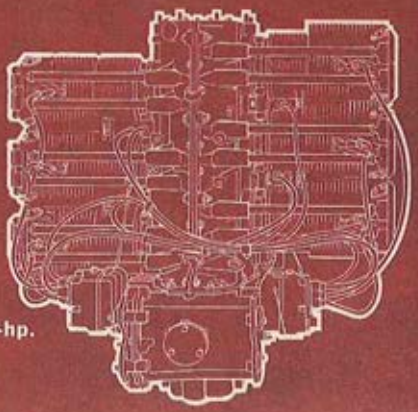
# ARMY AVIATION

FEBRUARY/1962



Lycoming VO-540, rated 305-hp.

## LYCOMING POWERS HILLER 12-E

# ARMY AVIATION

VOLUME 11
FEBRUARY, 1962
NUMBER 2

## ARTICLES



## DEPARTMENTS



## ADVERTISERS

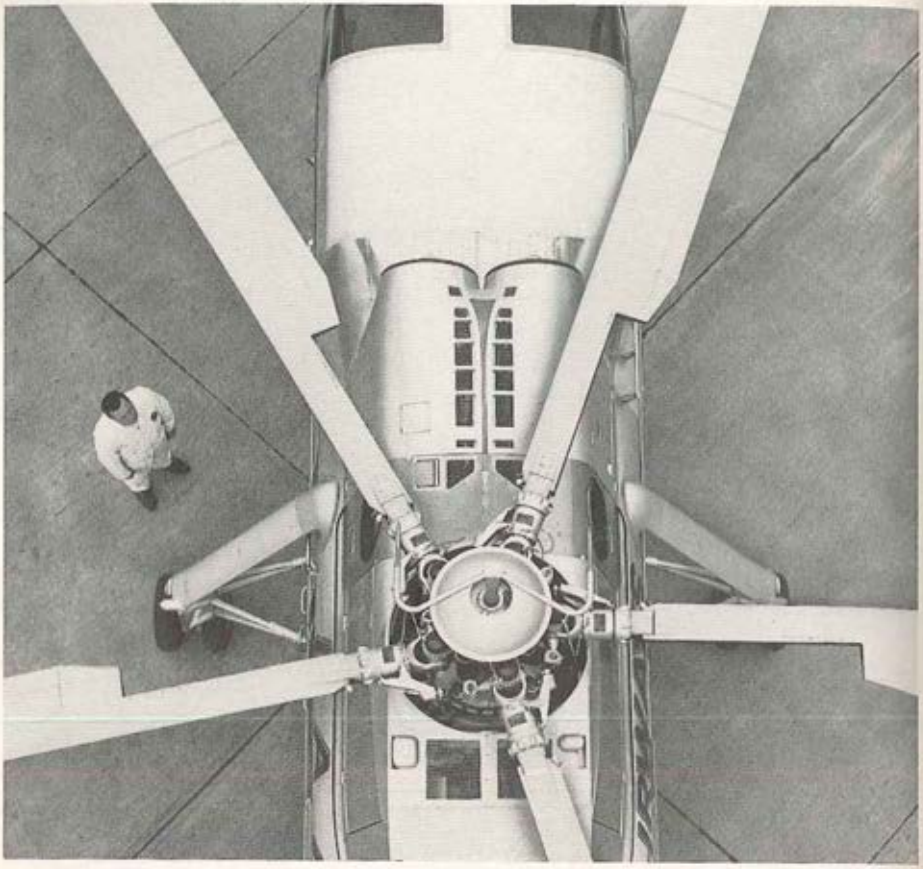


ARMY AVIATION is published monthly by Dorothy Kesten, Westport, Conn. Editorial and Business Office, 1 Crestwood Road, Westport, Conn. Phone: CApital 7-8266. The views and opinions expressed in the magazine are not necessarily those of the Department of the Army or the staff of the publication. Articles, news items, and photographs pertinent to Army aviation are solicited and should be mailed to the Editorial Office so as to arrive on or before the 10th of the month preceding the cover date month. Data submitted for publication should bear the name of the writer and should be accompanied by a return envelope bearing sufficient postage and the return address of the submitter. Accepted articles pertinent to any Army aviation subject except unit or AAAA activities are reimbursible at the rate of ten cents per published line. Subscription fees: Continental U. S., APO, and U. S. Possessions, $3.50 per year; all other addressees add $0.75 per year. Active Army personnel are requested to submit a residence or quarters address for magazine distribution purposes whenever possible. Back issues cannot be held unless an advance "Hold Notice" is furnished by the subscriber together with the date on which his "in transit" status will terminate. Advertising correspondence should be directed to the Business Office. Closing date for insertions is the first day of the month preceding the cover date month. Second Class Postage Paid at Westport, Connecticut.


# LOH

## Mobility in many dimensions for the U.S. Army

Hughes Tool Company, Aircraft Division is proud to have been selected to participate in the development of the Army's new Light Observation Helicopter. ■ Hughes' advanced LOH concept meets all, and surpasses most, of the Army's rigorous specifications. In addition, Hughes' design – Army designated HO-6 – offers extraordinary bonus performance and design features *at a lower over-all cost!* ■ For six years, a partnership of Hughes and the U. S. Army has concentrated on advancing the state-of-the-art in light helicopter design, development and manufacturing. This experience, plus Hughes' outstanding production facilities and engineering know-how, guarantees delivery of the world's most advanced Light Observation Helicopter to the U.S. Army. **HUGHES TOOL COMPANY,** Aircraft Division, Culver City, California.



# 10-second blade inspection

Sikorsky's Blade Inspection Method (BIM) positively establishes blade condition in just 10 seconds.

Even better, BIM virtually ends blade replacement due to accumulated service life. With integrity positively and instantly established, good blades remain in operation indefinitely.

This concept allows the equating of blade life with aircraft life. Result: major savings in blade installation and maintenance costs.

Like most successful ideas, Sikorsky's Blade Inspection Method is simple, safe, and sure. Main rotor blades are filled with compressed air at the Sikorsky plant. If the blade is later damaged, pressure loss operates a warning gauge. Blade condition can be determined by one quick glance at the pressure gauge.

BIM typifies the emphasis on engineering leadership that characterizes Sikorsky designs. It is one of the many reasons Sikorsky is first in vertical flight.

**Sikorsky Aircraft** DIVISION OF UNITED AIRCRAFT CORPORATION

An aerial view of Rankin Army Airfield at Camp Zama, Japan. This main AA support hub for U.S. Army Japan is located 35 miles southwest of Tokyo.

part upon numerous recommendations from field users - you aviators - and a technical analysis of requirements.

USAAFIO has come up with a new Airway Manual package and the keynote to this latest design is that it represents an attempt and an opportunity to furnish the Army Aviator with a navigational kit tailored to his specific operational needs. The CONARC, in cooperation with USAAFIO is currently conducting a test and evaluation project to determine the operational effectiveness of material presented in this manner.

THIS test program is not a "desk" evaluation, but reaches the individual user by soliciting the aid of selected Army Aviators chosen on a broad cross section basis. The results, therefore, should reflect opinions, criticisms and recommendations which will provide a realistic premise upon which to make a decision for future flight information data.

THOSE of you who are actually participating in the test (or just looking over a shoulder) should be acquainted with some of the background involving this very useful member of your "silent crew." The new test document, similar to the well-known Jeppesen product,

is published by the U.S. Coast and Geodetic Survey, an agency which may sound a bit alien to the wild blue arena, but has been in the flight information field for many years. I am sure you are familiar with the excellent VFR "sectional" chart produced by the Survey. You may not be acquainted, however, with their radio facility charts designed primarily for instrument flight - that is - those of you who are not participating in the above referenced test project.

ESSENTIALLY, the new test kit consists of a pre-flight manual containing pertinent reference information, enroute charts, instrument approach charts designed complete on one side permitting back-to-back printing with obvious savings in bulk (I know you appreciate that one!) and these latter charts are published in four (4) manuals, East, West, North and South. This leads to convenience in our - to use a current phrase - "compact" airborne quarters.

IN ADDITION, there are numerous special area departure and arrival charts incorporating much useful operational data. All of these charts are the product of joint civil and military coordination which permits the Army to introduce its specific mapping requirements and to the maximum extent possible, reflect your navigational needs.

SO HERE is our opportunity to help shape and hew a flight document system for our specific use. Talk it over whenever the opportunity presents itself and be prepared to assist or, as the case may be, provide direct answers to a questionnaire which will be subsequently distributed to all participating pilots. It's your chance to bridge the gap that too often exists between "desk type designers" and the men in the "upstairs" office.

COMMENTS from the field that are obtained through this test and evaluation will be used as a major element in a DA decision which will involve the format and design of Army aviation air navigational material.

## FLIGHT INFORMATION

AS additional evidence of a steadily expanding Army Aviation Program, the Army is planning the establishment of a special engineering test pilot course to qualify aviators for important assignments in its research, development, test and engineering activities.

OPEN to both Warrant and Commissioned Officer Aviators of all branches, the course is expected to be of approximately 6 to 9 months duration and will include concentrated classroom study in mathematics, differential calculus, and sub-sonic aerodynamics as well as actual test flying of fixed and rotary wing aircraft. Successful candidates for this training are expected to be utilized in research, project development, and engineering assignments at the Transportation Research Command, Ft. Eustis, Va.; the Transportation Materiel Command, St. Louis, Mo., and at the


# ELECTRONICS LANDS THEM SAFELY WITH CEILING ZERO-ZERO

Delivered to the Army and now ready for operational installation, Bell's Remote Area Instrument Landing System (RAILS) provides the capability for mission completion into the smallest unprepared areas under zero-zero conditions. Backed by years of development know-how, RAILS solves the complex problems of helicopter instrument take-off, cross-country navigation, remote area approach and touchdown. The system has proven its accuracy in 1300 landings by 40 pilots under actual or simulated IFR conditions . . and with 100% reliability of the picture tube displays for over 6000 operating hours. Terminal equipment consists of only the small (27 pound) transponder beacon shown which can be air-dropped into the forward area.

Another product of the Bell Helicopter electronics team . . highly skilled in design, miniaturization, modularized circuitry, packaging and flight testing of VTOL avionics systems.

*For electronic leadership . . look to BELL!*

BELL HELICOPTER COMPANY

Fort Worth, Texas

A Division of Bell Aerospace Corporation

A Textron Company

various Contractor Test Centers now doing business with the Army.

DESIRED qualifications include diversified flying experience; at least 1500 hours flight experience including 300 hours in helicopters; a Bachelor's or Master's degree in one of the science or engineering fields, with a background in mathematics including calculus. It is planned to hold a refresher course for those who have not had recent classroom instruction in mathematics. Also, certain educational requirements may be waived in cases where the applicant is particularly well qualified in other areas.

ANY interested Warrant or Commissioned Army Officer Aviator, regardless of his present assignment, should forward an informal statement of interest to the Military Personnel Division, Office of the Chief of Transportation, Department of the Army, Washington 25, D.C. Statements should be accompanied by an up-to-date copy of DA Form 759 and college academic transcripts.

THE Army's initial step in engineering test pilot training was taken nearly two years ago when seven selected Army pilots were sent to the Air Force's 8-month course at the Experimental Flight Test Pilot School, Edwards Air Force Base, California. Additional expansion in the Army Aviation R&D Program has made it necessary to greatly expand this small reservoir of talent.

## DEPARTURE

Life in and around Washington will not be the same, now that Jim Brockmyer has departed for some "book larning" at Norfolk. The affable and talented staff officer (who dubs himself as an unappointed "jester" of the Pentagon court) brought laughter and fun to all whom he knew. Hurry back, Jim!

IN view of recent changes and promotions, I thought you might be interested in a current "WHO'S WHO" in this office.

OFFICE, DIRECTOR OF ARMY AVIATION:

Brig. General Delk M. Oden, Director
Colonel Robert H. Schulz, Deputy Director
Major James J. Brockmyer, Special Projects Officer

SAFETY & FACILITIES DIVISION:

Lt. Colonel Robert M. Rawls, Chief
Mr. R.B. Greenway, Safety Specialist

MATERIEL DIVISION:

Colonel George W. Putnam, Chief
Lt. Colonel Robert L. Hoffman, Assistant Chief
Lt. Colonel Edward L. Nielsen, Staff Officer
Lt. Colonel John F. Aschoff, Staff Officer

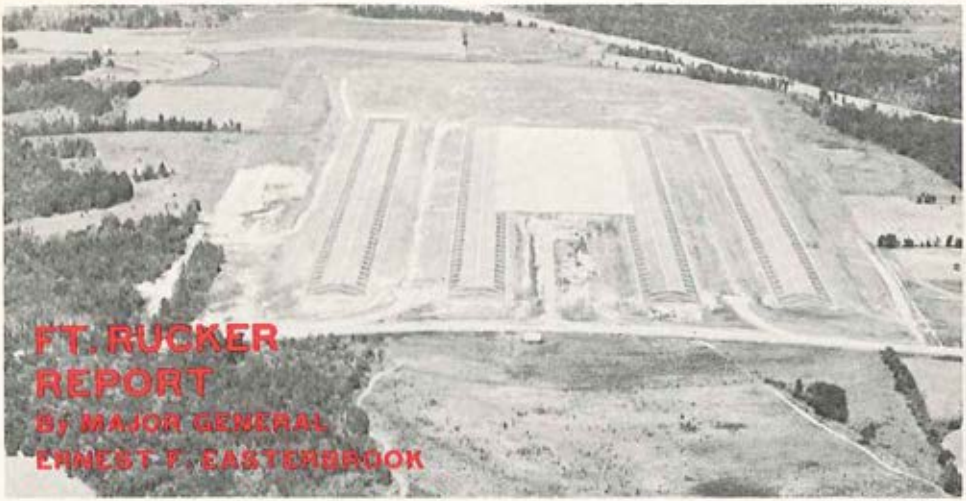
OPERATIONS & TRAINING DIVISION:

Colonel Edward B. Bissell, Chief
Lt. Colonel Lyle H. Wright, Assistant Chief
Lt. Colonel George Rogers, Staff Officer
Lt. Colonel William C. Tyrrell, Staff Officer
Major Benjamin S. Silver, Staff Officer

The only immediate change will be Major Jim Brockmyer, whom we are losing to the Armed Forces Staff College.

WELL, I must pack for the Pacific - I trust this rather disconnected letter has climaxed an already dull day.

DELK M. ODEN
Brig Gen, GS
Director of Army Aviation,
ODCSOPS




Hunt Field

THE most prominent event during the past month involved a two-day orientation visit to Fort Rucker by Assistant Secretary of the Army Paul R. Ignatius. The intent of his visit was to bring himself up to date on the latest Army aviation activities. He also made some unscheduled visits to three Reserve and ARNG units now stationed at Ft. Rucker. He appeared well pleased with the facilities provided for the called-up troops, and after several informal chats with the men, he seemed equally pleased with their morale.

## VIEWS ACR

ANOTHER highlight of the Secretary's visit was an aerial combat reconnaissance demonstration; he witnessed the maneuverability, the versatility, and capabilities of helicopters, observation aircraft, and transport planes. Included in Mr. Ignatius' party were his deputy, Mr. Tyler A. Port; Maj. Gen. R.C. Cooper, Assistant Deputy Chief of Staff for Logistics, Department of the Army; Brig. Gen. Delk M. Oden, Director of Army Aviation and the former Asst. Commandant of the Aviation School; and Brig. Gen. W. D. Richardson, Director of Combat Developments, Office of the Deputy Chief of Staff for Operations.

THE Adjutant General of the State of Mississippi also paid a two-day visit here to review the progress and facilities of a recently activated unit, the 148th Engineer Company of Pascagoula, Miss. Maj. Gen. William P. Wilson complimented the leadership and co-operation given to the 148th by Fort Rucker personnel.

MAJ. Gen. Maurice Preston, Commanding General, 19th Air Force, attended a demonstration of Army aircraft at the Division Parade Field. The 19th Air Force works in conjuntion with STRAC. Gen. Preston visited the Aviation Center to

obtain a greater background knowledge of Army aviation techniques and activities.

ON DECEMBER 20, Brig. Gen. Joe S. Lawrie, Ass't. Division Commander, 101st Airborne Division, Fort Campbell, Ky., spoke to the graduates of the OFWAC Class 61-9, and those of the Officer Rotary Wing Aviator Course Class 61-10. He reviewed the progress that Army aviation has made over the years and stressed the importance of the individual man as the key to success. First Lt. Joe R. Tucker was honor graduate in OFWAC 61-9, and Second Lt. David R. Greenbaum topped the ORWAC 61-10 graduates.

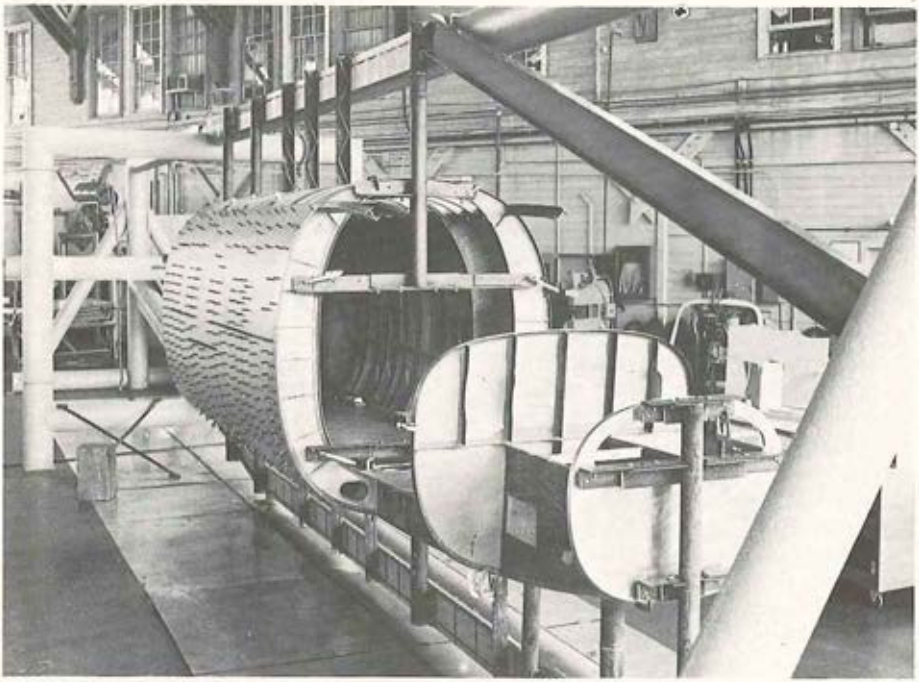
## MEDICAL ASPECTS

ON DECEMBER 19 and 20, the total medical aspects of Army aviation were discussed at Fort Rucker by a team from the Surgeon General's office which assisted in the planning for the activation of an aeromedical research unit here. Col. Vorder Bruegge, Col. John Haggerty, Dr. Phil Sperling, and Maj. Jim Beyer, all of the Army Medical Research and Development Command, conferred with the Army Aviation Center Surgeon, Colonel Spurgeon H. Neel. The unit, which is expected to be activated next Spring will study present and future Army aviation medical problems.

MORE PROGRESS and physical growth at the post was confirmed in December when the announcement was made of the awarding of two contracts for building construction. Col. D.A. Raymond, U.S. Army District Engineer, stated that one contract is for the construction of two flight maintenance buildings at Auxiliary Field No. 3. It is expected to be completed next July. The other contract is for the construction of an academic classroom building at the main post. It is expected to be completed next November. A third contract was renewed, that of the Hayes Corporation for the maintenance of aircraft at the Aviation School and Center. This contract will cover some 650 aircraft during 1962.

STAFF changes involving three Fort Rucker officers took place when Lt. Col. Bill G. Smith, Center G3, departed this post for Mississippi Southern College. Col. Smith, now studying foreign relations under "Operation Bootstrap" was replaced by Col. George S. Beatty, Jr., former Deputy Chief of Staff. Lt. Col. James B. Gregorie, Jr., transferred from his position as Deputy Director of Instruction, USAAVNS, to assume the duties vacated by Col. Beatty. Col. Beatty was DCS for 16 months.

HELICOPTER duty in the Congo with the United Nations is scheduled for ten Swedish officers who recently completed flight transition training in H-19's at Fort Rucker. They underwent schooling in the Department of Rotary Wing Training from 23 October to 4 December. After graduation they returned to Sweden to await their UN assignments. Earlier, Col. Warren R. Williams, Jr., Assistant Commandant of the U.S. Army Aviation



## MIRACLE OF MOBILITY TAKING PLACE

Shown above is the cabin section of the new Model 1121 Jet Commander. This new concept aircraft is scheduled for flight certification tests by mid-1962. Two CJ610 (J-85 type) engines, 2850 lbs. thrust each, will speed the 1121 at .80 mach at 35,000 feet. Yet the 6- to 8-place Jet Commander retains the stability and short field capabilities of the current Aero Commander L-26 series now in Army service. Delivery of production models is scheduled to begin in 1963. Send the coupon below for complete information.

AERO COMMANDER

Thomas Sim, Vice President, Marketing
Aero Commander, Inc.
Bethany, Oklahoma

Please send complete details of the new model 1121 Jet Commander to:

NAME _____ RANK _____

ADDRESS _____

CITY, STATE _____

AERO COMMANDER, INC., BETHANY, OKLAHOMA • subsidiary of ROCKWELL-STANDARD CORPORATION

School, presented diplomas to another group, six Swedish warrant officers, who had completed the Single Rotor Utility and Light Transport Helicopter Maintenance Course.

IN ADDITION, wings were awarded to two young Chinese lieutenants who completed the Officer Fixed Wing Aviator Course 61-8, Phases A and B. Col. Allan M. Burdett, Deputy Assistant Commandant of the School, made the presentations to Tsai Li-Hsiung and Han-Chung-Li from the Army of the Republic of China.

GRADUATES of the Officer Fixed Wing Aviator Course 61-7 heard an address by Brig. Gen. Edward L. Rowny, Deputy Commanding General of the 82d Airborne Division, at their graduation ceremony on 28 November. Gen. Rowny discussed the organization of the 82d and the function of the STRIKE command. First Lt. Kenneth G. Neilsen was the honor graduate.

THE FIRST two days of December were highlighted by a visit from Brig. Gen. Harry A. Lemley, Jr., Deputy Commanding General of Ft. Leavenworth's Command and General Staff College. He received a general orientation and witnessed an armed helicopter demonstration at Matteson Range.

## NEW TRAINER

WE'RE ALWAYS searching for modern and improved methods of training our student pilots in the skills and coordination required in flying. An eight-week training session on the General Vehicular Trainer, a training device of Dunlap & Associates, was completed here in mid-December. On an experimental basis, the OFWAC 62-4 class took the training on the General Vehicular Trainer at the same time they were taking their regular primary flight training. The final evaluations of the training will be completed early in 1962. The device, at which the trainee sits with a control stick and a throttle, is meant to accelerate the students' learning of the eye-hand coordination skills. Statistical comparisons with other classes will show if the 62-4 class actually learned to fly better and earlier than other classes.

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

## ARMY ORDER TRIPLES L-23F FLEET

■ The Beech Aircraft Corporation has been awarded an Army contract valued at more than $4 million for the production of an additional quantity of Beechcraft L-23F Seminole command transports. Under the new order, which will triple the Army's L-23F fleet, deliveries will extend to December, 1962. Now widely used in the U.S. and abroad, the first "F" entered service in February, 1959. The new contract brings to some $7 million the total dollar sales volume of this multi-purpose Army aircraft. ■■

# SAFETY AT

AT the USAPHS . . . A Positive Approach to Aircraft Accident Prevention in Student Training.

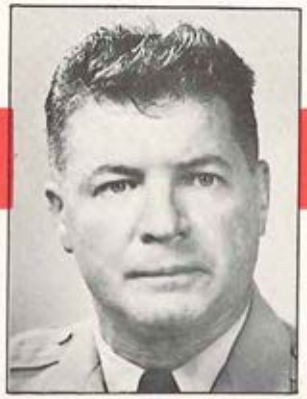
OUR MISSION: to produce well-trained, proficient helicopter pilots.

OUR VEHICLES: the Hiller H-23D and the H-13E.

OUR SCHEDULE: over 8,000 student training hours per month; over 900 graduates each year.

OUR TRAINING: stage field and area work which includes confined areas, pinnacles, roads and loads, hard surface and dirt touchdown autorotations.

OUR SAFETY: practical, purposeful, and positive.



IN AN OPERATION of this size, and particularly in a flying training program, safety simply has to be "built in." An accident prevention program, to be effective, must reach all echelons and sections. You don't perform over 219,000 practice touchdown autorotations with only three ending in the accident category (as was the case in FY 61). You don't fly over 400,000 hours with only two fatalities (the USAPHS record since activation) unless someone is concerned with safety. We, at the USAPHS, believe that someone must be everyone - the supervisors, instructors, students, mechanics, crash crewmen, all of us.

OUR Aircraft Accident Prevention Program is built around one idea.

# CAMP WOLTERS

It's nothing new or earth-shaking, but it is time-proven. Our "pitch" is for a constant, repetitive, concentrated drill on fundamentals - the primary fundamentals, if you please, of helicopter flying.

LOOK at most any aircraft accident. Similar accidents, incidents, or near accidents, with of course minor variations, have occurred before . . . somewhere, sometime, before . . . somewhere, sometime. It is true no two accidents or accident-producing situations are truly the same, but through most isn't there a thread of consistency - a similarity - which occurs again and again?

## AN AWARENESS

ISN'T this sameness and individual inability to apply fundamentals - the so-called human errors - whether they be ascribed to the operator, maintenance, manufacturer, supervisor, or to the "system"? Recognizing these errors, identifying the cause factors, constantly working to educate responsible personnel, undertaking a continuous program of sound corrective measures, and creating a safety awareness are actions embodied in our Aircraft Accident Prevention Program.

THE MECHANICS of our program are relatively simple. To begin with, we believe the flight instructor is a key individual. It is the instructor who must develop the student's skill and technique in such a manner that effective training is not unduly hampered by safety.

FOR EXAMPLE, the instructor must allow his student maximum leeway and time to recognize mistakes and demonstrate an ability to take corrective action, yet remain constantly alert and ready to take over in case his student gets in trouble beyond his skill level. It is the IP who must set an example and demonstrate how a professional aviator flies and thinks. He can have no thoughts of showing off or of being a cowboy. It is easy to see why much of our effort is directed toward the instructor and his attitude toward flying safety.

## FSR BRIEFINGS

ANOTHER PART of our program is the Flight Flying Safety Representative. This IP assists the Flight Commander in all matters pertaining to safety. The FSR conducts short student and instructor briefings frequently, not less than twice weekly. His briefings are geared to the phase of training of the class. He reviews accidents, points out the common student errors affecting safety, re-emphasizing procedures and any other problem areas that experience has shown are apt to crop up.

HE MEETS monthly with all the other Flight Flying Safety Representatives, maintenance and standardization supervisors, the Director of Safety, and the Military Flying Safety Officer. All accidents and incidents are reviewed, new safety of flight data is passed on, and any and all problems are discussed. This effectively keeps each of the flights aware of what is happening in the field of flying safety, not only in their own flight, but in the entire school.

MAINTENANCE is also included in our program with particular attention given to supervisory personnel. Our maintenance department is equally as safety conscious as our flying personnel. Each accident or incident or reported hazard, which may involve this department, is thoroughly discussed with the maintenance supervisor, who, in turn, goes over the maintenance aspects in detail with his men.

EACH MAINTENANCE shop has its "Hazard Hints," a pictorial display of various discrepancies that have been found. These displays also include tips peculiar to the particular shop. Each shop also has a TWX, UR, and other maintenance information file readily available to keep each individual thoroughly aware of recent changes or events. And, speaking of UR's, we continue to pursue an aggressive UR program. Many of the UR's submitted on the B and C model Hillers did their job and the H-23D evidences recommended design changes.

THE TOWER OPERATORS are alert for any abnormal situations, which could prove hazardous, such as poor spacing in the pattern, personnel or equipment on the heliport, helicopters hovering too fast or too near other aircraft or equipment. During the summer months, tower personnel broadcast the density altitude each hour, a factor which may and will change several thousand feet during a day.

## HAZARD REPORT

THESE are but a few of the points in our program. One more should be mentioned - the Operational Hazard Report. OHR forms are readily available to all personnel. They serve as a direct line to the School Commandant, require no signature, and any observed hazard or potential hazard may be reported. This is but another means of improving our Accident Prevention Program and discovering any oversights which require corrective action.

THROUGHOUT the school we seek to improve our Aircraft Accident Prevention Program, and in so doing we will continue to push the fundamentals - sound, realistic training, thorough maintenanace, adequate supervision at all levels.

## ARMY ORDERS H-23F'S FOR IAGS DUTY

■ The Hiller Aircraft Corporation has been awarded a $1,144,401 Army contract for 17 of its new H-23F helicopters to be used in the Inter-American Geodetic Survey, history's largest mapping operation. Delivery of the aircraft to the 937th Engineer Company (Aviation) will be completed by mid-summer of 1962. The 4-place, 305 h.p. helicopters will be required to carry personnel and cargo over 10,000 ft. elevation in temperatures exceeding 100 degrees F. Flight operations for the continuing land survey are conducted by the U.S. Army with survey teams provided by the participating countries. ■■

# OPERATION STOL

## A SUPREME TEST OF CARIBOU TAKE-OFF AND LANDING PERFORMANCE . . .

**Time:** Midwinter 1961. **Place:** Resolution Island, above Lat. 60°N. **Operation:** 25,000 lbs. of U.S.A.F. high priority freight to airlift from Frobisher. Round trip distance, 390 miles. **Carrier:** Nordair Limited.

**Landing Strip:** Length, 1300 feet. Width, not over 100 feet for half its length — walled in by banks of snow-covered rock 10 feet high. **Runway Extensions:** None. Sheer drop 800 feet, east end. Fall-off 300 feet west end.

**Facilities:** Strictly VFR.

**Cross Wind:** 25 kts., gusting to 30 kts., 60 to 90 degrees to the strip 70% of the time. **Turbulence:** Severe. **Average Temperature:** 24° below zero.

**Operation Summary:** MISSION ACCOMPLISHED.

The Caribou unloading at Resolution Island airstrip, which lies contained throughout its entire length within the circle (upper photo). Wheeler Airlines' Otter (background) uses the strip regularly.

DE HAVILLAND AIRCRAFT OF CANADA

DOWNSVIEW ONTARIO

WASHINGTON REPRESENTATIVE: J. E. McDONALD - 319 TOWER BUILDING - 14th AND K. Sts. N. W.

# USAREUR REPORT

By
COLONEL
J. ELMORE SWENSON
OPERATIONS DIVISION
HQ, USAREUR

WITH "Exercise Long Thrust II" successfully completed, Army aviation can be justifiably proud of its tactical and administrative support of the exercise. Aviation elements of several Seventh Army units provided aircraft for the tactical phase of the exercise as well as the shuttle runs for the many administrative phases during the show. The results speak for themselves in this highly complex operation requiring close harmony on the part of all participants.

ANOTHER CREDIT for Army aviation was the spectacular rescue of four workers from a burning building in Munich, Germany, by Army helicopters. One helicopter was from the 160th Trans Co, 8th Trans Bn, and was piloted by CWO Delbert D. Pope with CWO Marvin A. Owens serving as co-pilot. CWO Pope landed his helicopter on top of the burning building and performed his dramatic rescue effort. A second helicopter from the 18th Trans Co made a follow-up run to the scene with a load of foam and firemen, planting both on top of the building. This operations was not only tricky from the hovering aspect for the helicopters, but little explosions popping around the place could have caused damage to the helicopter and crews.

SPEAKING of the smoothness with which Seventh Army aviation units perform in exercises and rescue

operations, acknowledgement must be given to the professional manner in which Seventh Army conducts its investigation and reporting of aircraft accidents. In recent major accidents, one main reason for the promptness and efficiency of accident investigation, analysis, and reporting can be attributed to monitoring performed by Maj. Archie W. Sommers of the Seventh Army Aviation Section.

IN EVALUATING Seventh Army's procedures, it can be noted that a check system is in effect for every contingency. Thus, when an accident occurs, and they always do at the most unexpected and inopportune time, Maj. Sommer's "modis operandi" is ready to go. Headquarters USAREUR is now refining certain reporting procedures for other units to parallel this excellent system.

IN the realm of safety, Mr. Ralph B. Greenway, safety representative in ODCSOPS, D/A, completed his whirlwind tour of certain MAAG and Mission aviation elements in the Middle East. His findings are substantially the same as reported by the USAREUR Liaison Team. The MAAGs and Missions are doing an exceptional job with limited personnel, facilities, and aircraft assigned, and need whatever resources can be given to them. He agreed that they are operating with extremely meager navigation and weather reporting facilities in the

most difficult flying areas in the world.

THE USAREUR LIAISON Team, during a second visit to MAAGs in Germany, Italy, Greece, and Iran, found that two major problem areas still exist - insufficient personnel and need for more suitable aircraft. These are problems of resources and a matter that D/A and EUCOM are attempting to solve.

TWO MAAG and Missions were visited for the first time - Pakistan and Ethiopia. Capt. John D. Young is stationed way out in Karachi, Pakistan. He operates with two elements - one based at his home station in Karachi and the other some 1,000 miles north near the forbidding Himalayan mountains.

HIS MISSION is primarily one of providing logistical guidance and support rather than training. This, of course, presents him with problems peculiar to aviation operations. Although he is due to receive a second L-23 in FY 1962, the visit revealed he needs something in the order of a Caribou to do a worthwhile hauling job.

GENERAL John J. Tolson in Addis Ababa, Ethiopia, along with his aviation officer, Major Robert Young, also operate under some pretty grim conditions. Although Addis Ababa presents a pleasant climate in winter, the surrounding lowlands and high mountains coupled with the most meager navigational facilities present challenging flying conditions.

ALTHOUGH not within its scope of responsibility, the USAREUR team did look into the training situation of the various National aviation programs. Maj. Leo Bergeron with some valuable assistance from Capt. Henry W. Schober, on loan from Seventh Army, have done a remarkable job with the Greek Army. Here, obsolete light aircraft are used bringing to memory the Air OP operations of World War II. Amazingly modern to see, however, were the new Bell H-13 helicopters on hand and being maintained in top condition too.

IN TURKEY, the same problem remains - obsolete aircraft equipment. Under the supervision of Maj. Donald C. Blatt, the Turkish Aviation School plugs along the same as in the days when Lt. Col. Eddie Harloff started it rolling. Even several of the mechanics' tool sets are over eleven years old: Worn, to be true, but still in good condition. This is quite a contrast to those found in most U.S. Army units. All in all, any effort for providing additional resources would greatly contribute to the present cold war efforts.

## CORRECTION

■ The "USAREUR REPORT" appearing in the January, '62 issue listed Captain Donald J. Haid as being assigned to the Aviation School. Capt. Haid is assigned to the U.S. Army Aviation Human Research Unit at Ft. Rucker, Ala. ■■

THE BIG AAAA event of the year takes place in Garmisch, Germany on the 22-23 of February 1962. Under Lt. Col. Rowan Alexander and the 8th Trans Bn, last year's event was a howling success and the word has gotten around. This year the 8th Trans Bn is again the host.

COLONEL Russell E. Whetstone, CO, Seventh Army Aviation Group, and Lt. Col. Henry H. McKee, CO, 8th Trans Bn, report 1,200 reservations have been sought for an 800 space allocation. Hans Weichsel and Cliff Kalista of the Bell Helicopter Company will be on hand with the new H-13K helicopter, as will other aviation personages. All look forward to good fellowship and many interesting sessions.

## AA AIDS USAREUR SIGNAL NETWORK

■ Exploiting their assigned H-34 helicopters to the fullest, the U.S. Army Signal Brigade, Europe is installing and removing micro-wave antennas by helicopter lift (see photo on page 69). These large anteenas are 10 feet in diameter and weigh approximately 600 lbs. The towers upon which they are mounted range in height from 90 to 150 feet and are an integral part of the Army's European communications network. Using the H-34 for this task saves time and has eliminated the necesssity for constructing frame-work above the tower. The pilots of the pictured helicopter are Capts. Paul J. Buchanan and William A. Bruce.(U.S. Army photo) ■■

# The CONTINE ...USE-PROV AIRCRAFT

ANOTHER year is past history. One of the goals for 1962 might be an effort to achieve a more realistic and a more efficient training program.

A MAJOR share of aviation training is often listed on the training schedule as "OJT" or operational training. If so, it is probably just a general coverall for normal operations and administrative routine. Include with this the few mandatory subjects and many feel they have a good training program.

I RECENTLY visited the 1st Aviation Company, 1st Infantry Division, at Fort Riley, Kan. Here I observed an outstanding aviation unit. One of the major factors helping to build that record is an effective training program.

THIS UNIT has an excellent flight training program. It includes continuous operation in the field using short tactical field strips, varying from 600 to 900 feet in length. Several strips are located to take advantage of the terrain so that major elements of the company can be dispersed and camouflaged. Field lighting sets are used for both strips and helipads, as is the three color glide slope light indicator, a very effective aid for night landings.

ALL AVIATORS are required to maintain tactical proficiency and accomplish periodic and continued tactical flying, both day and night. In one particular night displacement, all aircraft, both helicopters and fixed wing, were displaced from one field strip location to another field strip during hours of darkness. All without incident, I might add.

THE UNIT knows how to use and practices the techniques of message pick-up and message drops, and is proficient with bundle drops. Particularly noteworthy was the

BY
MAJOR KENNETH D. MERTEL
HEADQUARTERS, USCONARC

way the actual missions in support of artillery units and battle groups were incorporated into the aviation unit field exercise. On this particular field exercise, the administrative and tactical missions of divisional units were being supported from the field location in an excellent example of integrated training.

## DRONE ACTIVITY

THE DRONE SECTION of the Aerial Surveillance Platoon commanded by Lt. Thomas C. Eidson is one of the best in operation that I have ever witnessed. This section is able to fire a "bird" in a very short length of time, carry out a photo mission, and execute a recovery for quick developing of the film. This is not just a one-time demonstration, but is a routine tactical operation that can be repeated whenever required.

BY THE WAY, Lt. Eidson and Sfc Frank McCall, the Section Chief, believe that their section may have a record in that they have fired one drone successfully 37 times and it is still flying. Anyone that can beat that, drop them a line.

I FOUND the 1st Aviation Company to have a very effective officer's school. One excellent class in the new FAA instrument holding procedures was observed. The spirit, morale, and "can do" attitude on the part of every officer, non-commissioned officer, and enlisted man in the unit is marvelous to behold. Congratulations to you, Maj. Louis H. McKenzie, the Company Commander and Maj. Worthington M. flyable rate maintained by the 1st Aviation Company is attributable in a large part to the fine support rendered by this Detachment.

## CORRECTION

■ The "USAREUR REPORT" appearing in the January, '62 issue listed Captain Donald J. Haid as being assigned to the Aviation School. Capt. Haid is assigned to the U.S. Army Aviation Human Research Unit at Ft.

ANOTHER outstanding unit at Fort Riley is the 18th Aviation Company, Fixed Wing, Light Transport (FW-LT), commanded by Capt. Robert L. Brandon. This U-1A outfit has flown a total of 6,562 hours in the first eleven months of 1961 without accident or incident for a total of 125 per cent of scheduled flying hours. Any U-1A outfits that can top this, drop Capt. Brandon a line.

## AATRI TEST

PRELIMINARY planning has been completed for the conduct of a large scale troop test of the AATRI Company (Army Air Traffic Regulation and Identification Company) by the Third U.S. Army beginning the last half of FY 63. Concept approval for the TOE 1-207E has recently been received from Department of the Army. Final staffing is now in progress in CONARC Headquarters, and it is anticipated that the new TOE will be published by Department of Army within 3 to 6 months.

THE TROOP TEST will include the testing of new concepts and several

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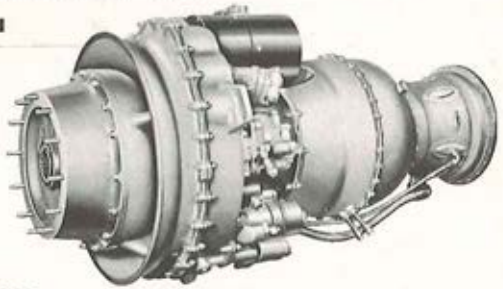

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new pieces of equipment. Among these are the PFNS (Position Fixing Navigation System) and the AN/MSW-6 Flight Operations Center which are to be service tested in the near future. The latter equipment combines the necessary radios, plotting, and other equipment in a self-contained van that provides an improved capability over that of the current FOC. The purpose of the troop test is to determine if the AATRI Company can successfully regulate the increasing IFR traffic and identify VFR and IFR traffic within the Field Army to the Air Defense System.

THE USCONARC Aviation Section recently lost Lt. Col. Thomas B. Richey to the Pentagon and a new job with the Office of the Secretary of Defense with duty in J-6, JCS. Good luck in your new assignment, Col. Richey. The Aviation Section also welcomed two newcomers. Maj. Roy J. Lechner arrived from USARPAC for assignment to the Training Division, and Lt. Col. Frank E. Lamothe arrived from the Armed Forces Staff College for assignment to the Organization, Plans, and Doctrine Division. Welcome aboard to the both of you.

-- Maj. Kenneth F. Mertel

## 101ST DEMONSTRATES ROPE DELIVERY BY HU-1A IROQUOIS

■ Rapelling from an HU-1A helicopter, a 101st Airborne Division soldier holds the attention of the spectators at this demonstration. of aerial delivery techniques for commanders of major units in the U.S. Strategic Army Corps.

The trooper slides down twin strands of nylon rope. In a combat situation he could reach the ground silently and safely in order to clear a landing pad for the helicopter with tools also lowered on the rope.

Brig. General Hallett D. Edson who submitted the photograph commented, "This was a very impressive demonstration indicating that men can land in places such as areas covered with heavy brush or timber without the aircraft actually coming to the ground."

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## ON DECK

TWO OF THE FOUR ARMY HELICOPTERS FROM THE EXECUTIVE FLIGHT DETACHMENT AT FORT BELVOIR, VA., ARE PICTURED ABOARD THE NAVY CARRIER U.S.S. LAKE CHAMPLAIN IN WATERS OFF BERMUDA. THE "CHOPPERS," USED FREQUENTLY BY PRESIDENT KENNEDY, WERE ENROUTE TO BERMUDA AT THE TIME TO ASSIST AT THE RECENT CONFERENCE OF THE PRESIDENT AND PRIME MINISTER MACMILLAN. DURING THE MISSION EIGHT DETACHMENT PILOTS RECEIVED QUALIFICATION TRAINING AS U.S. NAVY CARRIER PILOTS. (PHOTO, CWO J.G. FOLEY)

## MASTER

MAJOR DONALD A. BAKER, AVIATION UNIT COMMANDER, U.S. ARMY ELEMENT - JUSMMAT, AN ARMY AVIATOR SINCE JANUARY, 1944, IS SHOWN BEING PRESENTED WITH HIS MASTER ARMY AVIATOR RATING BY BRIG. GEN. FRANK J. SACKTON (LEFT), CHIEF OF THE ARMY SECTION, JOINT U.S. MILITARY MISSION FOR AID TO TURKEY. ALSO PRESENT AT THE AWARD CEREMONIES WAS MAJOR DONALD C. BLATT, THE ONLY OTHER MASTER ARMY AVIATOR ASSIGNED TO TURKEY AT THE TIME. (U.S. ARMY PHOTO)

## ADIEU

WOC FREDERICK L. HARRIS (RIGHT), AS "DEACON T. HE HAHA" WEEPS AS WOC'S WILLIAM E. STONE AND JOHN D. THOMSON (CENTER) LAY THEIR "FALLEN BUDDY," WOC D. MERIT MOTH, TO REST IN CAMP WOLTERS' CELEBRATED "BUTT HILL CEMETERY." CANDIDATE MOTH DEPARTED THIS WORLD ON DEC. 1, AND PRIOR TO HIS INTERMENT ON DEC. 9, LAY IN STATE AT THE USAPHS STUDENT COMPANY HEADQUARTERS. APPROPRIATELY GARBED IN MISTY EYES, THE MEMBERS OF WOC CLASS 62-1W ATTENDED THE SERVICES.

## SPEED RUN

THE U.S. NAVY'S SIKORSKY HSS-2 HAS CLAIMED A NEW THREE KILOMETER WORLD SPEED RECORD OF 199.01 MILES PER HOUR IN COMPLETING A DECEMBER 30 SPEED RUN OVER A STRAIGHT LINE COURSE AT BRADLEY FIELD, WINDSOR LOCKS, CONN. THE TWIN-ENGINE TURBOCOPTER WAS FLOWN OVER THE 1.86 MILE COURSE BY CDR. PATRICK L. SULLIVAN AND CAPT. DAVID A. SPURLOCK, TWO ENGINEERING TEST PILOTS ASSIGNED TO THE NAVAL AIR TEST CENTER AT PATUXENT RIVER, MD. THE BOAT-HULLED HSS-2 IS UTILIZED ON FLEET ANTI-SUBMARINE DUTY.

### CWOs (CONTINUED)

ODDONE, LOUIS J., BOX 25, 57TH TRANSPORTATION CO (LH), APO 143, SAN FRANCISCO, CALIF.
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WALTON, BILL C., 57TH AVN COMPANY (FWLT), FORT SILL, OKLAHOMA.
WATTS, JOSEPH C., 90TH TRANSPORTATION CO (MH), APO 177, NEW YORK, NEW YORK.
WILLIAMS, RAMON R., 18TH AVIATION COMPANY (FWLT), FORT RILEY, KANSAS.
WOODBECK, CAROL E., 59TH TRANSPORTATION CO, APO 800, NEW YORK, NEW YORK.
YORK, JOHN, JR., 54TH TRANSPORTATION COMPANY (MH), FORT SILL, OKLAHOMA.

### SFCs

RUSHING, BENFORD M., 90TH TRANSPORTATION COMPANY (MH), APO 177, NEW YORK, NEW YORK.

### SP/6s

YEARY, CARROLL R., 809 WEST COLLEGE AVENUE, ENTERPRISE, ALABAMA.

### PFC'S

BARBOZA, GILBERT, 6470 COMPANY D, FORT HUACHUCA, ARIZONA.

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SPENCE, GLENN G., 3505 BROOKLYN AVENUE, S.E., GRAND RAPIDS, MICHIGAN.
SPENCER, ROBERT D., R.D. 3, DOVER INDIAN MEADOWS, DOVER, OHIO.
VETTER, JOHN R., HQ DETACHMENT, USATDS, APO 28, NEW YORK, NEW YORK.
WETZEL, HARVEY H., 8201 EAST McDOWELL ROAD, SCOTTSDALE, ARIZONA.

## ★CHANGES OF ADDRESS-PCS

### ASSOCIATES (CONTINUED)

WHELAN, DENNIS J., 202 SENECA STREET, TAMPA, FLORIDA.

## OBITUARIES

### THOMAS K. WESP

Captain Thomas K. Wesp, assigned to the Aviation Section, Fort Lewis, Washington, sustained fatal injuries on January 6, 1962, when the L-23D aircraft of which he was pilot crashed near Fort Lewis, Wash., shortly after taking off on a training mission. Captain Wesp is survived by his wife, Mr. Wakae Wesp, of Quarters 2531-B, Fort Lewis, Washington.

### TERRY T. WEDEMIER

Captain Terry T. Wedemier, assigned to the 8th Infantry Regiment of the 4th Infantry Division, Fort Lewis, Washington, was killed in the crash of an L-23D aircraft near Fort Lewis, Washington, on January 6, 1962. Captain Wesp was serving as copilot at the time of the fatal accident. He is survived by his wife, Mrs. Margaret A. Wedemier, of Quarters 2546-D, Fort Lewis, Washington.

### ROBERT J. WHATLEY, JR.

Mr. Robert J. Whatley of Lafayette, La., a former Warrant Officer assigned to the 93rd Transportation Company (Light Helicopter), drowned in the Guayas River near Guayaquil, Ecuador, on January 1, 1962. Whatley fell into the river as he was climbing a ladder onto the Norwegian ship Helena, according to reports. A veteran of the Grand Canyon disaster mission in July, 1956, Whatley had arrived in Guayaquil several days before to fly commercially as a helicopter pilot in Ecuador. He is survived by his parents, Colonel and Mrs. Robert J. Whatley of 1327 Elmwood Drive, Columbus, Georgia.

### CHANGE OF ADDRESS POLICY

■ "ARMY AVIATION MAGAZINE" lists all change of address notices as submitted to the publication by subscribers. The publication of the notices serves two purposes: the address change of the subscriber is placed before "AA's" 7,000-odd readers, and secondly, the publication of the notice confirms to the subscriber that the magazine has received his new forwarding address. In that instance wherein a subscriber has submitted a change of address notice and it does not appear in a subsequent issue of the magazine, the subscriber must presume that the notice has not been received by the publisher. In these circumstances, the subscriber is asked to submit a duplicate notice. ■■

# LETTERS TO THE EDITOR

## INCREASING THE INPUT

SIRS:

WITH REFERENCE to the comments made by General von Kann (♦AA, Aug '61) relative to the fact that "flight training inputs must be increased," I'm certain that you will agree that a satisfied customer is the best advertisement and salesman possible. However, before the "person to person" recruiting method is employed to induce young potentials into Army aviation, we should first put our own house in order.

NEWLY-RATED AA'S naturally want to flex their wings and build experience with their hard-earned flying skill. Logically then, they desire flying assignments as their initial post-graduation assignments. However, many newly-rated officers are thrown into a variety of jobs after graduation, a great percentage of which have little or nothing to do with flying.

PROBLEMS? A hatful! The young AA is faced with the problem of proficiency flying in off duty time, nights, Sundays, and holidays to maintain the minimum proficiency he attained at flight school. Competition for off duty" aircraft" can be keen. Somewhere in the process the realization occurs to the young AA that he's been had. The truth is that the end result (scrambling for an aircraft just to stay proficient) is nothing like the "glowing career" promised by the recruiting posters and the AA shills.

THE YOUNG OFFICER makes his decision on a military career - in or out - during his first 3-5 years of active duty. If Army aviation is the career he elects, and then doesn't get the opportunity to fly, he will go elsewhere before he gets too old.

THE RAPID TURNOVER in young officers within AA is - in great part - attributable to the shortsighted policy of placing newly-graduated pilots directly into ground assignments. If we do NOT have sufficient flying spaces for the aviators graduating from Fort Rucker, why must we train so many of them?

ROTATION to ground duty is not objectionable to the writer, for I recognize that I must have general military knowledge to carry out my assigned missions as a pilot. However, I, as well as many of my contemporaries - and all of us are fairly recent graduates of USAAVNS - cannot help but feel shortchanged here. As knowledge of this shortchanging policy becomes more widely known among the "young blood" AA desires as input, the "young blood" will remain in the ground assignments they hold and save the time and trouble of the brief aviation career at Rucker.

Name Withheld Upon Request

## TOUCHING ALL BASES

SIRS:

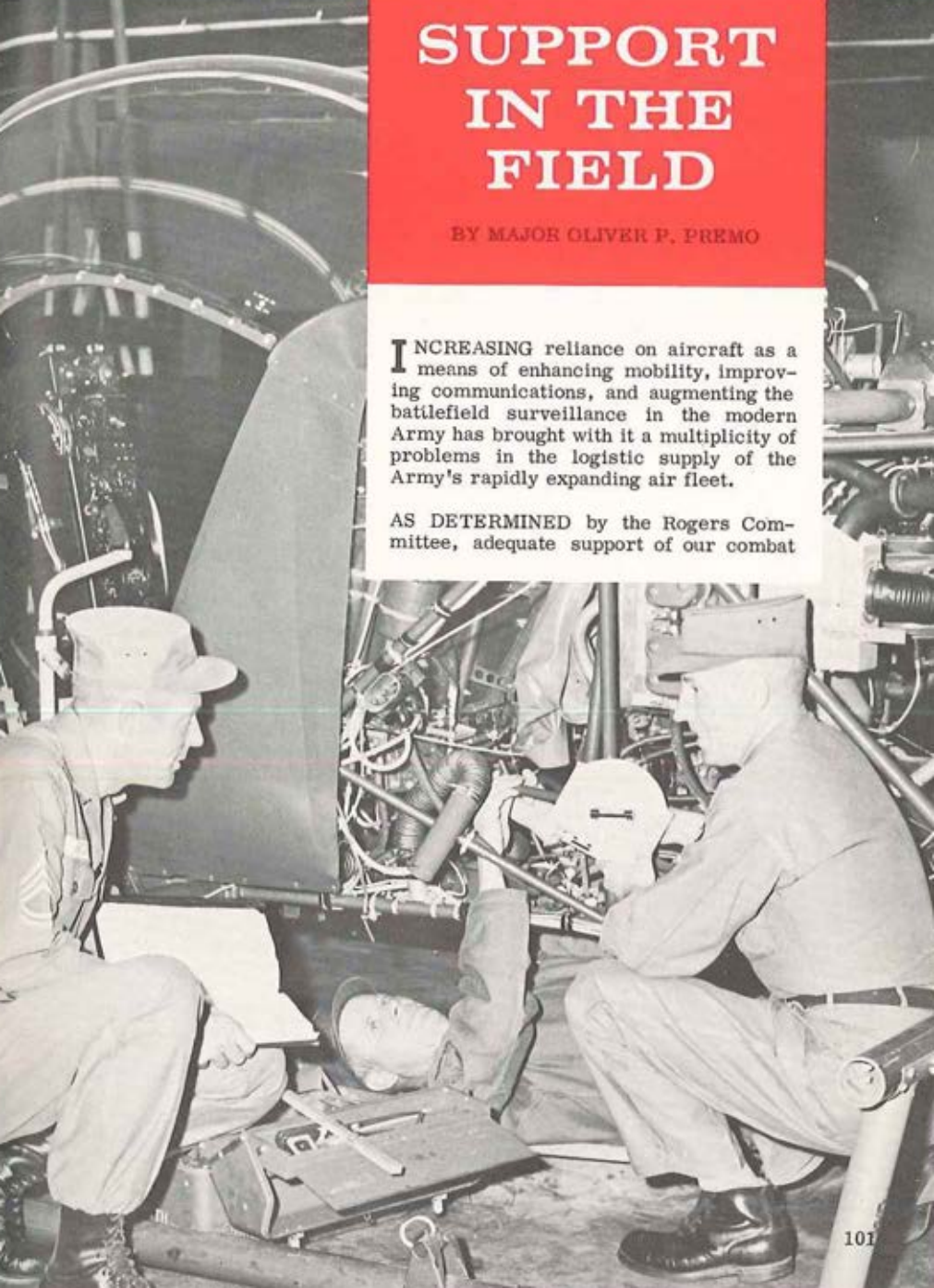
REFERENCE, page 642 (♦AA, Nov, '61). The model helicopter the Italian Army Officer is holding is the H-23D, and it's the H-23D which is used solely at USAPHS.

NOW I know that you and most of AA's readers are aware of this; that's why I am certain the reference to an H-13 in the caption was just a typographical slip. I'm also sure you wouldn't blaim me for touching all the bases here.

John F. Straubel
Public Relations Manager
Hiller Aircraft Corporation

# SUPPORT IN THE FIELD

BY MAJOR OLIVER P. PREMO



INCREASING reliance on aircraft as a means of enhancing mobility, improving communications, and augmenting the battlefield surveillance in the modern Army has brought with it a multiplicity of problems in the logistic supply of the Army's rapidly expanding air fleet.

AS DETERMINED by the Rogers Committee, adequate support of our combat

and technical arms will necessitate a greater number of Army aircraft. Simultaneously, to avoid the creation of lucrative targets and to make organic aircraft more responsive to the needs of supported elements, we will be forced to reverse the past trend toward centralized operation.

AS ORGANIC DIVISIONAL aircraft rapidly increased in number and complexity, it was found necessary to centralize operations, chiefly to preclude the necessity of burdening individual units with a prohibitive amount of support equipment. To support the 49 aircraft organic to a division necessitates more tools and equipment than that of a battle group. Personnel are bogged down with a highly excessive man-hour requirement for maintenance of the support equipment which seriously curtails their ability to maintain the aircraft themselves.

THE CURRENTLY PLANNED division reorganization will result in roughly doubling the numbers of aircraft authorized to a division. Decentralization will mean a number of operational bases throughout the division area and, if the present concept for echeloning of maintenance is preserved, will require a large degree of duplication in tools, test, and support equipment at the various base airstrips. This duplication will not only be highly costly in both PEMA and O&M funds but will result in a serious reduction in mobility of ground support elements while pyramiding personnel and transportation requirements in the various aviation elements.

WHAT THEN is the solution to this dilema? One obvious way to reduce the burden is to improve the design of our aircraft with the objective of reducing support requirements and attaining a versatility which will result in a reduction in the number of types and models supported. While this is currently an avowed objective, new missions are constantly being developed for our aircraft which create a requirement for new types or complication of existing models.

FOR EXAMPLE, the LOH will replace at least two rotary-wing and one fixed-wing aircraft in our current inventory. However, with present rapid technological advances, can we assume that by the time this displacement is complete we will not have adopted newer and more advanced types?

THIS WOULD SEEM to point up a fallacy in our so-called "10 year plan." Assuming that it proceeds according to schedule, at the end of the period we will be back to our present status with a fleet which, although limited in types and models, will be largely obsolescent. It would therefore seem that we must gear our support for a dynamic rather than a static program in which models supported will be constantly in excess of those for which the program calls.

ONE AIRCRAFT characteristic appears to hold the key to a solution; namely, that since it is the most mobile piece of equipment in the Army we should move the aircraft to a support base rather than attempt to move the support forward to the base of operations.

WHY NOT RECONSTITUTE our maintenance echeloning to require only the most simple tasks such as cleaning, lubrication, and minor adjustments at the forward area base of operations? It appears that we should limit organizational maintenance to that which can be performed largely with a general mechanic's tool set, lubrication gun, and fuel and oil dispensers.

AIRCRAFT requiring periodic inspections or more complicated maintenance should be flown to a rear area semi-mobile shop where production line or other highly efficient methods are feasible. When required, on-site field maintenance repairs could be performed by highly mobile teams using helicopter-borne equipment or light vans as the situation dictated.

TO CARRY the plan further, why not reduce the number of aircraft authorized to a unit in accordance with the percentage availability considered normal for the type, and give the balance to the field maintenance base for use as maintenance float? (e.g. if

normal availability of a type is established at 60 percent and 20 are authorized a unit, reduce the authorization to 12 and place 8 in maintenance float). When, for example, an LOH required a periodic inspection or maintenance beyond organizational capability (limited as above) it could then be flown to the maintenance base and exchanged for another flyable aircraft, thus approaching an effective 100 percent availability of organic aircraft.

IT WOULD APPEAR that this system would permit a drastic reduction in the equipment and supply burden to the operational aviation unit, and in the maintenance personnel and skills required. The aviation unit would then be largely air-mobile by use of its assigned aircraft with a limited augmentation of surface vehicles, and could conceivably operate for limited periods in certain situations without dependence on surface transportation. Further, this system would largely free the organizational commander from time-consuming logistic problems and permit him to devote his time more fully to tactical operations.

IT MIGHT BE SAID in argument against this plan that it would tend to abort the principle of command responsibility for maintenance. In rebuttal, however, it may be pointed out that by frequently subjecting his equipment to technical inspection by supporting maintenance elements (on exchange for maintenance float) any tendency on the part of the commander to permit neglect or abuse of his equipment would be more readily and promptly apparent than under the present system. Further, the temptation to the unit commander to defer higher echelon maintenance rather than suffer the loss of his aircraft would be virtually eliminated if he could expect an immediate replacement.

IN SUMMARY, we propose to "bring Mohammed to the mountain" from an aircraft support standpoint; to create a favorable atmosphere to the aviation unit commander which gives him effective availability, maximum flexibility and mobility, and freedom to concentrate on the operational mission at hand; and finally, to accomplish this in a manner which provides a minimum drain on the resources of the Army at large.

---

■ Major Oliver P. Premo, Transportation Corps, serves as the current Chief of the Supply and Maintenance Division of the Transportation Office, at Headquarters, Sixth U.S. Army, Presidio of San Francisco, California.

## DE HAVILLAND RECEIVES ORDER FOR 53 CARIBOUS

■ A $30,976,939.35 contract for the production of 53 AC-1 Caribou aircraft has been awarded to the de Havilland Aircraft of Canada, Ltd., Downsview, Ontario, according to a January 29 announcement by Major General William B. Bunker, Commanding General of the U.S. Army Transportation Materiel Command. The contract calls for deliveries of the aircraft between January and December of 1963. Though basically for airframes, the contract also includes engineering data, manuals, repair parts, ground support equipment, and electronic spares. Engines and propellers will be supplied under separate contracts.

The contract was negotiated by the Canadian Commercial Corporation and the U.S. Army Transportation Materiel Command, St. Louis, Mo. The former represents Canadian manufacturers dealing with the U.S. government. The Caribou is a twin-engine short takeoff and landing (STOL) transport planned as a short haul transport for forward battle areas. Powered by 1,450 HP Pratt and Whitney radial engines, the Caribou will carry 24 combat troops. Range of the aircraft is some 1,350 miles. ■■

# CARIBOU...

## STOL TRANSPORT IS TURBINIZED

Flight test of General Electric's T64 engine is now underway with two 2850 horsepower gas turbines powering a deHavilland Caribou. The piston-powered Caribou is currently in service as an STOL transport with the U. S. Army, RCAF, other Free World forces and the United Nations.

While the aircraft is currently being used as a flight test vehicle in the deHavilland of Canada program, a Caribou developed with T64 engines would have doubled payload, improved take-off and climb performance, increased speed and service ceiling and still maintain current operating economy.

The General Electric T64 is available now in both turboprop and turboshaft configurations. Fuel consumption in the range of reciprocating engines and ability to operate continuously from 100° nose up to 45° nose down suit the engine for applications in V/STOL, helicopter and fixed wing aircraft. SAE-186-58

T64-4 TURBOPROP

FLIGHT PROPULSION DIVISION

GENERAL ELECTRIC

# AAAA ORGANIZATIONAL NEWS

## NATIONAL BOARD MEETS MARCH 2-3

■ The National Executive Board of AAAA will hold its quarterly business meeting at the National Aviation Club, Hotel Washington, Washington, D.C., on March 2-3, 1962. The Friday, March 2, business session will start promptly at 2 p.m. Chapter Presidents planning to be in Washington at the time of the meeting are encouraged to attend, or to forward their Chapter agenda items to the National Office in advance of the meeting.

■ Early reports indicate that the USAREUR Region Annual Meeting to be held at the Garmisch, Germany, Recreation Center on Feb. 23-25 is a "sellout plus." Colonel Russell E. Whetstone, USAREUR Regional President, reported that 1,200 reservations have been made for the 900 available beds, and 900 reservations have been made for the 600 available table settings. Looks as if "split sessions" will prevail for "sack-time" and the chow line. The ski slopes should be a mite crowded, too!

■ February 1, 1962 statistics on the Flight Pay Protection Plan reveal that the claims total has reached $240,000.00 with the quarter million $ mark to be reached by April 1. Indemnities have been received by 128 claimants with an additional 22 claims pending.

■ Pending final arrangements with country club authorities, the Washington, D.C. Chapter is planning an "AAAA first" - an 18-hole Winged Foot Golf Tournament for the first week of June. Chapter president "Gerry" Gerard hopes the '62 event will provide the impetus for an Annual Association Golf Tournament.

■ Association membership is not expected to surpass the 6,000 goal as set by the National Executive Board at the start of the membership year. Membership strength should reach 5,850, the same total that closed out the '60-61 year on March 31, 1961.

■ February-March competition is expected to change the relative membership standing of the individual Chapters. While the Army Aviation Center Chapter would appear to have a "lock" on No. 1 with 450 members, Lindbergh Chapter officials say, "They can be had," and have moved up quickly to 284 members. The Washington, D.C. Chapter (with 194 members), the David E. Condon Chapter at Fort Eustis (with 181), and the Korea Chapter (177) and Fort Benning Chapter (176) are all out to make the Lindbergh Chapter No. 3.

# CHAPTER ACTIVITIES

■ Setting the pace for 1962, members of the PIKES PEAK CHAPTER scheduled the first Chapter membership meeting activity of the New Year, viewing a Vertol "Chinook" film and presentation at a January 9 Stag Dinner.

■ At Fort Sam Houston, Ass'n members heard Col. Jack L. Marinelli, U.S. Army Aviation Board President, outline current USAAB activities at a January 30 meeting of the ALAMO CHAPTER. Looking a bit ahead, members of the BAD KREUZNACH CHAPTER plan a March 16 "Social," assuming that they've recovered by then from "Regional doings" at Garmisch on Feb. 23-25.

■ On tap for FORT MONROE CHAPTER members is a March 9 Cocktail Party in the Casemate Room at Monroe; Lt. Col. Carl Colozzi is "head barkeep" for this one. A few miles away, but somewhat sooner, cowguys & cowgals of the DAVID E. CONDON CHAPTER will hold a real "Western" at Fort Eustis. Buffalo Bywaters and the Badmen from Felker Gulch will provide the music for the Feb. 21 roundup. BYOL and "Please check yer guns at the door" notices have been sent to members via Wells Fargo.

■ A surprised Chapter President, Lt. Col. Nelson L. Lindstrand, received a Quad-A neckpiece from the DAVISON ARMY AIR-FIELD CHAPTER membership at the Chapter's Jan. 19 "Beer Bust," but not before he had extracted extensive "do or die" plans from them for future '62 activity. Another nearby Chapter (WASHINGTON, D.C.) firmed up plans for a March 2 Dinner-Dance at Ft. Myer to be held in conjunction with the forthcoming meeting of the National Executive Board. President "Gerry" Gerard also announced plans for another AAAA "first" - an 18-hole Golf Tournament to be held in Washington in the first week in June.

■ The newly-activated FORT DEVENS CHAPTER has a March 31 "Social" planned for the Ft. Devens Officers Open Mess and expects a large turnout. "Green" will prevail at the March 17 "St. Patrick's Day" Dinner Dance of the FULDA (Germany) CHAPTER. Films and a guest speaker will also highlight the gathering. Members of the HANAU CHAPTER will mix business with pleasure at their Feb. 23 membership meeting, as will MUNICH CHAPTER members. Mutual site: Garmisch!

■ The "Twist" took over as MONTEREY CHAPTER members "had a ball" at Ft. Ord on Feb. 10, an event that was duplicated four days later on the opposite coast by members of Ft. Bragg's 82ND ABN DIVISION CHAPTER. STUTTGART CHAPTER members, 111 voting, elected their '61-'62 officer slate (names to appear next month) and then heard guest speaker Serge Sikorsky at their Jan 12 hoedown. George E. Haddaway, Editor and Publisher of "Flight Magazine" and a long-time friend of Army aviation, addressed LINDBERGH CHAPTER members at their Lambert Field, St. Louis meeting on Feb. 1.

■ Pairing up, members of the JIMMIE L. HILTON and LAWTON-FT. SILL CHAPTERS met with members of the Southwest Oklahoma Chapter of AUSA at a joint mid-winter meeting at Ft. Sill. The gathering of 400 heard guest speaker, Col. Richard J. Conran, deputy commander of ARADCOM's Second Region, discuss our air defense posture. (Photo below: Maj. Gen. L.S. Griffing, Fort Sill commandant, 2nd from left, welcomes Col. Conran as Lt. Col. J.Y. Hammack, left, and Rex H. Madeira, right, respective presidents of the Oklahoma Region of AAAA and the Southwest Oklahoma Chapter of AUSA, look on.) The two AAAA Chapters will merge all Sill members under the JIMMIE L. HILTON banner on April 1.

# Cat's eyes on target

NORDEN

An elusive low-flying aircraft follows a course around hills and other hazards, pin-points its target, and swoops in. The pilot "sees" his course and target clearly, even in midnight darkness or in spite of severe weather conditions, with Norden's Search and Terrain Clearance Radar.

This system, serving as "cat's eyes" for the Grumman A2F-1 Intruder in difficult flight environments, provides an electronic display of information supplied by advanced sensory equipment. Two viewing screens in the cockpit enable the pilot to determine targets and geographical features. The aircraft automatically pursues the desired approach, discharges its weapons and leaves the target area. The pilot may easily alter course if the situation demands it.

Norden now offers a compact Terrain Clearance Radar System for Army aircraft engaged in weapons delivery, reconnaissance or resupply. It is another Norden contribution which strengthens our nation's defense by Extending Man's Capabilities.

FOR FURTHER INFORMATION ABOUT NORDEN TERRAIN CLEARANCE RADAR SYSTEMS, WRITE:

Norden DIVISION OF UNITED AIRCRAFT CORPORATION

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Leonard

Brockmyer

■ COLONEL ROBERT R. WILLIAMS, Office of Research and Engineering, and ■ COLONEL O. GLENN GOODHAND, Executive Officer to Assistant Secretary of the Army (R & D) Finn J. Larsen, have received Presidential appointments to the promotion list for the rank of Brigadier General. Colonel Williams is expected to assume the duties of Commanding General, U.S. Army Aviation Center, Fort Rucker, Alabama. ■ COLONEL JULES E. GONSETH, JR., former Assistant Commandant of USAAVNS, has assumed the duties of Chief of Staff of Fort Monmouth and the U.S. Army Signal Training Command. ■ JACKSON E. BEIGHLE, sales manager of the Sikorsky Aircraft Division of United Aircraft Corporation since 1946, has been named to the newly-created post of European representative of Sikorsky, and will make his headquarters in Cologne, Germany, effective March 1. ■ JACK E. LEONARD, National Vice President for Industrial Affairs of AAAA, has been appointed manager of the newly-established eastern office of the Hughes Tool Company — Aircraft Division. In his Hughes position in Washington, D.C., Leonard will be responsible for coordination of the company's military programs in the eastern states. ■ MAJOR JAMES J. BROCKMYER, Special Projects Officer, Army Aviation Directorate, ODCSOPS, D/A, has departed Washington on a permanent change of station to attend the Armed Forces Staff College at Norfolk, Va. ■ BRYCE WILSON (center, large photo), the AAAA National President during 1959-1961, receives the AAAA Gold Medal Award from BRIG. GENERAL CARL I. HUTTON, RET. (left) as COLONEL ALEXANDER J. RANKIN, the Association's National Executive Vice President looks on. The presentation ceremony took place at a membership meeting at Palo Alto, Calif. ■■

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