



the Army Aviator

INTRODUCTORY ISSUE

AUGUST, 1953

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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 fly-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 MCGRI, 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.

"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. BUNGER, 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 BUNGER, 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:

- Hiller'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 Doran 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 Hiller 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 BUNGER 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.

- 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 H-26, 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:

<u>Finished</u>	<u>Ready</u>
26th Div(Mass-NG), Returned 11 July.	42d Div (NY-NG) 22d Aug; 77th Div(NY-USAR)
76th Div(Conn-USAR), Retnd 12 July.	23rd Aug; 27th Div(MV-NG) 25 Jul; 98th
50th Div(NJ-NG), Returned 25 July.	Div(NY-USAR) 26 Jul; 94th Div(Mass-USAR)
78th Div(NJ-USAR)Returned 26 July.	9th August.

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)

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

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 Erco-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.

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)

PERSONALS

NEW AAs — Recently awarded the aeronautical designation of Army Aviator eff 1 Aug 53 were 2D LT. RICHARD F. MUFF (AD), of the 9400th TSU Sig C Center, Ft. Monmouth, NJ, and 2D LT DEEWOOD K. LIFGREEN (NG) 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. BARD participated in a display of an H-13(Bell) copter at the Connecticut State Truckers' ROAD-EO. Road-co was held at Waterbury, Conn. Admission 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. FRIED 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. LAWLEY. 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.

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. Skol!

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 SCAC, 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.

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!)

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 perating 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 ting." (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 Coap Cheffee 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 gill to attend school at Ft. Eustis.DARE was CO of Acft.'aint. 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. BACHE 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

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 SCAAG.

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 any-time, 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.)

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 Frankfurt (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 causticaly, "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'FLAHAVER"-away at school at Sill; CAPT. DON "SLOW DOWN" BOYNTON -

Asst-AO; also at Sill; CAPT. NELSON "FOR LOANS, SEE ME" HERMANCE-former AA from 2d Army area around Detroit(?); CAPT. ART "TOO BUSY MAKING MONEY" ANDERSEN - Divarty 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. BURNS is made up of personnel from the metropolitan area of N.Y.C. During World War II they served

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.

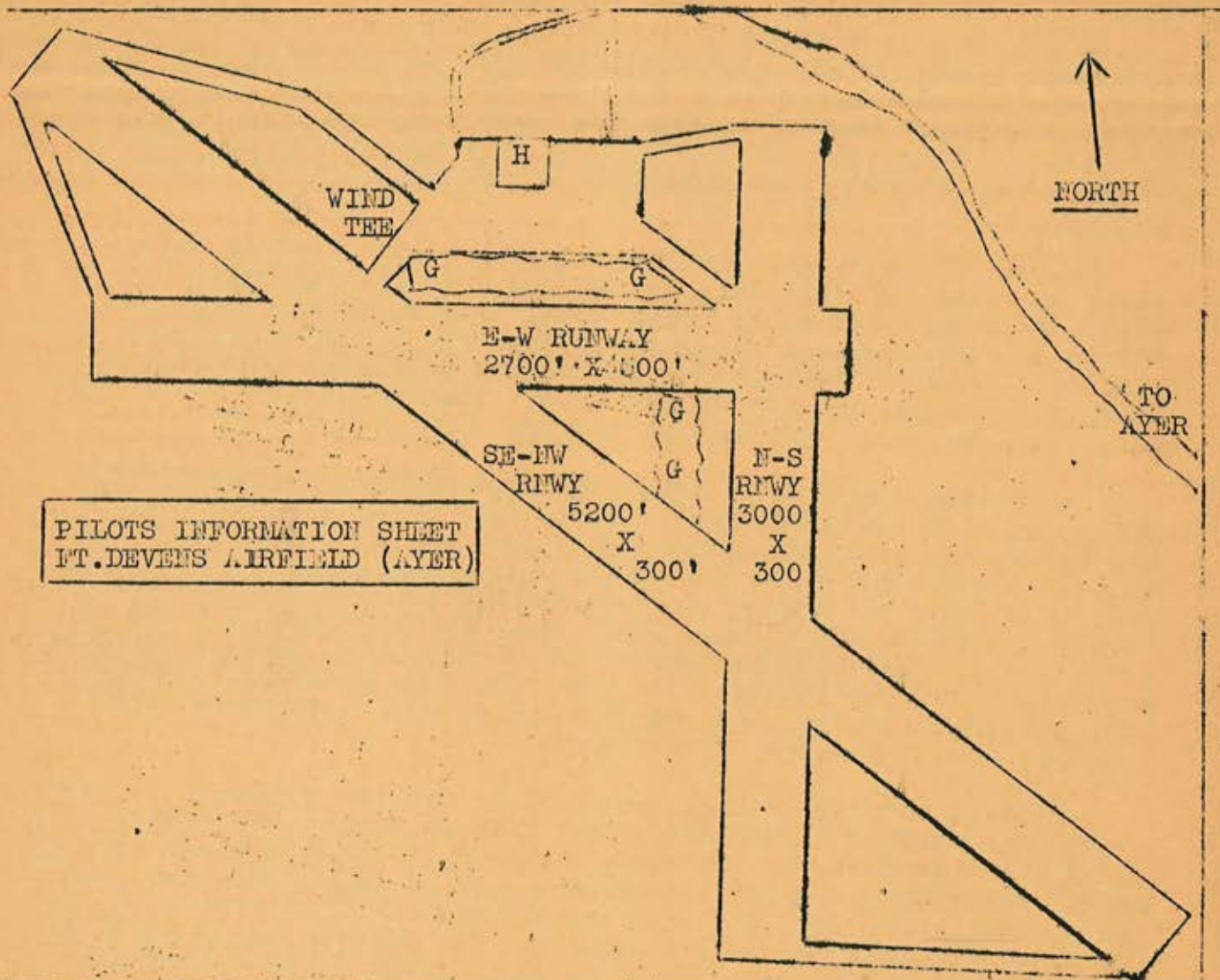
Among the late arrivals are CAPT. CHARLES R. GEBAUER (71st Inf), 1ST LT. MERRILL A. POSNER (258th FAbn), 1ST LT. ROBERT D. TITUS (266th FAbn), 1ST LT. WALTER E. KRUMM (HqCo). All, except LT. KRUMM, are still bouncing around on paper. Between us and the Natl Guard Bureau (NOTE TO ARMY Advisor/Instructors) 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."



PILOTS INFORMATION SHEET
 FT. DEVENS AIRFIELD (AYER)

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

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 "Frenchie'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.

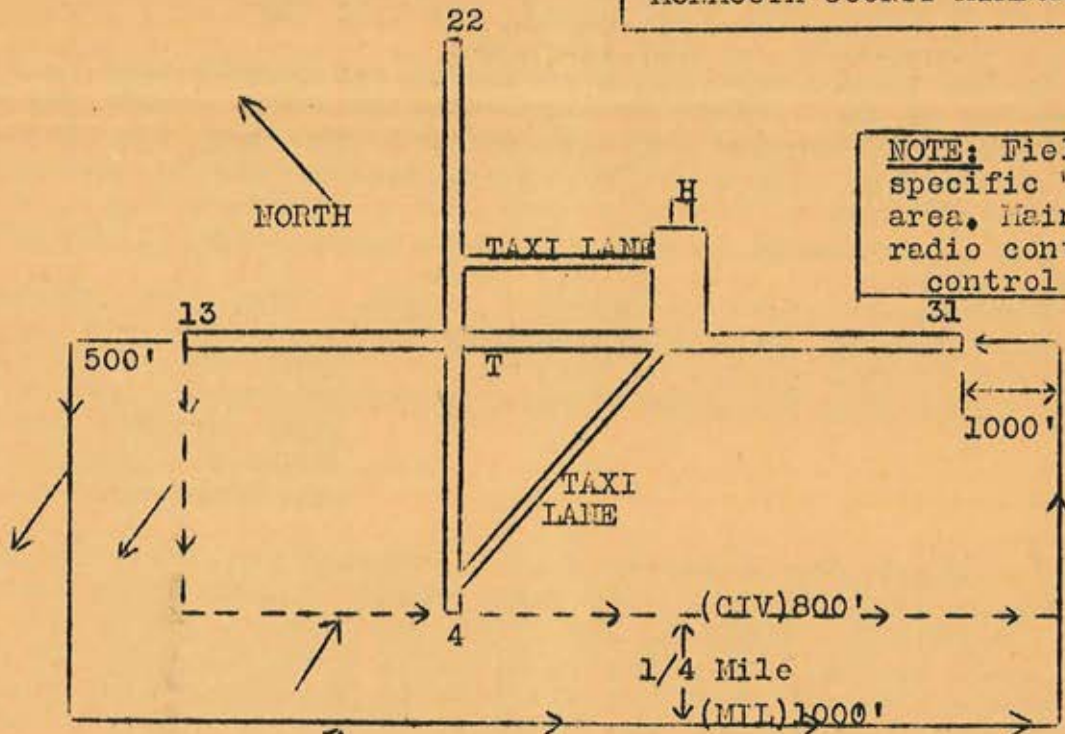
Especially pleasing to renew the acquaintance of CAPT. "RED" JOHNSON, the hi-paid Pentagon cabbie. Also met LT. COL. TOWNSEND there with his downtown Beaver. Must mention the 278th RCT hospitality too. Attitudes like the manner they dispaly go a long way to sell the planes to COs. My bosses, GENERAL 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. BORGAN & 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.

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 RON -- Octanes available are 80, 91, & 100 -- City Service credit cards for civilian aircraft -- Luncheonette right in hangar building -- Nearest RON quarters are at Belmar or Asbury Park (Hotel or Motel) -- Civilian taxi available on call or Army transportatn 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 --

as I left Drum. To be more specific in answering your letter:

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 1½ 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.

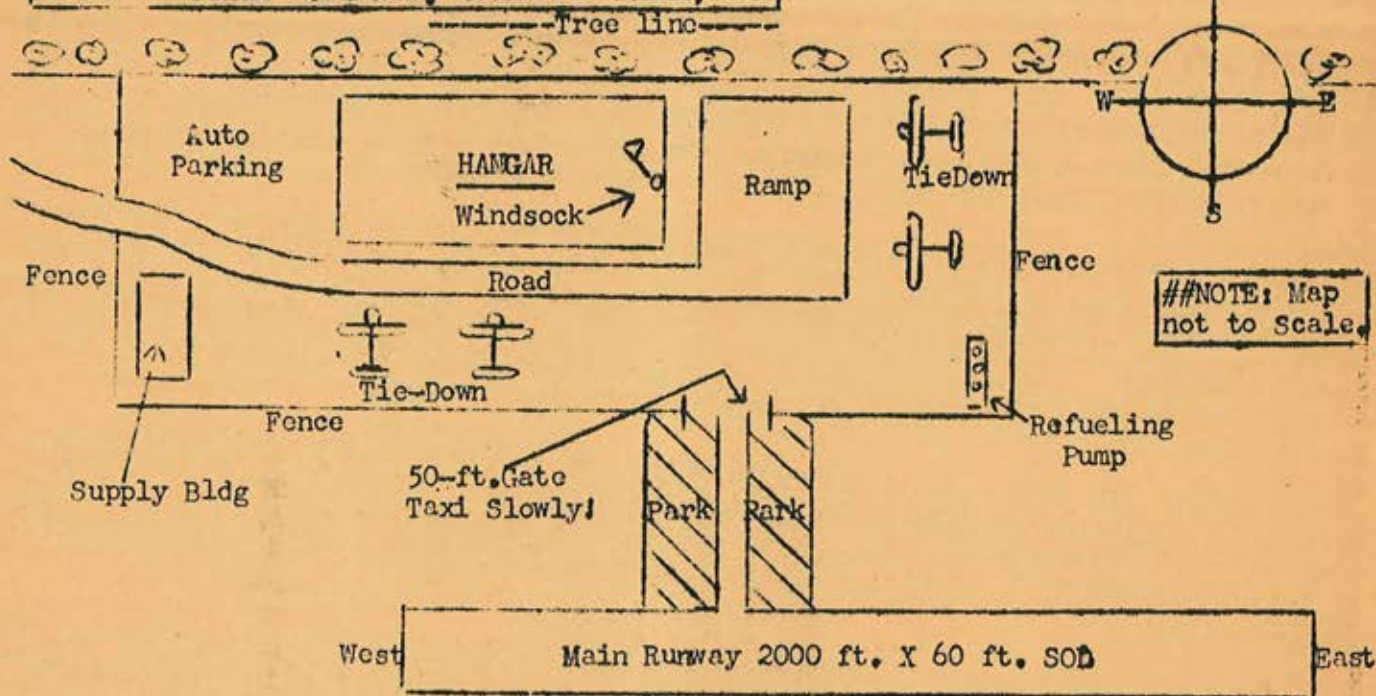
Two of our pilots "nipped at the buttons" when our L-17s iced up near the Berkshires and yours truly got caught in a thunderstorm but the Devil looks out for his own, you know.

We spent 3 days and 2 nights on bivouac (?) (ED NOTE: I have the same trouble, LLOYD, with that G-D word) and in spite 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
 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 (NG), 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 RON 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.

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 LEMNEY 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
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