



the Army Aviator

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BQ, 1ST ARMY: Lt. Col. James L. Townsend, M/Sgt. Thomas D. Ward; NY-NG: Maj. Francis W. Holden, Jr., Capt. Edward C. Jellison; MASS-NG: Captain Benedict D. Ferro, Capt. Wilfred G. Gilly; NJ-NG: Maj. Charles A. Posa, Capt. John R. Stacy, NE-NG: Capt. Billy Wood, ME-NG: Capt. Clarence E. Preble, FMS: Capt. Robert W. Todd, SCAAC: Mr. George Hathaway; 9TH INF DIV: Capt. Matthew Lanish; 26TH INF DIV: Capt. Lloyd A. Murray, Jr.; 27TH INF DIV: Lt. Richard D. Hooey; 42ND INF DIV: Capt. Francis D. Rooney; 50TH ARMD DIV: Capt. Robert Nicoll; 76TH INF DIV: Maj. James E. Murphy; 77TH INF DIV: Capt. Joseph W. Kilkenny; 78TH INF DIV: Vaj. Samuel Freeman; 94TH INF DIV: Lt. Lawrence O'Flahavan; 98TH INF DIV: Capt. Andrew F. Papa; 195TH ROT: Lt. Howard W. Stiles; 278TH ROT: Capt. Frank Barbour; 103RD ROT: Capt. Hiram E. Towle; 144TH FA GP: Capt. Charles Cooley; NY MOB DES DET #1: Capt. George M. Kovacs; FAR EAST: Lt. Col. Harry T. Shiveley; TRIESTE: Capt. George Lawrence; ROME: Capt. George Morris; ARMY AVIATION SCHOOL: Capt. James Hancock.

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POLICY

NEW SR GIVES INSTRUMENT REQUIREMENTS -- Most important news this month for AAs of all components concerns the publication of SR 95-15-6, dated 15 May 1953. It is the new SR that covers "Instrument Certificates, Requirements, and Aircraft Suitability." For those AAs who have not as yet seen this SR, we quote in part from it:

Purpose: "These regulations establish instrument certificates, prescribe the requirements & procedures for attainment & retention of such certificates, safety precautions to be observed in connection with all hooded flights, details of written and flight examinations, restrictions as to aircraft being operated under instrument conditions; and provide for the establishment of Instrument Pilot Examining Boards & the qualifications for flight examiners."

SR then goes on to say: "All AAs are encouraged to participate in instrument flight when properly trained. However, it is not intended that any flight be undertaken which is beyond the capabilities of the aviator or of his aircraft....Pending the availability of suitable helicopter instrumentation & development of helicopter flight techniques, these regulations will not be applicable to personnel assigned to units equipped only with helicopters or to personnel not trained in the operation of Army fixed-wing aircraft."

Major overseas and continental army commanders will establish a continuing instrument training program. Ample time & facilities will be made available to AAs to permit them to attain and then maintain their rating and proficiency.

Date of expiration of any instrument certificate will be the aviator's birthday nearest the date of issue plus 1 year. Two types of certificates will be awarded: 1) Standard Instrument Certificate and 2) Special Instrument Certificate.

CGs of major overseas commands and continental armies and the Commandant of the Army Aviation School may waive the requirements of these regulations until 30 June, 1954 and award 1) a Standard Instrument Certificate to those aviators holding a current USAF Form 8, US Navy Standard Instrument Certificate, or CAA Instrument Pilot Certificate, or

2) a Special Instrument Certificate to any aviator holding a current USAF Form 8A, US Navy Special Instrument Certificate, or CAA Airline Transport Pilot Rating.

SR 95-15-6 then lists the normal requirements for the attainment of both Certificates. Several points of interest in the SR are that if a flight is to be made through icing conditions the aircraft, including the propellers, must be equipped with de-icing equipment and that a co-pilot is required for all instrument flights into or through high-density civil-air-traffic areas.

(Continued on Page)

POLICY & NEWS

SR 95-15-6: Army copters, because of their aerodynamic characteristics & inadequacy of instruments, will NOT be flown unless visual reference to the ground can be maintained except for certain research, development, & training activities.

"Although Army Aviators & senior AAs of the RESERVE COMPONENTS who are NOT on extended active duty are NOT required to obtain or maintain an instrument certificate, they may do so by meeting the requirements set forth in these regulations."

(ED NOTE: We've only briefly touched upon this SR, and interested Reserve & Guard pilots are urged to read the complete SR in detail.)

SUMMER FIELD TRAINING BEGINS -- Starting this past June 27th with the Aviation Sections from the 26th Division, MASS-NG, Camp Drum will once again be the site of summer field training for USAR & NG aviators.

The 26th Division is based at Ft. Devens, Mass, and is expected to fly-in a good percentage of the 19s it has on hand. AO of the 26th is MAJ. WILLIAM H. O'CONNELL & CAPTS, BENEDICT D. FERRO and WILFRED G. GILLY are the two Advisor/Instructors serving with the MASS-NG. It is hoped that all three of the aforementioned officers will send us a "log" on the 26th's two-weeks at Camp.

Following day, June 28th, the 76TH Inf Div(USAR) & the 421st FA Group(USAR) will report in for their 2-weeks tour. Not having organic aircraft asgd to the Division, the USAR pilots in this group will fly "working stock" L-19s that will be flown up from GI-NY & Miller Field. MAJ. JAMES M. MURPHY is the AO of the 76th Div. & CAPT LLOYD O. BORGREN (AD) will serve as the 1st Army representative for the 76th & subsequent USAR Air Sections. He'll be assisted on the Maintenance end by CAPT. RICHARD H. POTTS(AD), Maint.Offr. at GI-NY. LT. JOHN R. BROWN(MLr Fld) & LT. GEORGE G. ROCK are expected to assist in the ferrying of the five 19s to Drum.

Two weeks later, the NJ-NG will fly up 18 of their asgd aircraft, including one L-17. The NJ-NG ground units will depart the day before (10 July) and the pilots are expected to take part in route reconnaissance & column control for the ground units as they make their way to Camp Drum. CAPT. ROBERT L. NICOL will serve as Div AO & MAJ. CHARLES A. LOSZ & CAPT. JOHN R. STACY, both AD, will be the Advisor/Instructors for the group. The NJ-NG pilots will leave from Mercer Cy Airport(Trenton) & Linden Airport on their flights to Wheeler-Sack.

Also reporting in for summer fld tng in July will be the 78th Div. (USAR) of NJ. MAJ. SAMUEL FREEMAN is AO of the 78th & CAPT. WARREN R. FEHM is Div-Arty AO. MAJ. JOSEPH H. KING, AO of NY MOB DES DET #1, will accompany the 78th on July 12th & take his fld tng with them.

ARMY HQ GETS NEW L-23 -- First twin-engine L-23 (Beech) to arrive in the 1st Army area was flown in from the Beech Plant in Wichita, Kansas, by CAPT. WAYNE L. BEST(AD). CAPT. BEST was accompanied on his long, two-day cross-country by SFC. MILTON MONTGOMERY, a crew chief at GI-NY. (

Breaking in the L-23, CAPT BEST cruised at 145 indicated, 50% power. First landing was 2 hrs. from Beechcraft Fld at Columbia, Mo. Another 2 hrs & 25 minutes brought the 23 to Camp Atterbury, Ind. where CAPT. BEST bedded down for the night and talked with CAPT. BOB LeHAIE & CAPT. WARD MORUD, both of the 31st Div. at Atterbury.

Next day, Capt. BEST completed the 625 remaining miles to GI-NY in 4 hours even. Total flight covered 1275 miles in 8 hrs. & 25 minutes flying time.

NEW HELIPORT OPENED -- In an official dedication highlighted by the largest flight of rotary-wing craft seen in Manhattan, City, Military, and Port Authority officials opened Heliport #2 in mid-June.

Located at Battery Park near the site of the old Aquarium, the new heliport measures 50 x 70 feet and for the time being will be used mainly by Police copters. Heliports #3 and #4 are to open shortly.

Adding color to the ceremony and trying out the new landing spot were copters from the Army, Coast Guard, Police, Port Authority, and civilian firms. A fireboat & police band added to the affair.

COL. JAMES L. TOWSEND, AO at 1st Army, flared out 4th, being preceded by three Police copters. He was followed closely by SAMMY CHEVALIER (and Editor) in the Port Authority 47D1 (Bell) and LT. COMDR. DAVID OLIVER & AD2 ROBERT HARRIS in a Coast Guard HTL-5 (Bell). N.Y. AIRWAYS S-55 (Sikorsky) with PRES. ROBERT L. CUMMINGS, JR.; GLENN B. EASTMAN, ass't to the President; & JACK GALLAGHER, Chief Engineer at NYA aboard, closed out the landings.

CAPT. GUSTAV CRAWFORD & PTL. ANTHONY FIORE, ran herd on the circling copters in their NY Police 47D1 (Bell).

FIRST NG COPTER -- Recent TWX authorized the 50th Armored Division of New Jersey an H-23 (Hiller) rotary wing craft. The H-23 will be sent up from 5th Army to Miller Field, Staten Island, where it will be given a maintenance check by the Field Maintenance Shop before being turned over to the 50th Armored. This TWX marks the first assignment of a rotary-wing craft to a 1st Army NG unit.

50TH ANNIVERSARY -- Taking an active part in the celebration of the 50th Anniversary of powered flight held at the Massena-Alcoa Aluminum Co. plant, CAPT. WAYNE L. BEST (AD) from 1st Army demonstrated an H-13 copter at the Air Show at Massena, NY.

CAPT. BEST flew a 19 to Drum from where he flew an H13 to Massena. The Navy provided 2 Hellicats and the AF a C-119 and C-45. Jets from Griffiss AFB made several passes over the assemblage. The Alcoa plant provides a great deal of aluminum used in aircraft manufacture.

FLY-IN REPORT

The Fly-In is now a thing of the past, and we now can look forward to a bigger and better one, whether it be official or unofficial. For the benefit of those who were scared off by the thunderclaps Friday night and by the Friday forecasts for Saturday, we'll review what may have now come to call as "the organized chaos that took place on May 23rd."

Friday, May 22nd, was a bad day all around. Neither the Weather Bureau nor Flight Service threw us any crumbs; both forecasted Saturday ceilings in hundreds of feet and visibilities in quarter-miles. A nice front was stagnating in the whole eastern area.

And then to make matters worse, the sky really let loose Friday night. At least it did in NYC. Three of us tried to get some sleep in a BOQ and after each thunderclap that rattled the windows, frames, and shingles, we all swore we'd never question any future Appropriations Bills for RA installations. If there ever was any truth in the saying, "it's raining cats and dogs," you can be assured that the ASPCA dog-nappers would have had one heck of a busy night.

But with the dawn, dismal one that it was, we had 700 & 3 at GI-NY. Phoned LaGuardia Weather at 6:15 AM and some forecaster yawned thru a list of stations (POU, NYC, BOS, PHIL, BUF, WASH, TREN). He predicted that by 8 everything in the East (except Boston with 300 and a quarter-mile) would be VFR and constantly improving. The squawk box to Flight Service verified the CAA forecast and after a quick phone call to COL. TOWNSEND at 7 a.m. (not recommended as a habit), the Fly-In was officially started.

We asked Flight Service to tack on to all proposed Flight Plans terminating at POU the message that "The Conference was on." (COL. CAULDER'S suggestion), and hoped that those of you who rec'd this message read thru the fancy talk.

First filing to POU was from SCAAC, Ft. Monmouth. CAPT. BOB BRIZLEE & IT. RAY TRUJEX rec'd a VFR clearance to POU. SGT. WARD (GI-NY) was monitoring the "box" & didn't like the idea of a Guest opening the Fly-In so we piled into a 19 and loaded down with charts, papers, pins, tags, signs, trophies, blank flight plans, & extra tissue paper staggered into the air at 7:10 a.m.

At 2,500 feet we knew we'd have late arrivals from the south. Headwind was strong. 1st Army Signal had dispatched two 3/4-tons to POU the day before, one with the SCR-624 for tower control, the other with a PA system. Gave them a call when 4 miles out, and Stewart AFB came right back with an answer. Calling POU, we'd said, "We're entering the traffic pattern," and Stewart Tower quipped, "Can't see you, bub." (Quote) Hardly would think so in that we were 15 miles northeast over POU. Guess this sort of thing happened to others during the day despite the fact that we'd made radio arrangements with Stewart a month before.

Thought we were early birds, but on landing got one of those "Where the hell have you been?" looks from LT. DICK NACE & SGT. JIM COLLINS, both of the NY-NG based at POU. They later regretted punching-in at 6 AM for if ever 2 people were busy all day shagging planes & pilots, they were the two. Alerted the 3/4-tons and just had time to get some pants

on the "Dutchess" when the planes started to come in. Capt. LLOYD BORG (1st A) ran the POU mobile tower for the greater part of the AM, but on missing his usual 10 AM coffee collapsed and CAPT. BOB TEDD (1st Fld) picked up the mike. He didn't last long either. Sgts. are still the backbone of the US Army and SGTS. HARVEY CHOLFIN & MILTON MONTGOMERY, both of GI-NY, became the third & most durable pair of operators.

By about 11, practically everyone was tied-down and awaiting the DC arrivals. And then the Monster came in. Refer to the OTTER which was flown down for display by the DeHaviland Co. of Toronto by RUSS BANNOCK & Mr. BOST. Thought the Navion had a steep glide angle in the landing approach but this multi-pass, radial-eng Giant had the 17 beat. Was sure RUSS intended to stain the 1st third of the runway and was ready to dispatch the crash truck when it just flared out & made a normal ldg.

The crash truck & fire truck incidently were from a nearby neighborhood & volunteered to stand by during the AM (Happily they did just that). First L-26 swooped over (Hero Commander) (COL. WILLIAMS, D.). Until it was directly over us thought it was an A-26 bomber on a wide pattern from nearby Stewart. Had dihedral elevators & the A-26 tail. 2nd L-26 followed shortly after (COL. BOWLEY, OCAFF).

By 11:30 decided to count noses and discovered that the Boys from Syracuse (and ROCH & BUF) were still missing. The MASS-NG gang whom we had written off previously as non-attendees were already on the ground. Knew the 8 AM menu at Boston (Lyer) called for soup and certainly didn't expect anything like that. ARMED that thundered out of the east. 15 planes in all. One 2-tone Bonanza & one red & white Navion landed & out stepped the sport-shirt gang (USAR Majors SAM FREEMAN & JOE KING, & LTS BILL TAYLOR & STAN LEVY). Another pvt Navion landed & this time the shirt was button-down (MR. BILL SCHILL). This concludes the fashion notes on the Fly-In; the rest of us in the mob wore khakis & tropicals (both clean & dirty) & WW II remnants that in one day might have been called B-15 jackets & flight suits.

Lunch wagon truck did a booming business (How could they eat Franks at 10 AM?). Wondered what the big attraction in the main civilian hangar was & then realized the john was getting a big play too. Reconverted barn (incorrectly & intentionally mis-named in previous Newsletters as the airport Hotel) peddled sandwiches & hot coffee, and with the wind at 5-15 all morning, coffee came in handy. MRS. ELLSWORTH, the airport manager's wife, ran over to tell us that the SHERIFF had just driven out and informed her that a crank had complained about the "vibration." MRS. E. told the LNW in more genteel language, of course, to tell MRS. CRANK to blow it.

The "DUTCHLESS" who at 8:30 was nothing but bare pink plaster & a G-string was now pretty well covered with LNs autographs & apparently Fly-Boys have a two-track mind. LT. FRANK LOEFFLER was definitely "OFF LIMITS."

11:30-12:00 was set aside for lunch but by this time most of the boys had pretty well filled the void. One petite lawn-party on the now-dry grass was somewhat disrupted when the Sig C photographer (SGT. KO) decided to pose a NG group right on top of their spot. LT. JOHN MIRRO (6

Last award was the "Best Controlled Crash" trophy and unless I have my signals crossed the NG Lt. in sun-glasses who claimed it or more correctly upon whom it was forced was LT. WILLIAM C. HAMILTON.

Official part of the program then began with the introductions of the guest speakers being handled by COL. JIM TOWNSEND (1st A), emcee for the day, Lt. COL. ROBERT R. WILLIAMS, DA; COL. JULES E GONSETH, JR, SCAAC; and LT. COL. LAWRENCE BOWLEBY of OCAFF spoke in that order, and we'll leave the contents of their talks to another page of this issue rather than tarnish these talks by mentioning them along with this hodge-podge.

Colonial Flight at 1:35 reported two 19s partially parked on the active runway and SGT. COLLINS dispatched. Eggbeaters started hopping around. Aviators Anonymous Certificates were given out at 2 and the plea made that the Fly-In expenses totalled about 50 bucks and that a bucket would be put out for contributions. Everyone at this point started to scatter in all directions, some to the static display, others to their planes & very few to the bucket. Tentative photo brochure on Fly-In displayed (contingent upon \$ donated) and after one look into the bucket at 3, brochure was torn up.

Static display featured an L-20 from SCAAC on whose nose the name of "Radio City" would have been quite appropriate. MR. BANNOCK'S Otter drew many as did the two L-26s, H-13 & H-23 "bugged around." Departures started generally at 3, although some of the boys with noticeable chain chafes on their ankles sneaked out at 2 and earlier. The crank called again, MRS. ELLSWORTH reported gas consumption fair, coke consumption high, and the Men's Room awash.

OTTER taxied out to takeoff and if it weren't for the fact that we didn't see any smoke would swear it was JATO-assisted. Don't know whether or not Army Avn will ever use the Otter but MR. BANNOCK is one good salesman. Only casualty was a MASS-NG 19 that had a 175-rpm mag drop & dropped out of the mass takeoff of 15. SGT. COLLINS GOT OUT HIS TOOL-KIT. At about 3:45 and with only about 4 planes remaining on the field in came an L-19 from Ayer with LTS. GEORGE EARNSHAW & JOE HALL. First words out of their mouths were "Where in hell is everybody?". They were impressed into the police detail cleaning up the hangars, patted on their derrieres, and sent winging back east.

Flight back was uneventful except that some one in the Peekskill area got a Chase & Sanborn spray. SGT. WARD (who probably noticed that the 2 Derbies had only used up 5 of the 12 cans of beer) in being the good Army man that he was polished off the brew in his personal "Stop Waste" campaign & when I turned around to give him the coffee container to open was slightly befuddled & opened the side window instead.

Fly-In was not officially over till Sunday. We found out later, COL. CLAUDE SHEPARD from the DA in Wash (in thinking it was a two-day affair) flew up Sunday to an empty field. Glad I've got sterling silver bars. They're going to have to last another 7 years after this foul-up. Rec'd CAPT. DON BOYNTON's letter Monday saying he'd be there Saturday & CAPT. ANDY PAPA's letter explaining that extreme turbulence had tossed his civilian L-4 around so much he'd turned back. Only thing I learned at the Fly-In was never to attend another without bringing some SKOL.

was serving & CAPT. DAVE MONMARA was pouring just before they were trampled under. DAVE looked stunning in a beige flying suit & matching hat.

At 12 we decided to try out the P. system before the Sig C Louie (LT. GASKILL) blew his top. He'd lugged it up from GI-NY Friday, spent a sleepless night, and was now determined that someone yak into it.

Called off the entries for the "Tool-Kit Derby" (Open to AD & NG Maintenance personnel), and after spreading the boys out behind planes & signs & fences, COL. TOWNSEND fired the starter's gun. AD entry got off on the wrong foot (SGT. NELL falling flat on his face and putting a Ballantine head on the grass as leadoff man). However, AD team made up this 20-yr. handicap & won going away. SGT. RHODES McCUTCHEN (SCAAC) accepted temporary custody of the "Golden Hammer" plaque for the winners.

Next came the "Pilots Derby" for temporary custody of the "DUTCHESS." Race started uneventfully with the Reserve pilots opening up a mere 20-yr. lead at the first turn. Still can't explain what happened next, but when the 9th pair from the Res & NG turned their trays over to the 10th and last pair, darned if the NG team hadn't pulled even and as luck would have it, the 10th NG pilot nosed out "GIMPY" KOVACS, the USAR anchor-man who as all of us Reserve boys know has been suffering from asthma lately, & who took the word, "anchor" in anchor-man too literally.

SGT. KO snapped the finish & the photo clearly shows the NG anchor man holding his Ballantine on his tray with his right hand while GIMPY'S tray is flying thru mid-air. USAR group is adamant & spokesman CHARLEY COOLEY insists the rules called for a "one-hand carry," & that the Reserves are entitled to an even-split, either from the waist-up or from the waist-down.

Oh yes, forgot to mention that the AD pilots had an entry. They just faded away & never figured. CAPT. LLOYD A. MURRAY (MASS-NG) accepted the "DUTCHESS" on behalf of the NG group present & on noting a raised eyebrow from CAPT. BOB GALLETLY (NY-NG) hastily added that the custody was only temporary and that come August or so the boys from Zahn's & Linden & Orchard Park could claim part of her. Or as events now turn out, half of her. Reserve Major, SAM FREEMAN, gets the other piece.

CAPT. BOB BRIZEE (SCAAC) accepted the "Best Newsletter Salesman" plaque for LT. WALLICE TRAVER (SCAAC) & himself & probably dropped it in Raritan Bev on his way home to Monmouth. CAPT. FRANK ROONEY in the absence of AC MAJOR BERNARD MACKELL & MAJ. JOHN FUCHS accepted the plaque for the "MOST SUBSCRIBED UNIT" (NY-NG at Zahn's with 20); MAJ. MACKELL as it turned out later, showing up incognito in civies. "Longest Copter X-Country" plaque went to MAJ. KENNEDY G. WARD (1st A) who flew an H-13 up from GI-NY. He looked surprised on being named & can only guess that he didn't know the SCAAC H-25 and the H-19 from DC were last-minute cancellations. "Best Newsletter Correspondent" plaque went to CAPT. CLARENCE B. PREBLE, Adv. Instr. for Maine-NG who was weathered-in at Augusta. CAPT. BENEDICT FERRO, Adv./Instr. for MASS-NG, hand-carried it to Ayer for CAPT. P. "Longest X-Country Flight (Fixed-Wing)" plaque went to COL. LAWRENCE DOWLEY of OCAFF who never claimed it. It'll sit in GI-NY opns till claimed. "Hottest Pilot" plaque was a dead-heat between CAPT. WALTER PITT of SCAAC & NG LT. W. V. STEWART. Hand-applause gave it to LT. STEWART but if the Wash DC gang hadn't cancelled out, it might have been a tie (7)

ARMY AVN SCHOOL NEWS

Last Newsletter had a mid-month deadline due to the Fly-In and we missed out on the regular ATD page. We ask the AD subscribers to bear with us while we back-track one issue & possibly cover some news about which they might already be aware.

FATAL ACCIDENT -- Four flight instructors from the ATD were killed near Gainesville, Texas, when a Navy twin-engine SNB collided in mid-air with the Army LC-126. The Army aircraft was returning from Camp Polk, La, to Ft. Sill. Three of the Army instructors had just ferried L-19s to Camp Polk & were returning to Sill. The Navy aircraft, with 2 men aboard, made an emergency landing at Perrin AFB. Its right wing was damaged but the landing was normal.

BIG STORM, BIG DAMAGE -- This seems to happen so often, it doesn't seem like news but once again, the ATD suffered heavily when a severe hail & wind storm struck Ft. Sill on 13 March (Friday). 135 ATD craft & 66 other craft suffered damage, including 18 copters & 15 F-51s. Quick cooperation from Tinker AFB & aircraft assistance (106 aircraft) from nearby posts in Texas & La. enabled the ATD to continue its training program without a single delay.

CIVILIAN FIRM TAKES OVER -- The Spartan Army Aviation Maintenance Div. of Spartan Aircraft Co. started performing maintenance of both ATD fixed & rotary wing aircraft on 20 April. Some 125 persons were on the payroll with plans calling for about a force of 300. Net result of this move is expected to be more economical & more efficient maintenance as well as better utilization of scarce military maintenance personnel.

ED NOTE: June Issue of ATD News never received at this Hq and we'll continue with general news at this point.

TC CONFERENCE IN ST. LOUIS -- The Transportation Corps held a world-wide Field Conference in St. Louis this past June 15-17th. The subject of the conference was "Transportation Corps Support of the Army Aviation Program."

Opening the Conference to which AAs from all areas and overseas commands had been invited, BRIGADIER GENERAL PAUL F. YOUNT, Acting Chief of Transportation, DA, was followed by COL. WILLIAM B. BUNKER, Chief, Air Transport Service Division, OCT.

MAJOR DONALD F. CASSIDY, Chief of the E & D Branch, OCT, spoke on the development of Army Aircraft. LT. COL. GEORGE L. LOVETT, Chief, Maintenance Br, OCT, discussed a Draft of the TC Aircraft Maintenance & Supply Manual.

Other speakers were MAJOR WILLIAM H. GARDNER, from Wright-Patterson AFB, who spoke as an AA on the TC liaison at Air Material Command, and LT. W. D. BOWDEN, Ch of the Procurement & Production Div. of the AA Field Service Office.

Attending the Conference from Hq, 1st Army were LT. COL. JAMES L. TOWNSEND, AO at 1st Army, and MAJOR KENNEDY G. WARD, TC, Chief Aircraft Branch Transportation Section, 1st Army.

TWIN-ENGINE TRANSITION TRAINING

Selected AD Army aviators are now in the process of taking a 15-day transition course in twin-engine training at Sill. For the benefit of the curious, we chatted with two AD pilots who recently completed this training course. They were CAPT. DALE W. TAYLOR & CAPT. WAYNE L. BEST, both of Hq, 1st Army. Here's what they have to say:

"The Twin-engine course is a fast course, but a thorough one. Four things are stressed in both the day and night flying. Engine failure on takeoff & the consequent single engine procedure to complete the take-off is stressed. Also, single-engine procedure in flight. Dead-stick landings are also well-covered. Last but not least, the emergency procedures to overcome fire in flight are repeated.

We received about 20 hours of twin-engine time, of which 3 hours are solo. Of the 20 hours, 3 hours are spent in night time. The ground school training is meant to acquaint you with the internal operation of the aircraft from the pilot's viewpoint. The past experiences in so far as maintenance is concerned were also covered."

Both pilots then highly praised the instructor staff and had more than one good word for the new L-23(Beech).

At the risk of becoming too technical, we'd like to include here a quick review of the FLIGHT phase of this course for those who might be interested:

- 1st Flight) Starting procedure, demonstration flight, taxiing, pre-takeoff engine check, normal takeoff, straight & level, climbs, glides, turns, coordination exercises, stalls, pre-landing check, normal landing, post-flight engine check, stopping engines (1:30 hrs. DUAL).
- 2d Flight) Review of above, Slow Flight, Go-Around Procedure, Use of Flaps, Landings with/without flaps, 720 degree power turns (1:30 DUAL)
- 3d Flight) Review of above, Landings without power (90-180 side), Fuel system opn in flight, Simulated single-engine procedure in straight & level flight (1:30 DUAL).
- 4th Flight) Single engine stalls, Single engine takeoffs (1:30 DUAL).
- 5th Flight) Takeoff (Max. Perf), Takeoff (Crosswind), Landings (Short-Field) Landings (Crosswind) (1:30 DUAL).
- 6th Flight) Single-engine Go-Around Procedure (1:30 Hrs. DUAL).
- 7th Flight) Review of above. (1:30 Hrs. Dual).
- 8th Flight) Review of above. (1:30 hrs. Dual).
- 9th Flight) Progress check for solo (1:30 hrs. dual).
- 10th Flight) Practice of normal flying. (1:30 hrs. SOLO).
- 11th Flight) Night Flying (Takeoffs, landings, single-engine procedure) (1:30 hrs. DUAL).
- 12th Flight) Practice of Normal night flying (1:30 hours solo).
- 13th Flight) Final review of all procedures, Use of auto-pilot, use of Navigation equipment (1:00 hour DUAL).
- 14th Flight) Normal Flying (1:00 hour SOLO).

PERSONALS

A previous Newsletter erroneously reported LT. ANATOLE BABYKIN of the 27th Div(NY-NG) as attending a General Electric Jet Engine Tng Course in the Mid-West. The Post Office returned his June issue w/envelope and the GE plant address as Johnson City, NY. How wrong can you be?

Another Newsletter error, although this one was pilot error, had CAPTAIN EDGAR S. BEAUMONT, Arty AO of the 76th Div.(USAF), accepting a temporary cop-ber job in South America. The Capt. now informs us that he'll do his hovering in the Mid-West.

Last month's Newsletter mentioned that promotions had reached an epidemic stage, following two promotions in the month of May. It appears now as though this might be an understatement; LT. BOB C. GALLETLY and LT. DONALD P. DICKINSON of the NY-NG and SCAAC respectively, moving up one notch to Captains. Both of these AAs attended the Fly-In recently and if it is an epidemic, let's hope it is contagious.

We hear many reports that CAPTAIN JAMES O. TOWNSEND(AD) has been slaving over a hot slide rule at the Assoc-Adv. Course at Sill. Must be because we have not received nary a postcard from this source despite the fact that while present at GI-NY, the good Capt. was a torrid pencil-man. Just when we get a plant at Sill, his arm goes dead. Lay that GFT down, boy, and start writin'.

CAPT. EDWARD C. JEBLISON(AD) Adv/Inst. for the NY-NG at Zahn's, LT. HARRY A. SEAVEY, and a 3rd NG pilot. took part with the CAI in a recent air search for a civilian plane that was overdue on a flight & reported missing. LT. SEAVEY spotted a body in the water near Orient Pt., which was later identified as one of the passengers in the missing plane.

CAPT. JAMES J. MCNULTY, ARTY AO of the 77th Div(USAR) is now permanently residing in the Poughkeepsie area & is flying 27th Div. NG aircraft that are based at the DUTCHESS COUNTY airport.

Hood-happy and just plain-happy to get back to CFR flying were MAJ. GERALD L. HOUGH(1st A), CAPT. WILFRED G. GILLY (Adv/Instr. MASS-NG), LT. FRED MCGOWAN (Dix), LT. RALPH W. STOKES (278th RCT) CAPT. THOMAS MCNAMARA AND LT. ROBERT H. JACQUOT(both of SCAAC), all of whom recently completed Mr. Hinson's thorough Instrument Tng Course at Harbor Field, Maryland. Congratulations to all & now let's hope we've seen the last of the IFR weather & that you six won't have to use your new I-Tickets.

CAPT. FLOYD T. BARRON(AD), an A/A asgd to the Army War College, Carlisle, Pa, served as ferry-pilot on a VIP mission to GI-NY this month. He came from Taylor Field, Pa, with two high-ranking Colonels as passengers & departed the same day. DiMaggio bat used & CAPTAIN BARRON is now a subscriber. The 2 Cols. escaped.

MAJOR C.H. ELLIS, JR. of the Supply Br, ATSD, OCT, checked in at GI-NY for an official confab with MAJ. KENNEDY G. WARD of the TC Section at GI-NY. MAJOR ELLIS made the official visit the hard way (by car).

Taking part in the filming of what eventually will be a series of recruiting & publicity "spot" films on Television, CAPT. RICHARD H. POTTS and PFC JOSEPH FERRAILOLO, both of 1st Army Hq., cooperated with the post PIO. CAPTAIN POTTS flight netted some good aeri-als & PFC FERRAILOLO was filmed while performing maintenance on an H-13 copter. One of the two now refuses to sign anything but autograph books.

LT. JULIUS B. CHAMBERS, a USAR pilot recently placed on flight status & asgd to the 77th Div(USAR), has moved to the Hartford, Conn, area and is now in the process of making arrangements to fly with MASS-NG aircraft.

Attending the Refresher Course for Avn Personnel at Transportation Center at Ft. Eustis, Va, is CAPTAIN ROBERT N TEDD, Shop Offr at Mlr Fld, SI-NY. Upon completion, CAPT TEDD will be checked out in harbor-craft & choo-choos. (11)

PERSONALS

Sgt. Milton Montgomery (AD), a crew chief at GI-NY, may now be called SFC MONTGOMERY.

Heading for Hinson & six weeks solitary under a hood are SCAAC officers, MAJ. RUSS DRAGOO, CAPT. FRED WALTER, & LT. HAROLD L. MILLER. LT. MILLER recently was asgd to SCAAC at Monmouth.

Putting in for flight status from the 172d Inf (VERMONT-NG) is LT. ROBERT CHAMBERLAIN. Marks the first time a VT pilot joins us.

Now hear that MAJ. ENSLEY R. BENNETT, former AO of the 50th Armd Div. (NJ-NG), is off flight status. CAPT. BOB NICOL is his replacement as AO.

Logging X-Country time to GI-NY, LT. JAMES WEINMAN of the 98th USAR-NY made a Rochester-GINY hop during June.

Unusual mission was flown by CAPT. BOB NICOL (NJ*NG) who picked up at GINY the national colors of the US & France to be used during ceremonies at Trenton when the French Military Attache awards the Croix de Guerre to the 696th Armd FA Bn.

On DS to the 278th during the summer field tng period is LT. GEORGE G. ROCK, 9th Inf Div pilot. LT. FRED McGOWAN, also of the 9th, is with the summer field tng command.

CAPT. LLOYD BORGAN, AA Chief of Section at Camp Drum, came back to GINY, his home field, and reported everything at Wheeler-Sack is shipshape. Coke machine just un-crated & he's working on ice cream & sandwich vendors now. Four-seater in hangar still reeks. PUMPHREY FIELD, new strip west of post built in '52, now grass-covered & usable. He plans to move Base OPS up to 2nd Floor which means 4th move of Base OPS in 4 years. Summer tng commences 27 June.

CAPT. SYLVESTER McCLAIN, former Adv/Instructor with NJ-NG, completed Copter Tng & is now headed for EUCOM.

LT. RALPH W. STOKES, bn pilot with the 191st FA Bn, Camp Drum, will go to West Point, NY, this summer along with the FA Bn to serve as school troops for the US Military Academy there.

Resigning his commission in the USAR, LT. BILL SCHILL dropped out of the active USAR flight program. He was formerly with the 77th USAR Division as a Hq Co. pilot.

LT. RUSS FROST's sweating is over. The 50th Armd Division pilot (NJ-NG) finally received his flight status orders and now joins his Linden brethren in the Saturday PX raids at GI*NY solo.

No word from CAPT. WARREN BEHM, MAJ. SAM FREEMAN's entire 78th Division Air Section. Is he in or out? (BILL TAYLOR, please note!)

SCAAC at Monmouth is still suffering growing pains! 2D LT. RICHARD F. HUFF reports in on August 12th as a newly-asgd AA.

Status Reports reveal LTS. WALTER C. KRUMM & CARL A. WASHA, both of the NY-NG at Zahn's are awaiting Flight Status orders. Same report shows LTS. R.J. FUREY & M.A. POSNER of NY-NG away at Flight Sch.

Plague continues! LT. EDWARD ZAPOLSKY (NJ-NG) joins LT. ROBERT C. GALLETTY (NY-NG) on this month's promotion list. Both now sport Captain's bars.

The germ spread to SCAAC too! CAPT. RUSS DRAGOO went up to Major (along with LT. DON DICKINSON to Captain as previously mentioned.)

MAJ. ROBERT L. BOATRIGHT, JR., a non-1st Army subscriber, was asgd to the 9260 TSU TC A/A Fld Svce Office in St. Louis. He had been stationed at G-3, Ft. Eustis. Moving to Eustis is MAJOR PETER STRENNEN, eff 20 July.

COL. JULES E. GONSETH, JR., CO at Sig C AA Cntr, completed twin-engine training at Sill last month.

(12
PLEASE SEND IN ANY PERSONALS YOU HAVE.

NEWS BRIEFS

ROA CONVENTION -- 27th Natl Convention of ROA held at Bellevue-Stratford in Philly June 24th-27th. Attendance hit all-time high.

AF FLIGHT STATUS -- AF continues to check flight status of non-rated officers. Only when major part of duties require aircraft operation will flight status be granted.

PAY RAISE -- Sec. of Defense Wilson's reported support of escalator pay scale has Pentagon hoping. Wilson's former GMC had similar system geared to cost-of-living index.

QM CATALOG -- Reserve officers desiring mail order catalog from Philadelphia QM Depot write Sales Officer, QM Depot, 2800 S. 20th St, Phil.

REUNIONS -- 27th Division: 9-10th October. Syracuse, NY, WW I & II. For details, write: 27th Div. Association, Box 1403, Albany, N.Y.
94th Division: 23-26th July. Hotel New Yorker, NYC. For details, write: Bernard Frank, Reunion Chairman, Commonwealth Bldg, Allentown, Pa.

TRANSLATION -- How come "May Day?" This International SOS signal for pilots in trouble is derived from the French, "m'aidez," and literally means, "aid me."

WHAT NEXT DEPT -- A "For Men Only" flight svce betw. NY-Chic. started by United. No women. Cigar & pipe smoking, steak dinners, closing stock market quotations among services on "Executive."

BOMBER BASE? -- NY Congressman has sought shift from Plattsburg, NY, site of proposed bomber-base already allotted 28½ million, to Camp Drum. Congressman from Malone, NY, feels Army base there could be used at substantial savings. AF reportedly has go-ahead on Plattsburg site.

NEW-TYPE HANGAR -- Westair, fixed-based concern at Westchester Cy Airport, NY, plans a new-type, cantilever design hangar which is expendable. Coml firms could have floor space in center; planes hangered on perimeter. Cost \$1.7 million. Hangar still in blue-print stage but Westair looks for late '53 construction.

AF COPTER CUT -- A top AF official reveals reduced AF budget may affect the expansion of AF use of copters. Official stated AF is interested in development of assault copter squadrons for airborne operations but reduction to "interim program" of 120-group AF, rather than former 143-groups would affect copter program severely.

NOISE REDUCTION -- Navy reports progress in their noise-reduction campaign. Many steps help; when practicable, takeoffs are after 7 am; night-flying usually completed by 11 pm; preferential runways used; low pitch used for takeoffs & landings only; No low-altitude flights over congested areas; installation of silencers on test stands; and urging pilots to fly higher than 1,000-foot minimum set by CAA.

RECORD-BREAKER -- B-47 stratojet bomber recently flew 12,000-mile non-stop flight (3 aerial refueling points) in 24 hrs. Cross-country hop set unofficial record (speed was 607 mph; flight time 3 hrs, 26 minutes).

USAR REPORT

"Dear Loot: Way out West, west New York State that is, is the location of the home base mooring port of the 98th Division(USAR) airboys in Rochester, N.Y. However, the intrepid pilots themselves are scattered all over the countryside in the Div Arty and Battalion CPs, with MOST of them hometowning it even far from those.

The word, "most," is used with some reservation as the whole Air Armada from the 98th en masse could date the Dionne quintuplets and have one fly-boy left over to do the running for the beer.

CAPT. ANDY PAPA keeps his own airsteed tied down at home in Fonda, NY, but has to iron beam it over to Schenectady to see his outfit, the 867th FA Bn. LT. HAROLD G. SHEIVE, the Elmira Eagle, has to trek way up to Syracuse, NY, (75 air-miles) to check in with Hq, 98th Div Arty.

LT. JAMES V. WEINMAN, Air Marshal at Rochester is lucky--his unit is the 923rd FA Bn of that same city. Ditto for LT. HANK LAPINSKI of Kodak town who belongs to Hq, 98th Div. HANK incidently is a former AF bomber pilot from WW II and after doing observer work at Camp Drum, NY, for a year or two, decided to fly instead of spy and passed a later Board of Scrutiny to his his AA wings.

LT. HAROLD W. HAIE, the Birdboy of Buffalo, also has egg in his beer since his 368th FA Bn heads up in the same spot.

MAJ. SHELDON M. SMITH, the Rickenbacker of Tompkins County, airstrips out of Ithaca, NY, but has to concrete compass it 100 miles up to Rochester to act as Avn Officer.

The 98th joystick jockeys were the FIRST to fly night tng at Camp Drum, NY, in '51, and were also the FIRST to fly cross-country night training in '52. That's it. The fighting 98th pilots(fighting to get to the nearest bar!)"

YOUR CORRESPONDENT,
MAJ. SHELDON M. SMITH
AO, 98th Division(USAR)

ED Note: MAJ. SMITH certainly deserves a "SUPERIOR" for this comprehensive report. Only bad point is that in mentioning "FIRSTS" on Camp Drum night training, the hand-writing on the wall already is legible. We anticipate a counter-claim from both the National Guard units & from Vishinsky & Co. who will also probably claim they were logging night time at Wheeler-Sack when it was known as Pershing Field. MAJ. SMITH adds this P.S. : Punk weather on this end for the Fly-In which is probably why LTS. WEINMAN, LAPINSKI, & SHEIVE didn't get off, also."

UNIT REPORT
MAINE-NG

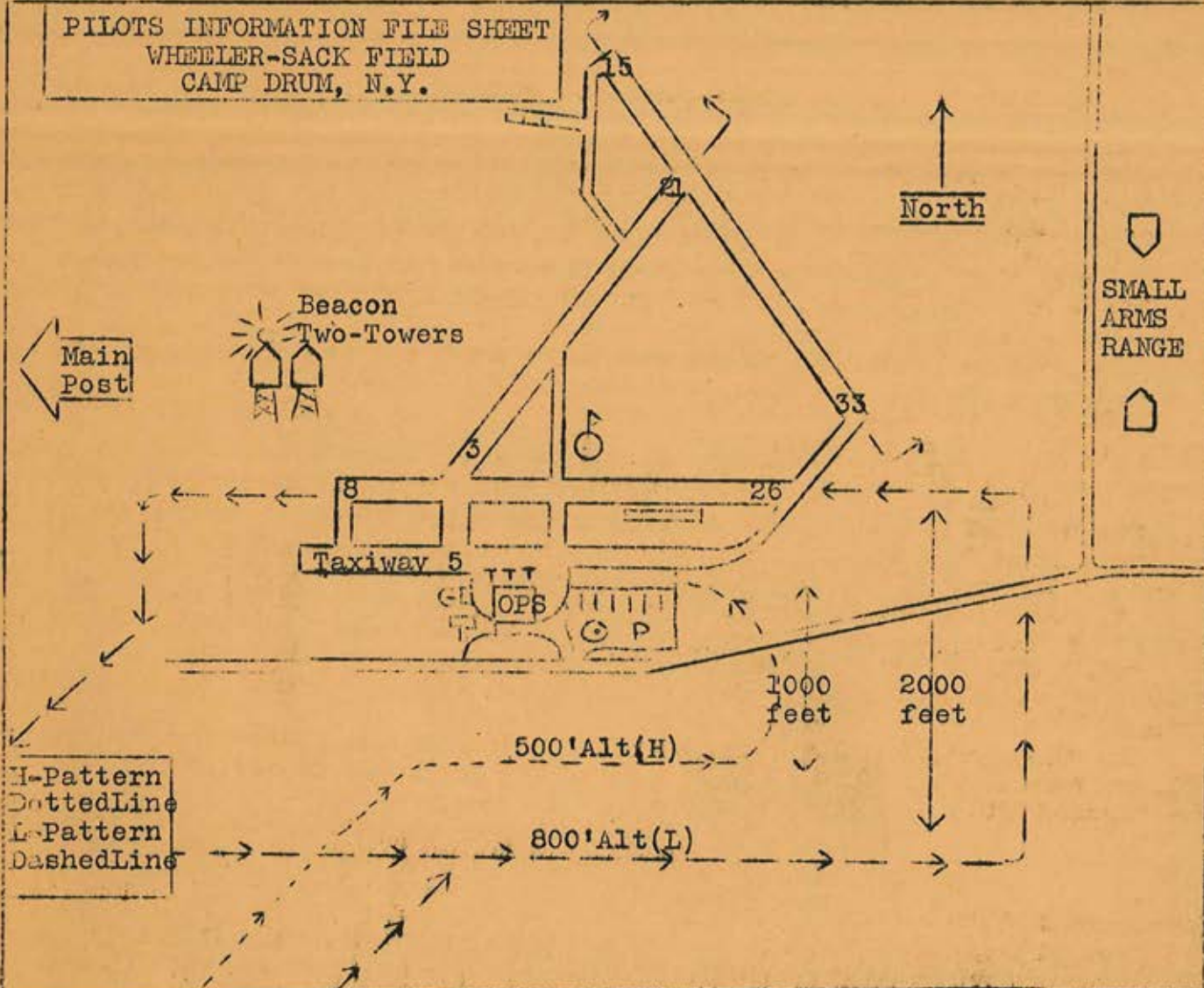
NEXT MONTH
USAR REPORT
94TH DIV(MASS)

Please overlook the deathly silence from this area. I've been on leave. Things have been very quiet for a month or so and that is the reason for a skimpy report. We now have all of our NG pilots back & are making preparations for summer camp. (CAPT. HIRAM TOWLE & LT. HOLLIS SINCLAIR having returned from Sill).

You'll porbably be amazed when I tell you that 2 of our pilots stacked up a total of 87 hrs. in May. Lt. FOSS lead the field with 57 hrs. & CAPT. KNOWLTON was runner-up with 30. Both are from Portland (103rd RCT). Very disappointed at mis sing the Fly-In. Came back from leave(driving about 300 miles to make it) so you see, I made a serious attempt. Col. HEYWOOD, asst AG was coming with me but we were socked in solid & the forecast was bad. This is the season for nasty weather in these parts. Oh well, maybe next year.....

YOUR CORRESPONDENT,
CAPT. CLARENCE PREBLE
Adv/Inst. Maine-NG(14)

PILOTS INFORMATION FILE SHEET
 WHEELER-SACK FIELD
 CAMP DRUM, N.Y.



DATA ON WHEELER-SACK FIELD (CAMP DRUM, NY)--(17 mi. NNE Watertown, NY)--
 (Army)--Concrete runways--Elev. 680'--Runway #8-26(4550')--#15-33(5000')
 #3-21(5000')--Lighting facilities on 8-26 on request only--"Men to See"
 CAPTAIN FRANK BARBOUR, AO 278th RCT, based on fld; LT. RALPH W. STOKES, 278
 RCT--Post Phone: Cp Drum 7000, Ext. 290--Fld attended 5½-day week, 0800-
 1700 (Sunrise to sunset)--AD officer on dy at fld 5½ days wk--Maint. Man
 at fld most of remaining time--Tie-Down area in front of main hangar--
 No tie-down kits necessary--80-100 octanes available for AD craft--NG
 craft can refuel at Watertown Coml--Tower not operated exc. during sum
 mer cp periods--When in use, monitors 126:18--(2) wind-socks, one lit
 on request--No wind-tec--No weather-teletype, but has direct line to
 Flight Service--Nearest cafeteria-rest: PX, Offr Mess, Hq Co--Nearest
 RON: Post BOQ--RONs at Watertown also, taxi or bus to town--bus 25¢--
 Army transp. avail. if offl flight--Field open to AD & Army craft only.

FLIGHT DATA: All patterns are away from field (Left-handed for runways
 #3, 15, 26 & right-handed for runways #8, 21, 33. Restricted area is
 small arms range E. of fld. Keep base leg in for rnwy #26. Cross 1500'

LETTERS

From OCASF, Ft. Monroe, Va, MAJOR EMMETT A. DEVOL writes: "The Army Aviation School was established by the DA (GO 9) 16 Jan '53, effective 1 Jan '53. The School will cease functioning as a Dept. of the Artillery School on 1 July '53. The Instrument Program is finally shaping up & an SR should be published before long. (Page 2). I guess you know Jim Knox was killed in a mid-air collision with a Navy plane down in Texas. I know some of the reserve in your area knew Jim. If you haven't heard, Jack Keil, Lt. Anderson, and Lt. Cox were also killed in the same accident. It was a night flight & happened at the intersection of an Omni range & LF Range. May be a freak accident. Lots of things are in the fire around here all the time, but most cannot be published until firm!"

Had a jackpot from Trieste. Here's CAPT. GEORGE E. LAWRENCE's letter: "Surely do appreciate receiving the newsletter. It's been posted on our BB. LT. GOODWIN & CAPT. GLOVER have each had a flight to Germany, but I haven't been able to make it as yet. Got started a couple of times but the weather or business has so far kept me at home...My job is Opns & Supply. Househunting without much success. Italian household things leave a lot to be desired. So far we've learned very little about the people or the language, but are quite impressed with the appearance & manners of those whom we have met. I'll quit now and let Dear John tell you his troubles."

LT. JOHN GOODWIN: "Haven't done much flying yet due to the bad weather. (Thought LY had an exclusive on that). I'm attached to the Regt Inf but they don't seem to know exactly what to do with their aircraft so I guess we'll have to give them a short course. Hope the Fly-In was successful. Started out for POU but by the time we reached Marseilles, the winds were agin' us & we reluctantly turned back. Keep 'em coming."

From Assoc. Adv. Course #3 at Ft. Knox, Ky, CAPT. A.T. PUMPHREY sends in this tear-jerker: "Just got started here & there is no doubt that PUMPHREY will be doing more than betting the ponies down here; a little burning of the midnight oil is indicated. Have seen a lot of people I knew from Constabulary days (Germany) and the dog days in Korea. MAJOR DOBBS is still here as the AO but expects orders soon. There are six AAs in our class (CAPT. WILLIE LEWIS, NG; CAPT. JIM (CHICK) CHILDERS; a CAPT. EICHORN; LT. PAUL PORTER, & another CAPT. I haven't met yet. Eight AAs are also attending the long course in advanced. Lucky break resulted in my orders being amended to permit me to attend the L-23 transition tng before departing for overseas. So it will be the middle of October before I report to Kilmer."

CAPT. ANDY PAPA, a Reservist with the 98th Div (NY) missed the Fly-In & wrote: "Felt a little like Joe Walcott must have felt last time with Marciano. Made it as far down as Catskill & Hudson but I decided to turn back. In all my flying experience, I've never been pushed, blown, smacked down & then up, and twisted & shoved around. Banged my head a few times too. We (JOE SCHALLER's mechanic) finally decided to turn back & we wer a couple of happy guys when we got back to Albany, and had that little butterfly (Cub) tied down. So help me, I'll get me a heavier plane if I'm going to keep flying."

From the Cosmopolitan Hotel in Denver, Col, LT. RONALD W QUINN of the NJ-NG sends in this note: "Would certainly like to become a subscriber."

However, at present I am attending the United Air Lines Pilot School here in Denver & wish that you'd continue sending it to my home address

RUSS BANNOCK, Military Sales Director at DeHaviland(Toronto) pens: "I just wanted to tell you that it was an enjoyable day for me(RUSS flew in to the Fly-In) and I hope that the appearance of the OTTER helped in a small way to make the gathering more interesting. Do not hesitate, at any time, to call on us if we can be of any assistance in similar affairs." (ED.NOTE: Those of you who saw the OTTER realized that it was no kite & that considerable expense was involved in its flight to POU. We all owe the DeHaviland Co. & RUSS our thanks for their cooperation.)

MRS. HAZEL ELLSWORTH, wife of PHIL ELLSWORTH, airport mgr at Dutchess County, returned our note with this information: "Thank you very much for your nice letter. It was a pleasure to have you here. They were a nice bunch of fellows, and no exceptions. We sold about 400 gallons of gasoline, and better yet, I believe we got some good publicity. So we figured we had a very successful day. I am enclosing the only clipping I can find, and you are more than welcome to it."

Clipping referred to above was from "Poughkeepsie New Yorker," (Sunday, May 24th)...Under a photograph of an L-19 with 8-10 pilots just milling around is this caption: "ONE group of Army Aviation and component National Guard pilots who conferred at the Dutchess County Airport at New Hackensack yesterday as about 60 single and twin engine planes gathered for instruction on up to date flight methods.

The area acting brought Army planes here from all sections of the Eastern seaboard. Featured were observations(?) and practice evacuation and rescue operations(?). Much of the instruction was among pilots on the ground. There were a few large twin-engine L-26 planes among the visiting aircraft.

Army aviation section officers in charge of the all day discussion said the instruction proved to be popular among the pilots and that another "get-together" may be held at Governor's Island soon." (ED. NOTE: Our actual sign-in count was 181 and aircraft count by "fast jeep reconnaissance was 86. How "New Yorker" arrived at GI-NY conference statement is news to us.)

CAPT. CLARENCE E. PREBLE(AD), Adv/Instr Me-NG & recipient of the "Best Newsletter Correspondent" Award at the Fly-In, doesn't let any grass grow under his feet. Here's a startling bit of news which we consider of interest to all AAs: "Recently, as a result of an annual flying physical examination, I was somewhat dismayed to learn that my hearing had been impaired by the loss in one ear of at least 40% acuity at normal voice frequencies. The loss was NOT discernable by ordinary whisper tests & therefore, as physical records have shown indications of 20/20 hearing.

While waiting for the AF Flight Surgeon's decision on whether I could remain on flight status, I perused an old copy of the "Flight Surgeon's Information Manual." A chapter on ears & hearing hearing loss, and I found that loss of hearing(temporary & permanent) due to fatigue from engine & radio vibration is an occupational hazard connected with flying.

In 10 years and 3000 hours of flying, I had not known this. The manual placed the responsibility for safe-guarding against such a condition directly(Cont.on P.24)

UNIT NEWS

From Ayer, Mass, CAPT. BENEDICT D. FERRO, Adv/Instr. for the Mass-NG, sends in this report on the 26th Div(MASS-NG): "Glad to report that ALL pilots of the 26th Division have met their annual minimum flying requirements. All of our air sections are getting their aircraft & equipment ready for the coming summer flying period (28 June-11 July). Hasten to add that the NG pilot with mag trouble at the Fly-In (he ruined our takeoff of 18) was LT. NORM SHUBERT. The weather on our in and outbound POU mass flight was CAVU all the way & outside of extreme turbulence, nothing eventful happened."

CAPT. FERRO included with this report a press release from CAPTAIN JOHN J. MALLOY, PIO Offr of the 26th, which follows: (CAPT MALLOY took in the Fly-In as a passenger.) The release is dated 24 May.

"OPERATION FLY-IN" yesterday featured some three-hundred army pilots and their mechanics and crew-chiefs who flew more than one hundred and fifty aircraft from almost every sector of the northeast military area, to a "swarmer" point at Poughkeepsie airfield in New York.

Eighteen planes and forty-airmen from the Army Aviation Sections of the YANKEE DIVISION, the 182nd RCT, and the 94th and 76th Reserve Divisions, left their home base at the Fort Devens Airfield at 8:30 a.m. and flew in formation throughout the cross-country flights.

Assembling at Poughkeepsie Airfield from all the New England States and New York and New Jersey, the National Guard and Reserve pilots and their crew-men attended an all-day, open-air aviation conference at the New York location, which was designed to acquaint them with the latest navigational and communication techniques now being developed for army aircraft. High ranking officials from the Dept. of the Army and the Army's Signal Center at Fort Monmouth, N.J., described the latest program for Army Aviation as contrasted with the Air Forces training program.

The variety of the missions that are assigned to each was described as the reason for the existence and growth of Army Aviation. An agreement is now in existence with the Air Force on the limitations in the size of the Army's aircraft, consistent with the missions that they are assigned.

These missions were described as now including a new organization of Army Aviation Helicopter Companies within the ever-changing infantry divisions, to assist in the air evacuation of wounded personnel. In the new organizations, Warrant Officers and enlisted men are now included as pilots.

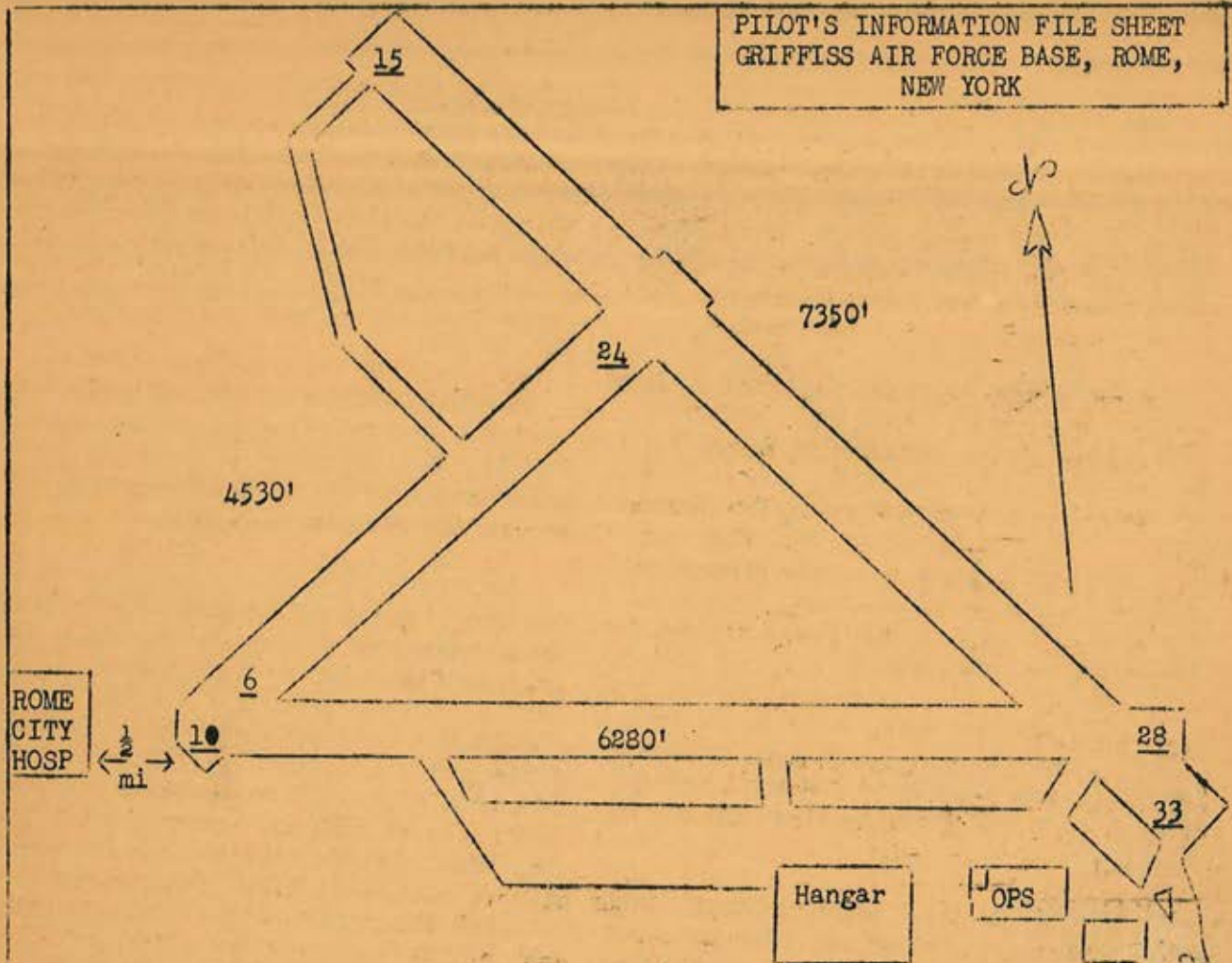
The problems of complicated types of signal communication for the lighter aircraft were described as numerous and complex by Monmouth signal officials because of the restrictions imposed by the light weight of the various aircraft.

YANKEE DIVISION and 182nd RCT pilots who participated in "OPERATION FLY-IN" and who won the coveted trophy (a life-sized mannequin who rode back to Devens air strip in an "L-19") for the best Conference attendance, were: CAPT. WILLIAM G. SKULLEY, CAPT. LLOYD A. MURRAY, JR, CAPT. ALFRED P. LUGERT, CAPT. BENEDICT D. FERRO (AD), LT. WILLIAM A. BROWN, LT. NORMAN SHUBERT, LT. ROBERT R. SMITH, LT. ALBERT N. TURNER, LT. RICHARD V. HARRINGTON, LT. JAMES J. McGOFF, LT. EDMUND J. VASILASKAS, LT. ROBERT E. WILLIS, LT. RUSSELL J. PARDEE, LT. WILLIS O'BRIAN, LT. JOSEPH G. HALLE, LT. LYLE W. SHELLY, & LT. GEORGE R. EARNSHAW.

"Flying Mechanics" and crewmen who accompanied their pilots to the Poughkeepsie Conference were: SFC WILLIAM W. GOWIN, SGT. ERNEST C. YOST, PVT. PAUL CUMINGS, CPT. ALBERT CHEVETTE, SGT. JOHN E. RALSTON, PFC. RAYMOND JEANETTE, PVT. CHARLES GEARY, SGT. MILTON W. THAYER, PVT. RAYMOND LeBLANC, SGT. MICHAEL MULLINS, CPL. ALFRED O'CONNOR, PFC. AMANDO DeCAROLIS, SGT. ARTHUR D. DOOLING, & SFC. BENEDICT KACMARCIK.

Reserve Officer pilots on the flight were: MAJ. SAM GORDON, CAPT. DON BOYNTON, and CAPT. NELSON HERMANCE, all of the 94th Div) and MAJ. JAMES E. MURPHY (76th) (2)

PILOT'S INFORMATION FILE SHEET
 GRIFFISS AIR FORCE BASE, ROME,
 NEW YORK



GRIFFISS AIR FORCE BASE (ROME, NY) — (75-25'W-43-14'N) — Elevation 494 feet — (AF) — Concrete runways — "Men to See" — Base Opns Offrs in OPS Bldg — Phone: Rome 3200, Ext 3236. Field open full week, alert crew on duty 24 hours daily — Length of Runways: #10-28: 6280' — #15-33 (7350') — #6-24 (4530') — Lighting Facilities available — No obstructions to any runway — Tower operated 24 hrs daily on 126.18 — Windsock on hangar-roof — Wind-tee at intersection of 28-33 — No mooring kits required — 100 octane only — Weather teletype in OPS — Line to Flight Svce in OPS — Govt. vehicles available for transportation on base — Nearest restaurant/cafeteria in Bldg. 10 — RON: BOQ —

FLIGHT INFORMATION: Traffic pattern is left-hand pattern to all runways. Rectangular pattern to all runways is mandatory. Turn into final approach will be completed at least 200 feet above the terrain & not less than 2000 feet horizontally from the approach end of the runway. ENTRY into landing pattern will be made at 1000 feet above the terrain. Maintain 1000 until turning base. Individual aircraft can enter landing pattern at any point. Straight-in approaches are authorized. RESTRICTED AREAS: City of Rome & City of Utica.

ED.NOTE: Griffiss AFB is used by jet aircraft. Army Aviators planning to land at this base are to take this fact into consideration, when in or close to the landing pattern. Note above that only 100 octane available & that AFR places City of Rome & City of Utica in restricted areas. There are NO Reg. Army or NG personnel or aircraft at this field.

PERSONALS

CAPT. JOSEPH M. WELLS, formerly with a USAR division in Boston, has resigned from the active USAR flight program. Ditto for LT. HAROLD HALE of the 98th USAR Division in New York State.

LT. AUGUST JAMNICKI, an AD Army Aviator well-known to USAR pilots in 1st Army, returned to GI-NY temporarily while on a leave from Ft. Sill in June. LT. JAMNICKI is serving as an instructor at the Army Aviation School, Ft. Sill.

Transferring to the Transportation Center at Ft. Eustis, Va, in July will be MAJOR PETER L. STRENNEN, formerly with OCT in Washington.

Accompanying CAPT. DALE W. TAYLOR to Ft. Sill for the Maintenance end of the Twin-Engine Course was SGT. DESIRE DUCUJAY, one of the line crew-men at GI, New York.

Temporarily shelved from flight status as a Sig C Aerial Photographer, SGT EDWARD C. YARRISH of the 1st Army Central Photo Lab is recovering from an illness at the GI-NY hospital.

NEXT MONTH

UNIT REPORTS

1. 42d Infantry Division(NY-NG)
2. 9th Infantry Division(Ft. Dix)
3. 94th Infantry Division(USAR)
4. Sig Corps Army Avn Center
5. New Hampshire Natl Guard

AIRPORT DIAGRAMS

1. Monmouth County Airport(NJ)
2. Ft. Devens Airfield(Ayer, Mass)
3. Orchard Park Airport (NY)

REPORT from the Crash Injury Research Project at the Cornell University Medical College, NY, NY.

NATIONAL GUARD NEWS

NEW FORM 5 — Old Form 5 (1 Oct 45) will be used as long as stocks are available. The new AF Form 5 (1 Jan 53) may then be used until such time as a DA form becomes available. AFR 60-25 will be adhered to when using new type Form 5 (also AFL 60-4).

Original copies of the Form 5 of NG officers not on extended AD will be forwarded, thru channels to include the appropriate Army Hq or Overseas Comd, to the Chief, NGB, ATTN: AROTT.

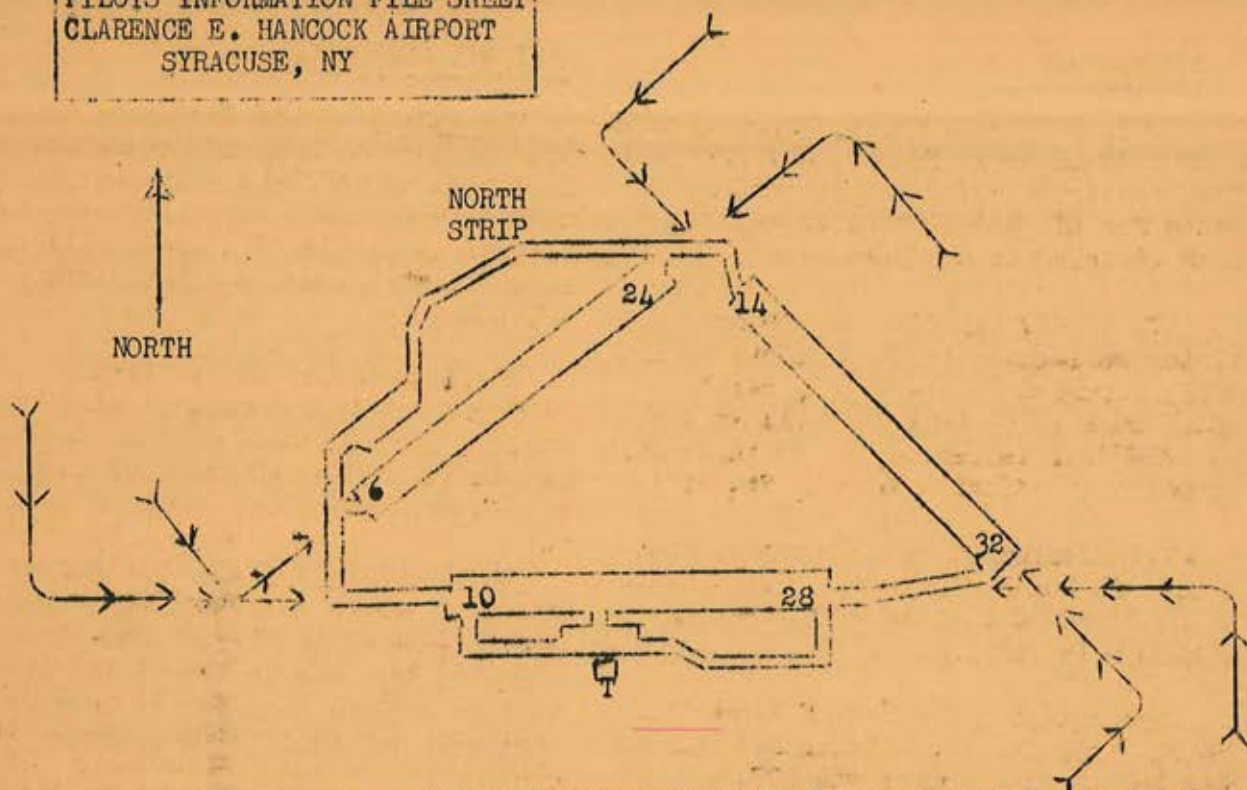
NEW REQUIREMENTS — A minimum of 50 hours of flying time per fiscal year as first pilot or IP will be required of all AAs (NG) assigned to authorized 50% excess positions. At least 25 hrs. of this time must be flown within each 6 months period, and at least 5 hours of the total required time will be night flying provided the NG officer is stationed where equipment and facilities for night flying are available as determined by the major command concerned. Where such facilities are NOT available, unit commanders will so state on their aviation officers' individual flight record.

MULTI-PASSENGER CRAFT — NG Bulletin states "it is desirable that all NG Army aviators and Senior Army aviators on flying status be instructed in, and maintain proficiency in, all type fixed wing Army aircraft assigned to the State or territory.

Justification for multi-passenger aircraft (Army) is 600 hours flying time per year.

FLYING STATUS FOR EM — NG BULLETIN, No. 19, dtd 10 June 1953, concerns itself in part with the flying status of enlisted personnel as a "non-crew" member, provided that they meet certain requisites listed in the Bulletin. NG pilots having Maintenance personnel who are interested in this status consult Bulletin No. 19.

PILOTS INFORMATION FILE SHEET
CLARENCE E. HANCOCK AIRPORT
SYRACUSE, NY



HANCOCK AIRPORT (SYRACUSE, NY) -- (43-07'-76-07') -- Municipal -- Elevation 419' -- Concrete Rwy # 10-28 (8200 ft-LF); Rwy # 14-32 (5500 ft-LF); Rwy # 6-24 (5500 ft-LF) -- "Men to See" Mr. James Webster (Airport Mgr); Capt. Richard B. Kline (NY-NG 27th Div) -- Phone at Field 54-0221 -- Weather teletype & line to flight service available -- Field open at all times -- Maintenance crew available normal business hrs -- can do major overhaul. No physical obstructions to any of the 3 runways -- Tower on field (T above) -- Frequency 278 -- Transmit Baker & Dog Channels to contact Tower -- NO wind-sock -- Tetrahedron located south of rwy # 10-28 -- Mooring kits recommended for RONS -- Contact Tower on parking space -- 80-91-100 octanes available -- Restaurant right on field -- RON in Syracuse hotel/motel 4-5 miles away -- Commercial taxi or military transportation available -- Mil. trans. is AF -- Field is open to all aircraft including civilian craft --

PATTERN DATA: All traffic to all runways is LEFT-hand traffic. Pattern altitude for light aircraft is 600 feet; heavy aircraft 1000 feet. Cross the field at a minimum of 1000 feet. There are no restricted areas in the airport vicinity. NORTH STRIP may be used only when wind conditions are such that Runway 10-28 is the active runway on the field proper. All aircraft landing or taking off from Hancock MUST have two-way radio communication with the control tower. Runway 28 is designated as the calm wind runway and under calm conditions wind tetrahedron will be set for this runway. All aircraft MUST guard tower frequency (278) until parked. No turn shall be made after takeoff until runway boundary has been reached AND altitude is at least 400 feet.

ED. NOTE: Hancock Airport pamphlet seems to stress TWO things: Each runway has pre-determined taxi diagram so Army Aviators are urged upon completion of landing, roll to request & then follow tower instructions for taxiing. Also, guard tower frequency for parking instructions as no general parking area was indicated in diagram sent to Newsletter. USAF does have Air Guard unit operating at Hancock so high-performance craft can be expected in pattern. NEXT MONTH: ORCHARK PARK (BUFFALO, NY) (27TH (19)

PERSONALS

We wish to thank CAPT. JAMES W. HANCOCK who edits the AA School's paper for the "plug" he gave the Newsletter in a recent issue. We don't expect to be swamped with subscriptions from Sill, but by the same token it was a nice gesture. Not certain whether USAR-NG pilots can receive the Sill "Army Aviator" but if they did, they'd find it an interesting publication and one that is far more legible than this rag.

COL. JAMES L. TOWNSEND, after attending the world-wide TC conference at St. Louis, reported to Sill for twin-engine transition training. Upon completion, COL. TOWNSEND reported back to his AO position at Hq, 1st Army.

Recently placed on flight status were NG pilots, CAPT. JESSE O. LANGSTON (Hq, 50th Armd Div Arty); 2D LT KENNETH A MASON of the 181st Inf, MASS-NG; & CAPT. WILBUR L. LOUTH (Hq, 43rd Inf Div-RI-NG). The last named pilot is the first AA to be placed on flight status with the 43rd Division. This unit is still on AD in EUCCOM and a partial divisional organization has been set up in the U.S.

COL. JULIUS R. MERCANDINO, Artillery Officer of NY MOB DES DET # 1, became an AA enthusiast recently when he backseated up to the Fly-In with CAPT. GEORGE M. KOVACS, MOB DES pilot. CAPT. KOVACS took the "unit officer indoctrination" bit right in the mouth and is one officer who need not worry about his CO not being informed on AA.

Some people will go to great lengths to get a personal mention but it takes a courageous man to do what LT. JULIUS B. CHAMBERS did recently. This 77th Division Reserve pilot got married! Congratulations to you & Nancy!

SCAAC unit report was to have appeared on this page but by mimeographing date we had not received it. However, like the beehive that it is, SCAAC keeps humming. MAJOR CHESTER A. DILLAHUNT, JR. was asgd

to the 9400th TSU at Monmouth. MAJOR DILLAHUNT is a 1981/1066 from Hq, 2d Army, Ft. Meade, Md.

In addition to the promotion of CAPT. RUSS DRAGOO to MAJOR (Previously mentioned), SCAAC LT. W. M. JORDAN went up a notch also. He's now a Captain.

Can't understand how he did it in all this heat, but CAPT. BILL CHAIRES OF SCAAC came down with pneumonia last month.

CAPT. LOYAL J. COLE left SCAAC for FECOM recently to aid in the installation of an OMNI-terminal in Korea. Heading in the opposite direction after a delay en route will be LT. JACQUES HOFMAN who depart SCAAC for EUCCOM.

LT. FRED GOLDFADEN, an ex-AF pilot, is sweating out flight status orders with the NJ-NG. Hope he has more success than LT. RUSS FROST of the same unit.

CAPT. EDWARD C. JELLISON, AD Advisor Instructor for NY-NG at Zahn's, reports that NY-NG pilots will be able to continue their instrument tng at summer camp. The program has been temporarily shelved. CAPT. JELLISON commented that Link arrangements have been made with Griffiss AFB for the summer field period of the NY-NG section.

Reporting in to GI-NY as a Hq, 1st Army AA, CAPT. ROBERT H. REYNOLDS didn't even have time to note the sky-line before he shoved off for copter training in the southwest.

SFC HARVEY CHOLFIN, Hq, 1st Army Ad+ ministrative NCO, will be on hand at Wheeler-Sack to help out CAPT. LLOYD O. BORGES, Chief of Section. SFC CHOLFIN will punch out the Form 5's and let's hope NG-USAR AAs keep him overworked.

Unit report of the NH-NG was also received after mimeograph date and will be used in the next issue.

UNIT NEWS

MAJ. CHARLES A. POSZ(AD), newly assigned Advisor-Instructor for the NJ-NG, sends in this report on the NJ-NG. Considering the short time MAJ. POSZ has been with the NJ-NG, he not only indicates that he's a man who gets around, but that he's also an excellent Newsletter correspondent. Here's his report:

From a personnel standpoint, we've had quite a few changes, MAJ. ENSLEY R. BENNETT, the former AO of the 50th Armd Div, has been re-assigned as Division G-3 Air eff May 1st. CAPT. ROBERT L. NICOL has been transferred from Div-Arty & appointed the Div Avn Offr off same date. LT. RUSSELL B. FROST rec'd his Flight Status orders eff May 25th(He's a former WWII AF pilot). LT. A.J. RUSSHON reverted to the inactive NG to accept a position with the Cessna Aircraft Corp. as a regional manager. Put this one in caps: LT. EDWARD A. ZAPOLSKY WAS PROMOTED TO CAPTAIN & APTD AVN OFF OF THE 114TH RCT.

We've had some organization shifts too. Effective the 1st May, '53, the N.J. Dept. of Defense established three Army Aviation Detachments under new T/O.& E's to facilitate training and maintenance.

Det #1 consists of the Hq Co Division Avn Section, each Combat Command Avn Section, and the Avn Secs of the Div Engineers & Reconns Bns. The Detachment Commander -as well as the Div AO is CAPT. ROBERT L. NICOL. CAPT. NICOL is also State Maintenance Officer.

Det #2 consists of the three Bns of the 102d Cav Regt under CAPT L.J. DALTON.

Det #3 consists of Divarty and all of the Arty Bns plus the 114th RCT and the 157th F. Bn under CAPT. HENTHORN, who is still awaiting a NG commission and flight status from the Natl Guard Bureau.

In the reorganization effected by the above were LT. PETER J. LANG (trfd from HC Co to CCA) and LT. LEO KREITZ(trfd from Hq Co to CCB).

Our events log shows that several flights by 50th Armd Div aircraft have been made between points within the state to Camp Drum in preparation for the coming summer field training period.

The 695th FA Bn which was Federalized and later deactivated was organized as a NG organization again in Nov '52 at Morristown, NJ. It is not presently known whether the Avn Sec. of this Bn will be implemented but the Bn is authorized 50% strength which could mean one or more aircraft and pilots be authorized.

LTS. N. CASIDIDO and J. C. GIAMBATISTA are two NJ-NG potential AAs who are awaiting flight school training.

FACTS & FIGURES -- Monthly status reports for NG units in the 1st Army area reveal some interesting facts. With no thoughts in mind of stimulating any inter-state competition, we'd like to list flight time for the following units for MAY, 1953:

ACTIVE PILOTS:	25	20	5	1	23	10
NG UNIT:	NJ-NG	MASS-NG	ME-NG	NH-NG	NY-NG(42)	NY-NG(27)
Courier:	13:20	00:00	00:00	00:00	00:00	00:00
Tactical:	00:00	00:00	00:00	00:00	00:00	00:00
X-Country:	38:15	70:00	23:25	3:00	67:00	43:00
Night flying:	8:45	57:00	5:00	00:00	33:00	00:00
Testing:	00:00	00:00	00:00	00:00	7:00	00:00
Transition:	00:00	24:00	00:00	00:00	19:00	00:00
Basic Maneuvers:	125:35	120:00	79:30	7:00	193:00***	42:00
TOTAL	185:55	271:00	107:55	10:00	319:00	85:00

BULLETIN BOARD

RECOMMENDED READING

"Helicopter Guide," very complete H-manual available from Helicopter Utilities, PO Box 109, White Plains, NY. Traces history of copter, well-illustrated, basic & new models described, lengthy descriptions of Flight Tng Maneuvers, 75-pages. \$2.00.

CAUTION

Area around Wurtsburo, NY, now used for soaring flgts. Coordinatates are: ()

CERTIFICATE?

Any AA or Mechanic desiring additional copies of the Aviator anonymous Certificate contact A/A Newsletter. They will be sent with Aug. issue.

CAA SPECIAL NOTICE

Pilots are requested when calling CAA airway communication stations or control towers to indicate the frequency on which a reply is expected.

CIVIL USAGE OF MILITARY FIELDS

USAF and Navy Fields (and most Army Fields) are open to civilian aircraft only in emergency or with prior permission of the commanding officers thereof.

AIRPORT CLOSED

Jassepequa-Witzmaurice Airport eff. May 31st will be abandoned. Field's been sold.

CAUTION AREA-ROMULUS, NY

ROMULUS-Hvy ammunition demolition approx 3.5 mi NW betw. 0730-1630 Mon thru Fri. Blasts cause shock & flying missiles up to 1000 feet.

NEW MAPS

New charts soon ready. Albany, Boston, Wichita, DF 25, Detroit. Wait for CAA listing before ordering.

ASEBURY PARK AIR TERMINAL

Prcht drops in opern from alt of 700' or less daily. Bright yellow, 23' chutes. During drops, fld marked w/ large X. Caution apchg fld.

LAGUARDIA

Clsd to ALL mil acft xcpt those carrying high govt officials.

NEW YEAR

New Fiscal year starts 1 July. Are your Form 5's in order for past year?

ZAHN'S AIRPORT

Construction taking place on East-West Runway. Pilots are to use caution if this runway is "active" runway.

NEXT ISSUE

Aug. Issue of the A/A Newsletter is to be mailed about August 1st.

LETTERS (Cont. from Page 21)— pilot, the means of protection being the wearing of earplugs or some such other means of dampening fatigue vibrations.

Never having been warned of these facts, and believing it to be of importance to all pilots, I am writing in an effort to forewarn them. Also, I believe it is of sufficient import to be brought to the attention of the staff of the Flying School for study & possible dissemination to the students.

It is left to the discretion of the reader as to whether this is worthy of note. For myself, it has serious import. Fortunately, the loss in one ear has been partially offset by an increased acuity in the other above normal proportions and, because of age, I have been forgiven some physical shortcomings which would bar younger pilots from flying."

EDITOR'S THOUGHTS

As you've probably noticed, the Newsletter is somewhat changed. We have altered among other things the cover sheet, including the name of the publication. These revisions were brought about by an official DF from Hq, 1st Army, on the Newsletter and its continued publication.

In order to make the "Newsletter" 100% unofficial, we changed the name from "Army Aviation Newsletter" to "Army Aviator Newsletter" so that no implication of an affiliation with Hq, 1st Army, could be made. In addition, we removed the 1st Army insignia, the previous use of which might have conveyed to many that this publication had official sanction.

ROY B. CONNER, a former USAR pilot with Time-Life Magazine, did the art-work on the new cover sheet. Admittedly, the two-hundred odd names found on the cover sheet may make dull reading, but as you must have gathered by now, we believe in mentioning as many names as we can and as often as we can.

Our complaint department received two similar complaints that the last issue (June) was difficult to read in that the lines were not spaced properly. We hope that you'll find this unintentional error corrected with this issue.

The subscriptions have tapered off somewhat. We've about saturated the 1st Army area list of pilots of all components. However, there are still 25-30 Guard and Reserve pilots who are active and whom we would like to have as subscribers.

The new cover sheet will only last two more issues at which time the names of any new subscribers would be added and a similar cover sheet photo-offset & used. The present cover sheet incidently does show the names of many pilots who gave "verbal" subscriptions to us and it's hoped that those of you who are "verbal" subscribers will carry out your promise.

The "Staff Correspondents" listed on the cover sheet were those pilots from each unit who indicated through oral or written consent that they would pass along any news that they might have from their sphere. Our intention was not to slight anyone so if your name doesn't appear as an active correspondent, please bear in mind that no harm was intended.

Each month it's getting more and more difficult to dig up AA news & personals. We had planned on the PILOTS sending in news as well as the AOs and the Advisor-Instructors. We had high hopes that the Dept. of Army personnel and Army Hq personnel on our mailing list would also help us out occasionally with news. Sorry to say that it isn't working out that way. We won't become a "nag" on this subject but if you can drop us a line now and then, we'd be deeply appreciative.

A/A Newsletter

The "Army Aviator Newsletter" is an unofficial publication mailed monthly to active Army aviators in the National Guard, United States Army Reserve, and Regular Army who reside in or are stationed in New England, New York, or New Jersey. The views and opinions expressed in the "Army Aviator Newsletter" are not necessarily those of Hq, First Army, or the Department of the Army. No implication must be made that the Newsletter is an authorized publication. Contributions of news items are earnestly sought from subscribers and should be forwarded to Lt. Arthur H. Kesten, USAR(MOB DES); Army Aviation Section; Hq, 1st Army; Gov. Island, NY, 4, NY. The Editor reserves the right to quote all or part of any material submitted unless the correspondent specifies to the contrary.

SUBSCRIBER'S PAGE

Several issues back we made the statement that we'd have to drop non-subscribers from the mailing list. We never did, and we're happy now that we didn't. At that time, our mailing list was large, our funds small, and the future uncertain. We're in the black now and just as long as we have the funds to cover 12 issues to the subscribers we'll continue to mail out complimentaries. Only thought we wish to inject here is that these complimentaries are actually paid for by the subscribers so if you are a non-subscriber and have enjoyed this monthly trivia in some way, why not join us? Here's a partial list of a few more AAs who have done just that:

- | | |
|--------------------------------------|-------------------------------------|
| 151. Lt. Julius B. Chambers(USAR) | 152. Capt. Joseph C. Haines(NG) |
| 153. Capt. John R. Stacy(AD) | 154. Lt. Marvin Berson(NG) |
| 155. Lt. Edward A. Zapolsky(NG) | 156. Maj. Donald F. Cassidy(AD) |
| 157. Col. Julius R. Mercandino(USAR) | 158. Capt. Nelson F. Hermance(USAR) |
| 159. Lt. Harry A. Seavey(NG) | 160. Lt. Willis C. Schilly(NG) |
| 161. Capt. Alford P. Lugert(NG) | 162. Maj. William B. Capps(AD) |
| 163. Capt. Lawrence Bowlby(AD) | 164. Lt. Thomas Ambrosic(NG) |
| 165. Capt. Edward C. Edmonston(NG) | 166. Maj. Charles A. Posz(AD) |
| 167. Col. Jules E. Gonseth, Jr(AD) | 168. Lt. Edmund J. Vasileuskas(NG) |
| 169. Lt. James J. McGoff(NG) | 170. Lt. Col. Curtis L. Hankins(AD) |
| 171. Lt. Ernest V. Rizzo(NG) | 172. Capt. Eugene C. Paulson(AD) |
| 173. Capt. Floyd T. Barron(AD) | 174. Lt. Richard V. Harrington(NG) |
| 175. Lt. W. J. Heuring(NG) | 176. Lt. Robert D. Williams(AD) |
| 177. Lt. Irwin J. Kersey(AD) | 178. Lt. W. V. Stewart(NG) |
| 179. Capt. Mervin W. Arps(AD) | 180. Lt. Thomas R. Howarth(AD) |

Our 10 "Most Wanted" List that appeared in the June Issue brought results. Four (of the 10 AAs listed) we discovered were no longer active in NG & USAR aviation. We've filled in four more names on the list to your right and ask that if you have knowledge of the home address or whereabouts of any of the 10, please drop us a postcard.

10 "Most Wanted" List

1. Lt. Nicholas C. Papulias(AD)
2. Maj. Dan A. McCartney(AD)
3. Lt. A. J. Russhon(NG)
4. Capt. L. J. Dalton(NG)
5. Lt. Harold W. Hale(USAR)
6. Lt. Col. Edgar Wood(AD)
7. Capt. Robert Eritt(AD)
8. Capt. Jay Seeley(USAR)
9. Capt. David Esperson(USAR)
10. Capt. Hunter G. Harbison(AD)

The A/A Newsletter is mailed monthly to AAs in the active service, Natl Guard, & USAR. An annual subscription for 12 issues costs \$1.00. Send \$1 or a check for \$1 made payable to Lt. Arthur H. Kesten. Please include address at which mail will reach you quickest. Use form provided at the right.

A/A Newsletter, C/O Army Avn Section
Hq, 1st Army, Governors Island 4, NY

Enclosed is a check a dollar
for my subscription.
 I have recently changed my address
and wish the Newsletter sent to:

Name _____

Address _____

AO'S CORNER

The Newsletter has never been swamped with questions from pilot-subscribers. Nevertheless pilots do send in questions occasionally which we must admit we can't answer fairly because of our limited experience. The Aviation Officer of Hq, First Army, LT, COL, JAMES L. TOWNSEND, is an AA of long standing and we feel he is more qualified to handle such queries. The Colonel did not shirk when asked to do this chore and perhaps his willingness to help us out may have a bearing on other high-ranking aviation officers who with but a few exceptions have not adhered to that old saying, "It's better to give than to receive."

COL. TOWNSEND: "The mail box hinges didn't suffer this month. The only question sent in this month was this one -- What is the possibility of divisional units of the USAR being assigned organic aircraft that are currently in use, rather than aircraft which in all cases are no longer used in Army Aviation? I believe USAR pilots could benefit by the use of currently-employed aircraft, Signed, USAR,

I would say that the possibility is extremely remote at this time. The above opinion is based on present conditions as they exist in this down east area. We have about 38 active Reserve pilots in the entire 1st Army area - that's nearly too thin for even a civilian contract program.

At this time I can see no way of filling Reserve unit vacancies. In the event a Reserve Division were up to strength in AAs the assignment of current aircraft to that division may then be worthwhile, but it won't be any cheaper. In this area most of the USAR pilots fly with the National Guard and to date we've had nothing but good reports from both components concerned,

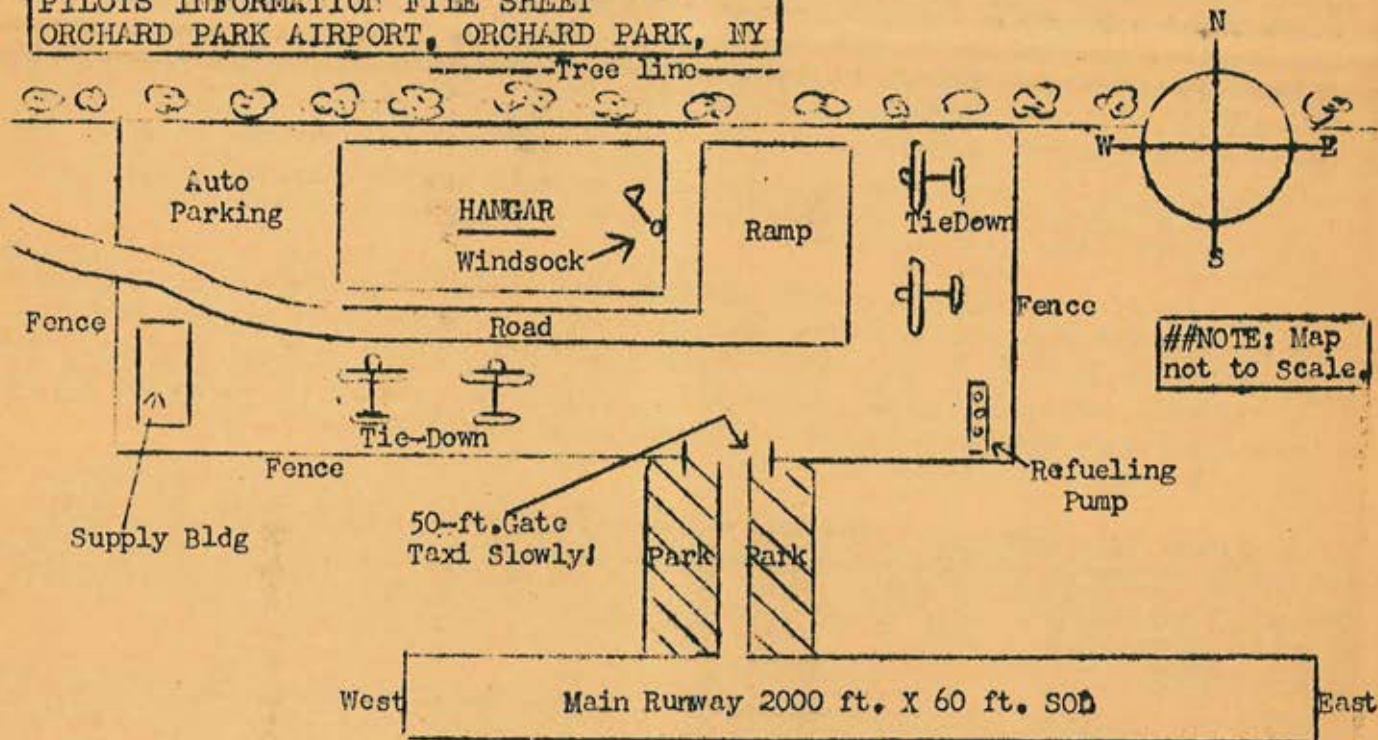
Had occasion while I was away from GI-NY to pick up thru conversation & the grapevine these personals on several AAs which I know will be of interest to the AD boys. Perhaps some of you Guard & Reserve pilots may know some of these AAs; if not, I'll at least convey to you the impression that the AD lads really get around,

LT.COL. J. ELMORE SWENSON returned to the AA School at Sill after a tour with 8th Army in FECOM. The new 8th Army AO is LT, COL, CHUCK HAYDOCK. LT. COL. DAVE CONDON completed the twin-engine course at Sill and is preparing to go to FECOM also. Our Great White Father, LT. COL. CLAUDE SHEPARD, will get educated at Comd & Genl Staff School. Picking up CLAUDE's crystal ball with built-in "crying towels" for mis-assigned Light Colonels is LT. COL. LEWIS LEENEY who's returning from 7th Army (Europe).

Know just what you're going to say; that leaves an opening at 7th Army That's why we have Great White Fathers. Don't know whether he'll be AO at 7th Army but LT, COL, MILLER NESBITT left Bragg for an assignment with 7th Army. MAJOR JAMES A McCORD joined the rest of us lodge brothers and may now be called Kernel. He's at the 17th FA Group, Sill. Hate to think of that rugged trip back, but LT, COL. RAY JOHNSON came down from Bethel, Alaska, to pick up an L-19 for the Alaska National

**A/A NEWSLETTER
726 ELEVENTH AVE.
NEW YORK 18, N.Y.**

PILOTS INFORMATION FILE SHEET
ORCHARD PARK AIRPORT, ORCHARD PARK, NY



###NOTE: ORCHARD PK appears on DETROIT Sectional(42-48':78-44') ←

DATA ON ORCHARD PARK AIRPORT (BUFFALO, NY)--Natl Guard Field Owned & Operated by 27th Division (NY-NG) MAJORS FRANCIS W HOLDEN, JR & NEAL C BALDWIN--Turf runway--Field Elevation 780 feet--Length of East-West Runway is 2000 feet--NO lighting facilities--"Men to See" MAJOR F. W. HOLDEN, JR (AD), Adv-Instr. NY-NG; MAJ. NEAL C. BALDWIN (IG), AO, 27th Division (NY-NG)--Phone # at Field Idlewood 5352; At post Windsor 3665 --Phone to CAA for weather reports--Line to CAA for flight plans--Fld is open all week from 0830 to 1630--Maintenance crew is available at same times--No obstructions to either end of east-west runway--NO tower on field--Suggested emergency call on "BAKER" channel, 126.18--Wind-sock on top of the hangar ("H")--Wind-tee under construction--Tie-down area marked by "T" above--Mooring kits not necessary for ROM aircraft--80 Octane available now; 90 octane to be available soon--Credit cards not necessary for military aircraft--Nearest restaurant 300 yds. from field--Hotel & Motel within 2 miles of field--Civilian taxi on call within 10 minutes; military jeep during duty hours if official business--Field open to Army & NG aircraft only but to pilots of all components in above aircraft--CAA flight clearance is required--Field is on sectional charts--

PATTERN DATA--LEFT-hand traffic is required for both East & West landings--Pattern altitude is 1000 feet--Cross field at minimum 1500 feet--Leave pattern at 500 feet--NO restricted flight areas in vicinity--"G" indicates gas pumps; "H" is hangar & Opns; "T" is tie-down areas. CAUTION: Taxi slowly thru 50' gate to fenced-in area or park just outside of gate (indicated above by "P")--NEXT MONTH: MERCER COUNTY, NJ.

as I left Drum. To be more specific in answering your let to r:

a) As I've said I racked up a lot of time 53-54 hrs-and that takes a lot of doing when you consider that 1 1/2 days were rained out and the mid-Sunday had no time recorded.

b) My tng program was somewhat sacked for rather than meet exact schedules for my tng I spent my time actually working with the Division training and incorporating the aircraft into the unit tng. I developed excellent relations with the BTU (?) who really used the air and was happy to receive it.

c) The AD personnel at GTB were most cooperative and helped out gladly & often.

d) Personally I feel as though I gained a lot. Night flying, radio work, cross-country, and most especially the use of the strips about the Camp really have picked me back up to a higher degree of flying efficiency. Now I have all year to develop new BAD flying habits."

Your Correspondent,
JAMES E. MURPHY (Jim)
AO, 76th Div, USAR

Training at Wheeler-Sack during the same period were the AAs from the 26th Division (MASS-NG) who flew their sundry equipment in from Ayer, Mass. We asked CAPT. LLOYD A. MURRAY of the 26th to high-light the informal part of the 26th's tng tour. CAPT. MURRAY as many of you remember was the "finger man" for the 26th at the Fly-In. He had the single honor of carting off the Dutchess from the Fly-In, a feat he accomplished with what appeared to be professional skill. At least, he kept his drooling down to a minimum which can't be said for other Guardsmen from ol' Mass. Here's his report:

"Your letter was certainly timed - I arrived home from Camp on Saturday afternoon and it arrived Monday morning. We had a successful camp in that we got a lot of flying time (an average of about 50 hrs. per pilot), had NO accidents, and most important we were still speaking to each other when we arrived at our home station.

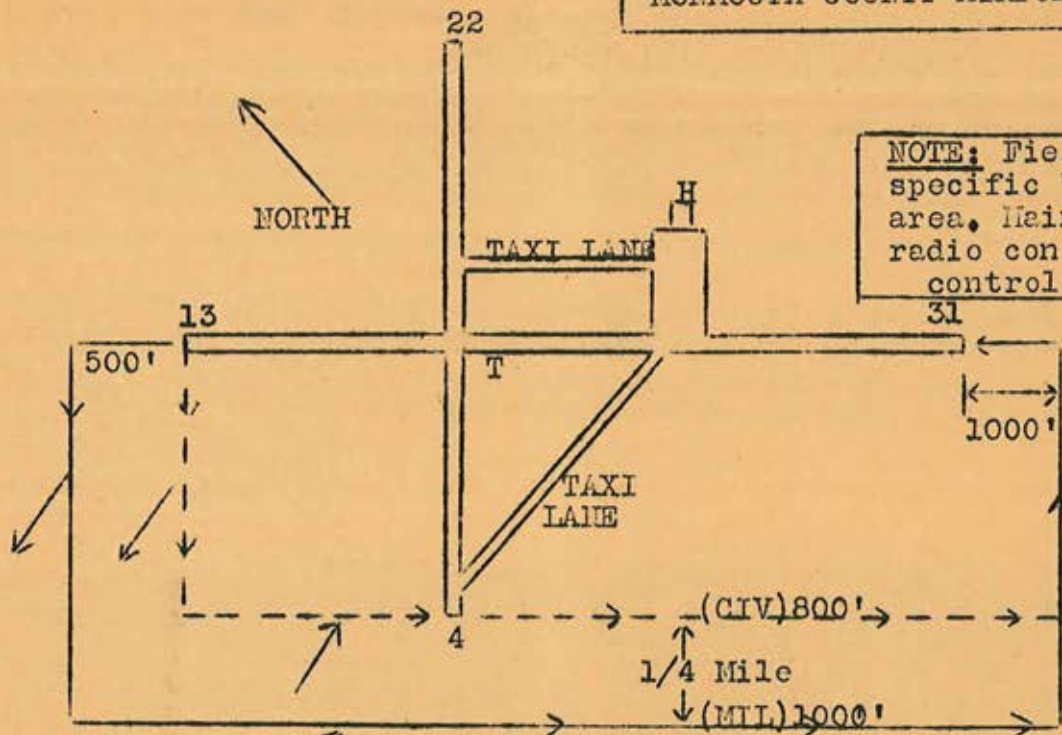
Two of our pilots "nipped at the buttons" when our L-17s iced up near the Berkshires and yours truly got caught in a thunderstorm but the Devil looks out for his own, you know.

We spent 3 days and 2 nights on bivouac (?) (ED NOTE: I have the same trouble, LLOYD, with that G-D word) and in spit of any Army reports to the contrary we think we did a good job of establishing Division rear and artillery forward strips.

We provided our own mess on 10-man cooking units & ate better than at any other time (steaks, ham, and even eggs to order at breakfast). We realized tho that a Div. Avn Sect. needs more cooking equipment than the present TO & E allows. Being natural-born scroungers we were able to take care of this oversight.

To summarize the equipment briefly, we found many things that could be improved but in general we had a very smooth running operation. There was nothing spectacular that happened that would make good copy-even over the middle weekend I got no report of shattered records in the field of conquest.

PILOTS INFORMATION FILE SHEET
MONMOUTH COUNTY AIRPORT, N.J.



NOTE: Field has specific "run-up" area. Maintain radio contact with control tower.

NOTE: Watch for rotary-wing aircraft....
Copters at 500'.

NOTE: Civilian aircraft pattern follows end of runways & is at 800 foot level.

DATA ON MONMOUTH COUNTY AIRPORT (BELMAR, NJ) -- Commercial -- (40-12'-74-07')
Elevation 180 feet -- Runways Hardtop & Gravel -- Runway 13-31 3800 feet with Lighting Facilities; Runway 4-22 3800' with Lighting Facilities -- Beacon on field -- "Men to See" COL. JULES E. GONSETH, JR, CO of Sig C Army Avn Cntr; AOD (who may not necessarily be on field); or CAPT. FRANK G. COOK, Opns Offr -- Phone # at field: EATONTOWN 3-1060 & ask for airport -- Weather teletype available -- Direct line to flight service available -- Field is open all week with alert crew on 24-hr. duty -- Maintenance crew on duty at same times -- NO physical obstructions to either Runway 13-31 or 22-4 -- TOWER on field open 0800 thru 1645 -- Tower frequencies: 126.3(primary); 126.18; 121.5; 3105; 122.5. Wind-sock on field & located at runway junction -- Wind-tee on field and also located at runway junction -- Specific tie-down areas; follow hand signals of alert crew-man to park -- Mooring kits not necessary for those who ROM -- Octanes available are 80, 91, & 100 -- City Service credit cards for civilian aircraft -- Luncheonette right in hangar building -- Nearest ROM quarters are at Belmar or Asbury Park (Hotel or Motel) -- Civilian taxi available on call or Army transport if official business -- Field is open to Army, Army-NG, & Civilian aircraft -- Plan 62 not required but available -- PATTERN DATA: LEFT-hand traffic for both runways (military craft at 1000 foot altitude; civilian craft at 800' altitude) -- Leave pattern at same altitudes -- Cross field at minimum 1500 feet -- Maintain radio contact with tower for correct TAXI instructions -- NO restricted areas in vicinity --

SUMMER CAMP NEWS

Having completed their 15-day summer field training period this past July 11th, the 26th Division (MASS-NG) and the 76th Division (USAR) Aviation Sections headed home with the knowledge that as the "loadoff units" at Camp Drum this summer they both compiled excellent training & safety records. The first letter is from MAJ. JAMES E. MURPHY, AO of the 76th Div (USAR) who comprised the entire Aviation Section in attendance. Here's the MAJOR:

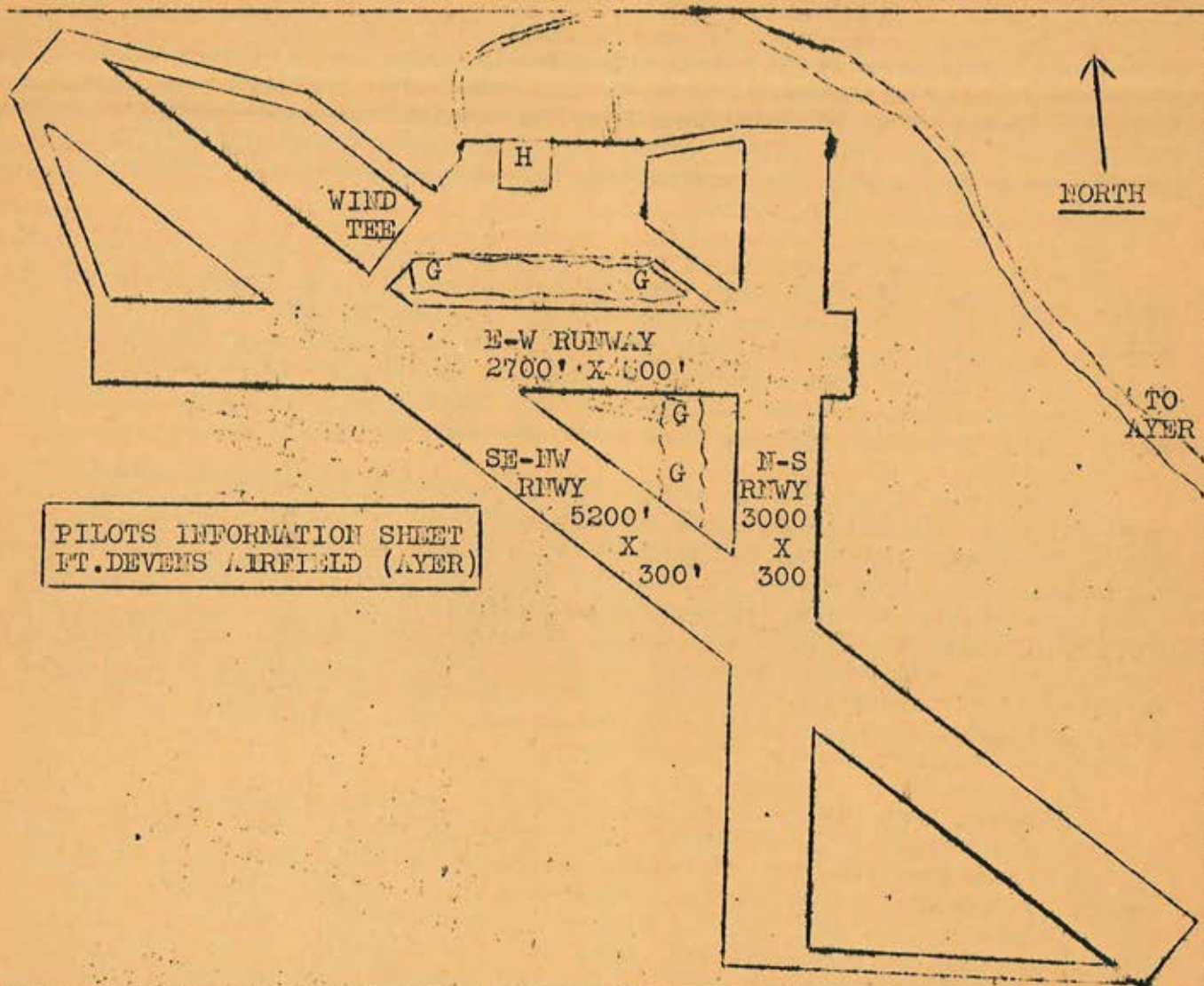
"Am back from 50 missions over Carthage and 11 close support missions over the "O" Club bar. Really had a swell time there - always pleasant to meet the other "bird boys." Naturally the wars were fought all over again & along about the time patrols are being organized to invade "Frenchic's" on the St. Regis the bartender is ready to hand out heroes' medals by the handfuls - that is to that end of the bar that the flyboys have pretty well shot up.

Especially pleasing to renew the acquaintance of CAPT. "RED" JOHNSON, the hi-paid Pentagon cabbie. Also met LT. COL. TOWNSEND there with his downtown Beaver. Must mention the 278th RCT hospitality too. Attitudes like the manner they display go a long way to sell the planes to COs. My bosses, GENERAL MacLEOD and COL. BRAINERD (76th) had their 15-day high point when LT. GUS MANOS (of the 278th) a chopper pilot, took them out to the bridge sit, dropped them right at the site for inspection, and had them back at GTB in 15 minutes. It's gratifying to see the results gained from such small acts of consideration. Good boys - that gang.

Since I was the entire student body and the commander of one student observer you can understand that my report won't reflect any great accomplishment of training. However, I feel that with the 54 hours of flying I logged, including a lot of night time and many strip landings, I came away with a real good tour. I didn't get to shoot nor did my observer but this was due largely to my own lack of proper planning. Another year I'll keep closer liaison with DivArty. This high level Divisional stuff is a little awesome to a beaten-up old red-leg group Arty boy and as a result I spend much time with the Inf and Eng and am just prone to set the Arty to one side. Next year the the tng program will include air shoots for well incorporate this activity into the program definitely.

CAPT. BORGES & POTTS & LTS. BROWN AND McGOWAN all cooperated fully. Many times I had to call upon them for help and they were more than willing to dig in and help. CAPT. POTTS had himself a bit of a knot on communications. This new radio, the ANGRI and PRC, I think will be an improvement over the old 300, 600 series but then again I ran into trouble for they were issued to the troops as a new item on Monday of the first week and nobody knew anything of their operation until after a school was held by communications personnel. Even then they developed a lot of bugs.

Later camps will probably have much more success with their use. Just the experience racked up by CAPT. POTTS should qualify him as a Com-0 for I think he was gaining an upper hand over the set just when I left Drum.



DATA ON FT. DEVENS AIRFIELD (AYER, MASS) -- (42-34'-71-36') -- Army -- Elevation 268' -- Concrete runways -- Rwy # E-W 2700' -- Rwy # NW-SE 5200' -- Rwy # N-S 3000' (All 300' wide) -- Rwy # NW-SE has Lighting Facilities if requested before 1600 hrs -- "Men to See" CAPTAINS MICHAEL MAGRI, BENEDICT D. FERRO, WILFRED G. GILLY, & CAPT. BROWN (ALL AD AAs) -- Base Opns in Hangar -- Phone # at field is 514; at Post it's Ayer 311 -- No weather teletype available -- Line to flight service available -- Field attended weekdays, 0730-1630 -- Maintenance crew may NOT necessarily be there at these times -- No physical obstructions to any of the 3 MAIN runways -- NO tower -- No radio -- Windsock on top of hangar (H) -- Wind-tee North of the apron -- Tie-down area on apron -- Mooring kits not necessary -- 80 octane available ONLY -- Nearest chow in Officers Mess -- RON at BOQ -- Plan 62 required --

PATTERN DATA -- Left-hand pattern for all concrete runways; RIGHT-hand pattern for grass strips; Left-hand pattern to runways at 1000'; RIGHT hand pattern to grass strips at 800' -- Cross field at minimum 1200 ft. GRASS strips marked above by "G" -- NEXT MONTH: WESTCHESTER-ARMONK, NY

in the Pacific theatre. MAJ. BERNARD B. MACKELL is the Div AO while CAPT. FRANK D. ROONEY holds down the HQ Co. spot as well as being the Maintenance Supervisor. (Good little man, this ROONEY, but we haven't found out yet what he's good for.) With the exception of MAJ. MACKELL, CAPT. (UNCLE DAVE) McNAMARA, the Div Arty-AO and CAPT. GEORGE HILDRETH (Div Hq) all of the 42d Division pilots are Ex-Air Force.

Among the late arrivals are CAPT. CHARLES R. GEBAUER (71st Inf), 1ST LT. MERRILL A. POSNER (258th FABn), 1ST LT. ROBERT D. TITUS (266th FABn), 1ST LT. WALTER E. KRUMM (HqCo). All, except LT. KRUMM, are still bouncing around on paper. Between us and the Natl Guard Bureau (NOTE TO ARMY Advisor/Instructors) getting an ex-pilot on flying status involves a little paper work, Hal

1ST LT. GEORGE FERRY recently transferred to the 106th Inf. with a pair of RR tracks as the objective (ad a'stra per a'spera?) The Avn Sect. of the 226th FA Bn may some day be referred to as TITUS & TITUS Incorporated. TITUS, ROBERT D., Ex-AF is awaiting flight status from the NGB while TITUS, Eugene, is on orders for flight school to become an aeronaut. (No relation here. I don't even know if they are friends, but they probably are since the FA Bn does not authorize a Captaincy as yet.)

CAPT. FRANK ROONEY, HQ Co, sometimes referred to as the "Boy Wonder" of Aviation, goes to Chopper School come Sept. 5th. After closing out the files for fiscal '53, the 42d Division comes up with 1435 hours of flying time. Not bad considering that most of it was done by 11 Eager Beavers. LT. JOHN J. JOHNSON (HqCo) is a bear for punishment. After winning his wings in April this year, he's back at Sill for the Instrument Course. In a recent letter to us he mentioned that he met a fellow by the name of VERTIGO. I'm not sure it's the same fellow, but I think I met him back in '45 while doing a little Hood-Time at San Angelo, Texas.

In case it has not been mentioned previously in this fine publication let it be known that MAJ. MACKELL & UNCLE DAVE McNAMARA are not just ordinary AAs. They both sport a little star over their wings. This correspondent with CAPT. ROONEY as Co-Pilot, recently found a practical use for the CAA I-Ticket we talked JOHN HINSON out of last Dec. Filing IFR from Zahn's to Oatis AFB, we had the opportunity to make an actual GCA with a 300-foot (reported 500') ceiling. Handy little gadget that GCA. Old-Timers will remember SFC SOCKALOF who was Asst to the Army Adv/Instr a while back. After a quick trip to Japan, where he served with XVI Corps, he is back at the old stand.

In closing, would just like to add that our Beavers are looking forward to August, the 22d. That's the date the 42d heads north for its 2-week tour at Drum. Seems as though the 42d always is the "mop-up" division at summer training. We had the "hangar-sweeping" detail, if I'm not mistaken, in '52 also. And from what I hear we can't expect much from our Reserve brethren (the 77th) who'll be there during the last period also. Understand they're scratching the bottom of the barrel in AAs."

Asst-AO; also at Sill; CAPT. NELSON "FOR LOANS, SEE ME" HERMANC-former AA from 2d Army area around Detroit(?); CAPT. ART "TOO BUSY MAKING MONEY" ANDERSEN - Div.Arty AO; MAJ. JIM "MOVE GORDON, THEN MAYBE I'LL GET PAID" MURPHY-76th Div AO, atchd to the 94th for flight tng; MAJOR SAM "SCHENLEY" GORDON - 94th's AO & yours truly. All experienced, capable, conservative, sound, old, combat(1942-1945) "chips down" front-line pilots.

The 94th Division for those interested in transferring to Massachusetts is a top grade well-organized outfit - anyone interested in transferring from a Class "B" or fouled-up unit and wants to travel first class will be welcomed into GENERAL RALPH A. PALLADINO's Division (What am I doing building up the 94th, when I'm leaving to Connecticut's 76th?)

Our pilots have been flying with the Yankee Division(26th) NG at Ayer, Mass. Too much 4-wheel AirFlyte road-traveling 50 miles each way.

Lost 3 AA mechanics this year-down to a grand total of Zero-Full strength. Am interested in buying a plane like L-19 Cessna with flaps & radio or small 4-place job. Write me, 83 Fairfield Avenue or phone Bridgeport 3-4709. With knowledge of Helicopter at Camp Drum I now hope to run in some time after getting CAA Copter license under GI Bill a year ago.

If next FLY-IN is in Connecticut I'll throw a cocktail party for all RONs for all the High Octane these Alcoholics care to consume. Kindest regards, SAM "SCHENLEY" GORDON, Major, USAR.

PS--With a new promotion to Conn.State Mgr of Schenley Distr.Inc. goes this offer: To ANY 1st Army AA and AA mechanics(don't mean Alcoholic Anonymous) the first three(3) drinks are on me.. Then(if able) dutch or alternate wallet-peeking thereafter. Offer not open to Beer, Coke, Bosco, Sody-Pop, or milk drinkers and can only travel 1st class-meaning brands must be only the best - namely, I.W.Harper 7 yrs old Bonded, Old Schenley 8 yr-old Bonded, Ancient Age 6-yr. old, Old Stag 6-yr old Bourbons; Sir John Schenley, Schenley Reserve, or Cream of Kentucky Whiskies or Schenley Gin - that is, unless one wears skirts and lipsetick or goes native(female only) - Then we may include even weak tea if in the mood----for tea! Signed, "GENEROUS" GORDON(and this is not made in jest)."

Now that you've laid the Bromo and ice-pack down, you can read on... Next UNIT REPORT is from CAPT. EDWARD C. JELLISON, the genial Advisor-Instructor with the 42d-II Corps lads at Zahn's(Amityville-LI)...CAPT. J was somewhat skeptical when he forwarded us this report, commenting that he hoped we'd appreciate his type of humor. We personally think he does well, and can't understand his skepticism. At least, we're sure of one thing, every month on the 20th like clock-work he's prompt with his poop on his NG brood.....

"The 42d Div(Inf) commanded by MAJ. GEN. BURIS is made up of personnel from the metropolitan area of N.Y.C. During World War II they served

LETTERS (Continued)

Nicest thing about BOB's letter is that it was unsolicited...Really isn't hard to "take ten" and write one yourself so why not drop us a line and send us some news...If you don't break down soon and start sending us the news, we'll be talking about "bongee cord" & "sediment bowls" by the October issue, if not sooner...Here's one from an APO:

"Left Westover (Field) on June 10th and landed at Frankfort (Germany) the next day...After wading thru the usual horse manure, I'm finally here at Stuttgart...7th Army...Wonder if you would have your boys there set my address up as below on the Newsletter mailing list. Sincerely, LT. COL. MILLER T. NESBITT; G-3 Section; Hq, 7th Army; APO 46, New York, N.Y." (ED. Note: Will do. BUT in doing so we assign you this new shingle, Western Germany Correspondent.)

Several issues back, we promised you a few details on a long over-water hop. Here's LT. JULIUS B. CHAMBERS' modest report on his LUZON to OKINAWA flight in an L-5:

"Sorry I can't help you with exact details. Can't even remember how much gas we carried or the size of the auxiliary fuel tank. Know that it filled the litter compartment right behind my head. I should guess there were about 28 aircraft (L-5s) involved with a Catalina as the Mother Hen. First leg of the trip was from a field about 4 miles east of Clark Field to Laoag, Luzon. On the leg from Laoag to Okinawa over water, there were no mishaps." (ED. NOTE: Helluva modest way to describe a flight never attempted before. Citation awarding 2nd Oak-Leaf Cluster to LT. CHAMBERS' Air Medal reads: "For meritorious achievement while participating in aerial flight on 5 July 1945. As pilot, LT. CHAMBERS flew an L-5 aircraft from Laoag, Luzon, Philippines, to Okinawa, Ryukyus Islands, a distance of 725 miles over open sea with the possibility of encountering bad weather and the great possibility of interception by enemy aircraft. The courage and devotion to duty displayed by LT. CHAMBERS on this flight reflect great credit on himself and the United States Army Air Force." LT. CHAMBERS is a USAR-pilot currently assigned to the 77th Division (NY-USAR).

UNIT REPORT Just sneaking in under the deadline was this 12th-
94TH DIVISION hour letter from MAJ. SAM GORDON, AO of the 94th
 Div (USAR)...MAJ. GORDON, incidently, will shortly
become the AO of the 76th Div (USAR), swapping jobs with MAJ. JIM
MURPHY, present AO of the 76th. Reason for the swap, MAJ. GORDON
is moving to Bridgeport & will be quite far from 94th Div Hqs in
Beantown; MAJ. MURPHY who's the current AO of the 76th (with Div Hq
in Hartford, Conn) lives within one Mantle belt of Fenway Park.
First time I've ever heard of AOs swapping jobs, but in this in-
stance it makes sense and would be of benefit both to the service
& the individuals concerned. Here's MAJ. GORDON'S manuscript, one
which caused SGT. WARD at GI-NY to comment caustically, "To which
branch of Schenley's should we send the advertising bill?".....

"Dear Ed...From the new "Connecticut Yankee" from Massachusetts
(94th Inf. Div) whose manpower with wings includes: LT. LARRY "H.P."
O'FLAHAVAN"-away at school at Sill; CAPT. DON "SLOW DOWN" BOYNTON -

LETTERS

First letter this month comes from Ft. Monmouth, NJ...Signal C CAPTAIN BOB BRIZEE is the pen-man (BOB in case you've forgotten shared the "Best Newsletter Salesman" Trophy with LT, WALLACE TRAVER.) Here's his letter: "Rec'd my copy of the Newsletter & found my name in it a couple of times, so don't cancel my subscription. Got thinking, if we want to get in this sheet we have to write, so here is a little late poop from our group at SCAAC.

First off, CAPT. TOM McNAMARA & LT. BOB JACQUOT returned from their short stay at the Eye Strain Academy run by Hinson. They now have their eyes pushed back into proper position and are back to work. McNAMARA is trying to find the bottom in his "IN" basket & we had to straighten JACQUOT out a bit too. Seems he believed that all he had to do now was put his I-card in the window, and away we go! We got him back in line by banishing him to the salt mines, or at least the SCAAC comparison of such duty, which is flying photo students.

COL. GONSETH & LT. TRAVER completed the many-engine course out at you-know-where. Now you have to have 10,000 hours to talk to TRAVER; he has the many throttle itch, an occupational disease indigenous to such aircraft.

The stork finally arrived at the TRUEX household. Seems he got socked in at Wichita, or so he claimed. Since he was lugging a 9 lb. 14 ounce replacement I am not surprised he was overdue. TRUEX is now feeling fine, sits up in bed, and is taking light nourishment.

We all had a fine time at the FLY-IN, TRUEX & myself, being inveterate coffee drinkers, really missed the stuff. But we can eat hot dogs with the best of them, and did. One or two more latrines might have come in handy, but we're not complaining. We stood in line like good soldiers.

We did not drop our "gold-plated mousetrap" (trophy, please!) in Raritan Bay on the way home. It occupies a position of honor on the wall of our office, and TRAVER and myself take turns displaying the damned thing.

Too bad we couldn't bring our H-25 to the FLY-IN, and for that matter, more of our equipment to display. We have stuff that hasn't even been invented yet, & talk about gadgets! Boy! If we keep on in this fashion we'll have the best-equipped L-19s that ever taxied, and that's about all they'll ever be able to do. Sincerely,

YOUR CORRESPONDENT,
BOB BRIZEE
Correspondent sans
portfolio

PS: After putting in 90 hrs a month for many months the DA finally broke down and put our dauntless aerial photographer on flying status. None other than PFC OLSEN, who is always ready to take a picture anytime, anywhere. He was on leave & missed the FLY-IN. 'Course now that OLSEN's on flying status, he's too busy to fly! But he's got his order in for a new Caddy--wonder if he's a little mixed up on just how much dough he'll make? (ED. NOTE: TRUEX referred to above also answers to RAY. Correspondent insists upon adding an "S" to TRAVER's name although our records show his name as TRAVER period. One of us is wrong.)

MORE LETTERS

Here's a letter from a 27th Div (NY-NG) AA whose civilian occupation should be of interest to all of us. Please overlook the "reaming" given us in the initial paragraphs. It's from LT. ANATOLE G. BABYKIN (NY-NG):

"After receiving your last issue (July issue) I read your note pertaining to yours truly. I know not where your information came from but I was in a JET ENGINE training course in Ohio from Jan. to May 15 after successful completion of said course, I worked on a new type of jet engine design until my transfer to Johnson City (NY) where I am now associated with Genl Elec. on a program of Jet Engine Components here and at other plants. (Used in Sabre Jet), and with which I am associated with the company at present.

Thoroughly enjoyed all of the previous issues and I can definitely see a need for the continuance of such a paper or magazine whichever you wish to call it. Keep it up

Water can & does wear down stone & our "barrage" directed at CAPT. JAMES O. TOWNSEND formerly at Hq, 1st Army, and now at the Assoc. Adv. Course at Sill, finally brought results. It's admitted however that CAPT. T. has had his hands full at Sill as you'll see by his letter which follows:

"You've "yakked" at me so much I'm compelled to get a line off to you even though I don't feel that I've much to contribute. Honestly, I've had my nose in the books and just haven't had the time. I enjoyed the report on the Fly-In and from where I sit it appeared highly successful. Saw COL. TOWNSEND here (at twin-engine tng) and he filled me in on some of the troubles you've been having with the Newsletter. Don't let them get you down.

I'm over the Hump here in this course. It has been rugged competing with officers who have 8-10 years edge in experience more closely allied with artillery than aviation. I report to SAN MARCOS on the 6th of August to try to learn to fly "the thing." (Copter).

For possible interest to the readers the following are among my aviator contacts recently: "MAJOR NEAL C. BALDWIN (NY-NG), smiling & happy as usual, is in copter school here (Sill). CAPT. SYLVESTER McCLAIN (AD) & former NJ-NG Advisor, finished up copter school & is on the way to Europe. MAJOR LYLE WRIGHT (AD) from Camp Chaffee just started twin-Engine & he goes to Europe soon. LT. MOSELY (AD) is in twin-tng. Some may remember him from Korea. CAPT. AFTON DARE departed Sill to attend school at Ft. Eustis. DARE was CO of Acft. Maint. Co. here until Spartan took over acft. Maint."

CAPT. CHERRY, just back from Panama, is now attending helicopter school. CAPT. ROBERT L. POUND completed copter school recently and is on his way to Bremerhaven. I have a letter from CAPT. ROBERT H. HURST, formerly of Hq, 1st Army. BOB is now 3d Div Arty AO in Korea. He had lost 2 19s to enemy AA. A letter from LT. COL. B.A. BACHF reveals that he is being "promoted" from Austria to 7th Army in Germany. KEN IVERSON is with BOB HURST in the 3rd Div. Arty in Korea. BOB MICHELLON is with 9th Corps Arty in Korea. Enclosed buck is from LT. COL. LLOYD J. SWINK. COL. SWINK is one of the older AAs who spent a lot of time in Korea with KMAG before & during the war. Was glad to hear indirectly thru the Newsletter that PUMP (CAPT. A.T. PUMPHREY) got a break in getting the twin-engine course. My best regards to my many friends in 1st Army and I'll see you in November."

LETTERS

From the Duke of Kent Hobby Press, Kent, Ohio, we received this interesting letter from DARIO POLITELLA, former Reservist and a recent returnee from FECOM. LT.POLITELLA's request in the letter is one which all of us as Army Aviators should answer. Here's the letter:

"Your last NEWSLETTER looked great. I've one solution to your latest "Most Wanted" List. The last time I heard from MAJ. DAN A. McCARTNEY, he was in Bangkok with his family. His address, by the way, is: MAJ. DAN A. McCARTNEY, O-413737; Army Sect.Mil. Asst.Advisory Grp; Bangkok, Thailand; C/O Msg Cntr Br; Office, Asst Chief of Staff, G-2; The Pentagon; Washington 25, DC. And if you're not tired after writing this address, you can pen him a letter too.

The last time I saw DAVE ESPERSON(Also on "Wanted" List) was when I left 8th Army Flt Det at Seoul. Believe he was due for ZI and separation a short time afterward. (October). COL. WOOD was at I Corps Hq when I left. Believe NICK PAPULIAS is still in Europe.

Here's THE MEAT of this letter: a REQUEST. I have just completed the first draft of a book entitled "Operation Grasshopper" which tells the story of the first two years of Army Aviation operations in Korea. The action of Army Air is tied in with the ground operations so that the picture of AA participation in the war is graphically illustrated.

There are scores of names of individual AAs mentioned, together with their exploits, in the book. The book will include at least 8 sketches drawn in Korea by my friend, DAN V. CAVALIERE, of Philadelphia, who was a staff artist on Tokyo Stars & Stripes. There will also be at least 50 photographs taken by myself and the Sig Corp in Korea. The book should run about 150-200 pages and I hope it will be released by Christmas.

The book will be published even if I have to do it myself on my own press. But I prefer to have a commercial outfit do it for me. MY REQUEST: I understand the Newsletter goes out to about 300 people who are either AAs or interested in Army Aviation. I wonder if you would accept from me the final page of your next NEWSLETTER which will consist of an ad, actually of the book. I would have on it too, a return coupon which those interested in seeing such a book would send to me. The coupon would merely state that the person would be interested in seeing such a book published. From the return of this representative sampling, I could get an idea as to whether the book would be feasible as a publication gamble. Also, if the results are favorable, I could use the figures to talk a publisher into the venture.

"Operation Grasshopper" will be the first history of its kind, it seems to me. I am sure that AAs and friends of Army Avn throughout the country will buy it. Incidentally, several AAs on your subscription list are mentioned to some length in the book as are others. MAJORS BOATRIGHT & POSZ & CAPT WILLY CHAIRES are examples.

Sincerely, DUKE....."

(ED.NOTE: Page with coupon mentioned above can be found on the last page of this/next issue. AAs of all components who receive this Newsletter are urged to lend a helping hand to LT. POLITELLA by returning the coupon to him. We think his endeavor is noteworthy and one that should receive your support, and we're most happy that he called on us for help. It might just be that through some faint stretch of the imagination the NEWSLETTER might be called a "useful" publication. Best of luck, DUKE!)

PERSONALS

SWAP-SHOP -- CAPT. MATTHEW LANISH, an AD pilot with the 9th Inf Div at Ft. Dix, recently swapped his cross-cannon for the TC wheel.

TOP RUNG -- CAPT. BOB NICOL, Natl Guard pilot and State Maintenance Officer with the 50th Armored Div, NJ-NG, made the big jump last month. He's now a MAJOR. With the rank goes the AO's job in the 50th.

OUR BOY! -- Newsletter was especially happy to hear of the recent promotion of LT. WALLACE TRAVER to CAPTAIN. WALLY'S with the Sig C Army Avn Center at Ft. Monmouth and if he works as hard in his normal duties as he did rounding up Newsletter subscribers for us, he's one helluva good officer. Skoll!

NEW WINGS -- Wearing brand new Senior Army aviator wings now is CAPT. BENEDICT D. FERRO, who along with CAPT. WILFRED G. GILLY, serves as an Advisor-Instructor for Massachusetts-NG Army Aviation.

BUSY BOY -- Heading for Helicopter training as a NG pilot, CAPT. WILLIAM R. BROWN reports to San Marcos this month. In addition to this little detail, CAPT. BROWN recently picked up his Captaincy to boot. He serves as a State Maintenance Officer with the Mass-NG.

H-PILOT -- Now a qualified whirly-bird operator after completion of H-tng in the southwest, MAJ. NEAL C. BALDWIN, AO of the 27th Div(NY-NG) returned to his Orchard Park, NY, home base. MAJ. FRANCIS HOLDEN confides to us that "he was No.1 in the class at Sill."

ADDITION -- Joining the 27th Division(NY-NG) this month after completion of the Pilot Course at Sill, 1/LT EDWARD MYE's assignment will now be Hq Co of the 27th.

NEWCOMER -- A candidate for the helicopter space in the 103d RCT, Maine-NG, LT. JOHN L. WINCH has made his application for pilot training & should join us as an active pilot in First Army before long.

CONTEMPLATING? -- CAPT. JAMES J. McNULTY, USAR pilot currently with the 77th Div(NY-USAR), is one who believes that distance does NOT lend enchantment. He's many a mile from 77th Drill Hall & is now seeking an assignment as a 1981 with the 27th Div(NY-NG). Living within several miles of Dutchess County Airport and NG aircraft based there, we hope CAPT. MAC gets his wish.

AND ANOTHER -- Also leaving the 77th will be LT. JULIUS B. CHAMBERS who vacated N.Y.C. for the clean air of New Britain, Connecticut. He plans to join a New England Reserve division and continue his flying in either civilian contract or NG aircraft there.

IN THE MAZE -- Leaving SOAC, Ft. Monmouth, for a Pentagon assignment, CAPT. DONALD P. DICKINSON, a much-travelled AA, has us in a quandary. His assignment as per official orders was to Rm. 1A876, The Pentagon, nothing more, nothing less. Our curiosity is aroused about this particular room and we hope CAPT. D. hasn't been way-laid to some broom closet.

PERSONALS

NEW AAs — Recently awarded the aeronautical designation of Army Aviator eff 1 Aug 53 were 2D LT. RICHARD F. HUFF (AD), of the 9700th TSU Sig C Center, Ft. Monmouth, NJ, and 2D LT DEEWOOD K. LIFGREN (MG) of the 108th Inf Regt, New York-NG, Oneonta, N.Y. Both are expected to be active in 1st Army aviation shortly.

CHECKOUT — MAJ. GERALD L. HOUGH, Dep. CO at Hq, First Army, served as an IP for an AF colonel at Mitchel Field last month. The MAJOR checked out the colonel in an L-20 whereupon the colonel in turn promptly checked out an AF captain and headed for DeHaviland in Toronto to pick up a new L-20.

ROAD-EO — CAPT. WAYNE L. BEST & P/SGT. THOMAS D. WARD participated in a display of an H-13(Bell) copter at the Connecticut State Truckers' ROAD-EO. Road-co was held at Waterbury, Conn. Admiration was shown by both sides; truckers mobbed the copter & both the CAPTAIN and the SGT gaped at the parking competitions of the behemoths.

ASSIGNED — Newly assigned to the 9th Inf Division Aviation Section at Ft. Dix, NJ, was CAPT. DANIEL C. THOMAS, whose last PO listing was 7th Army, Germany.

SWEATING IT OUT — LT. FRED GOLDFADEN, a former NAVY pilot, in addition to sweating out a flying evaluation board for his switch to Army Aviation and flight status, is also sweating out the "Diaper Drip." He's a proud "Pappy" since July 13th. MAJ. POSZ, our NJ Gestapo agent, didn't specify the sex.

DOG-FACE TO FLY-BOY — Inf Officer LT. ALBERT H. BECKER (AD) from Camp Kilmer, NJ, seeks the wild blue yonder. He's put in for pilot school and has about 100 hrs. civilian time under his belt.

DELETED — Previous issue of Newsletter listed MAJ. RUSSELL N. DRAGOO of SCAAC, Monmouth, NJ, as being on quota for JOHN HINSON's Instrument Training Academy at Baltimore. Unknown to us was the fact that MAJ. DRAGOO was a last-minute "scratch" & will no doubt take his I-ting at a later date.

NEW FACES — Asgd to the Maintenance Section at Hq, 1st Army, were SFC ARTHUR C. WATKINS(AD)(from the US Communications Zone in Orleans, France) & SGT. PAUL W. SCHULTZ(AD)(from the Maintenance Section at Ft. Sill).

QUICKIE — Checking the harbor craft & the congested pattern at GI-NY last month were LT. CARL A. SIEMERS(NY-NG) pilot from the 101st Cav and LT. JAMES ROOSA, free-loader. Welcome mat still out!

TURNOVER — Joining SCAAC this past month were CAPT. RICHARD B. HALE and LT. E. G. LANLEY. Seems as though no month is complete without an addition or deduction from the Sig Corps Army Avn Cntr.

FLYING EVALUATION — CAPT. ROBERT CHAMBERLAIN(NG), "Lone Eagle" in the Vermont NG Avn circles, went before a Flying Evaluation Bd early this past month. Vermont has no Advisor-Instructor and he was picked up by a MASS-NG craft from Drum at which post he was given a flight test by CAPT. BENEDICT D. FERRO, Adv/Instr.from Mass.

NERVE-WRACKER — CAPT. DALE W. TAYLOR, aide to the Deputy CG at 1st Army, and 1981 to boot, has had his fill of IFR flying. He recently flew from Sill to GI-NY and the Atterbury to Newark leg, 640 miles of sweat, was all IFR. Passengers aboard, as in most cases, were unmindful of "soup" and slumbered on.

During 1948 and 1949, the author sat in at preliminary design discussions and mock-up conferences concerning three planes which were to embody radically new crashworthy features. They were: (1) the CAA Texas A. & M. CROPDUSTER, (2) the Helioplane, and (3) the BEECH TWIN BONANZA."

(ED. NOTE: MR. DeHAVEN's article then goes on to discuss in detail the first two aircraft. As Army Aviators, we shall only concern ourselves here with the last mentioned aircraft. It is currently being used in Army Aviation under the L-23 designation.)

TWIN BONANZA: The twin engine 6-place Beech Twin-Bonanza was designed to embody the structural ruggedness of a military trainer in combination with high performance. A cruising speed in excess of 180 mph at 10,000 feet is claimed with 1,650 feet per minute rate of climb, a stall-speed of approximately 60 mph, and a safe minimum slow-flight speed with partial power of 75 mph; the wing loading (at maximum gross load of 5,500 lbs) is in the order of 20 lbs/sq.ft.

The long nose -with the engines far forward relative to the wing and cabin area - and the placement of the occupants above and aft of the leading edge of the wing provide a well developed "island of safety" to protect occupants in event of a crash landing.

The nine items listed below as well as the diagram of the Twin-Bonanza are taken from Beech Aircraft Corporation advertising material and indicate that crash safety can be used effectively as a sales pt.

- (1) ENGINEERED for crash safety - with a reinforced cabin, long crash absorption nose and keel section, and over 62 per cent of the weight below and forward of the occupants.
- (2) MINIMUM WEIGHT AFT AND ABOVE CABIN. Only 4 and one-half per cent of the gross weight is in a position to damage the cabin in the event of a crash, as compared to over 62 per cent in high-wing planes.
- (3) STRONG, ENERGY ABSORBING NOSE SECTION serves as "shock absorber" for the cabin section.
- (4) RUGGED DESIGN and construction - exceptionally high load factors assuring adequate crew safety and a long service life.
- (5) REINFORCED CABIN STRUCTURE to protect passengers from injury.
- (6) HEAVY REINFORCED KEELS and floor section protect occupants from below.
- (7) OVER 62 per cent of the gross weight is placed below or forward of the cabin ... NOT ON TOP OF THE OCCUPANTS.
- (8) EXTRA STRENGTH. All the structure is tested to an 8g flight load factor, equal to carrying a 19-ton bridge, to provide the desired safety over and above the required load factors. (Continued on P. 22)

CIR (Cont)

of this study were issued, in 1943, to all manufacturers of small planes. Further accumulation of data permitted a comparative study of injury causes in side-by-side as well as tandem type planes. The results of this study - with a detailed breakdown of the relative frequency of head injuries, and a comparative study of the severity of injuries in comparable types of planes - was released by CIR in 1945,

In brief, these reports showed that the ability of the human body to withstand crash force had been grossly underrated, and that the pilots and passengers often sustained critical or fatal injuries:

(1) because they were seated in forward sections of the aircraft which were crushed and destroyed during the absorption of energy in the crash, or

(2) because they were thrown forcibly against dangerous objects, such as rigid steel seat-backs, sharp or solid instrument panels, & dangerous control wheels, which "pinpointed" forces on vital areas of the head and/or body.

In many of the survivable accidents studied, in which the cockpit and cabin structures remained substantially intact, the critically or fatally injured victims sustained nothing more than a single wound of the head or chest.

In addition, CIR accident-injury data indicated that slight differences in the design of two rather comparable basic fuselage structures could produce totally different degrees of danger from cabin collapse of seemingly identical crashes. Thus, identical "incidents" resulted in survivable accidents in those cases wherein cabin structures remained relatively intact; similar incidents in other, more fragile types of aircraft led to fatal and non-survivable crashes because cockpit and cabin structures failed.

During World War II, the author worked closely with engineers in the mock-up and development of three small planes (the Bendix, Fairchild, and Waco) in which crashworthiness was featured in the design and engineering of basic structures. But, because of the limited nature of the post-war market for small planes, none of these planes were produced in volume & marketed. However, the Globe-Swift and Er-coupe-which included notable degrees of crashworthy design-were produced and repeatedly demonstrated their protective features.

It is noteworthy that efforts in the '40s to offset the danger of crash-injuries in civilian planes were limited to details such as stronger center sections and cabin structures, "softer" instrument panels, padded and pivoted seat-backs, and safety engineering of seat belt and control wheel installations. Only in a few cases was the passenger compartment "moved back" in the plane - and, in no case was shoulder harness provided.

In 1946, the findings and recommendations of Crash Injury Research was presented at the Annual Meeting of the Institute of Aeronautical Sciences and, since that date, there has been a steadily increasing use of protective design to increase safety in accidents.

CIR is a new phase in aviation circles and one that is receiving more and more attention each year. It stands for "CRASH INJURY RESEARCH". One of the pioneers in this new field, if not the pioneer, is the Crash Injury Research Project conducted at the Cornell University Medical College in New York.

This project is working under an Office of Naval Research contract and is jointly supported by funds from the Departments of the Army, Navy, and Air Force and the Civil Aeronautics Administration.

The following report was prepared by MR. HUGH DeHAVEN, Director of the CIR Staff at the Medical College, and his staff assistants. We are grateful to MR. DeHAVEN for permitting us to use his most interesting report.

It is entitled, "Development of Crash-Survival Design in Personal, Executive, and Agricultural Aircraft." One of the aircraft discussed in detail in this report is the new Twin-Beech, now being used in Army Aviation under the L-23 designation. The report follows:

"In many accidents the forward sections of airplanes are broken up and destroyed in crashes which do not cause great damage to other parts of the structure. In early pusher-type planes, the pilots sat ahead of the wing and engine areas which normally were the first to be crushed and broken; often they were injured or killed in crack-ups which would have caused little injury if the pilots had been further back in the structure.

Later, in tractor types, it soon was realized that collapse of the nose sections pushed the engine back into the front cockpit, causing great danger in this area. Pilots recognized that the rear seat in tandem trainers was safer, and even in World War I the front cockpit often was referred to as the "meat box."

Thus, from the earliest days of flying, it was generally understood that danger of injury - which is the foremost danger in flying - was dependent to a large extent upon the configuration of the plane, the position of the engine and the gas tank, the location of the pilot, and the strength of the cockpit or cabin structures.

Looking back on the history of flight, it is interesting to note that protection of airmen by aircraft structures usually occurred without deliberate engineering efforts to provide safety in accidents. Also, except in a few early military planes, no shoulder harness was provided and safety belts would not withstand the force of severe but survivable crashes. Therefore, when pilots walked away from serious accidents, this fortuitous result usually could be classified - with some justification - as miraculous.

In 1942 the Crash Injury Research project was established at Cornell University Medical College to systematically study the effectiveness of safety belt installations and typical causes of injury in severe lightplane accidents.

One of the first steps in this study was to find whether safety belts caused abdominal or spinal injuries and to analyze the comparative seriousness of injury sustained in the front and rear seats of small, tandem type planes.

Analysis of 30 crashes in which both seats were occupied showed that the safety belts rarely caused injury, and that an astonishing degree of protection for the 30 occupants in the rear seats was provided by basic fuselage structures. The results

FLY-IN UNDER CONSIDERATION

Several issues back, LT. RUSSELL J. PARDEE, an AA with the Massachusetts NG, suggested to Newsletter readers in 1st Army that Hiller Airport in Barre, Mass, would be an excellent location for a Fly-In.

He mentioned the fact that the Airport had a large swimming pool adjacent to the runway.

Hitting a hot Saturday for a flying date, we decided to comply with the regs specifying cross-country training and investigate LT. PARDEE'S claim.

Happy to report that Hiller Airport is one of the finest private airports we've ever seen. Not only was the pool there, a 70 x 100 jobby, advertised as the largest fresh-water pool in New England, but the field also had an excellent restaurant, extensive RON facilities, and an airport staff that actually "rolled out the red carpet" in service.

We realize that "restaurant" is a tony name for most of the "grease joints" found at private airports but in this case, flyswatters are not part of the table settings. Food's good too!

Won't go off the deep end now but if you have a cross-country to make we suggest you visit CATHERINE HILLER's country club. MRS. H. mentioned to us that the MASS-NG boys have been using Hiller for some time & have an annual flight there as a treat for their Maintenance personnel.

The field is quite popular in N. England and Fly-Ins to Hiller are booked regularly. Summer field tng ends about Labor Day & we personally plan to take our September X-country flight to Hiller. How about

joining us there on Saturday, Sept. 12th? Unlike the Poughkeepsie Fly-In this one will be 100% voluntary & unofficial. No program, no displays, no speeches, no contests, & no collection. Just a pin-point on the map, and if you happen to show up, we'll all chew the rag a bit.

Will include an airport diagram on Hiller Airport in September issue and other pertinent details. In the meantime, if you want to have your own personal look-see, go ahead. You won't be disappointed!

LETTER -- Our most prolific penman, CAPT. CLARENCE E. PREBLE, the Maugham from Maine, sends in this helpful advice: "Maybe I Don't get around much, but here's a tip for L-17 pilots. We recently replaced our fabric prop with a new metal one, and due to a little bit of faulty machining had a small oil leak.

In order to reduce the mess, I cruised at full high pitch and low power rating for some time. The loss in speed wasn't too much -- from 125 true to 115 which lost me about 10 minutes in 200 mi. But the difference in performance was terrific!

Full low pitch and 22 inches got me about 1650 RPMs and cut fuel consumption from 13.8 to 10.4 GPH. Most startling saving was in oil consumption cutting it from .8 qt per hr. to one qt/5 hrs. The resulting reduction in wear & tear on the engine can easily be deduced from that. Have been preaching against high power settings for some time, but I have never had it brought out so emphatically to myself before." RTGDQ (Page 5)

- Army sees the helicopter as a flying truck to haul cargo or to bring troops into an area difficult for surface transportation, he explained. Use of helicopters will make possible a 14% reduction in the number of surface trucks needed. A helicopter is not more vulnerable than a truck, Army believes. However, Army does not feel that the copter, because of its slow speed, has a good chance of survival as a troop carrier transport flying over enemy forces. (Excerpted from July 13.)

ARMY COPTERS AT DETROIT AIR SHOW -- The nation's biggest air show - the Sixth International Aviation Exposition at Detroit - played a different theme this year: no racing, no stunting, no aerobatics. Instead, the ground and air displays stressed aircraft capabilities, resulting in a constructive and educational exhibit that drew nearly 150,000 persons in the four active days....

The Army staged a sham battle to show how aerial units help fight at the front line. A helicopter detachment of the Army shuttled H-13s and H-19s between the field and downtown Detroit, where motorists and pedestrians jammed the streets around Memorial park to watch the copters take off and land on the "Thin Dime Airport." (Excerpted from the July 20th issue.)

TEST RUN -- A Cessna 180 flew continuously for 10 hr. 14 min. on a standard 60-gal. fuel supply during recent Detroit International Aviation Exposition. Plane was standard 180, powered by 225-hp. Continental engine turning Hartzell constant-speed prop. Average fuel consumption was 4.4 gal. per hour; true airspeed exceeded 110 mph. (July 20th issue).

ASSAULT COPTER -- US Marine assault version of the new Sikorsky S-56, to be designated the UH-28, will be equipped with nylon-construction flak curtains hanging from the sides of the copter as a protection against ground fire. Meanwhile, Navy statistical analysis of exposure of an assault helicopter mission, coupled with tests of rotor blades and other vulnerable components, indicates that assault copters are no more vulnerable than assault boats and may be less so. (July 6th issue).

BELL H-13 -- Bell 47-D helicopter* has completed 4,000 hours of accident-free flight during three and a half years of airmail transport over more than 250,000 miles, its operator, Helicopter Air Service, reports. (July 6th issue).

ENTRY FROM AMERICAN -- American Helicopter's XH-26 pulsejet rotor copter will start delivery with two to the Air Force at Edwards AFB, Calif., in September, followed by two to the Army at Ft. Bragg, N.C. (July 6th issue).

SHOCK ABSORBER -- A flight shock absorber has been developed for a Taylorcraft personal plane by Earl Metzler, Latrobe, Pa. The shock strut is mounted between the wing strut and the fuselage attachment. Metzler has been conducting tests for several months and says that these tests have proven the value of the device. The inventor claims that in addition to taking the bumps out of rough air, the shock strut can also be used to increase dihedral angle by relieving the internal hydraulic pressure. This, says Metzler, will increase lateral stability of the airplane to the extent that an amateur pilot can fly under blind conditions. (July 6th issue).

COMING & GOING -- Camp Drum continues active. Here's a rundown on the USAR & NG units having completed or about to take tng there shortly:

Finished

26th Div(Mass-NG), Returned 11 July.
76th Div(Conn-USAR), Retnd 12 July.
50th Div(NJ-NG), Returned 25 July.
78th Div(NJ-USAR)Returned 26 July.

Ready

42d Div (NY-NG) 22d Aug; 77th Div(NY-USAR) 23rd Aug; 27th Div(NV-NG) 25 Jul; 98th Div(NY-USAR) 26 Jul; 94th Div(Mass-USAR) 9th August.

"Aviation Week" is a highly interesting and authoritative journal that covers both military and commercial aviation in detail. The publication, a McGraw-Hill magazine, with headquarters at 330 West 42nd St., New York 36, N.Y., has given the Newsletter permission to reprint pertinent news briefs from its pages. We're deeply indebted for this favor, knowing all too well that the information found in "Aviation Week" is of interest to you as an Army aviator and that we are in no position in our civilian capacity to collect this information from such varied sources. All of the following news items were found in the July 6th, July 13th, and July 20th issues of "Aviation Week." All items are reprinted in full unless otherwise indicated.

1954 PROCUREMENT DATA — First details of the Sikorsky 20-place S-58 helicopter, scheduled to become Army's new standard one-and-a-half ton cargo copter, military testimony to Congress reveals. The new rotor aircraft was developed by Navy with Army participation and has been ordered by both services out of fiscal 1953 funds and programmed out of 1954 funds....

COL. W. B. BUNKER, Army Transportation Corps Chief of Air Transport and Service, outlined to the House Army Appropriations Subcommittee the plan under which major 1954 procurement emphasis would be placed on the new Sikorsky helicopter rather than larger three-ton-class copters such as the Sikorsky S-56 and Piasecki H-16....

On the basis of lead time estimates by BUNKER, the first S-58s should be delivered to both Army and Navy by January 1955.... He estimated Sikorsky's S-56 and the Piasecki H-16 each would carry approximately 34 passengers... The colonel said lead time on the H-16 and S-56 was approximately the same, about 3 years, but he expects both prototypes to fly this fall. The H-16, he said, was designed for a rescue range of 700 miles, but Army contemplates average missions on only 150 to 200 mi. roundtrip. Other highlights of Army's aviation procurement for fiscal 1954, as outlined by Army spokesmen to the House subcommittee:

- Miller's H-23 utility copter is in the program as an interim standard reconnaissance and training craft and to replace attrition losses.

- Service test is scheduled for the Doan H-31 evacuation ambulance helicopter, powered by a 400-hp. Lycoming engine and designed to carry two litters inside the cabin instead of in external capsules.

- Piasecki H-21 is under a design study project started last year - testing the competitive advantages of plastic, steel, and standard fuselage construction....

- Cessna L-19 Bird Dog two-place liaison plane, continues in the program for 1954 to replace attrition losses and to provide 119 planes for the Republic of Korea army.

- DeHaviland (Canada) L-20 Beaver 5-place staff transport plane, continues as initial equipment for authorized units, to replace attrition, and to provide 25 planes for the Republic of Korea army. (Omission of the Beech L-23 Twin Bonanza from Army's 1954 program indicated that the Beaver is preferred in the staff transport category.)

- DeHaviland (Canada) Otter, a larger version of the L-20 Beaver, is scheduled for a service test.

- Jet rotor helicopter. Not specified but presumably the Miller Hornet H-32 ramjet or the American Helicopter H-26 pulsejet, or both, is on Army schedule for further service test.

- McDonnell L-25 convertiplane, combining rotor and fixed-wing principles, that seeks higher speeds than the copter offers and less landing area than the airplane requires, is scheduled for service evaluation....

- Nets not pods. Discussing a sketch of the Piasecki H-16 with the Congressional Committee, COLONEL BUNKER pointed out that, although the artist had shown the aircraft supporting a cargo pod, the Army expected to use cargo nets slung under the fuselage. Army considers pods impractical for relatively slow craft like helicopters, he said.

General News

NY-NG GETS COPTER AUTHORIZATION — The 27th Division Aviation Section (NY-NG) has been authorized an H-23 (Hiller) helicopter and should receive delivery in the near future, pending delivery to the Field Maintenance Shop, Miller Field, S.I., NY, for y-away pickup. This marks the second authorization of rotary-wing craft to National Guard units in First Army, the 50th Armored Division of NJ-NG having been authorized a similar craft last month. MAJ. NEAL C. BALDWIN, Aviation Officer of the 27th, recently completed Helicopter training and at present is the only H-rated Aviator in the Division.

ACCIDENT — The Newsletter was sorry to hear of the injuries suffered by LT. JOHN W. GOODWIN, an AD pilot, flying in the Trieste area. LT. GOODWIN was involved in an L-17 crash in mid-July and may return home to a Z.I. hospital. He had recently served a month TDY at Governors Island prior to his departure to Trieste and had only been with his unit there a short time.

NOTICE TO USAR PILOTS — USAR PILOTS in the First Army area are asked when submitting their quarterly requests for Operations Orders to higher headquarters to submit these requests to their Unit Instructor. Several instances have occurred recently where Reserve pilots have addressed a stamped envelope to the Commanding General, First Army, and have marked the envelope "Thru Channels." Pilots are reminded in this instance that "Channels" begin with the Unit Instructor.

FORM 5's — ALL Active Duty, National Guard, and Reserve pilots in this area are reminded at this time that their ANNUAL Form 5's are to be forwarded on or BEFORE August 15th to the Adjutant General, Department of the Army. SR 605-95-1, paragraph 37 with Change 2, mentions the original copies of Form 5's of National Guard officers NOT on extended active duty will be forwarded through channels to INCLUDE the appropriate Army Hq, to the Chief, National Guard Bureau, for review and filing. The Form 5s in question cover all flying time between 1 July, '52 thru 30 June, '53, or in the case of Active Duty pilots, from the date of last permanent change of station.

SCAAC GETS NEW L-23 — The Signal Corps Army Aviation Center at Ft. Monmouth, NJ, picked up their new L-23 at the Beech Aircraft Plant in Wichita, Kansas, this past month. CAPT. WALLACE TRAVER went directly to the Beech Plant where he was joined by COL. JULES E. GONSETH, JR., CO at SCAAC, who had just completed twin-engine training at Sill.

FOREST FIRES — Aiding in the control and containment of extensive forest fires near Newport, New Hampshire, CAPT. WAYNE L. BEST and M/SGT. PAUL E. BEDFORD, of Hq, First Army, took an H-13 (Bell) from GI-NY in early July and after 9 days of participation with the Forestry Service returned to their home station. CAPT. MICHAEL MAGRI, 1st Army Representative for New England, also took part in the fire control, flying to Newport in an L-19.

FOURTH QUARTER REPORT -- A report from 1st Army to higher Hq reveals these pertinent statistics on the USAR Aviation Officer Training Program: There are 123 USAR aviation officers authorized in USAR units in 1st Army. Number asgd to these 123 authorized positions is 35; number attached is 5; number participating in 4th Qtr: Asgd 29; atchd 5.

the Army Aviator



1953 SUBSCRIBERS

Colonels

Col. Jules E. Genseth, Jr. (AD) Col. Julius R. Mercandino (USAR)

Lt. Colonels

AD: Lawrence Bowly, Curtis L. Hankins, Edwin H. Leer, Robert J. Low, Miller T. Seebitt, Alexander J. Rankin, Robert V. Rawls, Claude L. Shepard, Jr., Harry T. Shiveley, James L. Townsend, Robert E. Williams.

Majors

AD: Robert L. Beatright, Jr., William H. Brabson, William B. Camp, Donald F. Cassidy, Beaten A. Devol, Jr., Keith A. French, William H. Gardner, Thomas A. Hall, Francis W. Holden, Jr., Gerald L. Hough, Charles A. Posa, Peter L. Strannan, Kennedy G. Ward, Russell V. Drago.

USAR: Henry M. Burmann, Samuel Freeman, Samuel P. Gordon, Joseph M. King, James E. Murphy, H.P. Baldwin Terry, Sheldon M. Smith.

NG: Neal C. Baldwin, John W. Fuchs, Bernard B. Yackell, William H. O'Connell.

Captains

AD: Floyd E. Alexander, Marvin W. Arps, Frank Barbour, Floyd T. Barron, Wayne L. Best, Lloyd O. Borgen, Robert E. Brizee, William R. Chaires, Loyal J. Cele, Donald P. Dickinson, John C. Elliott, Benedict D. Ferro, Wilfred G. Gilly, James K. Hancock, Edward C. Jellison, Matthew Lanish, George E. Lawrence, Thomas P. McManara, Michael Vagri, John Wava, John B. Patren, Eugene C. Paulson, Walter C. Pitt, Richard H. Potts, Clarence E. Preble, A. T. Pumphrey, James A. Smith, John R. Stacy, Francis J. Stevens, Dale W. Taylor, Robert H. Todd, James O. Townsend, Fred K. Walter, Billy Wood.

USAR: Arthur V. Anderson, Edgar S. Beaumont, Donald A. Boynton, Charles Cooley, Nelson F. Hermanos, Jr., Joseph W. Kilkenny, George M. Kovacs, James J. McNulty, Andrew F. Papa.

NG: Edward G. Armstrong, Alfred DeMatteo, Edward C. Edmonston, William M. Emie, Jr., Robert C. Galletly, Charles A. Gebauer, Joseph C. Haines, George H. Hildreth, George E. Knowlton, Jr., Richard B. Kline, Alford P. Lugert, David P. McManara, Lloyd A. Murray, Jr., Robert L. Nicol, Robert C. O'Leary, William J. Peel, Charles R. Putnam, Paul B. Robison, Francis D. Rooney, Joseph Schaller, William O. Skulley, Anthony J. Taddeo, Hiram E. Towle.

Lieutenants

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