

# ARMY AVIATOR

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## TOP DRAWER

(ED. NOTE: LT COL ROLLIE M HARRISON is the current Flight Surgeon stationed at the Army Aviation School at Ft. Sill. He is the only Flight Surgeon in Army Aviation at this time. Underlining is by Editor.)

Thank you for your letter of 8 September 1953 & the invitation to contribute to the Army Aviator Newsletter. Your thinking concerning the Flight Surgeon appears to rather closely parallel my own, since it has been my opinion for the past few years that there is a need for an adequate medical element to support the Army Aviation program, and in my mind that adds up to the training of a sufficient number of medical officers in Aviation Medicine & assigning them at the proper level to insure proper medical supervision of Army aviators. Please understand that these are my own ideas and do not reflect the opinion of the Dept of the Army or the Surgeon General, United States Army.

My experience prior to this present assignment was as a Flight Surgeon with the US Air Corps, in which capacity I had no association with Army Aviation and had no concept of its implications. Neither had I ever been associated with a Flight Training Program. Since being here at Fort Sill, intimately in contact with the tng of Army aviators, I have become increasingly aware of the complexities of Army Aviation, and the fact that it is an arduous & hazardous type of duty. It is perhaps one of the most exacting types of military flying, requiring great stamina, skill, and precision.

The Flight Surgeon should be of great value in the screening of applicants for Army Aviation flying training. Of course in order to be familiar with the aircraft and the mission requirements he should be rated and placed on flying status with a requirement for frequent and regular aerial flights in Army aircraft, ... for only by such experience can he learn the problems of Army Aviation and remain cognizant of them.

Continued on page (2)



## DIGEST

(1)LT COL RM HARRISON("Flt Surg")(2) Air Show @ Mitchel AFB(3)LUCKY PINS CONTEST,Ltrs fr 30 Engr Bn,1st Armd Div(4)Ltrs fr 3d Div, TRUST, Rpt fr Army Avn Sch(5)Ltrs fr SCAAC, 3d Army, (6)Ltrs fr 2d Army,5th Army,SCAAC, XVIII Abn Corps Arty,OCAFF Flt Det(7)Ltrs fr Conn-NG,76 Div(USAR),Air Natl Gd,Sill,90 Div(USAR),SCAAC & 13th Hoptr Co(8)Personals,(9)1st Army Rpt, Congrats(10)Flt Examiners Tng(Sill),Luzon-Ok-inawa Hop in L-5(11)NG News,AAS Rpt Continued(12)AO'sCORNER-LT COL JL TOWNSEND,New Aces(13)PIF-Draft on Instr & Yearly Flt Tms Req.(14)USAR News(15)New Subscribers(16)Editor's News

## HOPSCOTCHING

Joint Chiefs of Staff recommended to the Secretary of Defense that the Army continue with 20 combatant divisions. They also urged an accelerated buildup of the Air Force to a 120-wg strength by June of '53, continuation of combatant strength of Navy at 400 ships, & a Marine Corps of three Divisions & three air wings.

CONVERTED TO A SIDE-BY-SIDE TRAINER PLANE FOR THE NAVY,THE COMMERCIAL NAVION HAS BEEN TURNED OVER TO THE NAVY AT PENSACOLA WHERE OTHER NEW TYPES OF TRAINING PLANES DEVELOPED BY DIFFERENT COMPANIES ARE BEING TESTED. DESIGNATED THE MODEL 72, RYAN SAYS ITS SIDE-BY-SIDE HAS DEFINITE ADVANTAGES OVER THE TANDEM-TYPE TRAINER. BEECH HAS DELIVERED THE FIRST PRODUCTION MODEL OF ITS T-34A"MENTOR"TRAINER PLANE TO THE AF @ EDWARDS AFB,CALIF, WHERE THE CRAFT WILL BE RUN THROUGH A SERIES OF OPERATIONAL TESTS. IT'S ALL-METAL, LOW-WING, HAS RETRACTABLE GEAR, TOPS AT 180, & CRUISES AT 173 MPH.

Army's suspended its 5 per cent promotion authorization for the pending selections to LT, COL, MAJOR, and CAPTAIN. New Boards will consider only those officers in the basic zones of consideration. Reports which cite officers as being deserving of special promotion consideration and who are highly outstanding may still be submitted, but the selection boards won't act on these reports.

CAS FIGURES CLEARLY INDICATE THE STRIDES THAT WERE TAKEN BY THE SCHEDULED DOMESTIC AIR CARRIERS. IN 1938, 12 MILLION PASSENGERS LOGGED A TOTAL OF NEARLY 480 MILLION PASSENGER MILES. IN 1952, THE NUMBER OF PASSENGERS HAD INCREASED TO 25 MILLION AND THEY FLEW 12.5 BILLION AIR MI.

A Bell test pilot, who set the world record for a non-stop long distance helicopter flight in September '52 when he piloted a Bell 47D1 from Fort Worth to Buffalo, this summer set what may be the longest autorotation glide on record. He glided nearly 16,000 feet in a Bell XH-16..... Budgetary measures will shortly cut into Army aviation's program for the fiscal year, 1954. Previous administration had allocated 151 million for purchase of Army sort of which helicopters comprised the major part. Now the allocation is down to approximately 140 million & further cuts are in sight. Significance is a 40 per cent cut in AA procurement plans for 1954.

# TOP DRAWER

Too frequently applicants for training as Army aviators are simply desirous of postponing overseas orders, "want a change," or wish to "try something else." This type of work is no job for a "panty-waist" and the above cited examples are not considered adequate motivation for such training, a point that has been proven here at the School in a number of instances.

To get back to the Flight Surgeon again, it is my belief that in any military flying program there are some very definite requirements. (1) Careful selection of personnel for training... This is of the greatest importance because qualification for general military duty does not necessarily qualify an applicant for flying. Normal visual acuity, ocular muscle balance within specified limits, good coordination and reaction time, emotional stability, as well as height and weight being within prescribed limits, are necessary attributes for flight training; plus, of course, a real desire for this type of flying.

2) Classification of pilots to indicate their capabilities.

3) Constant observation of flying personnel to note the onset of fatigue, staleness, fear of flying, increased recklessness, etc., and to institute corrective measures.

4) Adequate individual chronological medical records must be maintained. A file of such records including reports of annual physical examinations for flying, brief resumes of hospital treatments, consultations or any matters pertaining to the health of the individual should accompany the flying officer to his assigned stations for they will be of great value to the Flight Surgeon or doctor who is responsible for his medical supervision.

All of these duties should evolve upon the Flight Surgeon and in my opinion would be of inestimable value to Army Aviation.

Sincerely yours,  
 ROLLIE M. HARRISON  
 Lt Col, MC  
 Flight Surgeon

The "Army Aviator Newsletter" is an unofficial, all-component monthly publication financially and editorially supported by voluntary subscriber-contributors. It is mailed to Army aviators in the active service, National Guard, & the United States Army Reserve and to friends of Army aviation. The views and opinions expressed in the Newsletter are NOT necessarily those of Hq, First Army, or of the Dept. of the Army. No implication must be made that the Newsletter is an authorized Army publication. Contributions of news items are solicited from all Army aviators and should be mailed to: Army Aviator Newsletter, 726 Eleventh Avenue, NY, 19, NY. The Editor reserves the right to quote all or part of any material that is submitted unless the correspondent specifies otherwise & makes the assumption that the correspondent has submitted only unclassified material.



## Military Air Show

Sponsored by the City of New York to celebrate the 50th Anniversary of Powered Flight, the largest aerial display of inter-service aircraft yet seen in the metropolitan area will be on hand at nearby Mitchell AFB November 6th through November 8th.

The aerial show which will be complemented by extensive static displays is headed by Eddie Rickenbacker and Jimmy Doolittle. Army Project Officer during the three-day festivities will be LT COL JAMES L. TOWNSEND, Aviation Officer at Hq, 1st Army.

Army participation in the Celebration is extensive and will bring Army aircraft from Ft Riley, SCAAC, McPherson, Sill, Governors Island, and many other posts.

The Celebration is an inter-service operation and the Air Force is the host service at Mitchell AFB. A partial list of the events during the show follows:

### Army!

- L-23 from Hq, 1st Army, on static display.
- L-19T from Hq, 1st Army, on static display.
- L-20 from Hq, 1st Army, Medical Co.
- L-20 from Hq, 1st Army, on Med Evacuation.
- L-20 from SCAAC, NJ, with television equipment.
- L-19 from SCAAC, NJ, with Wire-laying equipment.
- L-19 from SCAAC, NJ, with New Navig. equipment.
- L-19 from SCAAC, NJ, on static display as is.

Plus

- H-25 from 328th Hcpr Bn, static display as is.
- H-25 from 328th Hcpr Bn, static disp. as is.
- H-19 from Ft Riley, demonstr. med evacuation.
- H-19 from Ft Riley, demonstr. hvy cargo lift.
- H-19 from Ft Riley, demonstr. hvy cargo lift.
- H-13s(h) from Ft. Sill, Square Dance Team &

Individual Flight Demonstrations.

The indoor exhibit of the Army will include:

- (1) A portable control tower that can be set up for a helicopter airlift for use in an air-head or a temporary airstrip. (Furnished by SCAAC)
- (2) A demonstration of a British GCA system now being tested at the Signal Corps, Ft Monmouth.
- (3) A static display of a 90-mm gun.

### USAF

- (1) Four F-86Ds will peel off from 43,000 feet and power dive & pull out at 18,000 feet, breaking the "sound barrier" & creating the "Big Boom" to open each day's show.
- (2) A demonstration of precision flying by the A.F. "Thunderbirds," a quartet of AF pilots in F-86s.
- (3) A Fly-Over of flights of B-47s and B-52s.
- (4) Approximately 50 Air National Guard aircraft passing over in review.
- (5) Static displays of a B-47, C-124, F-80, C-119, F-86D, F-86E, T-33, F-84, F-94, C-47, F-51, & other operational aircraft.

### Navy

- (1) The Douglas F4U "Skyray" that just broke world speed record.
- (2) A Fly-over of numerous Active & Reserve units with the exact number not known at this time.
- (3) The Chance-Vought "Outclass."
- (4) A blimp flying in & hooking up to a portable rig.
- (5) A demonstration of carrier landings & takeoffs on a simulated flat-top painted on the runway.
- (6) Other demonstrations of the Naval Air Arm.

Continued on page (7)

ARE YOU FLYING A "LUCKY FIN"?

Several metropolitan tabloids have inaugurated a circulation scheme that is catching fire and spreading to many papers in other parts of the country. It involves the daily distribution of certain one dollar bills (Lucky Bucks) by employees of the paper in widely-separated sections of the city. After assigning a sizable monetary reward for the return of each bill, their serial numbers are published in the next day's issue and the rat race commences. Cigar stores, drug, candy, and grocery stores now find that customers invariably pay for all 25¢-90¢ purchases with fives and tens, and brazenly check the singles given in change against the published list. So help me, we even saw 4 Skid Row bums checking their "pooled resources" against a "throwaway" newspaper and all this while in a semi-prone position.

We can't guarantee cash rewards, but if it will improve OUR circulation, we'll climb onto the Bandwagon too. And so with this issue we inaugurate a "LUCKY FINNS" Contest. Below are printed the last 3 numbers appearing on the fins of certain Army or Army-NG aircraft; we don't know their location or type. If you have knowledge of any of the six aircraft, pose your pretty pan against the numbers on the fin and send us the snapshot. First postmark, first printed. Your rewards?

We know we offer little but hope that it's incentive enough to "play the game." A FREE Complimentary issue of the Newsletter for as long as it is published, and your pretty face (heretofore referred to incorrectly as a pan) right smack on the cover sheet. We have no elaborate rules to follow. Just open to Army and Army-NG aircraft; only one AA per tail; and no entries accepted from manufacturers or their employees who have plenty of spare tails and the stencils to go with them. Needless to say, only subscribers need enter, although a dollar subscription accompanying the photo will clear up this matter. Here are the "LUCKY FINNS" for November:

579

115

019

791

521

367

34TH DIVISION  
NEBRASKA-NG

Our NG Aviation Section here in Nebraska is a small outfit, being part of the 34th Division with Headquarters in Iowa, hence the abbreviated list of AAs. We have Capt Bill Weaver (Inf) and Lts. Warren Hinrichs, Richard Ebeling (Inf) and Lts. Van Chesser & John Ahearn (Arty). Capt Robert Wittstruck is an Armor AA operating out of Lincoln, all of the others are assigned to units with Hq at Omaha. Our aircraft are currently based at Lincoln. I feel that the Newsletter will serve as an introduction to many new AAs & that our pilots will enjoy it as much as I did.

Your Correspondent, CAPT SCOTT BUSBY, Adv, Neb-NG

PRO'S SAY...

30TH TOPO ENG BN  
FT W-SCOTT, CALIF

Think you can expect many more subscribers from our organization. At present, we have 31 pilots asgd & all are interested. With the concurrence of Maj James R. Hodge, AO, we will have a correspondent sending in articles to let the rest of Army Avn know how the 30th operates, & some of the things we have found out in our extensive operations. We just returned from Alaska & found Alerts for 15 of our Flyboys, all headed for FECOM except for yours truly who is slated for the Caribbean Theatre, come Jan. We expect that all of this will be covered by our correspondent, so will not go into it any further. Your Correspondent, CAPT CHARLES F (ACE) KIEFFER  
30th Engr Base TOPO Bn, Ft Winfield Scott, Calif

1ST ARMD DIV  
FT HOOD, TEXAS

A welcome hello to the "Newsletter" from the pilots of the 1st Armored Div. The trial issue's caught the fancy of most of us & "takusan" subscriptions are on the way. We have 21 AAs here now, asgd either to Hq Co, or to the atchd Sig Bn, & all working with pooled equipment. Really a number one installation & the welcome mat is out to any AA in the business - part-timer or otherwise. Here's a quick rundown on our roster: MAJ VERNON POYNTER is DAO with CAPT GEORGE DANIELS as his exec. CAPT CHUCK HARDESTY acts as Ops Off and CAPT REMICK BUEHMAN is head of the 303d Sig Bn here. So much for the chiefs. Among the Indians we have LTS PERRY ATKINS, VINCENT OTERSEN, ART WHITE, RONALD JARVIS, LOWELL BALTZELL, Pechar, Gethers, Bowling, Jones & DeLoach. Also Bird-Dogging at Hood are CAPT KEN SMITH, (TAAM Det), & CAPT HUBERT THOMPSON (1st Armd).

Been doing double time around here in connection with the Falcon Dam Inauguration. LTS Phil Jones & DeLoach are running the airstrip down there for 2 wks with a det of maint personnel, tower OP, & other sundry personnel. We run a daily L-20 courier flight to the site. Leaving in a few days for Instr Sch is CAPT FRED TILL. CAPT RAY KANGAS is already there at Hqptr Sch, & the rest of us 1981's are trying to join him there. Little slow on quotas in these parts. To repeat: we have 4800 feet of graveled runway at Hood & we can take most anything, up to and including 4-engines, so come on out & see us. Your Correspondent, LT FREDERICK WELLER, 1st Armd

Our apologies to MAJ SAMUEL GORDON, LT RICHARD HUFF, & MR GEORGE HATHAWAY for omitting their names from the September Subscribers' List....

"10 MOST WANTED"

Information on the following Army Aviators is sought, particularly their mailing add:

- 1) LT COL L.J. SWINK
- 2) Capt Robert Hurat
- 3) Lt Robt L Michellon
- 4) Lt Col Edgar Wood
- 5) MAJ JOHN W FUCHS
- 6) CAPT J.E. ELLIOTT
- 7) Maj Raym. Johnson
- 8) Capt L. Ballantine
- 9) Lt Col J.L. McCord
- 10) Lt Paul W. Black

# PRO'S SAY...

## The Third Korea

First of all-a catch-up on AAs I've run across in Korea. My first surprise on being asgd to the 3d Div here was to learn that I was again replacing Capt R Herman Hurst as Eng Off. Seems

to me that was my last stateside asgmt in U.S. was replacing Herman. He's since rotated to the rear & is flying for an Engineer Group. LT COL HARRY T SHIVELEY (of the "10 Most Wanted SHIVELEYS") has been asgd to IX Corps Avn Sect as AO. I see him occasionally on chopper flaps for VIPs. Other AAs are Lt Elbert Williard formerly of the 278th ROT who was with the 3d Div & is now flying for the UN Comd Mill Armistice-Commission. Lt Art Powers (Miller Field) is now a Captain & is asgd to the 71st TAAFD Company. He has his old cohort, WO Gallacher, with him. They're still giving "hard times" to organizational maintenance personnel!

## Reorganization Plan

We're in the midst of a reorganization of the Avn Section as a Provisional Army Avn company. It provides us with organic transportation, supply, personnel section, commo section, mess personnel, etc. totaling about 97 EM & 26 officers. So far it's been working out quite well; has a few rough spots to be sure, but from my "pious" viewpoint, it looks like a good thing. Will try to keep in close touch with you.

Your Correspondent, CAPT JIM SMITH, 3d Div, FECOM

## Trust Firsthand

As long as I'm the Trieste Correspondent, I had better get on the ball & let our readers know what's happening here. (ED Note: Date of letter is 15 Sep & was written prior to Italo-Yugoslavian flareup over Trieste). My "boss-man", Major Thomas O Morrow, made Light Col last month and Capt Scully who joined us in Aug was promoted to Capt shortly before coming here. Capt Archie Summers is due here the last of the month (Sep). LT JOHN GOODWIN left here on Sep 12th and flew to Frankfurt from where he will in turn fly to the States. He'll probably go to Valley Forge Hospital (Note: Lt Goodwin was injured in Navion accident recently). At present, we have 1 L-20, two H-13E copters, one 17, three 19s, and are sweating out an L-23. Most of our X-countries consist of flying over the Alps to Salzburg, & then to various parts of Germany. We have a 100 mile stretch over which we have to fly at ten thousand feet to 14,000 feet. Our going up to 14,000 depends on the cloud buildups which are nearly always there.

## The Battle Goes On

I have to take my hat off to the L-20 for this high-altitude flying over the mountains. Considering the bragging I do about that airplane I should own some stock in the DeHavilland Co. We've been hearing a lot of rumors about the political situation here in Trieste, & of course we know very little about it. Our best information comes from the Stateside newspapers. If

anything exciting happens over here, send me a TWX so that I'll know about it, will you? Hard to believe that I'm now a Foreign Correspondent but hope I've done my duty.

Your Correspondent, CAPT GEO. E LAWRENCE, TRUST (ED NOTE: Along about the first week in October things in Trieste got "hot," George. Thought you might like to know. Keep us posted!)

## ARMY AVN SCHOOL

(NOTE: Following is digested from Ft Sill Army Aviator. Certain word substitutions were made to secure columnar spacing, but meaning hasn't been changed.)

The \$1,500,000 hangar that is greatly needed by the AAS will soon be completed. The cost of a series of storms which have lashed the AAS in the past 11 yrs is cited as reason for the construction of this hangar. Storm of Aug '46 damaged 213 acft & cost \$575,000; in Mar '53 storm damaged 209 acft & cost est. \$600,000. Existing & new hangar space will provide space for all but approx. 60 of est. acft asgd AAS.

Dept of Combat Devel & Publ added these projects to their special & research projects in period, 1 Jul-31 Aug: Hcptr Instr Flt, Desert Test Flt Lighting, Draft Test Plan YH-36 Helicopter, User Test of YH-30 (McCulloch), Animated Panel Trainers, Suitability of H-25A for Instr Flt, Debriefing Reports for Army Aviators, Experimental Pilot Tng Program for Army Aviators (NOTE: Above is partial list).

Training at AAS has been increased to include an Army Avn Flt Examiner's Course. Objective of the course is to train a select group of proficient instrument pilots in the conduct of qualification for Army Instrument certificates...

Proposed plans will assign Instr Flt Examiners to each Army Area and major overseas comd for the purpose of conducting instr flt exams. Army Aviators attending the initial course, 540, were MAJ RUSSELL T BLAIR, CAPT LEONIDAS W BEST, Capt Raymond G McLaughlin, & Capt John J Walters.

Army Avn Demon Team gave a performance at Dayton that Eddie Rickenbacker said stole the show. The Hcptr "Square Dance" Team & the Infansault made hits with the crowd as usual & youngsters laughed at the antics of Bozo, the clown hcptr. Climax of the show was a simulated atom shell burst (2395-lb mixture of TNT, fog oil, WP bomb, primacord, & other explosives). Made a realistic fireball & mushroom effect. Tho exploded quite far from the crowd, the heat & ground tremors gave an idea of how a real shell would feel.

Continued on page (11)

Last minute note fr Ft Lewis, Wash: "Our Post AO, Capt Lee R Stickler, returned fr 2-engine Transition @ Sill & shortly thereafter will "hit the gangplank." Lt Col Lemuel K Blacker fr Hq, 6th A, dropped in while on an insp of III Corps unit here & logged some time. Now that SFT of USAR units is over, peace reigns. Your Correspondent, CAPT L.W. FLADMARK, 546 FA

# PRO'S SAY

Monmouth

On the morning of October 5th, a brief ceremony was held on the ramp in front of the SCAAC Main Hangar. A formation on all SCAAC personnel was assembled to hear LT COL. ERIC H. OSBORNE, the CO at SCAAC, dedicate the newly-erected flagpole to the memory of Lt. Col. Theodore Hoffman, lately of this command, who was fatally injured while in training at San Marcos. In the future, visitors to SCAAC will more than likely give the flagpole only a passing glance, if they notice it at all. But those of us who knew the Colonel will look upon it as a small token of esteem for a gallant officer, gentleman, and soldier...

## Nothing's Too Good

If you would like to see some of the best "double takes" outside of Hollywood, observe closely the expression on the faces of visiting AAs when they first set eyes upon SCAAC's most recent addition. It's a large & shiny twin-engine aircraft with these bold letters inscribed on its sides: "Signal Corps Army Aviation Center." Officially designated by the (forgive the expression) Air Force as a C-60, by the British as a Lockheed Lodestar, and known to most civilian operators as a "Lobster," it is affectionately dubbed here at SCAAC as "The Beast." Its fairly large payload will enable the simultaneous testing of many strange & wonderful gadgets. Those of you who have seen our more conventional aircraft close at hand know what we've been able to cram into an L-19, so you can well guess the scope of the installations for this particular aircraft. The contents of the engine nacelles, the miles of hydraulic lines, and what have you are in the competent hands of Bob H. Robinson, one of the top spanner-scanners of this unit. If one of us has the hours in the air that this veteran aircraft has flown, he probably would need a footlocker for his Form 5s; however, she flies like the lady that she is. We give fair warning that appellations such as "Flying Electronic Maze," or "4,000 Fuel Leaks Going in the Same Direction," will not be looked on favorably. O, all of you ex-many engine drivers, you fugitives from the blue-clad horde, eat your hearts out! Here's where we separate the men from the boys!

## School Is In

CAPT. T. F. McNAMARA is off to 'copter school. Gonna do it the hard way, through San Marcos & then to Sill. LT. BOB JACQUOT is presently at Basic Signal School. He says that he is quite an oddity, being the only rated one in his grp. He's plied with questions on Army Avn, and he brings his classmates out to the line for free rides. Boy! If we had a few more pilots in tng or schools at that level we would have more applicants for AA than you could shake a Form 1 at. We have 3 new arrivals & one glance at the saffron-tinted covers of the latest Newsletter was enough to bring them around. LTS. DONALD E KEEN & LEWIS G HOLLADAY are newly-rated acrtf drivers asgd to the Academic Branch.

LT. THOMAS E LITTLE, JR. is not yet rated but is awaiting receipt of orders putting him into the hopper at San Marcos. CAPT FRANK G COOK would have been a subscriber a long time ago, but he

just didn't get around to it. Quite understandable to anyone that flies—the only place where an Opns Off rests is in his grave, and when Gabriel blows his horn, he'll probably schedule those flights also. LT COL JOHN L WILSON, JR, a gear in the Engineering Labs here, dual-rated, & a very nice guy to boot, & CAPT JOHN C GEARY whose involved with TC Doctrine down in DC are both new & willing subscribers. Said enough... Your Correspondent, CAPT BOB BRIZEE, SCAAC (ED NOTE: Our top "Ace," CAPT BOB, must be slipping. He only corraled 6 new subscribers in OCT. Only potential subscriber he seems to have missed is the guy with the "Link Trainer" concession on the Boardwalk at Atlantic City.)

McPherson

3d Army will be getting seven new L-20s between Nov '53-Mar '54. The 20s will be asgd to the units auth multi-passenger aircraft who are most in need of them when they become available. DA Ltr dtd 14 Aug 53, auth four L-19 instrument trainers to 3d Army. They will be used for purpose of instrument flying proficiency. All four 19s will initially be used by the Instrument Examining Board being set up at Hq, 3d Army... The 509th Trans Hopt Co, Bragg, has rec'd the last nine H-25 copters asgd within 3d Army. The Inf Cntr, Benning, will soon be asgd an L-23B Beech to replace the L-23A demolished in an accident on 10 August. The "B" model has metal props, auto-pilot has been removed, the acrtf has been strengthened structurally by the modification aft of the cockpit, and the takeoff gross wgt has been increased to 6,000 lbs... Accident involved an L-23 from Inf Cntr Avn Sec & occurred at Lawson Airfield at 0440, 10 Aug... The L-23 crashed on takeoff, & the pilot and 2 passengers were fatally injured. Investigating Board including a Beech Tech Rep & members of the AF Flight Safety Division, found no evidence indicating material failure.

Accident report listed most probable cause to be: "Pilot was wearing a chest type parachute when found. Chute possibly caused a partial loss of aileron & elevator control by restricting movement."... This fact, plus a UR we submitted sometime ago on the cabin door and automatic dome light, leaves us prone to accept a cabin door theory as the most probable cause of the accident, viz. "the cabin door came open immediately after takeoff—automatic dome light came on causing temporary ngt blindness with resulting vertigo. Before conversion to instruments could be accomplished, aircraft crashed." Unfortunately, the theory, in either instance, can never be proven. Your Correspondent, Maj Luther B Botts, Hq. 3d A.

Meade

"A short article of jabber from 2d Army Hq. New Arrival: Capt. Harley Hungerford, asgd to 2d Army Flt Det, 1 Sep 53. He has just returned from a 3-yr tour with Hq, Flt Det in Austria. Former Asst Opns Off at Post Field, Sill, & also a Flt Instructor in fixed-wing for 2 yrs (Poor Boy)!"

Continued on page (6)

# PRO'S SAY...

MAJ ED PODWORYN is now attending Twin-Eng Tran F1t Tng & upon completion of this course he'll attend the Instrument F1t Examiners School. He is expected to return here approximately 1 Dec.

CAPT CLARENCE HOLLIDAY has just returned. He's earned his multi-engine rating while at Sill.

Ferry pilots from 2d Army are now enroute to Wichita to pick up two L-19 instrument trainers. Looks as if ED PODWORYN has his work well outlined for the next 7 or 8 months.

Another new(Junior)aviator to the 2d Army Grp. A boy! - 7 lb baby boy to LT COL. and Mrs. ANDERSON.

Your Correspondent, Capt. Sylvester W. McClain

ther picture. The weather information on being submitted by this new station is being employed to complement weather information rec'd from flight service on flight plans.

New for the "ifs" and "maybes" in the future: First of all, it's proposed that these weather stations will be established at all Army aircraft strips in the ZI and overseas theatres. However in order to make the weather reports official, qualified forecasters will have to be obtained from military and/or civilian ranks. The training of these personnel and many other problems are in the mill now and are quickly and efficiently resolved. Let's hope that this progress continues and that in the near future the Army pilot will be able to receive all of the meteorological support he needs to make his flight safer and to help him complete his mission.

Your Correspondent,

Lt Donald L Vogelsang  
Meteorological Div.

XVIII AIRBORNE  
CORPS ARMY  
FORT BRAGG, NC

Somehow and somehow a Newsletter found its way into our ops here at 18th Abn Corps Arty, and after being read by each pilot (this took time because there are a grand total of four of us) we all decided to subscribe & help along this "baby" publication, Army pilots aren't that many in number that there isn't someone a person wouldn't know and the Newsletter helps to keep friends together.

## The Best

Our Air Officer here at Smoke Bomb Hill (Bragg) is a person who's everyone's friend & I'm sure that as soon as I put his name here, you'll know I'm talking about "Pappy," MAJ ROBERT D DEARTH. We want you to know that the pleasure is all ours in working for him. Smoke Bomb Air Strip is undergoing a minor face-lifting and will be open for business in a few weeks. We'll let you know when it's open again, along with other information on the field.

We have two other fine pilots with us, but I am sorry to say that they are on orders for those distant shores. They plan to subscribe just as soon as they find out their APOs. Their names are Capt. Jimmie D Vaughn & Capt. Henry R Mangum. The four of us are on AD at present (?) and all are Army aviators except "PAPPY". He's a Sr AA (there's always one in every crowd).

Your Correspondent, CAPT JOSEPH F KUNZ, 66 SigBn (for MAJ ROBT D DEARTH, Hq, XVIII Abn Corps Ar; LT BASIL G ABBOTT, 663d FA Bn; and LT ROBERT H WEBB, Hq, XVIII Abn Corps Arty, all of Ft Bragg)

OCAFF

Monroe

Enjoyed the coffee & hospitality extended @ GI NY, but still think it's tight in an L-23 (ED. NOTE: Ol' BLUE BARRON says, "Amen, brother."). Like to report that by publication, Lt Colonel Frank Forest & Capt Nelson Mahone will be twin engine qualified. Reporting in at OCAFF, Ft Monroe, recently were COL Walter E Bare, Jr. who replaced Lt Col John Gawalt in the Development & Test Division (OCAFF), and Lt Col Samuel Swearingen. Both returned from EUCCOM. Present but definitely not lost "in the shuffle" are Lt. Col Edwin F Whitney of the Trans Sec here & Major Paul R Wagner of Schools Div, G-3.

Your Correspondent, MAJ WILLIAM C HALE, OCAFF

The 50th Anniversary of flight demonstrations are getting a big play here in this area. The latest demonstration coordinated with the Air Force in Chicago was preceded by one at Milwaukee performed in conjunction with the premiere of "Mission Over Korea," the movie pertaining to Army Aviation in Korea. Appleton, Wisconsin, the home town of the Honorable Senator McCarthy was visited with a demonstration team on the weekend of October 10-11 and from the pilots' reports a good time was had by all. Flying at 5th Army Hq has slowed down from a 400-hours per month average during the summer months but still remains well over 200 hours at present. 5th Army's fortunate in having Lt. James H. Annear, newly-assigned to the 98th TAAR Detachment at Fort Riley, Kansas.

Lt. Annear is an ex-Marine Aviation Engineering Officer & really knows his stuff when it comes to keeping 'em flying.

Your Correspondent, Maj Donn T Boyd, Hq, 5th Army

Monmouth

NJ

Recently incorporated into the 9460th TSB Signal Corps Army Aviation Center at Ft. Monmouth, a new Meteorological Division now operates a weather station on a limited basis. The station is being efficiently handled by a weather interpreter and two weather observers during an 8 hour day. Since this is a new venture, they are confronted with the task of establishing procedures and operating policies, plus determining the weather requirements of light aviation.

## Three-Way

The station is now equipped with two teletype circuits and one facsimile circuit. The facsimile circuit is the weather circuit coming out of Washington, from where surface maps, upper wind charts, prognostic charts, etc. are rec'd. The teletype circuits are Service "A" and Class "C" Air Force Service. From the teletype circuits, data is obtained to plot a "Station Condition Weather Map" which shows IFR, VFR, and closed conditions of airfields in the eastern sector of the US. Radiosonde reports, notams, weather sequences, and other data are collected to aid the pilot in obtaining a complete wea-

\*\*\*\*\* MAILBOX \*\*\*\*\*

Many thanx for your patience in waiting for my two pesos. I have been away for the past six weeks on TDY with the GE Company, my employers. Please note that the 43d Div (CONN-NG) also has as Army aviators Capt. Alvar Johnson and Lt Charles E Robinson who both returned from a tour of duty with the parent 43d in Europe. Have a picture of a young group of my fellow students in Class 43-E2-22, Pittsburg, Kansas, which was taken about May of 43. COL TOWNSEND is among those present & wonder how the aging process has affected him. Please pass on my regards to all. Your Corresp, MAJ WILBUR L LOUTH  
AO, 43d Div, CONN-NG

I Mean What I Say

Those Army aviators interested in excellent blue & stripper fishing, try Nantucket Island off Cape Cod...The facilities at Nantucket Airport are tops, with surf fishing within easy taxi distance and even walking distance. The adjacent island of Tuckerneck has a sand strip well marked with the world's best stripers in rips off northwest point-also walking distance. Should make a good XO. APO subscribers disregard all above. Your Correspondent, CAPT DON BOYNTON  
94 Div, Mass-USAR

Madness

Soon after I was awarded my AA designation, I moved down here to Wilmington, the Newsletter following. Prepared a reply in May (which wife found un-mailed in Aug), but since I am transferring over to the Air NG think I'll out down your chores. Reserve Army aviation here is somewhat limited, there being but one AA in all Delaware. He has his own plane & he also has the only TO&E spot. The Delaware Air NG is getting F-84s in October. Used to be in the AF where I flew B-25s, so they're taking me in. The prospect of flying jets is an exciting one. VTY, Lt Ed Mullen (ED NOTE: Lt Mullen was a Reservist flying in the USAR program in N.Y. before he transferred out.)

Traveler

Think the Newsletter is of much value to NG & USAR Army aviators who are not always aware of the latest developments and techniques in Army aviation. As an AA on active duty, I am also interested in it in that I can read about old friends through its pages. Have just returned to the ZI from USAREUR after 3 1/2 years duty there as an AA, first with an ARTY Battalion and later with an ARTY Gp. I'm on my way to Ft Sill & I hope to SEE many of the "old-timers" there. Sincerely, CAPT LEO E BERGERON, ARTY

Brains, Inc.

Although not an Army aviator, I have been asgd a 1066 primary MOB in my USAR assignment w/the 343d FA Bn (90th Inf Div) here in Texas. Have a civilian copter rating & work in the Eng Dept. of the Helicopter Division of Bell Aircraft. I enjoyed my initial issue & look fwd to more.

LT HENRY M CLAYBOURN, USAR, Ft Worth, Texas

Out of the Desert

Rec'd the October "yellow rag" today - Now you are cookin" - sure like it - Got back at SCAAC (Monmouth) after 90 days at White Sands (TDY) in time to change clothes and go TDYing again. I'm attending the Special Copter Class at Sill - 8 weeks more TDY - My wife says she's definitely going to write a book, "TD Wife." Enclosed are nine subscriptions. Your Correspondent, LT TOM (TDY) WALPOLE, SCAAC (ED NOTE: Nine subscriptions! No doubt, Mrs TDY will make mention in her book of the big hatchet you obviously must carry on your trips!)

Versatile

(ED NOTE: Following Letter is from a former NG AA from Mass (26th Div) who switched to TC (51) on entering AD. We list his AD schooling in order to show other NG-USAR pilots the extensive training given to AAs on entrance upon AD.) Graduated in AA Class 49-D-L (Waco) & was asgd to Trans C Research & Devel Sta for 1 1/2 yrs. Reasgd to Staff & Faculty, TC School, later. Became Eng & Supp Off for Eustis Avn Sec. While in TC I graduated from AA Instrument Course (taken at Lynchburg); Air Transportability Course (Eustis) Copter Course (Sill), & TC Army Acft Officers Maint Course at Spartan Sch (Tulsa). Am presently asgd to the well-known 13th Trans Cargo Helicopter Co in Korea & serving as Maint Off. Received my new Cat III from D/A with expir. 2/57

We now have 7 Off & 23 WO's (pilots) in our Hoptcr Co. The 13th evacuated the majority of the UN PWs on Operation "Big Switch," & recently participated in the airlift of Indian troops from the USN Acft Carrier, Point Cruz, to the Pan-monjun Indian Camp. This Opn was the largest & most extensive copter airlift in military history. We currently are performing resupply and emergency medical evac missions.

Would sincerely like to become the staff correspondent for the 13th Hoptcr Co & will furnish news & activities on the Co. if so designated. Your Correspondent, LT WILLIAM TEDESCO, FECOM P.S. LT MILT HORWITZ would like to climb abd.

AIR SHOW

Continued from page (2)

MARINES

The US Marines will have an extensive aerial & static display of their various aircraft. Neither the types or number of the aircraft are available now.

COAST GUARD

An aerial & static display, primarily of helicopter and amphibious aircraft used by the CG.

Army participants at the Air Show will include: LT COL JAMES L TOWNSEND, CAPTS L. WAYNE BEST, & RICHARD H. POTTS, LT PAUL E CARPENTER, M/SGT THOMAS D. WARD, SFC HARVEY CHOLFIN, SFC MILTON M MONTGOMERY, SFC ARTHUR C WATKINS, SGT PAUL SCHULTZ, CPL JOSEPH FERRATOLO & PVT DONALD BUSS.

Continued on page (9)



Shifts and Changes  
Old Faces, New Jobs

# PERSONALS

From 6215th ASU, Fort Lawton Washington:  
Lt Joseph W McClure to 580th Hopt Co, Bragg, NC  
Lt Joseph M. Hasty to Hq, 47th Inf, Cp Rucker, Ala  
Lt James H Cook to Hq, 30th Inf Regt, Benning, Ga  
Lt Harry E Archer to Hq, III Corps, Ft MacA, Calif  
Capt Vernon W Archer to 37th Inf, Camp Polk, La

From Stu Off Company, Army Aviation School, Sill  
Lt Frank P Nascombini to Trans Cntr, Eustis, Va  
Lt Richard T Birk to 25th TAAM Co, Ft Bragg, NC  
Lt Thomas P Keys to 4005th ASU, Fort Hood, Tex  
Lt Walter D Yenne to 148th TAAR Det, Ft Sam, Tex  
Lt Wm J Reinhart, Jr to 29th TAAM Co, Sill, Okla  
Lt Huey F Segura to Trans Center, Ft Eustis, Va  
Lt Howard R Stahlman, Jr to 98th TAAR Co, Riley, K  
Lt Wm L Stephens to 82d Abn Sig Co, Ft Bragg, NC  
Lt Edward J Davis to 25th TAAM Co, Ft Bragg, NC  
Lt John H.P. Davis to 29th TAAM Co, Ft Sill, Okla  
Lt John E Dunn to Hq, 4th Army, Fort Sam, Texas

From Student Det, the Arty Sch, Ft Sill, Okla  
Lt William H Culton to 29th TAAM Co, Sill, Okla  
Lt Carl E Bublitz to 30 TOPO Engr, WnflsDet, Cal

From Hq Company, 37th Inf Div, Camp Polk, La  
Capt William E Black to 580th Hopt Co., Bragg

From Headquarters, 9th Inf Division, Ft Dix, NJ  
CAPT MATTHEW LANISH to 328th Hopt Co, Riley, Ka

From OC of Transportation, DA, Washington, DC  
Maj Eugene E Sorensen to 328th Hopt Co, Riley

## Far East Command

To Cp Stoneman Para Cntr, Pittsburg, California  
Lt Andrew J Craig, Stu Det, Arty Sch, Sill, 10 Nov  
Lt Alexander G Fewsmith, Arty Sch, Sill, 10 Nov  
Lt John K Mitchell, Stu Det, Arty Sch, Sill, 10 Nov  
Capt Robert F Young, Stu Det, Arty Sch, Sill, 10 Nov  
Lt Warren W Ward, Stu Det, Arty Sch, Sill, 10 Nov  
LT COL CURTIS L HANKINS, Hq, 3d Army, Ga, 28 Jan  
Capt Frederic B Franklin, 4050 ASU, Sill, 4 Dec  
Capt John D Gillespie, Arty Sch, Ft Sill, 4 Dec

From Personnel Center, Cp Stoneman, California  
Lt James P Luttrell to 47th Inf, Cp Rucker, Ala  
Lt H KENNETH IVERSON to 278th ROT, Devens, Mass  
Lt Heyward P Leorne to III Corps, Ft MacA, Cal.  
Capt Kenneth W Holzer to H&H Co, AAS, Sill, Okla  
Capt Fred E Raymond to 30 Engr Bn, WnflsDet, Cal  
Lt Clifford E Johnson to 44th Inf, Ft Lewis, Wash  
Lt Boyce B Buckner to Hq, 5th Army, Chicago, Ill  
Lt Conrad Prevencher to 9400th TSU, Monmouth, NJ  
Capt Ferris C Welch to 51st FA Gp, Ft Bragg, NC

To 6214th ASU OS Repl Sta, Cp Stoneman, Calif.  
Lt Wesley E Bass, Jr, Stu Det, Arty Sch, Sill, 7 Dec  
Lt Paul L Hurlley, Stu Det, Arty Sch, Sill, 7 Dec  
Lt William D Gahn, Stu Co, ArmyAvn Sch, Sill, 8 Dec  
Lt Richard J Huston, " , ArmyAvn Sch, Sill, 8 Dec  
Lt Elmer W. Konrad, Stu Co, ArmyAvn Sch, Sill, 8 Dec

To Camp Kilmer Personnel Cntr, New Brunswick, NJ  
Capt Eugene R Walton, Yuma Test Station, 27 Nov  
Lt Jesse M Burch, Jr, Stu Off Co, AAS, Sill, 8 Mar  
Lt Wesley A Dean, Stu Off Co, AAS, Sill, 8 Mar  
Lt Donald L Miller, Stu Off Co, AAS, Sill, 8 Mar  
Lt Gerald E Swecker, Stu Off Co, AAS, Sill, 8 Mar  
Lt Raymond Tourtillott, Stu Off Co, AAS, Sill, 8 Mar  
Lt Dean C Wessner, Stu Det, Arty Sch, Sill, 12 Nov  
Lt Emmett F Proctor, " , Arty Sch, Sill, 12 Nov  
Lt Joseph M Balint, Stu Det, Arty Sch, Sill, 12 Nov

Here's a rundown on the "Shuttle at Sill" provided to us by CAPT JIM HANCOCK of the AAS:

### Landings

LT COL EDWIN H LEER	Lt G. F. Meacham
Lt Col J Elmore Swenson	Lt L. R. Rodawalt
Maj Hugh D Gaddis	Lt Johnny F. Cook
Capt Johnny Auffill	Lt Paul M. Forbes
Capt B. J. Dyer	Lt F. G. Harris
Capt Howard Erwin	Lt A. B. Riley
Capt Lee Lybarger	Lt Hugh Spurlock
Capt J. E. Martin	Lt J. V. Sundburg
Capt R. F. Mitchell	Lt J. R. Webb
Capt John H. Moerls	Lt R. D. Wells
Capt R. K. Jarrell	Lt C. E. Wroten
Capt E. M. Lynch	WOJG E. R. Davenport
Capt J. V. White	WOJG H. L. Ohlsen
Lt Lynn D. Askins	WOJG R. H. Marrier
Lt N. W. Martel	WOJG Joe P. Erwin

### TAKEOFFS

<u>Far East:</u>	<u>Arty Sch, Sill</u>
Maj Harold G. Waddell	Maj Gordon L. Kinley
Capt John T. Berry	Capt Eugene L. Adoue
Capt John F. Denhart	Capt Wm S. Hawkins
Capt Robert R. Dobson	Capt Eugene R. Lucas
Capt Wm D. C. Jones	
Capt Donald S. Muttoni	Hq, 5th Army
Capt Robert B. Parsons	MAJ BRUCE O. IHLENFELDT
Capt Wallace G. Reid	
Capt Harold A. Snyder	
Capt Thomas B. Steward	<u>Arty Cntr, Sill</u>
Capt Carl F. Wilkerson	Maj Herbert M. Luckfield
Capt Bernard M. Zeppenfeld	Capt James E. Altvator
Lt Donald C Blatt	Capt Jesse Brown
Lt D. B. High	Capt James W. Maschmann

Lt Donald M. Kinkle	<u>Reld AD</u>
Lt Robert B. Knowles	MAJ ARNE H. ELIASSON
Lt Robert S. Pippen	
Lt Robert V. Schmutzler	Lt William K. Horn

### Europe:

CAPT CHARLES T. ANDERS	<u>Ft Lewis, Wash</u>
Capt Clarence H. Fuller	Capt Levon G. Baxter
Capt Earle F. Gardner	

### DESIGNATIONS:

Inf Sch, Benning  
Captain O. B. Butler

Lt Col J. Elmore Swenson as Secretary of AA Sch.  
LT COL EDWIN H LEER as Dir, Dept Tac & Genl Sub.  
MAJ KENNETH O FELTON as Dir, Dept Combat Devel &  
Publ, replacing LT COL ALBERT L ROBINETTE.

Capt Harry J Langley to Flight Det, Hq, 3d Army  
Lt James C Matlock to 41st FA Bn, Fort Benning  
Lt Edward Mye to the Inf. Center, Fort Benning

### OVERSEAS BY WAY OF HELICOPTER SCHOOL

Maj Clark C Bohannon from 82d Abn Div to FECOM  
Lt Warren H Sandler from 11th Abn Div to EUCOM  
Capt Thomas G James from 11th Abn Div to EUCOM

### ALSO SHIPPING OUT

Capt John E Denny from 82d Abn Div. to FECOM  
Maj William R Miller fr 51st FA Group to EUCOM  
Capt William M Peterson from 47th Div to inact  
Capt Fred S Kuttesch from 11th Abn Div to EUCOM  
Maj Thomas C Jennings from 11th Abn. to EUCOM

## SUBSCRIBER'S

LT RONALD J JARVIS(AD)	1st Armd Div, Hood
LT VINCENT OTERSEN(AD)	303rd Sig Bn, Hood
LT FREDERICK B WELER(AD)	1st Armd Div, Hood
LT ARTHUR J WHITE(AD)	1st Armd Div, Hood



# PRO'S SAY...



Off to Instrument Flight Examiners School at Sill is CAPT LLOYD O BORGEN of Hq, 1st Army. MAJ. GERALD L HOUGH, Dep AO @ Hq, 1st Army, became a 2-engine pilot at the same time.. CAPT FRENCHY FOURNIER of the 278th RCT (Devens) headed for San Marcos & copter

training in October, joining CAPT BOB TEDD of Miller Field. Chasing the little airplane at Ft Sill's Instrument Course is CAPT JOHN STACY who normally runs herd on New Jersey's NG pilots. Headed for an eventual USAR or NG assignment in Massachusetts is LT PAUL E CARPENTER.. He's closing out an AD tour at GI-NY after completing several years of active service at COM Z in France. CAPT DALE W TAYLOR, also of Hq, 1st Army, is headed for an assignment in Formosa. He'll head west shortly. Going inactive is LT. RALPH V. STOKES of the 278th. He's heading for the Deep South where he will NOT become a TWA pilot as previously reported. He claims he is the victim of Dame Rumor and that he'd like to catch up to the party or parties who began the whisper campaign that he was headed for TWA...

Straight-in, low approaches are frowned upon by the GI-NY Rod & Gun Club. They bang merrily away on Saturdays & although they boast of their 25 for 25 Monday mornings, we rue the day one of them will walk in and say, "I Got me a 19." MAJ CHARLES POSEZ leaves his NJ-NG Advisor post in Linden to join up with "28 out of 25" HOUGH.

## Plush Stuff

The Army Aviation Section reportedly is to receive another L-23 and another Beaver shortly. Meanwhile, the copters have disappeared & the "chopper" clique here is already beginning to say, "Remember back when we used to fly choppers?" Looks as if the AD boys will be courting nearby NG units who do have copters. Very sad about the whole thing is CAPT BOB REYNOLDS of the Trans Sec who just completed copter tng and reported in to the TC Section a few weeks back. Parakeets are back again. Some 15-day reservist parked his two at the Section for his entire 15 day tour & the boys in the office are still mooping up.

## First Trial

The 9th Div Avn Sec is the 1st Sec in 1st Army to make use of the new L-19 Instrument Trainer acft. LTS GEORGE G ROCK & FRED McGOWAN picked up the Trainer at GI-NY for temporary use and coordinated with CAPT WAYNE L BEST, Instr Ft Examiner at Hq, 1st Army, on tng procedures to be followed. LT McGOWAN passes on this note to all 1st Army NG-USAR pilots: "If you'd like to see a GCA trailer-van in operation during GCA tng in progress, stop down to Maguire AFB (Fort Dix, NJ). AF will be glad to show you the setup at this installation. Contact me, if you wish & if I'm away, go directly to Base Operations"

With discharge just around the corner, Pfc Joe Ferraiolo, GI-NY's copter crewman without a copter, finally added a stripe. Just back from 2-engine Maint Course at Sill, SFC Arthur Watkins will crew a brace of twins. Twins are the last thing SFC Milton Montgomery desires. He's sweating out his first-born.

# Congratulations!

Capt Richard E Bywaters	Sr Army Aviator
Capt John L Dekker (AD)	Sr Army Aviator
MAJ GERALD L HOUGH (AD)	Twin-Engine Rating
Lt Fred Goldfaden (NJ-NG)	Army Aviator
Capt John L Eger (AD)	Army Aviator
Lt Col Frank Forest (AD)	Twin-Engine Rating
Capt Nelson Mahone (AD)	Twin-Engine Rating
Lt Armour L Smith (WASH-NG)	Army Aviator
MAJ JOSEPH H KING (NY-USAR)	Promoted to Lt Col
Lt Nicholas T Dietz (NY-NG)	Army Aviator
Lt Walter D. Sikes (FLA-NG)	Army Aviator
Lt Gerald J Walch (WIBC-NG)	Army Aviator
CAPT AMADEO J DUKE (NY-USAR)	Sr Army Aviator
Lt Carlos Urrutia-Colon (AD)	Twin-Engine Rating
LT HERBERT BASKIN (NY-USAR)	Promoted to Captain
MAJ EDWARD C PODWORYN (AD)	Twin-Engine Rating
WOJG George W Dovel (AD)	Army Aviator
CAPT CLARENCE E HOLLIDAY (AD)	Twin-Engine Rating
Lt Fredrick M Harker (AD)	Army Aviator
LT COL THOMAS W ANDERSON (AD)	A 7 lb son
Lt Charles V Heath (AD)	Army Aviator

average time 10 hours).

GOT SOMETHING YOU'RE PROUD OF?

WHY NOT LET US KNOW ABOUT IT?

used a memorandum on Fly-ations. In order to im-pty of flying and to dis- before an accident hap- pency of all Army avia- this Fort Bragg organi- l annually & when direc- tion board or other au-

## AIR SHOW

Con't fr p. (7)

Fort Sill participants include: Capt Everett Koors, Capt Eugene H Speakes, WOJG Harry G Arden, WOJG Geremiah J Foster, WOJG John H Greene, WOJG JOHN emiah J Foster, WOJG John F Greene, WOJG John S Hickey, Jr, SFC James W Richmond, Cpl Adam Novosad, Pfc George Kling, & Pvt John R. Stechshulte.

Personnel from the Signal Corps Army Aviation Cntr at Ft Monmouth include: LT EUGENE G LAWLEY, LT HAROLD L MILLER, Lt Joseph G McElhany, Lt Harry Schlegelmilch, Cpl William L Ward, Cpl Howard Jones, & Pfc Canior Hill.

It is hoped that a heavy-lift helicopter air-lift using H-19 helicopters and carrying VIP and news media personnel may be set up from Battery Park in Manhattan to Mitchel Field. No assurance that these additional H-19s will be used for this mission is known at this time.



If it's interesting, why share it with just four other pilots? Mail it in!

## YOU SHOULD HAVE THIS INFORMATION...

(ED NOTE: CAPT L. WAYNE BEST, Hq, 1st Army, attended the initial course of the Army Aviators Instrument Flight Examiners Course at Ft Sill. His background data on this course should be of interest to all Army aviators.)

I attended the first course of this kind that the Army has and I came away from the school with a profound sense of responsibility that is entrusted to persons selected to be Instrument Examiners. This subject will be in two parts; first, about the material we covered in school and secondly, about instrument flying itself and how it affects Army Aviators. No mention will be made about the Instr. Tng. Program, written examination or flight checks as this will be sent out to units in a circular form in the near future.

Part I - The ground school of this initial class (AAIEC 54-C) lasted two weeks, the entire ground school, link From Hq Company, 37th Ir, 2 weeks and the last Capt William E Black to ing & link. The ground From Headquarters, 9th From Headquarters, 9th CAPT MATTHEW LANISH to From OC of Transportation, Mej Eugene E Sorensen tgs, Air Traff. Control; lications, CAA Navig- for Army Aircraft, arances and Flite Plan- Stu D Lt Alexander G Fewsmith Link training consist- were later accomplished in hooded flight. Procedures are all standardized in that all instr- ctors give the same type instruction which is very helpful to the student. Hooded flight comes under three general types - receiving in- struction, giving instruction & giving flight checks. While the student was giving a flight check an instructor was in the rear seat grad- ing your aptitude. All students in the class with me were graduates of Contract Instrument Schools, therefore we had to put in many hours at night learning procedures and subject mat- erial that we had not previously been properly nor thoroughly exposed to. This is an excell- ent course and special plaudits should go to the Army School of Aviation and especially to the Instrument Examiner Instructors.

### Far East Cop.

To-Cp Stoneman Pers Cntr night Examiner. During Lt Andrew J Craig, Lt Alexander G Fewsmith Link training consist- were later accomplished in hooded flight. Procedures are all standardized in that all instr- ctors give the same type instruction which is very helpful to the student. Hooded flight comes under three general types - receiving in- struction, giving instruction & giving flight checks. While the student was giving a flight check an instructor was in the rear seat grad- ing your aptitude. All students in the class with me were graduates of Contract Instrument Schools, therefore we had to put in many hours at night learning procedures and subject mat- erial that we had not previously been properly nor thoroughly exposed to. This is an excell- ent course and special plaudits should go to the Army School of Aviation and especially to the Instrument Examiner Instructors.

Part II - Instrument flights by instrument pilots are to be encouraged. The purpose of the instrument flight examiner and the instrument pilot examining board is not to restrict instrument flying, but to build a great number of instrument pilots, who are qualified beyond any doubt. The pilot's proficiency will be established clearly before he is allowed to participate in instrument missions. In this way the Army will be certain that all its instrument pilots are dependable and top-notch performers. The Army Aviator must bear in mind that upon receiving an instrument ticket he's demonstrated his ability to fly under all sorts of difficult conditions, keeping in mind weather minimums, clearing authorities, type and limitations of the aircraft he is flying. The responsibility of the Army Aviator doesn't end

Continued on page (14)

## So you're going on a trip...

In regard to LT. CHAMBERS' account of his cross country flight from Luzon to Okinawa, I thought perhaps I could help fill in the details of the flight in that I was also on the same flight.

The distance from northern Luzon to Okinawa is about 760 miles, so in order to extend the 350 mile range of the L-5 for the flight, a 75-gal. tip or belly tank was rigged in the rear compartment, giving it about 100 gallons of fuel or about 10 hours at normal cruise power.

The flight was planned to be flown in three separate flights of 3 squadrons, the 157th Liaison Sqdn, the 159th and 160th Lsn Sqdns, which comprised all of the light Avn Sec of the 3rd Air Commando Group, under the command of LT. COL. C. KALBERER. The 157th with 30 aircraft departed on about 20 Aug 45 from Mabalacat (Luzon) taking about 7 hours. Mabalacat is a few miles east of Clark Field. I was with the 159th, which departed with 30 L-5s on 27 Aug 45, landing at Laoag (Luzon) 2 hr, 15 min later. After 2 rainy days at Laoag, we left on 30 Aug 45, and 8 hr & 30 min later we landed at Bise, Okinawa, all with sore backs.

The flight was made at 3500 ft, the weather was clear and sunny with a few scattered clouds along the way. We had two PBYS for escort & to pick up anyone who had to ditch or bail out. We also carried a one-man liferaft attached to our chute.



Talking about ditching, the pilots, weeks prior to the flight, had quite a few talks about ditching an L-5. Some said they'd ditch, and many others said they'd bail out. Personally, I planned to join the Caterpillar Club if I had any difficulty during the flight since at the time I had never heard of anyone ditching an L-5 w/ its fixed landing gear and getting out alive.. It always sank immediately and, of course, must have nosed over due to its fixed gear. This may be a good discussion topic for the Newsletter in that we occasionally do fly over water.

It was rumored at the time of the flight that we would get the DFC for the flight, but since the war had already ended, it was just another peacetime operation.

Here's hoping that you find this report interesting and that others will step forward & relate their wartime experiences. Incidentally, we flew from Okinawa to Japan soon after under similar conditions.

Your Correspondent, LT. ANDREW C. ERBECK (NJNG)

We can profit by your experience. If you have some combat or operational experience, or some maintenance suggestion, send it along. We will withhold your name if you so desire.

## ON GUARD!

(NOTE: Blotto, not Bingo, would be a good word for the number of reports we received from the National Guard Advisors this month. Wondering now if the NG Convention on the West Coast may be the reason for the void, or if our Advisors are just petered out after their siege at SFT. Reports on the 27th Division & the PA-NG still are forthcoming. Will try to "plug this gap" by filling in a few notes we picked up during last month's travels).

MAJ BERNARD B MACKELL, AO of the 42d Div, NY-NG has joined CAPT FRANK ROONEY at Chopper School. Hard to believe but rumor persists that one NG pilot thought he saw a boat in distress in L.I. Sound and went down to investigate. Unfortunately, the boat reportedly was Gov. Dewey's. Let's always remember, altitude is like money in the bank, it's safe. NG Advisors, CAPTS BENEDIOT D FERRO, WILFRED GILLY, & BILLY WOOD all agreed in a pow-wow that they've seen the last of the high flight time months till next spring. They are Advisors in New England & with the bad weather coming on, the boys just hibernate... Glad to see CAPT LLOYD MURRAY has put some coveralls on "Miss Fly-In." She hasn't seemed to suffer any wear & tear at the hands of the MASS-NG pilots... Maj Ensley R Bennet, former AO of N.J.'s 50th Armored Division Section, may soon switch over to a USAR aviation assignment. He is the current G-3 Air of the 50th Armored.... Lt Fred Goldfaden (NJ-NG) has rec'd his AA rating.

### Take Cover!

1st copter to go to an NG Aviation Section in the 21 was assigned to the Alabama NG Section. NJ was the first NG Section in 1st Army to get a chopper... Copters notwithstanding, Fort Sill (and Gary AFB) are taking on a great many N.G. pilots for copter training. Some of these AAs include: CAPT JOHN D McCORY (Mo-NG), old-time L/P from Denton days; LT CHARLES B ROBERTS, 38th Div of Indiana (who earned the title, "Hot Rock," during his flt tng; MAJ FRANK O GREY, JR 33rd Div of Illinois (the "Ace" of his particular class); CAPT WILLIAM H GRAUL (Md-NG); MAJ AUGUST L GUILD, 45th Div of Oklahoma, who's now attending the initial copter course given @ Ft Sill; CAPT FRED W THEISMAN (Miss-NG) who is attending the same initial Basic Course at Sill; & many others.

## I Refuse to Answer



## ARMY AVN SCHOOL

Maj A. V. Juliano, Comdt of the L-23 Trans Sch in Japan, writes: "We've just completed our 1st class in L-23 Trans Tng set up by our Flt Det with the aid of material sent to us by the Commandant of the AAS. 4 Students graduated 5 Sep '53: Capt R.L. Williams, Capt Dekker, Capt Shaw, and Capt Lee Padelwitz. We were quite pleased with the results at the conclusion of the course. Of 600 flying hrs no acft was grnded for any reason except routine maint. Our Sch set up follows: Maj A.V. Juliano, Comdt; Capts J.L. Lefler, M.E. Jameson, R. W. Johnson, & Lt P.G. Pelham, Instr Pilots; Lt J.T. Kerr, Maint Instr; Mr. Charles Wibert, Civ Tech Adv from Beech, & Cpl C.E. Hale, Sch Clerk. Far East AO is Lt Col JACK L MARINELLI & the CO of the Flt Det is Maj John L Briggs."

### The Army Takes Over

The first Army Helicopter Basic Experimental course with 25 Army aviators started Sep 21st. 1st man to solo was Maj John S Sarko of Milwaukee who soloed in 4 hrs & 40 min. 2d to solo was Capt John Rike of Fort Hood, Texas, with 8 hrs & 20 minutes. By the end of September, 17 of the 25 had soloed (average time 10 hours).

### Review

The XVIII Corps has issued a memorandum on Flying Proficiency Examinations. In order to improve the general quality of flying and to discover dangerous traits before an accident happens, the flying proficiency of all Army aviators asgd or atchd to this Fort Bragg organization will be examined annually & when directed by a flying evaluation board or other authority.

All of the above data was derived ("lifted" is a better word) from the Ft Sill Army Aviator. CAPT JIM HANCOCK of the AAS edits the southwestern counterpart of this "rag." Indebted to him for forwarding us a Complimentary, & only wish we had the "contacts" he has. Ft Sill is still the Mecca of Army aviation and we could use a Pilgrimage-Tabulator.

### Monmouth

Once again the Academic Support Branch has risen in stature with the addition of 2 new pilots, LT "LUCIFER BONECRUSHER" HOLLADAY and LT DONALD KEEN, better known as "PEACHY KEEN." Biz events are in the offing for the Demonstration Team as a group of representatives from O8igO, Washington, are coming up this month to see us attempt to show the capabilities of the L-19. LT HUFF won the high-time pool for Sep with 61 hours and was forced to collect a buck apiece from CAPT HALE & LT LAWLEY. While I'm rambling on here, I'd like to add a line of recognition for the fine work our NOOIC, SFC Ivan Childress is doing. Men of SFC Childress' ability are hard to find. He recently came up with a very practical and simple method for controlling the amount of wire laid from the MX306, and after we've made a few tests of this method we'll be glad to pass it on to others who frequently lay wire. In closing I'd like to ask a favor & offer to return one. We'd like to exchange ideas for demonstrations, using the L-19 and H-13, with other units wherever they may be.  
Your Correspondent, LT. RICHARD HUFF

# AO's CORNER

Each month LT COL JAMES L TOWNSEND, Avn Officer at Hq, 1st Army, will answer in this column all questions submitted to the Newsletter by readers. It is pointed out that the views expressed here are not necessarily those of Hq, 1st Army, or those of the Dept. of the Army, but are personal opinions consistent with the experience and facts known to the Aviation Officer of 1st Army.

**QUESTION:** What protection or coverage does a NG or USAR aviator, not on extended active duty, have, if he is injured or killed in a motor vehicle accident while driving his own vehicle to his home base, intent upon performing flt duty pursuant to blanket orders incidental to his reserve or NG assignment?

**COL. TOWNSEND:** In view of the fact that there are legal aspects to this question with which I am not familiar, I referred this question to the JA at Hq, 1st Army. His opinion follows... "It appears that NG personnel are ineligible to receive any hospitalization or benefits in such a situation (See par 5(1) NGR:24: "5. Limitations of Coverage and Benefits. - a. Members of the NG will be considered as not in line of duty and will not be entitled to the benefits of the Act of 20 June 1949 (Public Law 108, 81st Cong.) for injuries suffered under the following circumstances: (1) While traveling to and from a site designated for a period of tng or tng duty (armory, firing range, CPX, fld tng, unit schools, etc). See also, JAGA 1952/8370, 31 Oct 52, Vol 2, Dig Op JAG No. 3, p. 129.

It also seems that USAR personnel are not entitled to any benefits or hospitalization. See Title 10, USC, Sections 455a, 455b, and 455c, which limit hospitalization benefits to injuries sustained while actually participating in aerial flights in Government-owned aircraft. The above references indicate that there is no Government liability assumed for either Reserve or National Guard flyers under the circumstances stated."

## Up in the Air

**QUESTION:** I understand that the time logged at Ft Sill while attending the Army Aviator Tactics Course may be counted towards meeting the yearly requirements. Some of my fellow pilots say the opposite. Can you straighten me out on this? Signed, AD.

**COL. TOWNSEND:** It's 1st Army policy that pilots will be considered to have met their yearly requirements if they perform flight time in proportion to the number of months remaining in the fiscal year following their graduation. For example, let's say Lt Jones graduated 1 Oct. He has 9 months remaining in the fiscal year. He would be required to fly 9/12ths or 3/4 of the flight requirements (instrument, night, etc) for the year. However, it is felt that in most instances, eager beavers will have no trouble in meeting their full annual requirements. Why set the bar for less if the time & equipment is available?

## Take a good look—

Now that I've done the "family wash" for this month would like to add a word or two about 2 recent instances at GI-NY that bear repeating. First one concerns 6 Senior Army aviators who were huddled in the Main Office, hangar flying.

After heatedly debating several topics (women, good drinking whiskey, the relief (involuntary) from AD of Reserve officers, and the minimum & maximum flight requirements, the subject somehow changed to aerial photos taken from Army aircraft. One pilot argued the L-20 was the best aerial photo plane due to the large hole in the bottom of the fuselage for that purpose.

Now get this - all 6 pilots were L20 qualified and yet 2 pilots said, "What hole?" Two pilots said, "The hole isn't large enough; it's only so big," indicating a hole about 8" in diameter. The last 2 pilots had the hot oil as later inspection disclosed. The L-20 does have a removable porthole in the bottom approx. 15-18" in diameter. For the record, I'm one of the "What Hole Gang."

The above tale clearly indicates that all too few pilots really know their aircraft as well as they should. Don't be one of the "head up & locked" type that approach an aircraft, check tire pressure by kicking the tire on the pilot's side, and then takeoff - fat - dumb - & happy.

Recently, while on a routine passenger run, an L-20 pilot was tapped on the shoulder by a very distinguished full colonel in the rear seat. As the pilot turned to see what his passenger wanted, he noticed that the colonel had the relief tube up to his mouth & was speaking through it. The pilot hurriedly tried to inform the colonel that it was a relief tube, & not the intercom. The old gentleman became quite embarrassed and the pilot never did find out what he wanted.

Perhaps the relief tube and its use should become part of the pre-takeoff briefing.



Once, SCAAC's BOB BRIZEE & WALLY TRAVER were our only "Aces." The 2 CAPTs were the first to "bag" 5 Newsletter Subscribers on their own. Since then, the war's continued unabated & we've discovered that other AAs have joined in this private Turkey-Shoot & have bagged the necessary 5. To be serious for a moment, we realize that little can be done if one Hq or unit shares 1 issue among 5-12 AAs. However, this "rag" would have remained a "pipe-dream" if everyone felt this way. Here's a list of our "ACES" who fortunately did & are still doing something about it:

CAPT BOB BRIZEE, SCAAC, Ft Monmouth, NJ.....	14
CAPT JIM TOWNSEND, Free-Lancer.....	11
MAJ FREDERICK C GOODWIN, Ft Sill.....	10
M/SGT THOMAS D WARD, Hq, 1st Army.....	10
LT TOM WALPOLE, SCAAC, Ft Monmouth, NJ.....	9
CAPT HOMER T MONTGOMERY, Bd #1, OCAFF, Bragg.....	9
LT COL JAMES E TOWNSEND, Hq, 1st Army.....	8
MAJ GERALD L HOUGH, Hq, 1st Army.....	6
CAPT CLARENCE E PREBLE, Advisor Me-NG.....	5
CAPT WALLY TRAVER, SCAAC, Ft Monmouth, NJ.....	5
MAJ WILLIAM GRAY, Pennsylvania-NG.....	5

As you note, there are two places in particular from which NON-Subscribers can expect to "buy" their Flight Clearances, and at which the SOP is "No subscription, No Navigation."



# Pilots' Information File



(NOTE: Following is basically derived from the Hq, 1st Army, implementation of the draft of the new Instrument Training Program; all major commands are in the process of implementation of this Draft.)

The Instrument Training Program is established to outline the procedures & methods that will be utilized by the command (1st A) to fulfill the requirements set forth by the DA to qualify & maintain a high degree of proficiency in instrument flying technique by all AD aviators. NG and USAR aviators are encouraged to participate in the ITP whenever equipment, facilities, and time permit. Reserve Component aviators are not required to obtain an Instrument Certificate. However, they may do so by meeting the requirements set forth in SR 95-15-6, DA, dtd 15 May 53.

All aviators who hold a valid Instrument Certificate are encouraged to participate in instrument flight. It is not intended that any flight be undertaken that is beyond the capabilities of the aviator or aircraft concerned. The ultimate objective is for every Army aviator who has been afforded the opportunity to undergo a formal course of instruction in instrument flying to become qualified & remain qualified; however, present regulations do not require a pilot to attend a formal course of instruction.. to get an Instrument Certificate. Present plans are for every rated aviator to accomplish the prescribed minimum Hood and Link time every year even though he does NOT hold a current and valid Instrument Certificate. The training received under this plan will improve the participant's overall efficiency & in many instances the pilots, with concentrated effort, will be able to qualify themselves to obtain the Army Aviation Instrument Certificate.

Organically assigned equipment will be utilized to the utmost in maintaining pilot proficiency & meeting annual flight requirements. The following equipment asgd Hq, 1st Army, will be made available when required: a) Link Trainer, b) Two L-19 aircraft equipped for hooded flight. When individual aviators feel that they need more intensive refresher training to pass their written examination and flight check, classroom instruction may be given. Approximate time, five days. The L-19s that are equipped for hooded flight will be made available, on a temporary loan basis, to installations having Army aviators for utilization in a progressive ITP. Aviators will normally have a check ride in acft that they fly most frequently (usually the acft organic to their unit) however should an aviator be current & proficient in a larger acft with more radio equipment, his check ride will be given in the better equipped acft.

It is the responsibility of commanders that aviators asgd to their unit meet the prescribed flt requirements; therefore, unit comdrs will allow sufficient time during duty hours for pilots to implement and accomplish this program.

Night Flying: 15 hours of which a minimum of (5) hours will be cross country and a minimum of (5) hours will be local flying devoted to landings & takeoffs.

Instrument Flying: 20 hours (actual or simulated) of which a maximum of (10) hours may be accomplished in instrument flight simulators.. During the 20 hours, the following maneuvers & procedures should be practiced:

- (1) Instrument takeoff (full panel);
- (2) Climbing turns, left & right (full panel);
- (3) steep turns l & r (partial panel);
- (4) unusual positions (partial panel);
- (5) stall straight ahead (partial);
- (6) stall in turn (partial);
- (7) low freq. range orientation, holding, procedure turn, & letdown (full);
- (8) VHF Omni-range orientation, holding, procedure turn, & letdown (when applicable) with full panel;
- (9) ADF orientation, holding, procedure turn, & letdown (when applicable) with full panel;
- (10) ILS orientation, holding, procedure turns, & let down (when applicable) with full panel;
- (11) GCA approach & letdown w/full panel;
- (12) VHF-DF procedure (full panel);
- (13) missed approach procedure on any type letdown.

## SUBJECTS TO STUDY

Subjects for general study and review follow: (1) Meteorology, (2) Navigation, (3) Theory of Instruments, (4) E-6B Computer, (5) Regulations of CAA and Army, (6) Attitude Instrument Flying, (7) Radio Range Procedure incl. 90 degree turn method, 90 degree fade method, the lost on beam method, & close-in procedure, (8) VHF Omni Range, (9) Loop Antenna, (10) ADF, (11) Instrument Approach Systems, (12) Air Traffic Control (13) Military Flight Service, (14) Flight Planning & IFR Clearances, (15) CAA and AF Publications, & (16) Radio and Radio Aids.

Cross-Country: 20 hours (this includes the five (5) hours of night cross-country).

Review of Fundamentals: 10 hours to be flown in the 1st flying area practicing normal landings & takeoffs, cross-wind landings and takeoffs, slow flight, precision flying exercises, spot landings, and simulated forced landings.

Tactical Flight Exercise: 10 hours. Army aviators asgd to non-tactical units may substitute local flying, practicing maximum performance takeoffs over artificial barriers, slips, precision power landings, approaches over artificial barriers, operations out of practice tactical landing strips, evasive maneuvers, & contour flying in properly designated areas.

Please do not accept this as final; it is only a tentative draft. In the near future a circular will be forthcoming pertaining to Instrument Flying & the yearly flight time requirements.



Old Alumnus, CAPT A.T. PUMPHREY is now waterproofing his Hold Baggage at Camp Kilmer prior to leaving for EUCOM.

**RESERVED!**

upon the receipt of his instrument certificate. It is the duty of the Army Aviator to remain proficient and continue his instrument training every week that he is the holder of a current and valid instrument certificate. Continued study and practice is a must to the Army Aviator on instruments, weather, Rules and Regulations, Flight Planning, Radio & Procedure and Technique. It is absolutely essential that Army Aviators prove and maintain peak proficiency in technique beyond a doubt. All his other instrument knowledge is worthless unless he has the ability to fly his aircraft on instruments. There is no middle ground. He either can or can not fly instruments. THOROUGHNESS is the watchword!

Portions of the above were extracted from material received from the Army Avn School, Ft. Sill, Oklahoma.

Within the First Army Area the instrument training program will be thorough & intensive - the written exam, and the flight checks will be the "Yardstick" by which Army Aviators will demonstrate their ability to qualify for an instrument certificate. Portions of the flight check will be given under "actual" instrument conditions where and whenever possible. When I recommend a person to the Instrument Examiner Board for an instrument certificate it means I will be willing to perform an instrument mission with that person.

*Georges H. Best*

Instrument Flt Examiner, Hq, 1st Army

(NOTE: Additional data on Instrument Flying may be found on Page 13 in the column, "Pilots Information File.")

## MEMO

### WANTED! UNIT INSIGNIA!

We've tried to secure Army, Division & unit patches from commercial sources with NO luck. Hope that the AOs of the units will forward just one black and white line drawing of their insignia. Size (2"x 2"). Just toss it in an envelope & mail it in. Are you with us?



Send them to:  
Army Aviator Newsletter  
726 Eleventh Avenue  
New York 19, N.Y.

(ED. NOTE: Following letter is from a USAR-AA who recently switched from N.Y. to California. After this writeup on the advantages of this state, we hardly think other AAs, component notwithstanding, will stampede to the Far West.)

### Assembly-Line Living

Certainly appreciate receiving the Newsletter, especially since I'm so far away from N.Y. Actually the dissemination of information in the 6th Army area, although good, does not reach my level. I hope that my dollar is good even tho it was earned in Calif. Speaking of earning, I shall give you the facts on George. I'm working for Convair (Guided Missile Division) in Pomona, Calif, as a Service Engineer. Unfortunately, I find everything here classified but if you read Colliers or Avn Week you will probably know as much as I do about them. In fact, yesterday as I read an avn periodical, I came across an article about a 205 hp low-wing Army fighter with machine guns & rockets for tactical usage as a ground defensive weapon. Do you have one at GI NY yet?

### Happily Ever After

Oh yes! About California! We have beautiful flying weather (sometimes smog & high winds 30-45, on the desert 50-60); hot days & cool nights; ants, dust, gophers, orange trees, dates, crazy drivers, beautiful beaches but the water's too cold to swim; ski tows nearby (10 mi) but no snow; plenty of airports; nice people who dislike NY; (ED NOTE: They can't be nice people.) Hollywood which is just a bunch of plaster walls & bldgs; RR trains that do not even have commuter service to LA; ranches (but few cowboys); many mountains but few trees (Barren); radishes @ 1/bunch; rent at 55-85/month for a house but few apartments; hi-priced cars (Rambler delivered @ 2675) 4% city-Fed tax; single fellows tell me there are many nice girls walking around; & last but not least, California now has me. If any of you fellows are considering the move or would like more information, tell 'em to write. I'll oblige. Have any of the USAR pilots gone to Hoptr, Twin Engine, or Spartan School? Your Correspondent, LT GEORGE S KENT, USAR-NY (ED NOTE: 'Fraid that USAR pilots will have to resign themselves to eating cheap radishes and sun-bathing instead of transition training.)

USAR RANDOMS - - Take heart, Reservists! MAJOR JOE KING (NY) cracked the "barrier." He made LT COL Oct 1st... CAPT JOE KILKENNY's spadework resulted in dividends. He signed up Capt William E Sapp as a new 77th Div pilot.... BEAUMONT is back and the 76th's got him! ED spent considerable time in the Canadian "bush" country & now sports a "bush" on the upper lip. Glad to hear CAPT JIM McNULTY is up & around. He's been hospitalized for some time now. CAPT AMADEO DUKE now sports a star on his wings... HERB BASKIN's just as proud of his "tracks"... ROGER HABERTS' 16mm sound-film on Summer Field Training could "ground" many a USAR pilot... Sound track's in French but anyone with 20/80 eyes cannot overlook the after duty hour flying of some of our lads... As Roger would say, Tres Chic!... He's a French AF Lieutenant who voluntarily takes his training with Reservists. Anybody seen Schill? LT PAUL E CARPENTER, an AD pilot now sweating out his last few months on AD at GI-NY, has his eye peeled for a USAR agmt in N. England. He's holding out for a case, SAM.

# SUBSCRIBER'S PAGE

This month's list represents a true cross-section of Army Aviation. We've finally signed up a few of the "holdouts" and have added a good number of new AAs. COL. NEUMANN's note accompanying his subscription is a "gem" in itself: "You've cornered me. Here's my fare! I'd like to ride. Why not "ride" with us and subscribe too?"

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 MAJ HAROLD GROSSMAN (AD) Bd#1, OCAFF, Bragg, NC  
 MAJ JOHN T PIERCE, III (AD) Bd#1, OCAFF, Bragg, NC  
 CAPT ELTON O BASHAM (AD) Bd#1, OCAFF, Bragg, NC  
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 CAPT GEORGE B DANIELS (AD) 1st Armd Div, Hood  
 CAPT CHARLES M HARDESTY (AD) 1st Armd Div, Hood  
 CAPT KENNETH SMITH (AD) 4005 ASU, Hood  
 CAPT HUBERT A THOMPSON (AD) 1st Armd Div, Hood  
 CAPT FRED N TILL (AD) 1st Armd Div, Hood  
 LT PERRY C ATKINS (AD) 1st Armd Div, Hood  
 LT LOWELL F BALTZELL (AD) 303rd Sig Bn, Hood

Con't on p. (8)

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#### CREDITS FOR THIS ISSUE:

We would like to acknowledge the many after hour efforts put in on this issue by M/SGT THOMAS D WARD & SFC HARVEY CHOLFIN, both of Hq, 1st Army. They never ran out of patience, just black coffee. We had NO takers on our "Cartoonist" plea. The cartoon on Page 11 was drawn by SFC CHOLFIN.

#### **Difficult Delivery**

The entry, "Form 3547 Requested," which is found in the lower left-hand corner of your address page guarantees us that despite your change of address, the Newsletter will be forwarded along to you or returned to us with your new address. We would like to point out that each issue has a Change of Address Form (Page 15) and that you can avoid unnecessary delay & double-handling by informing us of your new address beforehand.

#### **The Almighty Dollar**

We're trying TWO new things this month. One is the "LUCKY FINS" Contest in which we hope you all will take part. Can't truthfully say we'll reap a circulation harvest with this one. Also new is the practice of listing non-subscribers in regular type & the subscribers in CAPITALS. It is NOT our intention to offend anyone by doing this. It should serve to clear up 2 things however. One, the mistaken belief of non-subscribers that they have to be a "paid-up" member in order to have their stories & personals appear in the Newsletter and two, as long as we have an undeclared war being waged on non-subscribers and you lodge-members would like a little "batting practice," we might just as well serve up a few "fat pitches" to you. So get out the 36-inch bats and start teeling off, and if you haven't, any bats at your disposal, any control column will do.

One other minor change should be noted. Starting with this issue, we have discontinued the practice of having new subscribers make their checks and money orders payable to the Editor. Reason for this is that many of the money orders and checks were made payable to the "Army Aviator Newsletter" & we had a pitched battle on our hands every time we tried to cash one @ the bank or the Post Office. They just will not pay out the "green" despite presentation of our AGO card, security classification, & ink-stained hands. We have now made arrangements to cash these checks/MOs under an assumed name and we hope that those of you who don't send in \$1.00 will make your check payable to "Army Aviator Newsletter" or "Army Aviator Publications." And don't let the fancy name fool you; no syndicate has moved in; it's still the same old "rag."

#### **Records, New and Old**

Our next issue, the Christmas issue, will have a synopsis listing of all subscribers in which they will list their aviation background. Subscribers are asked to complete the form accompanying their Newsletter & return it by November 15th.

#### **New Writer?**

Joining us as an active subscriber this issue is MR. DWANE L WALLACE, the President of Cessna Aircraft. Although we have not indicated it we would welcome news from the various aircraft companies on Army aircraft, both operational & experimental. Most of our news on the manufacturing end of Army aviation comes to us by word of mouth, and although we will never question the reliability of the sources, we hesitate to use most of this information for fear of making technical errors.

That's all for November. Please write.  
Your Editor,  
ART KESTEN