 50 knots over the Lake of Zurich, negotiating one-foot choppy wave conditions and hence proving that the speeds theorized as possible for *GEMs* can actually be obtained.

Other gratifying results have been attained by the U.S. Marine Corps in negotiating 16% slopes, going from water to land and traversing along 12% slopes without slipping sideways.

The Army Transportation Corps has two research *GEMs* which have attained thirty-five knots over all types of relatively flat terrain and traveled over banks of one foot height, thus proving the *GEM's* off-road capability.

We can therefore say that the feasibility of the *GEM* has been proven. Its potential cannot be overlooked and its uses offer valuable augmentation to our present stable of trucks, tanks, self-propelled artillery, helicopters, and aircraft.

A Word on Return and Repair Cycles

We have been working hard for some time to reduce the repair and return to user cycle on high dollar value components. Believe me, it isn't simple, but here is an outline of one of the factors in the case we are attacking on a broad front.

Once a reparable is removed it is expected to move rapidly to a place of inspection or repair. Statistics show that for one of many reasons, its rate of movement is practically nil. Some of the elements involved include:

- The low density population of an individual model of aircraft.
- The varied models and types within models of aircraft supported.
- The wide distribution pattern of low density aircraft.

- Command emphasis on high availability, and lack of understanding at all echelons of the dependence of our supply system on fast turn around of reparables.

As one means of minimizing the impact of these variables and in order to meet the requirements of field organizations in maintaining a maximum utilization goal an Army Regulation will shortly be published outlining the criteria for the expeditious return of economical reparable air items of supply to an issueable status.

The regulation will establish time cycles for:

- The preparation for shipment of a reparable item removed from an aircraft and prompt shipment to a repair facility.

- This expeditious movement of the reparable item to a repair facility located in the overseas theater or in CONUS.

● The processing of the repairable item through the overhaul phase for return to stock as an issueable item of supply.

The establishment of these cycles will minimize the transit time element in the aircraft component overhaul program with resultant reduction in the number of like items we must own. It will enhance the response of the depot system to organizational requirements through rapidity of service particularly for those items that are in worldwide short supply or of high cost. Although these cycles authorize maximum use of premium transportation they are not intended to, nor do they establish airlift as mandatory; Marinex and other types of expedited movement are used as appropriate. Repairable items not classified as "RAPID SERVICE" or "CRITICAL" can be returned through normal channels.

This program is designed for the long pull. If it is successful it means that more of our scarce procurement money will buy aircraft. Less will be required to support a slow-moving reparables system. I hope you will all give it enthusiastic support. *It affects us all.*

Hiller Aircraft Corporation, Palo Alto, Calif., has been awarded a \$359,160 contract for the preparation of a five part Army Technical Manual for use with the H-23D Raven helicopter.

Photolithographic negatives for printing the new manual will be delivered to the Army by September 1961. The H-23D manual is the last to be contracted for under a new Army concept of condensing the many publications covering an aircraft into one five part manual. Similar manuals are undergoing preparation for all other types of Army aircraft.

Part I of the new manual will comprise operators and crew members instructions; Part II will cover organizational maintenance instructions; Parts III and IV will comprise field maintenance instructions, and Part V, depot maintenance instruc-

tions. Parts information will be integral with other data, rather than a separate volume.

Under the new concept distribution is controlled by the level of maintenance for which each unit exercises responsibility. Field units will have only those parts of the manual which pertain to their particular operation and level of maintenance. Only depots will have the entire manual.

Centralizing all information on each aircraft into one five part manual gives the Army the simplest, most condensed publication it has had, while replacing the many volumes printed for each aircraft under the old system.

The Aviation Section of the Transportation Environmental Operations Group, (TREG) Ft. Eustis, Va., made Army aviation history recently by flying two H-34 *Choctaws* clear across the Greenland Ice Cap, from Thule to Cape Georg Cohn, a distance of some 650 miles. The aircraft were self delivered to the TREG "Lead Dog" expedition which had earlier completed the same trip over the surface.

At one time during the 28 hour flight the pilots were forced to set down on the Cap and wait more than 15 hours for the weather to clear. Crews waited out the bad weather in four-man survival tents carried aboard the aircraft. The *Choctaws* refueled enroute from caches placed by the surface party.

The aircraft will be utilized among other things, to pinpoint possible safe routes for the surface party to follow from the edge of the Cap to the ice free coastal area, and will also fly Army and Air Force scientists to various sites in Northeast Greenland for the conduct of their studies and investigations.

Congratulations to the pilots and crews: CWOs Michael J. Madden, David H. Lindsey, Michael V. Mayville, and Ulysees Morton, Sp/6 Johnson E. Agnew and John W. Gallagher, and Sp/4 Wilmer E. Larsen.

Mike Button

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

Down Count, Not Out!

The result of a few recent visits to Field Maintenance hangars, shops, etc., has been the "*Mother of Another Invention*" which TMC would like to pass on to everybody in the field who may have something to do with replenishing the 400 to 500 Items of *Aircraft Common Hardware* found in your CONEX hardware kit FSN 1560-600-5617.

A great deal of thought, time, energy, and money has gone into coming up with a first class "catch-all" of those most needed pieces of aircraft hardware and it seems a shame to find empty drawers in their slots and the sliding drawers all over creation.

From the looks of things, the problem seems to be one of replenishment of the different pieces at the most opportune time, coupled with the least amount of effort to keep an accurate count of what's in each "bin."

Everybody seems to be in quite a panic about taking a count of each "bin" at various intervals to insure that the piece level has not gone beyond what has been previously established based upon demands for that particular piece over a specific period of time.

If this is your baby, fret no more, because with this suggestion you should be able to come up with a re-ordering system using these few hints or variations thereof.

First of all, whenever possible, establish a quantity level—based upon how many you have used—where, when the pieces get

down to that number, say 75, you immediately re-order to replace the pieces used up. Before you probably had to count, count, and recount the same piece several times to insure that when you got to your re-ordering level you didn't miss getting that requisition off to replace those pieces sufficiently in advance to preclude "exhausted stock."

To cut down your count down we suggest that all "hardware kitters" get a supply of envelopes and put the 75 pieces—or whatever level you've established—in an envelope and stash it in back of the rest of the loose pieces in the bin or put it close enough to the kit so you can get to it easily. Now over a period of time you find out that the loose pieces are all gone—catch on yet?

Sure you have. So dump the 75 pieces into the bin and get with the requisitioning to re-order enough for a 365 day quantity. Simple—eh?

Remember though should the demand change, this also changes the lay-a-way number!

We of TMC feel that this is a pretty good idea; however, if you have any better ideas of your own, pass them on to us so that everybody gets the benefit of them.

Beaver Mount Mod

Here's a little tip-off Mike has to offer to help us get our *Beavers* brought up to snuff.

Before you can get your *L-20* up to the configuration called out in *TM1-1L-20-A*

1004, 8 Jul 59, it's a must that FSN 1560-670-1663 (P/N C2EM181A) modified engine mounts be installed. These new mounts have been tailor made with a "cut-out," so that 100 ampere generators, which you need so badly to run all the electrical equipment, will have enough clearance from the engine mount ring. The 50 ampere generators now installed in your L-20 just don't have cutting power for the mustard that is to be installed in accordance with TM1-JL-20A-1005, 16 Oct 59.

The NICP (National Inventory Control Point) has established a contract to modify these engine mounts on a unit exchange basis for CONUS support areas; however, returns from field activities of the unmodified engine mounts when the modified ones are installed is very poor and TC has been put in a spot to the tune of jeopardizing the modification contract. TC is not getting its \$ Money's Worth \$ and neither are you if these modified engine mounts which you have are not put on the *Beavers* you own.

If you have those new mounts installed, get with the returning of the ones you took off, pronto, 'cause you're holding up the works. On the other hand, if you should have the new mounts laying around and you have not changed them as yet, please get with it and ship those old mounts back as it says in *Supply Letter 2-60*, 13 Jan 60. *If you don't it's gonna cost us both.*

And another thing: I'd like to call to the attention of all pilots—Did you know that the *Beaver* is not to be flown under instrument conditions and you can't file an Instrument Flight Plan if your aircraft form says, *TM1-1005* not c/w? It's true!

Too, there are some birds which have *TM1-1005* hacked without the *TM1-1004* application and the result is placarding the *Beaver* to prohibit use of some of the electronic gear. This I don't have to tell you is not in the best interests of flying safety, now is it?

One last thought to keep in mind and I direct this bit toward maintenance personnel. After the modified engine mounts have been installed don't forget to fill out the *DA Form 1987* and get it off to us here at TMC, Attention: *TCMAC-QIL-20* with a copy to the Field Maintenance activity supporting your outfit 'cause they gotta know which have and which have not. Submission of the 1987 to the proper people insures control of the retrofit and the contract too, as reworking these mounts depends upon this document.

To date the picture is this: We have shipped 175 sets of mounts to be installed in CONUS with 101 installations accounted for by *DA Form 1987*; subtract and you get 74. *So 74 actions gotta get done pronto.* If you are one of these 74 actions and have a problem get in touch now, as we are very anxious to get all aircraft up to the latest electronic configuration.

We're only concerned with helping you to get the best equipment in the best condition. Please give this here problem your attention so we can all benefit.

Shawnee Headdress

The *H-21 Project Office* here at TMC just handed me a drawing of a very helpful item which old *Mike* thinks every *Shawnee* maintenance man at 3rd will welcome.

It's an *H-21 Rotor Work Stand* which can be very effective when you gotta take the rotor heads off on your bird.

Setting on casters it stands about 38" high and believe me it's a good stand to have around when taking heads off.

All you need to do is send in a request to TMC, Attention: *TCMAC-EH-21* and a complete set of drawings will be furnished to fabricate locally—no charge to anybody, of course.

Informationally yours,
MIKE BUTTON

COLONELS

- BLACKER, Kemuel K.**
General Delivery
Ft. Monroe, Va. (Temp.)
- WHETSTONE, Russell W.**
Hqs, 7th Army Avn Group
APO 154, New York, N.Y.
- WILLIAMS, Warren R.**
US Army Avn School
Ft. Rucker, Ala.

LT. COLONELS

- HEMINGWAY, Jack W.**
Stu Det, USAFHS
Camp Walters, Tex.

MAJORS (Continued)

- PITTENGER, Ronald R.**
Hq, 7th Army Avn Sect
APO 46, New York, N.Y.
- PRATER, Robert M.**
7403 Dunston Street
N. Springfield, Va.
- SUTOR, Frank J.**
52nd Trans Bn (TA)
Ft. Ord, California

CAPTAINS

- AIKMAN, Jim B.**
36th Engr Gp (Cmbt)
APO 358, S. F., Calif.

CAPTAINS (Continued)

- CARROLL, Anthony**
2528 Mesa Street
Columbus, Ga.
- CONNER, Joe P.**
31 Foster Circle
Ft. Rucker, Alabama
- CONNOR, George C.**
24th Avn Co (Inf Div)
APO 112, N.Y., N.Y.
- CURRY, Paul R.**
USAF Engr Ft Test Sch, C1 6-08,
Edwards AFB, Calif.
- DALUSKY, George A.**
4th Trans Co
APO 165, N.Y., N.Y.

TAKEOFFS

- McKEE, Henry H.**
Hq, 24th Infantry Division
APO 112, N.Y., N.Y.
- POWELL, Edwin L., Jr.**
USA Engr District-Gulf
APO 205, New York, N.Y.
- PUTNAM, George W., Jr.**
5413 Easton Drive
Springfield, Va.
- SHEA, Gerald H.**
Stu Det, USA War College
Carlisle Barracks, Pa.
- STROK, Michael J.**
10 McKinley Drive
Newport News, Va.

MAJORS

- BROCKWAY, George B.**
USA Adv Gp (NGUS), Ariz-NG
Phoenix, Arizona
- COCKERHAM, Samuel G.**
65th Trans Co (LI Hel)
Ft. Eustis, Va.
- COLOZZI, Carl A.**
Assoc C & GS Off Crs
Ft. Leavenworth, Kansas
- DANTZER, Laurence L.**
32nd Sig Bn (Corps)
APO 175, New York, N.Y.
- GREENHAGEN, Milton E.**
USATC, Engr (5017)
Ft. Leonard Wood, Mo.
- HAMMACK, J. Y.**
45th Trans Bn
Ft. Sill, Okla.
- KELLAR, Robert S.**
Off Stu Co, USAFHS
Camp Walters, Texas
- KONVICKA, Henry**
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- GREYHOSKY, August**
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Certificated

The first amphibious helicopter built with a flying boat hull permitting operations from land, water, and shipboard, the Sikorsky S-62 recently received FAA certification, becoming the first American helicopter with a gas turbine power plant to be certified for commercial operations by the agency.

LIEUTENANTS (Continued)

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General I. D. White (left), Commander in Chief, U.S. Army Pacific, is shown chatting with Col. John J. Tolson, Deputy Director of Army Aviation, ODC-SOPS, at Fort Shafter, Honolulu, at the conclusion of the latter's visit to Army aviation and supporting units in Korea and Hawaii (U.S. photo).



Shown during a recent visit to the Atlanta General Depot are, l-r, Lt. Col. Yancey H. Bivings, CO, 40th Trans Bn, Ft. Eustis; Col. Joe Smith, G-3, Ft. Eustis; Col. Edwin A. Deagle, Trans Officer, First Logistical Comd, Ft. Bragg; Maj. Gen. Norman H. Vissering, Commander, TTC, Ft. Eustis; Col. Harley D. Brown, Chief, TC Aircraft Maintenance, Atlanta General Depot; Brig. Gen. Robert C. Keyser, Commander, Atlanta General Depot; and Col. Charles Westpheling, Trans Officer, XVIII Corps, Ft. Bragg. (U.S. Army photo).

In the Field

Atending a two-week jet airplane transition qualification course held under Navy direction at the Naval Air Station, Pensacola, Fla., twelve aviators from the *U.S. Army Aviation Board* of Fort Rucker, Ala., became the largest group of rated Army Aviators to qualify in jet aircraft.

The "check outs" in jets were conducted as part of "a study and tests to determine the technical and operating characteristics for low altitude operations by deep penetration manned surveillance aircraft and allied equipment, to include the human factors aspects."

The Pensacola training is in line with the Army's feasibility testing of a heavy-type observation aircraft, capable of subsonic speeds and low altitudes.

The 12 Army aviators flew Navy T-2-V jet trainers, similar to the Air Force's T-33 jet trainer. The speed of the T-2-V approaches 400 knots.

The Aviation Board pilots were trained in two groups. The first group, included *Col. Jack L. Marinelli* and *Captains Alfred R. Smith, John R. Aherne, William P. Brake, James A. Barrett, Ross E. Noah* and *David B. King*.

Members of the second group included *Lt. Col. Charles M. Neufeld; Maj. Elbert*

E. Drane; Captains James C. Rike, and Leonard R. Dennis; 1st Lt. Donald P. Wray and Donald L. Whittaker, a civilian test pilot for the Board.

Each aviator had individual Navy instruction during the course, which included about 20 hours flying time and three days of ground school. The flying time included instruction in aerobatics, instrument flight, and emergency procedures.

The ground school phase included the theory of jet flight, maintenance of jet aircraft, safety procedures, high altitude jet navigation, an ejection seat indoctrination course and training in a high altitude chamber that simulated conditions found at 40,000 feet.

All of the pilots soloed on the second day they flew, with only about three hours flying time in the T-2-V's.

One "Experience" Noted

The only "experience" came the first day of flying. One of the pilots and his instructor were preparing to land and were about 150 feet off the ground when their engine fire warning light came on.

When this happens, the normal procedure is to eject within six seconds. Since they were at too low an altitude to safely use their ejection seats, the pilot and instructor had no choice but to ride the plane down to a landing—where they quickly vacated the plane.

The pilot said his chief concern was opening the canopy so they could be pulled from the cockpit when the fires broke out.

Fortunately, the only malfunction was on the part of the warning system and there was no engine fire.

After completing the course, the first group of Army aviators gave a fly-over at Cairns Army Airfield with seven T-2-V's in a diamond formation—the first flyover of jets piloted by Army Aviators at Fort Rucker.



FORT EUSTIS: Space Capsule Recovered

An Army H-21 *Shawnee* from the Army Transportation Training Command at Fort Eustis recently assisted in the recovery of an Air Force high altitude instrument laden gondola which had made an ascent to 96,000 feet and then had parachuted to earth into a dense wooded area five miles southeast of Holdcroft, Va., near the Chickahominy River.

Using a 100 foot cable, the Army helicopter lifted the half ton gondola through trees 90 feet in height and transported it to a nearby farm where the capsule was turned over to Langley Air Force Base, Va. recovery personnel.

The operation was conducted by Army aviators assigned to the 65th Trans Co (Lt Hel) based at Fort Eustis. The aircraft's crew included pilots *CWO Joseph P. Holland* and the helicopter company's operations officer, *Capt. Vernon R. Bienenke*, and crewchief, *SP-4 Michael Jung*. Assisting in the effort was *Lt. Col. David E. Condo*, Command Aviation Officer, who flew an Army H-23 in support of the recovery operation.



FORT RILEY: Nebraska Navy Bolstered

The men of the 81st Transportation Company and 545th Aircraft Transportation Maintenance Detachment recently became admirals in the "Nebraska Navy" during ceremonies at Marshall Army Air Field, Fort Riley, Kansas.

Maj. Gen. Lyle A. Welch, The Adjutant General of Nebraska, made them "admirals" in appreciation of the assistance the more than 240 men gave citizens of Nebraska during the floods last March and April. Although this is a mock title—Nebraska is inland and without a Navy—the honor has been bestowed upon such very important persons as President Eisenhower and is considered a high honor among citizens of Nebraska.

Last March 30th the Adjutant General of Nebraska requested assistance from Fort Riley, and the 81st and 545th had answered the call working in the devastated area between Lincoln, Nebr. and Omaha, Nebr. until April 4.

During the disaster, a total of 286 missions were flown by Fort Riley crews, and some 742 passengers were carried—either people being evacuated or Government officials studying the area to determine further courses of action in rescue work

and flood protection. In spending 214 hours in the air, the Army crews carried 712 bales of hay to stranded livestock.

A total of 13 of the large helicopters were used, with an H-13 helicopter being utilized as a reconnaissance craft. Capt. Edward W. Sergeant is the Command Officer of the 81st, and the 545th is commanded by 1st Lt. Gerard A. Donatucci.



MID-ATLANTIC: Unique Award Ceremony

In a unique mid-June ceremony, Capt. Thomas M. Stedman, 91st Trans Co (Lt. Hel) was presented with his Senior Army Aviator Wings aboard the USNS General Maurice Rose enroute to Bremerhaven, Germany.

Officers of the Army, Navy, Marine Corps, and Air Force joined in the presentation ceremonies as Maj. Orman E. Hicks, Commanding Officer of the 91st, introduced Capt. Elmer Stonecipher, USN; Lt. Col. Charles Crossfield, USMC; and Lt. Col. Richard Day, USAF.

Capt. Stedman is the first aviator to receive Senior Army Aviator Wings while serving as a member of the 91st, since the activation of the unit in 1958. The entire Company has been assigned to duty in Germany.

In the photo above are, left to right, Capt. Stonecipher, USN (who made the presentation); Maj. Hicks, Capt. Stedman; Lt. Col. Day, USAF; Lt. Col. Crossfield, USMC; and Lt. Adolph Jacobsen, USN.



Full Scale "D" Model Mock-Up

An Army YHU-1D full-scale mock-up was inspected in mid-June by a group of military officers and civilian specialists participating in a development engineering inspection at the Bell Helicopter Company, Ft. Worth, Tex. An enlarged fuselage version of the HU-1B that provides the same performance with increased cabin room and internal fuel capacity, the new version will accommodate 12 fully-equipped soldiers.

Two for Two

Achieving higher speeds and a higher altitude, the Fairchild AN/USD-5 high-performance developmental drone has successfully completed its second flight in as many attempts at the U.S. Army Electronic Proving Ground's Drone Test Facility, Yuma Test Station, Ariz. A turbo-jet aerial vehicle, the AN/USD-5 is an unmanned delta-wing surveillance drone, powered by a Pratt & Whitney YJ-60 jet engine developing 3,000 pounds of thrust. (U.S. Army photo)



Station Wagon

Incorporating a Lycoming 305 horsepower reciprocating engine, the new Hiller E4 business executive helicopter is shown during recent unveiling ceremonies held in downtown San Francisco. Offering the safety and utility of higher power and 4-place accommodations, the E4 has a production price of \$69,960, a low in today's market for 4-place helicopters. Hiller 12E three-place owners will be able to transform their ships to an E4 through use of a kit.

Air Show

An Iroquois of the 1st Recon (Sky Cav), 16th Cavalry loads a prime mover during "the largest aerial demonstration ever presented in the Pikes Peak area." Hundreds of military and civilian personnel viewed the air show held in celebration of the 44th anniversary of the 16th Cavalry. Highlight of the show: the firing of the SD-1B drone by "A" Troop.



AAAA



News

Awards Committee Meets to Select 1959 Winners

Meeting in Washington, D.C. on July 16th, the *National Awards Committee* considered in excess of fifty well-documented nominations before selecting the 1959 winners of the *James H. McClellan Safety Award*, the *Hughes Award to an Outstanding Aviation Unit*, and the *AAAA Award to the Army Aviator of 1959*.

Col. Robert M. Leich, Committee Chairman, meeting with committee members Col. O. Glenn Goodhand, Lt. Col. Alexander J. Rankin, and Joseph E. McDonald, Jr., "read through" each nomination before setting in motion the TWX procedure to notify each Award winner.

The Committee, in a later formal report, acknowledged the many fine efforts of those persons who assisted in the preparation and submission of nominations for the 1959 Awards.

In a subsequent action, the *National Awards Committee* approved the steps taken by the Executive Secretary to prepare a distinctive Association medal for National, Regional, and local use.

Chapter Banners to be Issued to Delegates at Annual Meeting

Carrying home something more than memories, Chapter Delegates attending the 1960 *AAAA Annual Meeting* will receive attractive, 3 x 4-foot, Chapter banners during the course of the three-day meeting. Suggested by officers of the *Lawton-Fort Sill Chapter*, the Banners will serve as attractive podium or backdrop decorations at local level social or educational meetings.

AAAA INDUSTRY MEMBERS

Aero Design & Engineering Company
Aircraft Radio Corporation
Beech Aircraft Corporation
Bell Helicopter Company
Bendix Radio Division
Boeing Airplane Company
Cessna Aircraft Company
Collins Radio Company
Continental Motors Corporation
De Havilland Aircraft of Canada, Ltd.
Douglas Aircraft Company
Fairchild Engine & Airplane Corporation
General Dynamics Corporation
General Electric Company
Grumman Aircraft Engrg. Corp.
Hawthorne School of Aeronautics
Hayes Aircraft Corporation
Hiller Aircraft Corporation
Hughes Tool Company—Aircraft Division
Int'l Telephone & Telegraph Corp.
Jeppesen & Company
Kaman Aircraft Corporation
Laboratory for Electronics, Inc.
Lear, Inc.
Lockheed Aircraft Corporation
Lycoming Division, AVO Mfg. Corp.
McDonnell Aircraft Corporation
The Martin Company
North American Aviation, Inc.
Page Aircraft Maintenance, Inc.
Radioplane Div.—Northrop Corp.
Republic Aviation Corporation
Ryan Aeronautical Company
Southern Airways Company
United Aircraft Corporation
Vertol Division, Boeing Aircraft

PROGRAM

**AAAA ANNUAL MEETING
AUGUST 6-7-8
SHERATON-PARK HOTEL, WASHINGTON, D.C.**

SATURDAY, AUGUST 6TH

0900 - 1200 National Executive Board Meeting
1200 - 1900 Registration Desk Open, Main Lobby
1300 - 1400 Informal Get-together National Board, Chapter Delegates, Madison Suite
1600 Informal Open House, Madison Suite

SUNDAY, AUGUST 7TH

0800 - 2000 Registration Desk Open, Main Lobby
1245 - 1330 Chapter Delegates Meeting
1330 - 1630 AAAA Business Sessions
1830 - 2030 AAAA-Industry Co-Sponsored Reception, Cotillion Room

MONDAY, AUGUST 8TH

1000 - 1130 AUSA Opening Session, Sheraton Hall
Opening Address: "The Army Today," The Hon. Wilber M. Brucker, Secretary of the Army
1130 - 1400 AAAA Annual Honors Luncheon, Cotillion Room
Address by Elwood R. Quesada, Administrator, Federal Aviation Agency

Presentation of Awards

The James H. McClellan Safety Award—Senator John R. McClellan
The Hughes Award to an Outstanding Aviation Unit—Lt. Gen. John C. Oakes, DCSOPS
The AAAA Award to the Army Aviator for 1959—Bryce Wilson, President, AAAA

1400 - 1630 AUSA Afternoon Session, Sheraton Hall
Address, "The Soviet Challenge,"—Dr. Raymond L. Garthoff
Address, "Ground Forces in NATO," General Hans Speidel, Commander ALF, Central Europe

Application for Coverage FLIGHT PAY PROTECTION PLAN

I have inclosed a check or money order made payable to the
FLIGHT PAY PROTECTION PLAN \$
for my annual premium of
(1% of my annual flight pay).

I understand that my coverage under this Plan will commence upon
the first day of the month after the postmark month in which I apply
for the coverage.

PREMIUM

A check or money order in the amount of your annual premium
should be made payable to FLIGHT PAY PROTECTION PLAN and
submitted with your application form to AAAA, Westport, Conn. Be
certain to check the lower portion of this application form. This
form should not be used for quarterly or semi-annual premium pay-
ment plans.

Rank or Grade _____ Name _____ ASN _____ Annual Flight Pay _____

Address _____ Post Office Box Number, Residence or Quarters Address is desired

City _____ Zone _____ State _____ Years of Service for Pay Purposes _____

I certify that I am currently on flying status with a U.S. Army
unit; that I am in good health at the time of making this application;
that I am entitled to receive incentive pay; that no condition is known
to me at this time that could result in my loss of flying status for

physical reasons; and that no action is pending to remove me from
flying status for failure to meet required physical standards. I author-
ize AAAA, or AAAA-designated representatives to examine all official
medical records that may be pertinent to any claim that I may submit.

SIGNATURE

DATE

Failure to sign above invalidates this application.

ANNUAL OR PRO-RATED AAAA DUES

This coverage is limited to AAAA Members only. ☐ I am an AAAA
Member. ☐ I have enclosed a separate check or money order made
payable to AAAA for my membership dues as below:

Membership Year Terminates Each March 31st

- ☐ \$6.00 (Applications submitted _____ April 1 - June 30)
- ☐ \$4.50 (Applications submitted _____ July 1 - September 30)
- ☐ \$3.00 (Applications submitted _____ October 1 - December 31)
- ☐ \$1.50 (Applications submitted _____ January 1 - March 31)

IMPORTANT: Your Dues should be paid by separate check made pay-
able to AAAA. Your premium check should be made payable to
FLIGHT PAY PROTECTION PLAN.

CATEGORY OF AAAA MEMBERSHIP

- ☐ Active U.S. Army establishment ☐ U.S. Army Reserve
- ☐ U.S. Army National Guard component ☐ Other, Describe below.

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GET UP AND GO

for a Pentomic Army

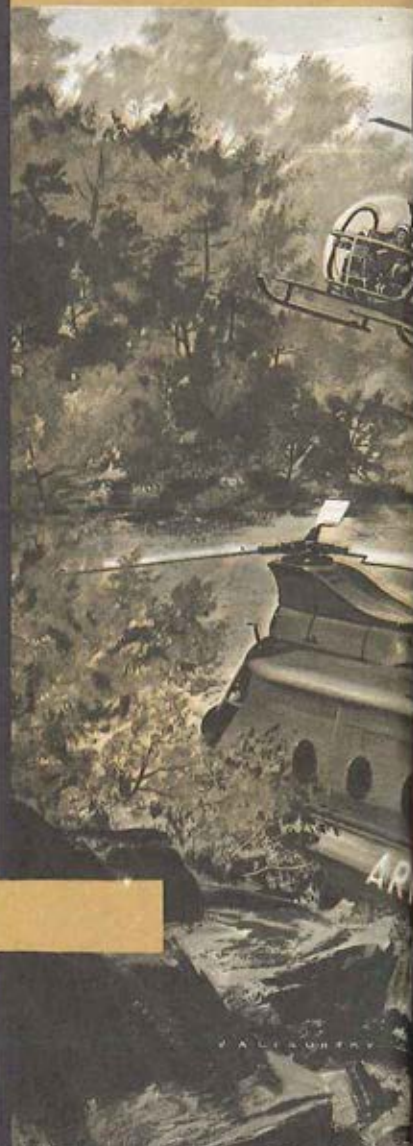
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