



# the Army Aviator

## 1953 SUBSCRIBERS

### Colonels

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

### Lt. Colonels

AD: Lawrence Bowby, Curtis L. Hankins, Edwin H. Loer, Robert J. Loy, Miller T. Nesbitt, Alexander J. Rankin, Robert V. Ruolo, Claude L. Shepard, Jr., Harry T. Shiveley, James L. Townsend, Robert R. Williams.

### Majors

AD: Robert L. Boatright, Jr., William H. Brabson, William B. Camp, Donald F. Cassidy, Benton A. Devoil, Jr., Keith A. French, William H. Gardner, Thomas A. Hall, Francis W. Holden, Jr., Gerald L. Hough, Charles A. Post, Peter L. Strommen, Kennedy G. Ward, Russell W. Drago.

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

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

### Captains

AD: Floyd E. Alexander, Marvin H. Arps, Frank Barbour, Floyd T. Barron, Wayne L. East, Lloyd O. Borgen, Robert E. Brice, William R. Chaires, Loyal J. Cole, 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. McNamara, Michael Vagri, John Hove, John E. Patres, 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. Yedd, James O. Townsend, Fred E. Walter, Billy Wood.

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

NG: Edward G. Armstrong, Alfred DeMatteo, Edward C. Edmonston, William M. Emble, Jr., Robert C. Galletly, Charles A. Gebauer, Joseph C. Haines, George R. Hildreth, George E. Knowlton, Jr., Richard B. Kline, Alford P. Lugert, David P. McNamara, 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 G. Shulley, Anthony J. Yaddo, Hiram E. Towle.

### Lieutenants

AD: John R. Brown, Jack A. Colborn, John W. Goodwin, Jacques G. Hoffman, Robert B. Jaquet, Irwin J. Kersay, Fred W. McGowan, George G. Nook, Ralph W. Stokes, Wallace H. Traver, Ray W. Trusz, Jr., Thomas A. Walpole, Robert D. Williams.

USAR: Herbert Baskin, Andrew E. Bentley, Julius B. Chambers, Vincent L. Donner, Arthur H. Keaton, Henry B. Lapinski, Frank E. Loeffler, Lawrence O'Flahavan, Harold C. Sheive, William C. Taylor, James V. Weinman, Salvatore Vaccira.

NG: Thomas Ambrosio, Carl E. Anderson, Marvin Berson, John T. Biglin, William B. Brown, Joseph Cardina, Lloyd W. Davenport, George R. Earnshaw, Andrew C. Erbeck, Gennaro A. Festa, Russell L. Foss, Russell B. Frost, Harry J. Furlong, Edward A. Gayer, Joseph G. Halle, George A. Intile, John J. Johnson, James B. Kelly, Leo Kreits, Peter J. Lang, Vernon P. Leavitt, Daniel Marsh, Jr., Joseph H. McCormack, James J. McGoff, John J. Mirro, Howard E. Myers, Richard D. Naco, Willis C. O'Brian, Ronald Quinn, Russell J. Pardee, John E. Reardon, Ernest V. Rizzo, J. J. Ryan, Willis C. Sobilly, Albert C. Shuster, Harry A. Seavey, Lyle M. Shelly, Norman Shubert, Carl A. Siemers, Hollis K. Sinclair, Robert L. Smith, W. V. Stewart, Howard W. Stiles, W.C. Sylvernal, Lawrence B. Towner, Albert Turner, Harry W. Weber, R. E. Williamson, Robert E. Willis, Edmund J. Vasiliauskas, Edward A. Zapolsky.

### Civilians

Arthur L. Breakstone, Roy B. Conner, John K. Hinson, William Schill, Stanley H. Levy, Dario Politella.

## Staff Correspondents

HQ, 1ST ARMY: Lt. Col. James L. Townsend, M/Sgt. Thomas D. Ward; NY-NG: Maj. Francis W. Holden, Jr., Capt. Edward G. Jellison; MASS-NG: Captain Benedict D. Ferro, Capt. Wilfred G. Gilly; NJ-NG: Maj. Charles A. Post, Capt. John R. Stacy, ME-NG: Capt. Billy Wood, ME-NG: Capt. Clarence E. Preble, FMS: Capt. Robert H. Yedd, SOAAC: Mr. George Hathaway; 9TH INF DIV: Capt. Matthew Lanish; 26TH INF DIV: Capt. Lloyd A. Murray, Jr.; 27TH INF DIV: Lt. Richard D. Naco; 42ND INF DIV: Capt. Francis D. Rooney; 50TH ARMD DIV: Capt. Robert Nicol; 76TH INF DIV: Maj. James E. Murphy; 77TH INF DIV: Capt. Joseph W. Kilkenny; 78TH INF DIV: Maj. Samuel Freeman; 94TH INF DIV: Lt. Lawrence O'Flahavan; 96TH INF DIV: Capt. Andrew F. Papa; 195TH RCT: Lt. Howard W. Stiles; 278TH RCT: Capt. Frank Barbour; 103RD RCT: Capt. Hiram E. Towle; 414TH FA Grp: Capt. Charles Cooley; NY MES DES DIV #1: Capt. George M. Kovacs; PAR EAST: Lt. Col. Harry T. Shiveley; TRINITY: Capt. George Lawrence; ROMR: Capt. George Morris; ARMY AVIATION SCHOOL: Capt. James Hancock.

## THIS MONTH

### CORRECTION!

Griffiss AFB Airport Diagram, P.17, July Issue, should be revised to:  
Fuel: 115/145; 100/130; 91/96 Jet.  
Traffic: Left-Hand, Rnwys 10-15-24.  
 Right-Hand, Rnwys 8-28-33.

### FLY-IN!

Unofficial. Hiller Airport at Barre, MASS. on Saturday, September 12th. (See Diagram on Page 20.)

Student Pilot Shortage.....P.11  
 - - - - -  
 Wichita-Canal Zone Flight.....P.15  
 - - - - -  
 Personals on Army aviators...P.8,9.  
 - - - - -

Unit Reports in this Issue include:  
 77th Div; 78th Div; 278th RCT; 26th Div; 414th FA Grp; WPAFB; SOAAC and ME-NG.

## Sponsors

Lt. Col. James L. Townsend (AD) Capt. James O. Townsend (AD)  
 Capt. Lloyd O. Borgen (AD) Lt. Arthur H. Keaton (USAR)  
 M/Sgt. Thomas D. Ward (AD)

Editors: Lt. Arthur H. Keaton (USAR)



HOP-SCOTCHING

Minimum & maximum hrs. for proficiency flying by all services will be recommended to the SecDef on Aug. 25th...Although not operating jointly, each Service has small groups studying problem...This all brought about by rider to appropriations act(1954) which provides that the Dept. Secretaries set up new regs for proficiency flying. At same time each Service will define what is and what is not prof. flying.

Law further provides for the establishment of max & min flying hrs, "not to exceed 100 hrs. during fiscal year '53!..Currently each Service has placed ceilings on August flying hours; AF 17 hrs.; Navy 8.5 hrs. AF said to favor one set of max-min hrs. for all pilots; Navy prefers high max-min set for officers with less than 20-yr experience & lower set for those with over 20-yr. exp...New law provides that officers "whose particular assignment outside the US makes it impractical to participate in regular aerial flights" may continue to draw flight pay without regard to minimum flight requirements. Intent of law: "1) Reduce cost of operating aircraft for proficiency flying, 2) secure maximum training benefit from every proficiency flight, 3) eliminate flights having a connotation of personal convenience or recreation, and 4) combine proficiency flights with duty flights wherever possible."

DefDept to implement Strauss Commission recommendations on incentive-hazardous duty & special pays...Services have concurred in the majority of the recommendations. Two were that base pay be related to a cost of living index & that a formula be developed under which all differential pays would be computed as a percentage of base pay. Joint service committee studying flight pay recommendations of Commission & will report on their assignment shortly...

AF in process of adding 4,000 more AD officers to previous list of 2,600 officers being released on basis of effectiveness reports...Duty tours for FEC shows Korea duty now at 16 months...Other tours: The Philippines, 24 mo.; Japan(with dependents or unmarried without dep)36 mo/or if dep. remain home, 24 mo. Okinawa(with dep.or unmarried without dep)30 mo/or if dep. remain home, 24 months...Air Natl Guard has rec'd deliv. of 1st batch of jet trainers & fighters...Second A-~~sub~~ under construction 1 Sept...Dispute ahead at NG Assn Conf 19 Oct..NG officials disturbed by Sel.Service & Pentagon reports on curtailing/eliminating deferments for 17-18½ yr-olds who are draft exempt with Guard service. This group reportedly totals more than 50% of present NG enlisted rolls.

Reported half-million Reservists are passing up pay & retirement benefits. Most of these men served at least 2 yrs. AD & now have 6-yr. service obligation by law. Although they ARE subject to AD recall during this period, they're missing out on pay & retirement benefits offered in both NG & USAR tng programs....

Aircraft industry to continue 1000-1100 monthly production rate, pending study of nation's military requirements by Joint Chiefs & Natl Secur. Bd...Zero gravity experienced in two series of jet tests at Edwards & Wright-Patterson. Weightless condition achieved for periods up to 42 sec. by flying determined trajectory at very high speed. Test pilot reported no ill effects, sensation of befuddlement in earlier trials....

Approx. 7,000 AD officers will involuntarily be released from Army due to reduced "normal attrition rate" failing to balance heavy influx of ROTC junior officers entering AD. Some AAs will probably be affected. (Continued on Page 3)



Good weather continues to hold and summer fld tng at Drum should surpass previous "high flight time" year of '51. Article in NY Times in early Aug listed Drum on "shut-down" list eff Oct 53. Conjecture now as to '54 Training site.

1st Army receiving heavy influx of new Army aviators, mostly junior officers & in most cases fresh from the strips of Sill. Largest assignments are in Signal, with majority joining SCAAC or the 24th Sig at Devens.

Instrument Examiner Course is new advanced training open to AD pilots. Sill to start first course Aug 31st with four students. 1st Army AD pilots now taking Instrument Training at Sill.

N.Y. tabloid mentioned "flagging down" of privately owned aircraft for noise-nuisance during low flight near Manhattan. AAs forewarned NYC area well patrolled by NY Police copters. Altitude problem faces all. If too high, airliners. If too low, police.

ROA strongly plugging 4 points concerning Personnel Act; promotion by law rather than regulation, "Unified" date of rank with date of commission, declared number of Reserve officers in overall Defense establishment, and a percentage number of Reserve officers for each rank or grade.

Current shortage of student pilots in process of being alleviated. DA concern with student problem discussed on inside page. Old-time AAs (Liaison pilots then) who fought tooth & nail for quota to flying school find it hard to believe recruiting is necessary.

Rumor persists that TO & E for Div Avn Section will be revised. Changes to TO & Es was one research project on Sill's Dept. of Combat Development & Publications list during April-June, as reported in Ft. Sill "Army Aviator."

July-August has replaced old-time June 1st "Moving Day." Pentagon, Sill, SCAAC, San Marcos were among many that had top aviation officers moving on to new assignments, and other key personnel coming in to fill the spots. Even units were affected. 278th RCT, long a fixture at Drum, moves to Devens.

AD aviation not alone in "Moving Day." USAR Division (NY-USAR) in re-shuffling process also. Transfer of current AO to ground job will affect all levels.

Look for many active AAs to head for ground jobs in NG-USAR Divisions. In the face of inflexible T.O.'s, healthy AOs, & too many years in grade, many NG-USAR pilots look to the Bn or Regt as the only way to advancement. Several "pioneers" have already taken the first step & written off Army Avn.

New Terminal dedicated at Newark Airport in early August. Army Avn well represented by SCAAC participation. Field still carries "Notam" that bars normal military flights.

Transfers between Air Natl Guard and AF Reserve now permitted for non-EAD officers. ROA figures reveal that two-thirds of Army's Reserve officers accepted the new indefinite commission. 58.4 % on inactive duty signed while over 85% on active duty did likewise. Among field grade officers NOT on AD declination rate was 25%; among company grades it was 54%. There was no significant difference in either the combat branches or that of the services in either the company or field grades.



**INSTRUMENT TRAINERS AUTHORIZED** -- Letter from DA, dtd 14 August, reveals that the recent procurement of L-19 aircraft modified as instrument trainers will allow a partial distribution of this type aircraft for purposes of instrument flying proficiency. The aircraft will be allotted to certain units (FEC, Gary AFB, and the various Army Hq in the ZI & the US Army, Europe). They will be authorized excess to the existing Table of Allowances. Hq, First Army, has been allotted two (2) of these modified Cessna L-19 instrument trainers.

**LOSS OF HEARING** -- Article appearing in a previous Newsletter pertaining to the loss of hearing that may be suffered by Army aviators due to fatigue and radio vibration was given official recognition at Ft. Sill. The presence of this occupational hazard is confirmed by LT. COL. ROLLIE M. HARRISON, the Army Avn School's current Flight Surgeon, in an article appearing in the Ft. Sill "Army Aviator."

**USE OF FORM 5's** -- Until such time as the Army puts out regulations concerning the use of its new Form 5, Army aviators of all components are to continue to use AF Form 5, dated 1 Oct. 1945. The new AF Form 5, dated 1 January, 1953, should NOT be used.

**LIFE INSURANCE CHUTES** -- New 32-foot nylon parachute, which features reduced opening shock, less pendulum swing, and a slower rate of descent, is now being tested by troopers of the 82d A/B Division at Ft. Bragg. A lottery arrangement is being used prior to each jump so that a maximum number of troopers can jump one of the 30 new chutes until a larger shipment arrives. Marbles in box with one black marble in each 20 for 20-man stick gets the "life insurance" chute.

**FORECLOSURE** -- Savings amounting to 40 million dollars will be effected as a result of more efficient use of Army camps, posts, & stations. Slated for impending inactivation are: Camp Breckanridge, Ky; Camp Roberts, Calif.; Camp San Luis Obispo, Calif.; Camp Rucker, Ala; and Camp Atterbury, Indiana. Fort Crockett, Tex, and Ft. Adams, RI, have been declared excess. Training centers to be closed are: Engineer Corps at Belvoir; Quartermaster at Lee; Transportation at Eustis; Chemical at McClellan; and Field Artillery at Sill. The MP and Sig Corps Tng Centers at Camp Gordon, Ga, will be combined. All other facilities at these posts will continue to operate. (Report to Army, Aug. '53).

**MOS SHORTAGES** -- The Army has announced that it is short of qualified officers in Artillery, Engineers, Ordnance, JAGC, and MSC, and has invited officers in other branches or arms who are on active duty to apply for transfer or detail to fill these vacancies. Some 850 vacancies exist with grades ranging from captain thru lieutenant colonel.

The "ARMY AVIATOR NEWSLETTER" is an unofficial publication mailed monthly to Army aviators in the active service, National Guard, and the United States Army Reserve. The views and opinions expressed in this publication are NOT necessarily those of Hq, First Army, or of the Department of the Army. No implication must be made that the Newsletter is an authorized Army publication. Contributions of news items are earnestly solicited and should be mailed to: Army Aviator Newsletter, 726 11th Ave, New York, 19, N.Y. The Newsletter staff reserves the right to quote all or part of any material that is submitted unless the correspondent specifies otherwise. Subscription fee is \$1.00 for (12) issues and may be remitted by cash or check. Checks should be made payable to LT. Arthur H. Kesten, USAR(Mob Dcs).



AA SCHOOL IN FULL OPERATION -- The Army Aviation School became fully operational on 1 July 1953. Since the 1st of the year when the General Order establishing the School was published, it had continued to operate as a Dept. of the Arty School. COL. I. B. WASHBURN, former Director of the ATD, is now Commandant of the AA Sch. The Asst Commandant is LT. COL. ROBERT M. HAMILTON, formerly Supervisor of Tng.

The various staff sections and academic departments with personnel assignments are as follows: Executive Secretary-LT. COL. ERDIE O. LANSFORD; Material & Services Offr-LT. COL. CARLYLE W. AREY; Opns Offr-LT. COL. ALBERT L. ROBINETTE; Flight Surgeon-LT. COL. ROLLIE M. HARRISON; Flight Safety Offr-CAPT. JOHN H. GRINNELL; Director of Dept. of Flight-LT. COL. T. F. SCHIRMACHER; Director, Dept. of Avn Maint-LT. COL. E. L. HARLOFF; Director, Dept. of Tactics & Genl Subj-LT. COL. E. H. LEER; Director, Dept. of Combat Developments & Publications-LT. COL. A. L. ROBINETTE (Temp. assign.)

EXPERIMENTAL INSTRUMENT CLASS FOUND IMPRACTICAL -- An experiment was undertaken in March of this year to test the feasibility of teaching instrument flying to student pilots between the basic phase and intermediate phase of the regular Army Aviators Tactics Course. Six (6) students from San Marcos initiated the experiment on 17 March as Class 53-E, completing the course on 10 April. They were followed by Class 53-F (4 students) and 53-G (6 students) in April and May.

All students had NO previous flying experience prior to entering the basic course at San Marcos. Each student flew approximately 105-115 hrs. in an L-21 prior to entry in the instrument phase. Four wks. tng in this phase was given at San Marcos, with students receiving 15 hrs. synthetic trainer flying & 15-25 hrs. of hood time. At Sill, students then trained in an LC-126 and the AN-T-18 synthetic trainer.

From the experience of these 3 classes, it was found that the students lack of visual flying led to many difficulties during the instrument phase. Students attempted to substitute mechanical flying to compensate for the lack of flying experience. Visualization of maneuvers which were vague to the students could not be accomplished satisfactorily when done in a mechanical manner. Lack of confidence and immature judgment were handicaps in the precise planning necessary for instrument flying.

The following deficiencies were typical of the average student--poor crosscheck of instruments, poor pitch and power coordination, poor radio procedure and failure to recognize signals and station passage, slow reaction time, mechanical flying, and inadequate retention of instructions. For the above reasons, it is not considered feasible to give I-tng to students between primary & tactical tng. It is believed that these deficiencies could be minimized or eliminated by an increase of flying experience by the student prior to entry in the Army Avn Instrument Course. It was concluded that prior to I-tng Army Aviators have a minimum of 500 hours of flight time.

COPTER CLASS WITH NO PRIOR TNG IS GRADUATED -- Thirteen officers and three EM comprising Army Cargo Helicopter Pilots Class 53-D were graduated 11 July. This was the 1st class in cargo copters which began its training with no previous flight training. Auto rotations performed were 5559 with only (1) accident; average student time was 141 hrs, in H-13, H-23, H-19, and H-25 copters.



3D ARMY, FT. McPHERSON, GA -- We welcome into the fold the new 3d Army "Newsletter," an issue of which we received through normal distribution. It is edited by MAJOR JOSEPH L. GUDE, the Asst AO there, & unlike the previous issues of our Newsletter is perfectly legible, in addition to being interesting. We quote excerpts from this publication hastily adding the thought that if we can't get non-First Army news through informal letters we'll just have to resort to "plagiarizing" the official reports: "The 11th A/B Division was nearly put out of the Army Aviation business on the 13th of June. With no warning whatever, winds up to 100 MPH hit Campbell AFB and damaged 9 aircraft, including (2) copters and both of their multi-passenger aircraft. Considerable damage was also done to the hangar. The damage to all but the multi-passenger aircraft was done to those which were in the hangar. The L-19s that were securely moored on the parking ramp weathered the storm without damage."

The Flight Section of Hq, 3d Army, has been moved from the Atlanta Municipal Airport to the Fulton County Airport. MAJ. LUTHER B "BILL" BOTTS, former Det Comdr of the 8th Army Flight Det in Korea, has just completed the Advanced Course at the Inf School and is now asgd to the Avn Div of the G-3 Section. Implimentation of SR 95-15-6 will begin shortly. Upon receipt of applications, AAs will be ordered to Ft. McPherson for approx. 5 days. Each AA will be given 15 hrs. of ground school refresher courses, 3-5 hrs. of Link, and 4-6 hrs. of flight instruction. After that a written & flight examination will be given. Flight instruction and examination will probably be given in the new L-19 instrument trainers soon to be produced by Cessna. These trainers have a full panel in the rear so that the safety pilot can ride up front. The Infantry Center, Ft. Benning, Ga, received the second L-23 to be assigned to the 3d Army area. 05:20 flying time - CAPT. MAHONE, pilot. AR 96-20, 11 Jun 53, supercedes AR 95-20 and relates who can and cannot ride in Army aircraft.

---

UNOFFICIAL FLY-IN  
HILLER AIRPORT, BARRE, MASS.

---

In the face of reductions in the amount of proficiency flying among AD personnel, the proposed Fly-In to Hiller Airport will out of necessity not be to inviting to AD personnel. NG & USAR pilots do not appear to be under this program as of now and cross-country training flights are still encouraged by both the State Adjutants General and the Supervisors of the USAR Flight Program. A diagram of Hiller Airport appears on the next page. The DATE is SATURDAY, SEPT. 12TH. In the event of bad weather, no rain-out date has been scheduled. SEE YOU THERE!

---

SORRY!

We're sorry to say that the following reports were NOT received in time for insertion in this issue. They will be included with the October issue.

- (1) 26th Division(NG-MASS) Report by MAJ. WILLIAM H. O'CONNELL.
- (2) 9th Inf Div Avn Sec Report by CAPT. MATTHEW LANISH.
- (3) 195th RCT (NH-NG) Report by CAPT. BILLY WOOD.
- (4) Transportation Center(Eustis) Report by MAJ. PETER L. STRENNEN.
- (5) Airport Diagram of Mercer County Airport by CAPT. JOHN R. STACY.
- (6) Airport Diagram of Armonk Airport by LT. CARL A. SIEMERS.
- (7) Airport Diagram of Grenier Air Force Base by CAPT. BILLY WOOD.



**FIRE MISSION** - - Temporarily stationed at the U.S. Military Academy, LTS. RALPH W STOKES and GEORGE G. ROCK are currently taking part in a series of weekly demonstrations to indoctrinate West Point cadets on the many phases of Army Aviation. Following a static display of L-19 aircraft and a discussion on the background of AA in general, the two AD pilots then conduct a flight demonstration, including normal and short-field landings & takeoffs. Road landings are made on a simulated curved road marked with engineer's tape. A message pickup & drop and a contour approach to a strip located snug against a hill are also demonstrated.

PHASE TWO is an actual fire mission conducted alternately by the two pilots which the cadets observe from a nearby hill OP. (LT. STOKES who for some weeks had fired through the "canned problem" on the "canned target," was recently startled when he clobbered a very large deer who, after being flushed out into the open range by the adjusting rounds, unfortunately ran smack into his 6-round FFE.)

PHASE THREE concerns LT. JACK COLBORN of SCAAC and his TV-equipped L-20. His crewman alternately keeps the L-19 mission plane and the fire mission on lens and the picture is relayed back to a central building on the Main Post where it is viewed in comparative rear echelon comfort.

**NATIONAL GUARD DATA** - - NGB Bulletin #25, dtd 5 Aug 53, concerns itself in part with the current authorizations for multi-passenger fixed wing Army aircraft. Authorizations permit one (1) aircraft to each of the following types of organizations: State Hq & Hq Det, NG; Hq Btry, Corps Arty, NG; Hq Co, Inf Div, NG; HHB, Inf Div Arty, NG; Hq Co, Armd Div, NG; HHB, Armd Div Arty, NG. The Bulletin also discusses the utilization of NG Army aircraft. Three categories are listed. (1) Senior Army aviators and Army aviators under orders to duty involving flying, (2) Other personnel when authorized by the Chief, NGB, and (3) Exceptions to this policy will be made only in the event of disaster. (2) above is to cover those instances, of a temporary nature, when operations of an emergency nature must be conducted, but no disaster is involved as in (3), OR to cover those isolated cases when a rated pilot of another service can more economically perform required proficiency flights in nearby Army aircraft than in aircraft of his respective service which may be stationed a considerable distance away.

**RECOMMENDED READING** - - The September (1953) issue of "Flying" now in circulation reveals two feature stories that should be of interest to all Army aviators. "LOW AND SLOW," written by CAPT. WEYMAN S. CARVER (AD), a DAO now in Korea, traces the present day flight tng program given to all would-be AAs at San Marcos & Sill. The article is well-written & old-time AAs should recognize some of the Sill real estate in the photographs accompanying the feature. The second article entitled "SWEAT AND TEARS" and written by ARTHUR HUG, JR. relates the 8-year struggle by the fixed-base operators at Zahn's Airport, Amityville, LI, NY, to build the half-million gross opera-



tion that they now enjoy today. The operations of the "Air National Guard" (42d Div-NY-NG) that is based on the field are pretty well-covered and a giant 1 1/2-page aerial photo clearly catches 13 of CAPT. E. C. JELLISON's logging up "tic-down" time. Read both!

## PERSONALS

SEPTEMBER ISSUE

GONSETH - - Indirect news source, courier pilot from SCAAC, reports that former SCAAC C.O., COL. JULES E. GONSETH, JR., is headed for the Army War College at Carlisle, Pa.

TAYLOR - - Taking the "bull by the horns," and alleviating the general date of rank turmoil now racking the 77th Div(USAR), LT. WILLIAM TAYLOR is contemplating a shift across the Hudson to N.J.'s 78th Div.

LEER - - Moving to the Army Avn School faculty is LT. COL. EDWIN H. LEER former ranking AA at the Avn Cntr at San Marcos, Texas. He's now Director of Tactics & General Subjects at the Army Aviation School.

ELIASSON - - Replacing COL. LEER at Gary AFB, San Marcos, is MAJ. ARNE H. ELIASSON.

DICKINSON - - CAPT. DONALD P. DICKINSON's new assignment is with the Office of the Chief Signal Officer. Write him care of Rm B-D-975, Pentagon, Wash 25, DC.

FOURNIER-WHELAN - - Joining the 278th RCT's pilot roster just prior to the 278's expected move from Drum to Devons are CAPT. FOURNIER & LT. WHELAN. Welcome to 1st Army!

BATES - - Recently placed on flight status, LT. JOHN W. BATES joins active NG avn with the 963d FA Bn, 43d Division, Conn-NG. LT. BATES along with MAJ. WILBUR L. LOUTH (previously reported as a Captain) & LT. CLIFFORD BERGERON bring the 43d's roster to 3 AAs.

BEST - - CAPT. WAYNE L. BEST, a Sr. pilot with Hq, 1st Army, has been designated to attend the first Instrument Flight Examiner's Course at Ft. Sill. Course is a new one; and last 4 weeks/course.

PITT - - Following a change of assignment from SCAAC to Avn Officer of the 24th Sig Bn, Devons, CAPT. WALTER PITT will attend the initial "complete" copter course given at Sill. The AA School will incorporate the 5-week San Marcos course into their own 8-week course.

MACKELL - - 42d Div(NY-NG) AO, MAJ. BERNARD MACKELL, recently made a "guest appearance" along with SGT. STEPHEN HAZLIP on one of NYC's TV shows. The sponsors endorsed time for a discussion of Army Avn, CA Air Scouts, and NG in general.

ARMY AVIATOR NEWSLETTER

PAGE



AMBROSIC - - Now safely past the obstacle course at San Marcos, Tex, LT. THOMAS AMBROSIC of the NY-NG at Zahn's will start to fly the "Army way" at the AA School at Sill. He's due back soon.

KERSEY - - LT. IRWIN J. KERSEY, a standby at SCAAC for some time, is heading for AFF Board No. 1 at Ft. Bragg, NC. He's to report at this "shake-down" installation no later than 1 Sept.

DOOLITTLE - - Just recently named on our "10 Most Wanted List," LT. BOB DOOLITTLE personally scratched himself off the list by showing up in the 1st Army area in a Reserve assignment. DOOLITTLE, a former 77th Div (USAR) pilot, was recalled to AD about Pusan-time & after a two-year hitch on AD, has now rejoined his Statue of Liberty brethren.

TOWNSEND - - CAPT. JAMES O. TOWNSEND apparently completed the Sill Associate Advanced Course in Arty. His change of address card shows a PO Box 106, Gary AFB, San Marcos listing indicating that good ol' Jim is now engaged in mortal combat with the whirly-birds.

WOOD - - LT. COL. EDGAR C. WOOD, former AO at Hq, 1st Army, is now serving in the Comptroller's Office in Washington. His address is Comp, Rm 2A, 692, Pentagon, Dept. of the Army, Wash, 25, DC. He was another of our "10 Most Wanted" addresses.

DILLAHUNT - - Recently asgd to SCAAC, MAJ. CHESTER A. DILLAHUNT has been shifted to the 9403d TSU (Cole Laboratories) located at Ft. Monmouth.

McCLAIN - - Sent in by MAJ. DILLAHUNT along with his buck (Non-subscribers, take note!) was the notam that CAPT. SYLVESTER McCLAIN, ex-Advisor-Instructor with the NJ-NG, has been given a 9-month delay in his overseas orders to EUCOM.

TOWNSEND - - Sunburned after two solid weeks of just "plain fishing," LT. COL. JAMES L. TOWNSEND, 1st Army AO, returned to his GI-NY assignment less 15 days leave but more convinced he fished Kaintuck dry. Tall tales are now in order.

SHATTUCK-DICKINSON - - Last issue's reference to Pentagon Rm 1A876 as a possible "broom closet" brought no official reprimands but we definitely now hope it's at least foyer size. CAPT. AMOS B. SHATTUCK left AFF Bd. No 1 at Bragg to report to this same room that last month swallowed up SCAAC's CAPT. DON DICKINSON.

NAVE - - Joining the ranks of Army Avn's Inner Sanctum in August was CAPT. JOHN A. NAVE who became a Senior Army Aviator eff 6 Aug. CAPT. NAVE is an AA with the Navy Special Devices Section at Sands Point.

THOMAS - - Off to Instrument School at Sill is CAPT. DANIEL C. THOMAS, newly assigned AA to Ft. Dix's 9th Infantry Div Avn Section.



FLUSHING, N.Y. -- "Guess I'm like a lot of other people. I just have to be prodded a little (You can say that again, bub). I've enjoyed reading the "Newsletter" immensely & it's a pleasure to meet quite a few old friends through its pages. Met an old war buddy at the Poughkeepsie Fly-In, LT. JIM MCGOFF, of the Mass-NG. 1st time I've seen MAC in about 8 years. That alone was worth the trip.

You know, of course, that I have been flying with the 42d NG(NY) at Zahn's. To say that it has been a pleasure flying with them is purely an understatement. I've found that the cooperation of CAPT. JELLISON & CAPT. ROONEY has left nothing to be desired. I was immediately accepted without any red tape or questions. I've always been under the impression that when the ORC deals with the NG, at any level, at least 14 copies had to go thru 12 channels before anything was done. It always appeared that the ORC and the NG were like water & oil -- they couldn't mix. I have found out differently. I'm very much satisfied and I want you to bear in mind that I have to travel 30 miles to Zahn's to do my flying.

One more thing about my NG relationship. I wish to go on record at this time and state that in my opinion the aircraft at Amityville are the best maintained aircraft in the NG. I flew one of their L-19s one night & it was so perfectly trimmed and rigged that after I had it trimmed all I had to do to make a turn to the right was to incline my head to the right; left turn, head to the left; up, head back; and down, head forward. No kidding! No hands! No feet! As for getting to GI-NY some Sat. Morning it's not quite likely because if I go to Zahn's on a Saturday, I have to buck that Jones Beach traffic. Besides, if you fellows are flying Saturdays as you claim, how could we get together for that advertised cup of coffee?

If LT. COL. HARRY SHIVELEY happens to read this, I want him to know that I send him my warmest regards and wish him well wherever he is and whatever he may be doing." Your correspondent, CAPT. CHARLES COOLEY, Group AO, 414th FA Group, USAR.

(Ed Note: We'd like to find COL. SHIVELEY ourselves. We had a "fix" on him as far as Sill, appointed him Far East Correspondent on the basis of his expected FECOM orders, and now oblivion!)

CAMP DRUM, N.Y. -- "Entry on Form 1 of certain USAR Major (reportedly NJ): "Right rudder hot." Corrective action suggested by undersigned, "Shut off Cabin Heat!" LT. JOHN R. BROWN, Engineering O-Summer Fld Tng Det-Camp Drum, N.Y.

WALLINGFORD, CONN -- While visiting MAJ. RUSS DRAGOO (SCAAC) I read the Newsletter which I really enjoyed. Put me on your mailing list. I've just recently returned from KOREA (the 2d Division and KMAG) and hope to go back to the 43rd Division (NG) of Connecticut." 1/LT EDWARD POLANSKI.

DELMAR, N.Y. -- (Ed Note: Following letter is from prospective AA who's with the NY State Conservation Dept and resides at the Delmar Game Farm, N.Y. Some of you may be sportsmen & we thought you'd like to know that we now have a Game Warden on our side, and that LT. FORDHAM could be of some help in answering your questions) "Attended Summer Tng with the 105th Inf (27th Div) of Troy but still lack Federal Recognition to do some active flying. Hope it won't be more than a couple of wks in coming through." STEPHEN C. FORDHAM, JR., 1st Lt, Inf.

FT. SILL, OKLA -- "Had occasion to attend a 3-D movie recently and kept the Polaroid glasses. Tried them on the August issue with amazing results. Suggest you inform other subscribers of this finding or follow a new editorial policy of "Clear" not "Smear." 1/LT TOM WILSON, Arty Sch, Sill.



PENTAGON, WASH, DC -- (Excerpted from letter to LT. COL. J.L. TOWNSEND, AO, Hq, 1st Army, from LT. COL. R.R. WILLIAMS, OACS, G-3, DA: "We are again facing a shortage of applicants for pilot training. A similar but more aggravated situation existed two years ago. At that time, our application rate was approximately 60 a month and we desired to increase the report to 100 a month. A letter was published requesting that each Army area establish recruiting teams to explain Army aviation to the junior officers and attempt to get additional applicants for pilot training. At the same time, the prerequisites for training were changed to eliminate the requirement for previous ground duty. The air officers at Army headquarters, both in the Zi and overseas, got behind this program with rather amazing results. The application rate jumped from 60 to 600 a month in a period of 3 months.

During the past year the application rate for pilot training has slowly dwindled. We now want to raise the input from 100 to 115 students a month and are considering starting Stanine Testing of applicants. (Ed Note: The testing of a particular individual to determine his fitness to hold a particular job as per conversation with Flight Surg./Mitchel Fld). These two actions, particularly Stanine Testing, will necessitate a much higher application rate than now exists. COL. SHEPARD has again published a letter requesting that the Armies take recruiting action to secure additional applicants. I urge that the Army air officers again get behind this program. Let us try to get the application rate back up around 500.

The above action has become necessary due to an exceedingly high elimination rate at San Marcos. We have been sending 100 students a month to San Marcos. Out of the 100, about 10 have been eliminated for failure to meet physical requirements, even prior to starting pilot training. Another 25 or so out of each class have been eliminated for such things as fear of flying, lack of inherent flying ability, air sickness, etc. We believe that we have taken the necessary action to reduce to a minimum the eliminations for failure to meet physical standards.

We found that in the past Army medical examiners have been very slipshod in the administration of flying physicals and the Surgeon General has published strict instructions to these examiners on the subject of administration of these physicals. Also, in the future, San Marcos will be required to refer each case to the Dept. of the Army for final decision on elimination for failure to meet physical standards. If we can institute Stanine Testing we know that we can reduce the elimination of students for other causes. Our objectives are to start 115 students in each class and then to have the minimum number of eliminations from the 115. This is the only way we can, within a reasonable time, correct our current pilot shortage.

As a final act, COL. SHEPARD is rewriting SR 605-95-1 (Note: COL. SHEPARD has dep. DA for C&GS Schooling). I know that you will be interested in this, particularly in that portion which refers to the requirements for the senior pilot rate. As most of you may know, LT. COL. BILL LEENEY from 7th Army is taking COL. SHEPARD's place. COL. CAULDER in my office is departing for Europe and COL. JOHN ROWAN is coming in as his replacement. COL. FRANK FOREST has reported into Army Field Forces and has taken COL. LARRY BOWLBY's job in G3. LARRY is moved up to Combat Development Section." Sincerely, ROBERT R. WILLIAMS, Lt. Col, GS.



EDMONTON, ALBERTA - - "Have been hard at work since May 23rd on this job which consists of elevation checks for topographical mapping. Flying a 178 hp Bell for Associated Helicopters Ltd. We began about 150 mi. SW of Edmonton, and have been working north and west from there. We go west from my present location (Hines Creek) to Dawson Creek, then work north to the Northwest Territories border, and finish up NE of Edmonton. Will have put in over 450 hours on this job when done, about 250 to date.

The 178 hasn't as much as a 200, but at least no plug trouble. Most landings are from 3 to 5000 feet-and in some rough bush country. Have made a few landings around 6500 feet in the Rockies. Many instances I haven't been able to maintain hovering more than a few seconds what with an extra gas load & high altitude conditions. Am looking forward to a few days at Banff & Lake Louise in mid-August when I return to Edmonton for an engine overhaul. Should be here until early September at least. Regards, CAPT. ED BEAUMONT, 76th Div. (USAR).

PENTAGON, WASH, DC - - "Apologies for not having forwarded the green sooner, but attendance at Instrument School precluded my knowledge of your difficulties. Regards to MAJ. HOUGH & Co."  
MAJ. EDWARD L. NIELSEN, O of Ch, Sig Off, Plans & Opns Division.

PENTAGON, WASH, DC - - "For several months I have read with interest the copy of the "Army Aviator" you have mailed to LT. COL. BRYCE WILSON. As BRYCE has long since reverted to the more lucrative field of Beechcraft Distributors of California and is unaware of your financial difficulties, here is my ante for future issues."  
LT. COL. JAMES B. GREGORIE, Off of the Under Secretary, Washington, DC.

FT. SILL, OKLAHOMA - - (Note accompanying Ft. Sill "Army Aviator").  
"Please tell Newsletter Editor that this is our first issue since May. We hope to have the approval of the Dept. of the Army in the near future. As you can see, we all have our troubles."  
CAPT. JAMES HANCOCK, OIC of Ft. Sill "Army Aviator."

FT. DEVENS, MASS - - "Just a line or two to let you know that an AA who did it the "hard way" will join my organization shortly. He's 2D LT EDWARD M. PRINGLE who was formerly the Motor Officer at SCAAC before attending flight training. No more trip tickets for him, just flight plans. Joining the 24th Signal along with him on Sept. 10th will be LTS LOUIS H. JACQUAY, RICHARD L. LOPSHIRE & BURR C. McFARLANE, Empire-building, I calls it."  
CAPT. WALT PITT, 24th Sig Bn, Ft. Devens, Mass.

NOTE: Subscribers who write and tell us that they have not received a certain issue of the Newsletter will have that issue forwarded to them along with the subsequent issue.



77TH DIV(USAR)-NY-NY - - "We're headed for Camp Drum and summer tng as you know on August 24th with a completion date on Sept. 6th... Our ranks are somewhat thinner this year, having lost BILL SCHILL, STAN LEVY, & ROY CONNER, all of whom resgd. With JIM McNULTY taking his tng with the 98th earlier and you deserting us for Mob Des, that adds up to five fewer AAs we'll have competing for the Armada they normally allocate to us for training. LTS. SAL VACIRCA, BILL TAYLOR, ANDY BENTLEY, and BOB DOOLITTLE will be there as 77th pilots and atchd to us for SFT will be CAPT. CHARLEY COOLEY(Hq, 414th FA Grp) & LT. FRANK LOEFFLER(667th FA Bn). MAJ. TERRY has been excused from tng this year and is now asgd to the Division Inspector General Section. LT. BOB WILSON(Amer Air Lines) has also asked to be excused but I haven't heard the CG's decision as yet. I know that SAL VACIRCA has been doing double-duty at night school but as far as I've heard he hasn't graduated Summa Cum Crew Cut from that Barber College you mentioned." Your Correspondent,  
CAPT. JOE KILKENNY, Hq Co, 77th Div (USAR).

78TH DIVISION(USAR)-NJ - - "The air section of the 78th Inf Div enjoyed its annual field training at Camp Drum, N.Y. July 12th-26th. Since the entire section now consists of CAPT. WARREN BEHM, Div Arty Air Officer, and myself, as Div Air Officer, administration presented no problem. A very informal schedule was adhered to consisting of proficiency flying in the L-19s provided by 1st Army & flying assorted division missions. All told each pilot received over 30 hours(BEHM 36, FREEMAN 33) during the 2 weeks which included some hood time as well as a night cross country to Syracuse. Both pilots also received familiarization rides in an H-13 copter belonging to the 278th RCT at Drum. Hot & hazy weather prevailed during most of the camp period making observation difficult. This forced cancellation of all but one artillery mission. I have some recommendations on future training that I'll leave to a separate letter." Your Correspondent, MAJ. SAMUEL FREEMAN, AO, 78th Div.

26TH DIV(NG)-MASS - - (Ed.Note: Following letter unintentionally omitted from last issue. Pertains to list of questions submitted to Advisor-Instructor on SFT period. CAPT. BENEDICT D. FERRO who wrote it is not one to mince words and answers our questions as if he were paying for a telegram.) "The first several days devoted to short fld procedure, from the 4500' hard top to a 600' strip over telephone lines. Lost 1½ flying days-rain. Occupied tac strip for 3-day fld exercise. No transition tng-No observer tng(shortage of 0). Total of pilot hours - 698, average 41 per pilot. 17 pilots & 26 mech attended. 3 of 17 pilots recent Sill grads. High man LT. KENNETH MASON, 101st Inf Regt, 58:50; 2d, LT. JAMES MCGOFF, DivArty, 57:50; LT. GEORGE BARNSHAW, 211th FA Bn, 50:00 hrs. No accidents. Damage to aircraft: (1) broken tail wheel spring(Crystallized). No more personals, fresh out." Your Correspondent, CAPT. B.D. FERRO, Adv/Instructor for MASS-NG Army Aviation.



26TH INF DIV(NG)-MASS -- "The 278th RCT, now at Drum as school troops, will return to Fort Devens, Mass, by the end of August on PCS. CAPT. WILLIAM BROWN, 181st Inf Regt, MASS-NG, departed for copter tng at San Marcos & Sill & will return to Ayer about 10 Oct. He's the State Avn Maint O. MAJ. WILLIAM O'CONNELL, Div AO, will start his Instrument Training course at Sill on 27 Aug, 53. I have been rel asg Mass NG Instr Group as of Nov 53. I'll report to Copter Sch on 4 Jan 54 & to Camp Kilmer 23 Mar 53 for shipment to Germany." Your Correspondent, CAPT. B.D. FERRO.

414TH FA GROUP(USAR)-NY -- "As far as Camp Drum is concerned our air group is hot for camp and is going to be under the training program of the 77th Division(USAR) and our good friend, Joe KILKENNY(Actg AO,77th). We are going up the last period and I know that JOE has a well-planned tng program and that everyone will benefit by it. Up to now it looks as if LT. FRANK LOEFFLER, one EM, and myself will be the only representatives of the 414th FA Group." Your Correspondent, CAPT. CHARLES COOLEY, Group AO, 414th FA Group(USAR).

103RD RCT(NG)-MAINE -- "Not much news as yet on arrivals & departures of AAs from this comd as we do not have any this month. We arrived intact at Camp Drum for summer field training on the 8th & 9th of August and the troop movement accompanied by air cover was entirely successful. The 152d FA utilized their aircraft for column control(C'PT H.E.TOWLE, LTS V.P.LEAVITT & H.K.SINCLAIR AFE asgd AAs) They did this job nearly all the way until they were grounded by weather. They did a fine job of it thru superior prior planning by the Bn Staff and the pilots. A roster of Bn officers and the flight schedule were included in the Bn March Order. Fuel was supplied by the section vehicles at small airfields along the way. Contact was maintained with the column commander and the trail vehicle and the planes were utilized as radio relays. It was agreed by the pilots and the staff that the resulting control and training of personnel were well worth the effort." Your Correspondent, CAPT. CLARENCE E. PREBLE, Adv/Instr. for Maine-NG Army Avn. (ED NOTE: Previous letter by CAPT. PREBLE describes column control procedure by this unit. Quote: "The unit leaves for Camp on 8th Aug. and the flying will be no cinch as the column will go thru the roughest of the White Mts. There are few fields with facilities available on the whole trip, so the training will be realistic enough with the column supplying the fuel. The Artillery column starts from Ft. Kent, Maine, which, if you examine a map, is the farthest point north you can get in the US; it then goes to Bangor and across the state to Bethel, Me; and to Lancaster, NH; Montpelier, Vt, and stops overnite in Burlington. This poses a cute problem in logistics and refueling, which I have no doubt will be solved by CAPT. KNOWLTON & LT. LEAVITT, the AOs."

98TH DIV(USAR)-NY -- "We of the 98th received excellent training and a good time to boot at Camp (Drum) this year. There were only 5 of us; MAJ. SMITH, LTS. LAPINSKI, WEINMAN, and SHEIVE, and myself. CAPT McNULTY of the 77th(USAR) joined us for training. MAJ. SMITH took charge of the training (following a tng plan drawn up by himself) & all of us took a hand in the classroom work. Flying was stressed as it should be. In spite of a lack of sufficient aircraft (it got down to one aircraft one day) we all got in a fair average of flying time. I ended up with about 40 hours, which is not bad for two weeks tng. The AD staff up there was swell. Knew CAPT. BORGEN of old and I had the chance to meet the friendly CAPT. POTTS(he was determined that we learn how to use our radios) and I guess there aren't any nicer fellows than LTS. MCGOWAN and BROWN. Regarding LT. HALE, I believe he's left us. He told me after last year's tng that he'd drop out due to business reasons. Still have my J-3 Cub, if you're curious & am wary about investing in anything bigger at the moment." Your Corr., CAPT. ANDY PAPA, USAR, 98TH DIV



Several issues back, we asked for pilots to send in any interesting experiences they may have had while with Army Avn, particularly long or unusual flights or missions. LT. JULIUS B. CHAMBERS sent us his data on his Luzon to Okinawa over-water hop in an L-5. This month we have an experience of SFC REGINALD C. COOMBS who's with the TC Sect. at Hq, 1st Army. SFC COOMBS was one of eight who made a 3,000-mile extended cross-country, a description of which follows as reprinted in the USARCARIB paper & written by CPL. CARL D. McCLURE:

"Four Army pilots, MAJ. ERNEST HAMILTON, CAPT. WILLIAM NOLAN, CAPT. JAMES SPANGLER, and CAPT. JAMES PROCTOR, accompanied by their mechanics, recently completed a flight in four L-19 aircraft, from Wichita, Kansa, to Ft. Kobbe, Canal Zone.

The pilots, with SFC REGINALD C. COOMBS, CPL. JACK ZEITZ, CPL. CARLOS BENITEZ, and SGT. GEORGE BISHOP, flew almost 3,000 miles from the Cessna Aircraft Factory at Wichita to the Avn Sect. here at Ft. Kobbe. The planes averaged 100 miles/hr and used over 1,000 gallons of gas in flight. There were no mechanical troubles on the trip.

At the factory, each of the pilots was given an orientation flight while being checked out to fly the new planes. In the meantime, the mechanics were learning a lot about the plane firsthand in the factory. The weather cleared and on October 23rd, (1951) they left for Wichita Falls, Tex. They flew the first leg of their journey (260 mi.) in 2 hrs, 40 minutes.

The next scheduled stop was San Antonio, Tex. Soon after leaving Wichita Falls they caught up with the storm that had delayed them at the factory. When the ceiling dropped to less than 100 feet and the visibility less than half a mile, they were forced to turn back to Ranger, Tex. As they roared in low over the town they attracted the attention of Mr. Bill Williams, a local oil man. Being a pilot himself, Williams knew the trouble they were in and drove out to the airport to meet them.

He drove part of the men to town and sent another of his three cars back for the rest. Before leaving the men, he made one of his cars available for their use, saw that they were well accommodated at the hotel, and offered any help they might need to make their emergency visit a pleasant one.

The next morning they flew in the wake of a storm to Waco, Tex, where they waited several hours before continuing on to San Antonio. At San Antonio they were briefed by an AF Representative on the route they would take through the Central American countries. On October 30th, they flew 250 mi. to Brownsville, Texas, and 255 miles to Tampico, Mexico. At Tampico they spent the night in fine European style accommodations. The next morning they continued to Vera Cruz. West of their course they could see Volcan Citlaltepl's snow capped peak (18,000 ft).



After they had refueled they left the east coast and crossed the Isthmus to Tehuantepec, and then flew to Tapachula, where they spent the night. On November 1st, they left Tapachula, Mexico, and flew to San Jose, Costa Rica, refueling twice, once at San Salvador, El Salvador; and again at Managua, Nicaragua.

San Jose was the most pleasant stop.. (ED Note-We'll skip the details here but after six sentences on pickled this & roast that, we'll just say, the boys weren't roughing it.) After a pleasant rest at San Jose the group was ready to finish the trip. The next hop to David, Panama, brought them 210 miles from home. After a short stop at David, they raced the remaining miles to Ft. Kobbe, Canal Zone, arriving at 2 pm.

The total flying time was 32 hours, covering 3000 miles. The average hop was 210 miles long....At no time were they over 50 miles from an emergency landing strip. The average altitude at which they flew was 2,000 feet, although they could, if necessary, climb 1,200 fpm to 16,000 feet. Throughout the trip they used the PAA service which is made available to everyone, military & civilian. Such services included the opening & closing of flight plans, weather forecasts, and limited currency exchanges....

The flight made by these men provided each pilot and mechanic with valuable training. AND saved the government over \$15,000. It would cost \$2,800 to pack each plane for shipment. The total cost including packing, shipping, and unpacking would have been about \$16,500. The cost of the flight as it was made was less than \$1,600, which included fuel for the planes and food and lodging for eight men."

**REPORT ON ARMY AVN AT  
WRIGHT-PATTERSON AFB**

"Rec'd your note requesting info & although I won't try to interject any humor, especially "BORGEN" humor, I'll try to give you the dope for extracting. At W-P we have several installations in which Army Avn has an interest. We have (3) liaison offices - i.e., OCAFF, TC, & SC. Naturally, the TC office is largest with officers in charge of: Supply, Maintenance, Engineering and Development, & Procurement. COL. HAMILL is Senior TC Liaison Officer & BILL GARDNER (Maj) is handling Maintenance and Supply right now. I'm handling E & D and that's all we have here. Signal has a ground officer, MAJ LEE, and OCAFF has not replaced BILL BYRD (Lt. Col) as yet. In addition to the liaison offices, TC has agreed to furnish (5) weapons systems engineers for Wright Air Devel. Cntr on projects of Army interest, i.e., Convertiplane, S-58, S-56, H-21C, XH-16 copters & the like. At present, "RED" ALEXANDER (Floyd T?) is in the Convertiplane office, and GEORGE SHONERD is coming in this week to the S-58 office, I think. These officers work under the AF for the Army, with the Sr. TC Liaison Officer as administrator & coordinator. This is a rather complex set-up but you'd have to know the functions of W-P AFB and its installations to go any further in detail. All TC activities here work for the Chief of Transportation, but coordinate with TCAAFSO in St. Louis."Your Correspondent, MAJ. WILLIAM H. BRABSON, E & D, MCLATS, WPAFB, OHIO.



Activated on July 1, 1952, the Signal Corps Army Aviation Center celebrated its first Anniversary, Wednesday, July 1st.

Organized to meet the growing needs of Army aircraft in modern military communications, electronics, and photography, this Center has grown from an original group of 13 military and civilian personnel to a staff of over 186. Key personnel consist almost entirely of either Army or civilian pilots.

The Center was started as a result of the endeavors of Colonel JULES E. GONSETH, JR., who foresaw the need for an active Signal Corps Army Avn Cntr.

Originally based at RedBank Airport with offices in a small bldg. on the Post, the Center now occupies the main hangar and several outlying buildings at Monmouth County Airport on Route 34, Belmar, N.J. Extensive property is also leased from the airport for aircraft parking and maintenance facilities.

Seven Cessna L19 liaison airplanes, three DeHaviland six-passenger L-20s, one twin-engine Beech Twin-Bonanza, 2 Hiller H-13 copters, one Bell copter, one Piasecki H-25 copter comprise the aircraft operated by the Center. Delivery of a new 21-passenger Piasecki helicopter is expected shortly and a twin-engine Lockheed Lodestar transport will be in use by the Center by August.

Engineering personnel are active in exploring and developing projects in electronics, photography, navigation, meteorology, and other subjects closely allied to Army aviation.

The Center works in close cooperation with the Signal Corps Engineering Laboratories, civilian contractors, the Signal Corps Board and the Electronic Warfare Center, and with all other services handling problems concerning Army aircraft.

Present planning calls for the erection of a laboratory building, service hangar, helicopter hangar, and maintenance buildings adjoining the main hangar.

SCAAC REPORT  
by Mr. George Hathaway

Weekly assignments by the Army Avn Center show students at the Fort Monmouth Signal School problems in air-to-ground communications, wire-laying over hilly terrain, missions in aerial supply and message drops & pickups with photo missions.

Another job performed is flying aerial photography students on missions closely approximating combat conditions.

In such missions points of interest are selected to be photographed, its location radioed to an Army Avn Center plane and the picture taken. The negative is dropped to the ground to the photo laboratory & processed in a matter of minutes.

An L-20 DeHaviland Beaver aircraft is carrying television equipment & televising to a ground station pictures that are taken in flight.

Of a more spectacular nature and now undergoing test and evaluation at SCAAC is the Piasecki H-25, popularly known as the Army Mule. This unique aircraft can perform a variety of missions, many of which would make an old corpsman wag his head in wonderment.

Such operational feats as the transporting of an entire shelter containing a complete radio station or a control tower to a vantage point on a mountain or skipping over impenetrable terrain setting up telephone poles are some of the duties that are planned for the H-25 by the Signal Corps Army Avn Center.

SCAAC is the first to employ a new & unique navigational device in a helicopter. If proven successful and accepted by the Army, it will add a 6th sense to the already versatile copter.



The electronic device that will make this possible is known as the Distance Measuring Equipment. By sending out radio pulses to specially equipped ground stations, a signal is displayed on a dial indicating the aircraft's distance from a ground station. With a station located at the airport, the helicopter can fly unerringly to a safe landing.

However, Signal Corps use of helicopters is still in its infancy and as personnel become more and more accustomed to the varied capabilities of these new aircraft, its uses will become manifold.

#### NEW C.O.

LT. COL. ERIC H. OSBORNE assumed command of SCAAC, relieving Col JULES E. GONSETH, JR., who had commanded the Avn Center since its inception a year ago.

A native New Yorker, and a graduate of Cornell University with a degree in Electrical Engineering, COL. OSBORNE entered active duty with the 2d Armored Division.

After VE Day & following tours of duty with Armed Forces Staff & the Dept. of the Army, Col. Osborne was assigned to SCAAC in Sept. '52.

Although non-rated, COL. OSBORNE is the possessor of a commercial pilots license and has long been a member of AOPA.

#### REINFORCEMENTS

Continuing its high turn-over rate at all levels, SCAAC added to its credit side of the ledger the following AAs: CAPT. GILBERT N. PARKINSON, and LTS. THOMAS E. HUTCHINSON, GUIDO M. FASCIA, IE-

WIS G. HOLLADAY, DONALD F. KEEN, ELDON F. SAMPSON, and RAYMOND L. SMITH. All are recent graduates from the AA School as 1981s, except CAPT. PARKINSON, a 1066. The latter officer will attend helicopter Class 54 FH before reporting to SCAAC.

#### PERSONALS (GENERAL)

GORDON - - On an official flight from Drum to GI-NY during his SFT period, MAJ. SAM GORDON, Aviation Officer of the 94th Div (USAR) had the miserable luck to be "socked in" in New York City for 3 solid days, due to bad weather.

DOWNEY - - 42d Division (NY-NG) added a new AA to their roster during July. He's 2D LT. JOHN DOWNEY & he'll join Hq Btry, 42d Div Arty.

FREE FRENCH - - The Free French Aviators who have been attending Sumr Fld Tng the past 2 yrs. with the 77th USAR Div. on a non-pay voluntary basis were reported to be taking their tng at Idlewild. Without a doubt & on past performance it wouldn't surprise 77 Div pilots if they easily soloed Constellations.

TOWNSEND - - Proving that current Army aviators are "jacks of all trades," LT. COL. JAMES L TOWNSEND recently completed a triangular cross-country that included: L-23 hop from GI-NY to Drum, pickup of an H-13 there, and H-13 hop from Drum to Devens, and an L-20 flgt from Devens back to GI-NY. Twin-engine, copter, and multi-passenger aircraft & all in one flight.

NOTE: Please keep us informed of your Changes of Address. Post Office confiscates your original issue, if undelivered.



Questions pertaining to Army Aviation in general will be answered in the Newsletter by LT. COL. JAMES L. TOWNSEND, the Aviation Officer of Hq, 1st Army. The names of personnel submitting questions will be withheld from publication. It is pointed out that the views and opinions expressed on this page represent a thorough approach to these questions but are not necessarily the views of Hq, 1st Army, or of the Department of the Army.

**QUESTION:** "In view of the present understrength condition of the Aviation Sections of many USAR Divisions, would it not be feasible to augment the USAR Aviation Training Program with Army aviators recruited from the ranks of former Army or AF officers who now possess a current CAA Commercial Pilot's License? I believe that with a minimum amount of transition training we could rapidly fill these vacancies with reasonably qualified personnel. The transition training could be incorporated into the regular Summer Field Training given to Aviation Sections." Signed, AO (USAR).

**COL. TOWNSEND:** The feasibility of the above proposal has been discussed before. Any policy regarding this proposal would have to be determined by the Dept. of the Army or Field Forces. Present regulations state that those officers who have previously been awarded the aeronautical ratings of liaison pilot, glider pilot, service pilot, senior pilot, command pilot, or naval aviator and designated an Army aviator, may participate in the USAR aviation training program. This can be accomplished by the party concerned appearing before a flying evaluation board. Thus, ex-Air Force officers and Naval officers are able to become Army aviators.

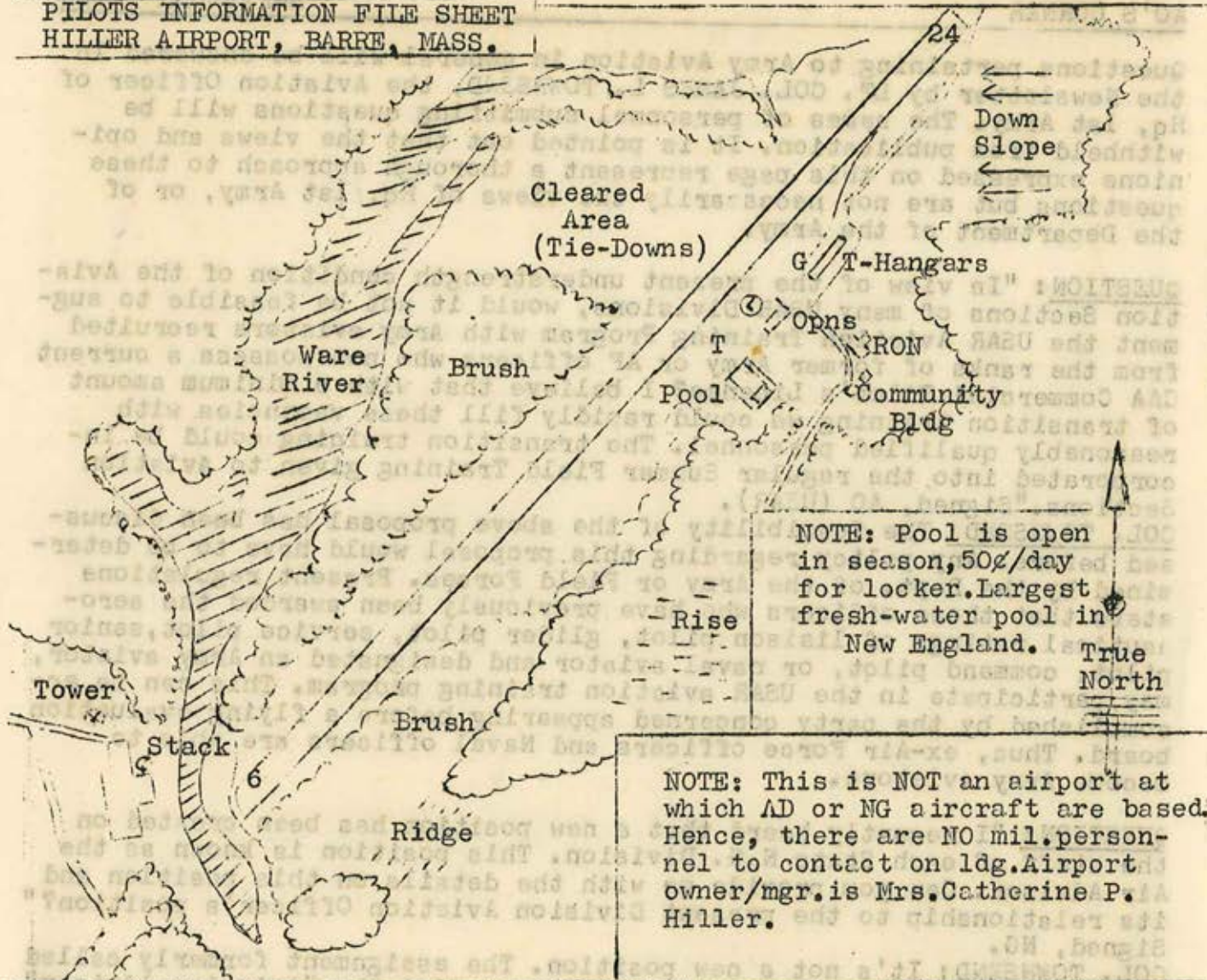
**QUESTION:** "I recently heard that a new position has been created on the staff of each State N.G. Division. This position is known as the Air Advisor. Can you provide me with the details on this position and its relationship to the present Division Aviation Officer's position?" Signed, NG.

**COL. TOWNSEND:** It's not a new position. The assignment formerly called National Guard Advisor/Instructor is now called the "Aviation Advisor!"

**PLANS & PROJECTS AT THE ARMY AVN SCHOOL** The Dept. of Combat Development & Publications, a Dept. with which this Newsletter would certainly like a direct pipeline, added the following subjects to their special and research projects during the period, 1 April to 30 June, 1953. No information is available at this time as to the outcome of any of these projects: 1) Recommended changes to the T.O. & E. for Division Army Avn Sections, 2) Study of Atomic Blast on Army Aircraft, 3) Review of SR (Individual Flight Record File) & SR (Army Avn Instrument Requirements), 4) Draft of 1½-ton helicopter, 5) Study of propose SR on Instrument Rating & Proficiency, 6) Preparation of a Packet on Army Avn Developments & Trends, & 7) Study of Air Navigation Development Board - Helicopter Electronic Navigation Aids.



**PILOTS INFORMATION FILE SHEET  
HILLER AIRPORT, BARRE, MASS.**



**Name:** HILLER AIRPORT  
**Location:** Barre, Mass.  
**Coordinates:** 42-21'; 72-08'  
**Elevation:** 590'  
**Distance from Barre:** 4.7 mi. SSW  
**Field Marking:** Lgt. Cones-on-strip.  
**Name & Std Air Mkr on Hgr. Roof.**  
**Runways:** NE-SW, 3900' x 120', Gravel.  
**Lighting:** On request. Full-length.  
**Attended:** Full-time (Att. lives on field).  
**Fuel:** 80, 91 octane.  
**Hangar Storage:** Yes.  
**Repairs:** Minor repairs only.  
**Obstacles:** Indg NE-Trees; Landing SW-Trees. All trees 500-750' from end of runway.

**Type:** Commercial.  
**Chart:** Albany Sectional.  
**Class:** 2  
**Control tower:** None.  
**Frequency:** None.  
**Line to C/A:** No.  
**Weather:** Phone Worcester 5-6083.  
**Field Phone No:** NBrookfield 2074.  
**Restaurant:** On Field.  
**RON facilities:** On Field.  
**Wind-Tee:** Opposite operations.  
**Wind-sock:** Not known.  
**Tie-Down:** "T" above, or open area.  
**PATTERN:** Left-hand.  
**Cross at:** 1200' plus.  
**Taxi instructions:** Turn to hgr/ldg.  
**Open to:** AD, NG & Civ aircraft.

**\*\*NOTE:** AAs may open/close flight plans with Westover AFB, approx. 20-30 miles SW by transmitting, receiving on "BAKER" channel (126.18).



278TH RCT - - The 278th RCT is not a component part of any division, but operates under the control of the Commanding General, 1st Army. The composition of the 278th RCT is made up by the assignment of the following units: 278th Infantry Regiment, 191st Field Artillery Battalion, and the 190th Engineer (C) Company. At present, the 3d Bn plus detachments from 278th RCT Special Units, Tank Co, Heavy Mortar Co, Service Co, H & H Co, and Medical plus "B" Battery of the 191st FA Bn and one platoon of the 190th Engineer (C) Company are presently on a TDY status at APO #81. They are divorced from control of the parent unit except for assignment of replacement personnel.

The military ancestor of the 278th RCT, the 1st Bn of the 117th Inf came into existence almost 178 years ago when a group of military men from East Tennessee helped to defeat the Indians in a battle at Pt. Pleasant in 1774. Since then the unit has participated in every war in which the US has been involved. After WW I, the 1st Bn reverted to its NG status until Sept of '40, when as part of the 30th Inf Div. it was called into Federal Service. During WW II the Bn again served with distinction serving & participating in the Normandy, Northern France, Ardennes, Rhineland, and Central Europe campaigns... It was one of the few bns of the Army to receive TWO Distinguished Unit Citations...

Orders for deactivation were rec'd at Ft. Jackson, SC on 19 Oct '45 and completed 25 Nov '45. On 9 Jan '47 at Cleveland, Tenn, the 278th RCT (TENN-NG) was activated. Former members of the 1st Bn, 117th Inf formed the nucleus around which the 278th RCT was organized. Genl Order #278 (7 Aug. '50) ordered the 278th into active military service. During the following months at Ft. Devens, Mass, the RCT provided many personnel for overseas and trained replacements in their stead.

On 4 Apr '51, the RCT moved to Pine Camp, NY (now Camp Drum) for fielding and in May, elements of the 3d Bn were shipped to APO #81 (Iceland). During the summers of '51, '52, and '53 the Combat Team supported the civilian component training at Camp Drum and sent (1) company of Inf and (1) battery of Arty to West Point to assist in the summer training of the cadets. In the winter months of '51 the RCT maneuvered against the 11th A/B Division in Exercise Snow Fall, and the following winter against the 82d A/B Div. in Exercise Snow Storm. Between the summer training periods and winter maneuvers the RCT found time to train and participate in "Operation Sea Scape." This was an amphibious landing conducted on the shores of Virginia in the fall of '52.

Its present Regimental Commander is COL. H. SMALLEY and the 191st FA Bn Comdr is LT. COL. W.E. BURTON. CAPT FRANK BARBOUR (NG-EAD) serves as the Regt Air Officer; AAO: CAPT BENJAMIN SILVER (RA). The former previously served with the 26th Div, 11th A/B, 3rd Inf (Korea, and KMAG. CAPT SILVER also served with the 3d Div in Korea. LT. RALPH W. STOKES who's now at West Point was with KCOMZ & FA in Korea expects his release from AD shortly & hopes to join United Air Lines. Our two newcomers, CAPT. C.A. FOURNIER & LT. WHELAN, are two AAs about whom I have little knowledge but I'll give you their background when I join up with them at Devens. At present our equipment is (1) H-13E & (3) L19s.



| MISSION<br>FLOWN       | NY-NG<br>(42d-II C) | NY-NG<br>(27th) | MASS-NG<br>(26th) | ME-NG<br>(103d RCT) | NH-NG<br>(195th RCT) | NJ-NG<br>(50th) |
|------------------------|---------------------|-----------------|-------------------|---------------------|----------------------|-----------------|
| Flying Proficiency     | 249                 | 116             | 353               | -                   | 3                    | 20:50           |
| Courier                | -                   | -               | 55                | -                   | 6                    | 104:45          |
| Tactical               | -                   | 13              | 115               | -                   | 4                    | 425:30          |
| Cross-Country          | 53                  | 88              | 230               | 26:45               | 36                   | 211:30          |
| Night                  | 12                  | -               | 70                | 1:50                | -                    | 33:00           |
| Testing Aircraft       | 8                   | -               | -                 | -                   | -                    | -               |
| Check Rides            | 20                  | -               | -                 | -                   | -                    | -               |
| ORC Pilot Time         | 25                  | -               | 0*                | -                   | -                    | -               |
| High & Low Work        | -                   | -               | -                 | 15:05               | -                    | -               |
| Landings & Takeoffs    | -                   | -               | -                 | 19:45               | -                    | -               |
| Coordination Exercises | -                   | -               | -                 | 14:00               | -                    | -               |
| Short-Field Procedure  | -                   | -               | -                 | 5:00                | -                    | -               |
| TOTAL TIME PER UNIT    | 342**               | 217             | 823#              | 96:25               | 49#                  | 795:35#         |
| AA's ACTIVE IN JULY    | 22                  | 11              | 17                | 5                   | 1                    | 24              |
| AVERAGE PER PILOT      | 15:30               | 19:50           | 48:20#            | 19:20               | 49:00#               | 34:25#          |

EAGER BEAVERS INC.  
(40 hrs. or better in July)##

|                                      |                                    |                                      |       |
|--------------------------------------|------------------------------------|--------------------------------------|-------|
| 1) LT. HOWARD MYERS (NJ-NG).....     | 72:15                              | 13) MAJ. JAMES MURPHY (USAR-CONN)... | 52:00 |
| 2) LT. RUSSELL PARDEE (MASS-NG)..... | 64:00                              | 14) LT. KENNETH MASON (MASS-NG)....  | 52:00 |
| 3) LT. LYLE SHELLY (MASS-NG).....    | 63:00                              | 15) LT. JAMES KELLY (NJ-NG).....     | 51:40 |
| 4) CAPT. ANTHONY TADDEO (NJ-NG)..... | 62:55                              | 16) LT. GEORGE EARNSHAW (MASS-NG)... | 49:00 |
| 5) CAPT. PAUL ROBISON (MASS-NG)..... | 62:00                              | 17) LT. EDMUND V. SILAUSKAS ( " )... | 48:00 |
| 6) LT. W. N. STEWART (NJ-NG).....    | 61:10                              | 18) LT. W. C. SYLVERNAL (NJ-NG)....  | 46:40 |
| 7) LT. GEORGE INTILE (NJ-NG).....    | 57:50                              | 19) LT. JOHN BIGLIN (NJ-NG).....     | 45:30 |
| 8) LT. ERNEST RIZZIO (NJ-NG).....    | 57:40                              | 20) MAJ. ROBERT NICOL (NJ-NG).....   | 44:10 |
| 9) LT. RUSSELL FROST (NJ-NG).....    | 56:45                              | 21) LT. JAMES MCGOFF (MASS-NG)....   | 44:00 |
| 10) LT. W.C. HAMILTON (NJ-NG).....   | 54:55                              | 22) LT. RUSSELL L. FOSS (ME-NG)....  | 43:40 |
| 11) LT. LEO KREITZ (NJ-NG).....      | 54:15                              | 23) CAPT. EDWARD HENTHORN (NJ-NG)... | 42:20 |
| 12) LT. PETER LANG (NJ-NG).....      | 52:20                              | 24) CAPT. WILLIAM BROWN (MASS-NG)... | 42:00 |
|                                      | 25) LT. GENNARO FESTA (NJ-NG)...   |                                      | 41:10 |
|                                      | 26) CAPT. ANDREW PAPA (NY-USAR)... |                                      | 40:00 |
|                                      | 27) LT. HOWARD STILES (NH-NG)...   |                                      | 40:00 |

\*May include some ORC time in that unit has ORC pilots flying with it. \*\* ORC time (25 hrs) not included in this total. # Includes summer field training flight time. ## Other Active Duty, NG, or USAR pilots may have flown 40 or more hours in July. Figures shown & names listed are only those on whom we have rec'd written reports. We hope that AD units such as SCAAC, Devens, Dix, 24th Sig, Drum, etc. will just forward a short note each month on Pilot time for this monthly listing. We carry NO listing for desk time. To the "BEAVER OF THE MONTH," LT. HOWARD MYERS we say:  
"After spending the equivalent of three solid days in the air, you've now got a "rep" to live up to & we don't doubt that now that you're saddle-broken, your name will grace these pages monthly.