

ARMY AVIATOR

VOLUME 1, NUMBER 4

Trade Mark

TOP DRAWER

(LT. COL. ROBERT R. WILLIAMS of the G3 Section of DA frequently sends out informal letters to major command aviation officers in which he covers current trends in Army aviation. Below are excerpts taken from his 10 March letter.)

"It has been considerable time since I last wrote one of these multiple address letters. Sufficient major & minor items have accumulated to justify another letter. I'll hit the major items first, then trail off into the more trivial matters.

On 5 March the Chief of Staff approved the establishment of Army aviation special staff sections at division, corps, and army. The duties of the Air Officer will be those listed in enclosure No 1. Office, Chief of Army Field Forces will revise the T/O&E's in due course of time and FM 101-5 will be revised to reflect the existence and duties of the Army aviation special staff section. We plan to put out a Training Circular as an interim measure.....

After three years of trying to take over training from the Air Force our heads are bloody but unbowed. We have one more paper up for consideration. This time I feel we have some arguments that the Air Force cannot refute.....

Those who have been in this game a long time will be happy to know that the Air Force has agreed to rescind the T/O&E for liaison squadrons. This should permanently settle some of the minor arguments that have gone on for years at operating and staff level.....

We have been severely criticized by the Office, Secretary of Defense and others for our low utilization rate on aircraft. They suspect that we have aircraft that are just standing by for possible use or limited use of individuals.... When aircraft are not used to their fullest capacity they become very expensive items. As any commercial operator will tell you, an airplane must be flown a lot of hours per month to be economical on a per mile basis. There is also serious question as to whether or not we have authorized aircraft for requirements that do not justify aircraft. Unless we can show that our utilization of aircraft is realistic, I fear strong steps may be taken to make major cuts. Myself and others have been impressed by

Col. Williams' report is continued on Page 13.

Notam

We've been forced to temporarily overlook many interesting letters because of space requirements in this issue. All of the letters are on file and will be used in the coming issue so if your unit report doesn't appear in this issue rest assured it hasn't been discarded. A great many '53 subscribers (207 to be exact) haven't as yet returned their renewals, although it is admitted that many of them still have several issues coming to them on their '53 subscription. We ask these "indefinites" to drop us a line & save the publication the expense of several reminders. With us or agin' us, let us know now!

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APRIL, 1954

HOPSCOTCHING

Top news this month is that Army aviation now becomes a special staff section at the division, corps and Army level. This is an important step and one that has been desired by many personnel in Army aviation for a long period.

Interesting article by Maj. Gen. William M. Miley, Commanding General of US Army, Alaska, relates the fact that in the Alaska area the utilization of twice the normal T/O&E equipment would be beneficial. (Story on Page 2).

Army aviation has a true "Ace" in Maj. Earl F. Crabb, an AA recently assigned to the Maine-NG. A World War II pilot with the RAF and USAF, he had 11 confirmed kills.

Washout rate reached 40% at one stage of Gary training, according to Lt. Col. Robert R. Williams of the Department of the Army. Although the rate has dropped to 25%, there is still an acute shortage of candidates for Army aviation primary flight training.

Massachusetts-NG air section has followed a "Family Day" plan that is well worth imitating. The wives and the kids who are consistently organized by the "Weekend Warriors" are given the full red carpet treatment on their "Day" & receive a thorough Army aviation indoctrination to boot. (Story on Page 10).

Many USAR-National Guard aviators considering active duty should be surprised to learn that a National Guard pilot applied for and received orders for active duty. Most Civilian Component aviation personnel are under the impression AD lid is locked tight.

Many AD reports in this issue indicate Instrument Proficiency and Instrument Rating Programs are going full blast. Examining Board at Third Army issued seventeen I-tickets, including two Special Instrument Cards. All praise Examining Board personnel for a job well done.

"Fly-In" weather is just around the corner, & queries about a '54 "Fly-In" have started to pour in. If permissible, an official "Fly-In" would be beneficial.



LUCKY FIN
CAPTAIN
FRED N. TILL
(819)



AA in Alaska

by

Major General William M. Miley
Commanding General
United States Army, Alaska

In a vast country like Alaska, where the distances between points of civilization are great and highways or railroads between these points are almost non-existent, aviation is probably the most important enterprise in the territory. The civilian economy is geared to Aviation, as is shown by the fact that each little village has its own airstrip. It is also a statistical fact that there are more airplanes per capita in Alaska than anywhere else in the world.

An Army operating in this type country depends on its organic aviation to a far greater extent than when stationed in a more highly developed country.

In summer, this land becomes a mass of lakes and tundra, making travel off roads, except for foot troops or the few special-purpose vehicles such as Otters and Weasels, impossible. To support troops any long distance away from main roads is an impossibility. Artillery would bog down on any cross-country march. Thus, heavy supporting weapons are roadbound in summer. However, if operations do become necessary, there is no special problem for the Army Aviator. The very road from which operations must be performed becomes the landing strip for the Army type aircraft. The Army commander still has his "aerial seeing eye" with him.

On the other hand, in winter when troops can move cross-country over frozen lakes and tundra, Army aircraft can change to skis and operate most efficiently from rivers, lakes, glaciers or most any smooth open snow covered area.

At present we use four types of Army aircraft in Alaska - the L-19, L-20, L-23 and H-13. Each Regimental Combat Team has, in addition to its normal T/O&E aircraft, two L-19's and one L-20, to assist them in accomplishing their several missions. We feel we could effectively utilize twice as many aircraft as we now have, but to assist in carrying out the present economy measures, we operate with these assigned aircraft as an absolute minimum.

L-20 Invaluable

The L-20 (DeHavilland Beaver) is the most dependable aircraft in Alaska and the missions we assign to it are manifold. It is constantly used for reconnaissance, movement of light cargo and command and staff transportation. Its ability to transport small troop units and resupply these units in isolated areas renders it invaluable.

The L-23 (Beech Twin Bonanza) assigned to the Commanding General, is constantly used by the commander and his staff officers to visit the widely separated headquarters of the command. As an example, the twelve-hour trip by rail, or longer trip by car, from Anchorage to Fairbanks is slightly less than two hours by L-23. A six to seven hour trip by road to one of our other headquarters, is only 25 minutes in the "Twin".

Flying conditions in Alaska are hazardous, and there is no denying the fact. However, there are some advantages we enjoy that do not exist anywhere else. For example, there are literally hundreds of prepared landing strips along all airbases in Alaska. In addition to these, in winter any of the thousands of lakes or rivers is a perfect landing strip in emergency on any cross-country flights.

We feel that our mission in Alaska is most important and that Army aviation contributes greatly to the successful accomplishment of that mission.

About the Author:



Major General William M. Miley has long been a staunch supporter of Army aviation. An airborne expert since the inception of the Airborne in Panama in the early '40's, Gen. Miley completed the 11th Airborne Division's School of Aeronautics while he was Commanding General of this unit in Occupied Japan. He was an avid student and soloed in 7 hours. As a trooper, he was one of the first in this unit to make the "side-saddle" bay jump from an L-4. He is currently assigned to the key job of Commanding General, US Army Alaska.

ALASKA AVIATION PERSONNEL

ANCHORAGE — "Received the 'Comp' that was requested by my old buddy, GEORGE MORRIS. Glad to find out where some of the old gang have wandered. After I completed my tour with the Alaska NG as Army Advisor in Nome, I was assigned to the 147th FA at Ft Richardson on a one-year extension. We have a nice post here & it will be one of the best upon completion. We have a Beaver, a copter, and 3 L-19's in Regt and two 19's in the Bn. For pilots we have MAJ JOHN R. RIDDLE (US Army, Alaska - Gen. Miley's pilot), CAPT WILLIAM C TYRELL, CAPT LUCIAN R WHITMORE, & LTS JAMES A JOHNSON, RAYMOND E CROSS, and BILLIE D MARSH (all of the 196th ROT). LT GEORGE S SWANSON (Lt Avn Maint Det) is with Hq, Special Trps, USARAL, and along with me in the 147th Armored FA Bn is LT PEARL G BRYANT. All of the pilots except myself have just returned from Operation NORTH STAR, where they operated in temperatures of 40 and 50 below. That was near Fairbanks, an area known as the Banana Belt, and the temperature is now about 10 above. We've about a foot of snow on the ground with a total of less than 30 inches for the year. (PS: All the above can be reached at APO 949, C/O PM, Seattle.)
Your Correspondent,
CAPT HUNTER G HARBISON

Quickie! Bethel, Alaska

"Really enjoy the AAN in this very isolated outpost. Why didn't someone get to work on me sooner at this end of the Mukluk Telegraph?"
RAYMOND E. JOHNSON
Lt Col, Artillery





NAVAL
SPECIAL DEVICES
CENTER

by Capt John Nave



The Special Devices Center is a Naval Installation located at Port Washington, Long Island, NY, and is a part of the Office of Naval Research. It has the mission of improving the effectiveness of Navy training by providing training devices, teaching aids and training systems; by studying and recommending training techniques and by conducting research and development in support of this mission. The Center is staffed by Navy personnel and Navy civilian employees, mainly engineers and technicians.

As a result of a series of informal conferences in the Pentagon in 1949 and 1950, and a later detailed study, an agreement was reached at a Secretary Level, providing Army participation in the Center. This agreement provided that the Army would have a group of Officers, that would be a staff branch of the Training Publications and Aids Division of the G-3 Section of the Office of the Chief of Army Field Forces, & would be stationed at the Center. It also provided that the Army would share in the administrative and operational expenses & would supply their own funds for Army projects. In turn, the Army was to secure the unlimited services of the entire Center, taking advantage of the experience, organization and technical skill of the existing set-up.

The mission of the Army Participation Group at the Center is covered by AR 350-15, which also covers the operation of the Training Aid Centers and sub-centers in the Continental Armies. Our mission is somewhat more restrictive than the Navy's since we are authorized only the research and development of three-dimensional training devices, and research into training problems, where it can be related to device requirements. The duty is most interesting, stimulating and pleasant, and the cooperation from the Navy, Military and Civilian, has certainly left nothing to be desired.

The Army Officers are selected not for their technical and engineering abilities, because there is a wealth of that in the civilian engineering staff, but, instead, to secure a Training Officer from each of the Combat Arms and Technical Services, who knows the training problems in his particular field, can recognize requirements and evaluate them, can establish liaison with technical headquarters and field units, can advise the project engineer on the training value and practicability of the ideas, and can act as an expeditor to insure that the projects move through the Center.

The Center is a research and development agency and not a manufacturing plant. Less than 5% of our devices are produced in the shop at the Center, and the rest are done by contract with civilian firms or agencies.

Specifically, the job of Army Aviation Training Officer is to act as project officer for all Army Aviation projects. At the present time there are a number of Army Aviation projects
(Continued in Next Column)

THE BIG BOOM - FOOD FOR THOUGHT!

It has been determined by prominent aeronautical engineers that shock waves from supersonic aircraft have sufficient force to damage or destroy light aircraft in flight. For the Army aviator this is an additional potential hazard that must be faced in future combat areas, but, one that can be survived provided our aircraft are sufficiently strong to withstand the sonic shock wave... I have witnessed this "Big Boom" when the boom was made at altitudes above 30,000 feet. At that time the experts informed me that it was just a light boom at sufficient altitude to avoid damage to the nearby community. I was lead to believe that these aircraft (F-86's) could perform a low-level boom that would knock out all of the glass in the surrounding community.

In planning for the future we must avoid guesswork. As high performance aircraft are developed we must determine if Army aircraft can withstand the shock waves. I can think of nothing so provoking as the thought of enemy aircraft paralleling the front at supersonic speed and knocking Army aircraft from the skies with shock waves. It may sound fantastic and too much like Buck Rogers' escapades, but who knows? We would do well to test the vulnerability of our fixed- and rotary-wing aircraft when they are exposed to "in flight" sonic shock waves. It seems reasonable that fixed-wing aircraft can be beefed up to ride out sonic shock waves. The helicopter is another problem. I shudder to think of a shock wave of 50 lbs. per sq. foot striking one of our present day helicopters while it is airborne. The purpose of this letter is to find out whether or not research is planned to determine if Army aircraft can survive when exposed to such sonic shock waves.

Yours, A Subsonic and Uninformed Lt. Colonel



being worked on at the Special Devices Center. Three of the more interesting projects are: (1) A Helicopter Instrument Flight Trainer, which is to be the Link Trainer re-built to the configuration of an H-19A helicopter cockpit for

instrument flight training; (2) A Simulated Blind Flying Kit, which is the development of a standard issue kit for fabrication and installation of blind flying equipment for all of the standard Army aircraft; and (3) An Evaluation of Stereoscopic Training Methods, which is essentially a study into the possibilities of the use of stereoscopy for training aerial observers.

About now you may be wondering how to make use of these facilities to have a training aid developed or produced. You may send your recommendation, through channels, to the Office of the Chief of Army Field Forces, Ft Monroe, Virginia, giving as much detail as possible to include the specific training to be accomplished, type and number of trainees, and possible solutions, if you can.



THE PRO'S SAY....

(REPORTS ON ACTIVE DUTY ARMY AVIATION)



Z1-EUCOM-FECOM-USFA-USARAL-USARCARIB-AFFE-USAREUR-MAAG-DA-OCAFF-TCAAFSSO

"A large group of Army aviators have been asgd to the newly-activated Transportation School's Aviation Maintenance Specialist Training Branch. This branch is scheduled to begin operation on the 21st of June with classes in Aircraft Maintenance Officer; Airframe Repairman; Powertrain and Eng Repairman; Motor & Propeller Repairman; Inst. & Elect. Repairman; Helicopter Repairman; & Airplane Repairman. These are all Field Maintenance Courses of durations from 8-23 weeks. Quite a plant is being set up. Attending will be: Capts Todd M Barth, ALLIE D CALENDER, Jack B Delporte & RAYMOND E JARRELL, & LTS. OBIE D. CALHOUN, ROBERT B McFEETERS, GEORGE M. NISSON, Sherman W Smith, Nesbitt L Miller, & WOJG GEO. H HOPPER. MAJORS PETER L STRENNEN & Bruns Meecker are also here but they were here before the list above. Would like to add that 1066 ratings recently were secured by LTS NISSON and Miller and yours truly."

Your Correspondent,

CAPT ALLIE D CALENDER

Many AAs of all components once spent time in Austria and we're most happy to print CAPTAIN ROBERT J LESSARD's interesting report from SALZBURG:

"We too have nice airfields both in Salzburg and Linz. In Salzburg, we have 3900' of concrete runway, taxiways, ramp, beautiful administration building with plenty of office space, weather station, new hangar & snack bar, 160,000 sq feet of PSP parking and tie-down area, tower, lighting facilities, and a direct line to flight service. Because of weather conditions this winter (every winter so I'm told) flying has been at a bare minimum and getting our four hours in, has at times proven to be quite a problem. The weather is getting better now & flights more frequent so we're getting into the blue again. We are getting our instrument program started and are expecting our Link Trainer any day. CAPTS. JAMES E CHILDERS and RALPH S PAXMAN are going to Erding Air Force Base to take an Instrument Examiner course, and we are fortunate in that we have a Meteorologist so we should benefit by this instruction, and who knows we may even become Meteorologists."

The USFA AO is LT COL WAYNE N (Ace) PHILLIPS & he's given me the privilege of rounding up the subscriptions and serving as correspondent. As AO of the 7689th Aviation Platoon is MAJOR WILLIAM G BLACK, and in this platoon we have CAPT CHILDERS, CAPT PAXMAN (aforementioned), & CAPTS Harrington M Gillespie, CHARLES MORROW, Jr., & yours truly. In the Linz Detachment is CAPTAIN John J Hayes. In the 7689th Vienna Detachment located in Vienna, Austria, is Capt Thomas Turner, Jr., & Capt Fred O. Gauthier. Heading the 7620th Avn Sec Tactical Command we have Capt Evan F Magney with CAPTS GEORGE W ALDRIDGE and JAMES T DICKSON. Under Tactical Comd we have the 350th Inf Avn Sec headed by Capt. James A.

Barrett; 510th FA Bn AO - Capt James F Neeson; w/ LT HOWARD M WELBROUGH; 516th Sig Co Avn Sec with CAPT GLENN E DARROUGH (AO) & LT ROBERT L. TRUAX. 4th A/C Recon Bn with LT WILLIAM K TOOTH-HILL(AO) & LT THOMAS O FINLEY are found @ Linz. At Saalfaden, Austria, is the 70th Engr(C) Bn AO'd by Lt Earl C Smawley. Also located in Salzburg is the 58th Med Det (Hcptr Amb) with CAPT DONALD L MILLER as boss-man and LTS JOHN W BARON, Cecil H Grimes, Meddie C Sullivan, and Leo J Vella (Ed. Note: Scared me! For a moment I thought the letter said Leo Pluta, the Newsletter's Kilroy). Located at Linz we have the 7678 TAAM Det headed by Capt Jacob L Packer.

Rec'd the Complimentary Copy of the "Army Aviator," which was passed around to all of the pilots located in this area, and will get to the other boys as soon as possible. Although we're not 100% subscribed, we hope that there will be more in the near future. Some of the pilots are returning to the ZI and plan to subscribe after they get permanently settled."

Your Correspondent,

CAPT ROBERT J LESSARD

(Ed. Note: Praise Allah! Seems to us as though most of the AAs heading 'cross the drink either way bat off a subscription letter while the havers are being untied and flip the letter to a dockside MP for posting. We've got a bushel of issues that were returned to us with OS Repl Sta & Cas-Off Sec addresses.)

CAMP POLK, LOUISIANA—Polk is the home of the 37th Infantry Division Air Section and here is Lt Ev Hackett with the unit poop: "We are conducting an aerial observer's school and have just about completed our second class of ten students. The 4th Army contingent has a dual-equipped L-19 which, of course, isn't idle for long (Who thought the Link Trainer was tough to fly?) MAJOR DAVE HILL, our AO, recently took on a new job. He has been assigned to serve on the 4th Army Instrument Pilot Examining Board. Operation FLASH BURN, which starts next month, and the subsequent move to Ft Riley, have everyone busy. All in all, our air section is logging a lot of flying time. Here's the crew and a damn fine one! MAJ DAVE HILL(AO); CAPTS DAVID H COORS & HAROLD T SMITH (Both of H2 Co, 37 Inf) and LTS WESLEY A DEAN, PAUL S WALKER, IRWIN T BRUESTLE, JR; VINCENT H PRAHL, Truman G. Summers, Earl V Rutledge, R.C. BARNES, JR, Robert M. Testerman, and yours truly. In Divarty we have CAPT M.D. LORD, Capt Eugene Thomas, and LT FREDERICK R GATES. Capt Vernon W Archer (136 FA), Capt Aoy W Standridge (140 FA) & Capt Kenneth R Wagers (134 FA) are three more Redlegs. (Ed. Note: Separate letter carries this information from LT FREDERICK R GATES) Recently returned from FECOM, where I spent the last two years - happy and satisfying ones - at the AFPE Flight Detachment in Yokahama. It was fine to read "Johny" KERNS report from there in a recent issue. Believe MAJOR BRIGGS has one of Army aviation's outstanding sections there. I am sure that you've rec'd about all of the news @ Polk, "the closest ZI thing to the combat zone" and no income tax benefits! We all look forward to Riley in May."





That "Travellin' Man," CAPT BOB BRIZEW of SCAAC was off again. This time he blazed an L-19 trail from NJ to Arizona. Even the envelope in which we received his letter contained sand!

Really kept on the go this last month what with this & that & didn't have one-minute of flying time until the 19th of the month. On that date LT HAROLD MILLER & myself took off in a pair of L-19's for the great sandy waste, i.e., Ft Huachuca. We started flying in the dust about the time we reached Atlanta, & we stayed in it. It was a Jim-dandy trip, all right. MILLER must have put in one plug for every hr that he flew, and my aircraft was only happy when it was flying sideways. The visibility only got "really" low when we reached Midland, Texas, so we continued our trip in the approved Army fashion of hanging over the railroad tracks from there to El Paso. Finally concluded our mission with a total of 30 hours in the air. I cannot recall when I ever turned my back on an airplane with more relief. Talk about a noseful of L-19 flying! Of all the things that the L-19 was designed to do, 2000-mile-cross-country's must come at the bottom of the list.

While we were grinding our way westward, we got a blast on the horn from a couple of passing aviators. These lucky devils, as they informed us, were pushing an H-25 from Edward Air Force Base to Somewhere, Virginia. We did not find out who these boys were, very little time to talk due to our tremendous closing speeds; and don't know if they were subscribers or not. Reporting this fact here in the hope that these unknowns will see the article or have it called to their attention. Their rendition of that run should make interesting reading, as one of them observed, "How would you like to drive a Model T from Coast to Coast?" This, I believe, should get at least "Honorable Mention" when someone makes a compilation of succinct comments for the year 1954. Received a letter from LT. RAY TRUDEX, who is currently vacationing in Alsace-Lorraine. Tells me that they are doing quite a job, despite a shortage of very badly needed this and that. Boy, the story of Army aviation should be entitled "The People Who Made Do." (Ed. Note: To which 3,000 voices add a quiet "Amen, brother.")

Ft Hood

After "cleaning up" the personals, LT FRED WELER digs into a "meaty" question in his letter below. You may or may not agree with him but hear him out.



"Ready? CAPT A.J. WHITE has gone to the Indian Territory (FSI) to chase gauges for a few weeks, and Lt Phil Jones has returned to HLR from same. CAPT GEORGE DANIELS is now a graduate I.E. and is presently on a 30-day R&R in S.C. (Ah, those R&R's). Lt Black (303d Sig) has a new son, and LT JIMMIE DeLOACH (Same outfit) has a new silver bar. The rest of us have new ulcers from keeping space of the ground exercises going on down here. If you need flying time, get on DS and come on down. We guarantee tng in a choice selection of AA missions - inst. tng flights, hel. & L-20 evac, fire adjustment, recon, road

PRO'S SAY

work, and short field - you name it - we have it. We can even give you a little practice working alongside jets, if you like that sort of work (and you have holes in your head if you do)

And now for a few questions. What's with this convertiplane we see pictures of in the "Boon-dock Weekly Gazette?" Is the Army looking at it seriously and what is the upper echelon, non-official opinion of such a machine - or are we in the very cautious and secretive stage with everything hush-hush and all that y'know? What about the turbo-prop L-19's, & changeable pitch props for that acroft - or did these rumors originate in someone's opium pipe? When do copter school quotas open up again & how do fixed-wing people get aboard? Why is the sky blue? At what time is chow? Etc, etc.

What I am getting at is -- why doesn't someone upstairs throw out a few non-official observations on a few of the questions which perplex the man-in-the street? Run a column in the AA Digest and call it "The Rumor-Squelcher," or if you prefer, "Comments from City Hall," or something similar. It is bound to circulate out to the common garden-variety of AA since most of us who are or have been in the business read the Digest. Can't end upon such a controversial note so I'll say one word in closing to all AA personnel in the Far East. Upon my request, Dun & Bradstreet are revising Lt Leo Pluta's credit rating (He still owes me five bucks.)

Your Correspondent.

LT FREDERICK B WELER

Just call me your "Tardy-Johny-come-lately-correspondent." No excuses, let off, we heard from our old boss & our friend, LT COL Curtis L Hankins. He's now in Korea and has assumed the job of Aviation Officer of 8th Army. He stated in his letter that he is not yet a member of the "Warm Floor League." Any of you old frozen chosen vet aviators want to make

book on this - What odds do you offer? A word on our instrument program - we think we have the finest! Since my last letter, the Examining Board, headed by CAPT NERLY R BROWN, has examined 22 applicants and has issued 2 Special and 15 Standard Army Instrument Certificates. Five applicants failed to satisfactorily complete the flight examinations and were returned to their home stations for further training on basic and advanced instrument flight procedure.. Certificates went to the following aviators of the 3d Army Area: Capts Martin V McInerney, HOMER T MONTGOMERY, Herschel B Reynolds, DOUGLAS M MOODY, Daniel C Prescott, HAROLD H HENNINGTON, Allen S Mou, RICHARD D BALDWIN, WORTHINGTON M. MAHONE, JACK E HARBOUR, & Robert F Little. Also awarded Certificates were MAJORS WILLIAM G KILMER and RAYMOND A MILLER, LT COL CLOYD V TAYLOR, and Lts Wilbur Gates, Jr, DONALD E MULLIGAN, & Verna M Nash.



...here will you be next month? If you're moving please send us a "Change of Address Note" now!



Pro's Say...

a desk in the Maint Sec of the Acft Division. Your Correspondent, **LT MERLE BOUNDS**
 (Ed. Note: After 14 barren months, we're happy to hear from this sector. Now that the ice has been broken, we look forward to further news. We don't care whether or not it is on bond paper, onion skin, cardboard, or even chiselled out on a stone slab - we can only guarantee return postage on the first three, however.)

CAPT BROWN is most ably assisted on the Board by Examiners Captains **John A Murray** & **HARRY J. LANGLEY**. Incidentally, **CAPT LANGLEY** is currently at Sill and should return to us about March 22d fully qualified to fly twin-engine acft.. Here at Hq this week for Instrument Exams are **MAJ JEAN L CHASE** (Advisor, Miss-NG), Major **Kenneth C Brown** (XVIII Abn Corps, Bragg), & 1/Lt. **Stanley A Gregory** (11 Abn Div, Ft Campbell, Ky).

Rec'd word from the Special Devices Center that blind flying kits have been fabricated and will be issued to the field in the near future. 3rd Army is slated to receive 3 L-23, 17 L-20, 8 LC-126, and 29 L-19 kits. These kits will greatly enhance the I-tng Programs being carried out at station level.

We had a big blow at Ft Benning on 13 Mar with winds up to 100 mph. The AF lost 7 C-119's, however, Army acft & copters suffered no apparent damage. The Butler hangar occupied by the 506th Trans Co (Hopt) lost about square feet of roof, otherwise no harm done. Our hats are off to all aviation personnel at Benning responsible for taking necessary action to secure Army acft.

As you know, Exercise **FLASH BURN** will begin at Ft Bragg on 17 Apr. Most AAs in 3rd Army Area will be involved. From those few units not participating in the Exercise we gathered together a flight detachment for the Maneuver Director Hq. The detachment consists of 2 L-20's, five L-19's and 2 H-23's. Do not have complete info from all stations yet; otherwise, I could provide the names of the AAs constituting the Det.

Exercise **SKY DROP** will be coming up in Jun 54. It will take place at Ft Bragg & will involve the 506th Trans Co (Hopt) and 1 platoon (seven acft-L-20's). Main purpose will be to compare the load carrying capabilities of fixed & rotary-wing aircraft and to test electronic navigational equipment. Should prove to be of considerable interest to AAs everywhere so we'll try to summarize the lessons learned for the Newsletter readers when the Exercise comes off. That's all for now, my flaps-am-dragging. Your wayward correspondent, **MAJ LUTHER B BOTTS**



FT SAM HOUSTON, TEXAS — I have noticed in recent issues that Hq, 4th Army has been noticeably missing so I thought I would pass on a little information about the AAs assigned to the Hq. 1st, we have **Capt P.O. Gysne** who is the CO of the 4th Army Flt Detachment & keeps Captains **P.E. Cathey** and **H. Roy** busy in the Love-23's.

While **Lts J.E. Dunn** and **L.C. Caldwell** keep the L-20s in the air most of the time. **Capt Robert E Brannan, Jr.** is currently missing from the Trans Sec while attending the AA Maint Course offered by Spartan at Tulsa. We'll be seeing him back at his desk in May. **Maj Yancey H Bivings, Jr.** is still holding down the Acft Div of the TC Section with **Bob Byers** acting as Exec Off (ex-AA Major in TC). Yours truly is flying

Since this is the first bit of scoop from the 57th Med Det (Hopt) here at Ft Sam Houston, Texas, probably ought to start off with a list of the pilots who do the driving of the copters. **CAPT HERMAN E. LEACH** is the boss and chief cook and bottle-washer & domestic at San Antonio, Texas (He's a recent transfer from Inf to MSC)



CAPT EARL A KUCHERA (Hopkins, Minn) is our Maintenance Off & keeps the choppers chopping. As Ops honcho we have **CAPT WILLIS G STRAWN** (Storm Lake, Iowa) who attempts to keep track of the wayward pilots. **CAPT HENRY C VAUGHN JR.** of San Antonio operates the training angle and makes like an instructor. **LT. JOHN EARL VINZANT** from Thornton, Texas (our new bridegroom) keeps the Supply Section on the ball and draws the nuts and bolts. **Lt Darrell C Slevin** out of Cheyenne Wyo., keeps our Motor vehicles on the road and humming along. **Lt Donald G Murphy** (Okie City), is our newest pilot and will be the right-hand assistant to many varied positions for the next few weeks. Our unit will be "bugging off" to Ft Bragg, NC, in April for 6 weeks to take a part in "Operation Flashburn." Hope to see some old pals there.

Your Correspondent, **CAPT HENRY C VAUGHN, JR**

"Diputs"

By **LT. ROBERT W. KOEPP**



6 Can't let this Koepf "Beaver" carry the whole load. Any of you fellows have artistic talent?



Problems Of Army Aviation In KOREA....

PART II

by DARIO POLITELLA

(Foreward: In the previous issue, DARIO POLITELLA discussed many problems which beset ARMY AVIATION at the outset of the Korean War. Concluding his article, he continues with some of the problems that arose with the passage of combat time.)

"The problem of morale was particularly difficult among Army aviators in Korea. They had been in a peculiar position due to the fact that they were doing a specialized job as members of organizations which, for the most part, had little understanding, though a great appreciation for their work. Because of this lack of understanding by ground commanders, the Army aviators found themselves subjected to unreasonable requests for performance. They were chastized in many cases, especially during the latter months of the stalemated campaigns, for failure to have aircraft available for administrative flights when all their aircraft were tied up in combat missions. They resented the fact that ground commanders in some cases used poor judgment in duplicating missions unnecessarily.

Army aviators in one front line sector chuckled ironically over their commander's order that 1 plane each day was to fly at low altitude over the friendly front line positions. The idea was to provide a morale uplift for the troops by showing them that their "eyes" were always open open them, watching for enemy movements.

But what the commander failed to understand was that flying low over the MLR exposed pilots to friendly mortar and artillery firing, as well as enemy small arms fire. That such exposure is unnecessary in already hazardous occupation is obvious.

The principal mission of Army aviation is tactical observation. Some ground commanders forgot this as they raised the roof when no aircraft were available for rear-line flights. In at least one case, a plane on a tactical mission had to be withdrawn to make a flight to the rear. Some commanders had the mistaken notion that their aviation sections formed a personal air force. Requiring at least one or two planes to stand by for possible use by the commander on a 24-hour basis is inefficient & uneconomical in a situation where a shortage of aircraft is common.

Fortunately, only a scattering of interference by ground commanders was experienced in the selection of airstrips as bases of operations... For almost the entire decade during which Army aviation has been organic to the Army, the ill-advised propaganda that light planes can land on a "postage stamp" has plagued its pilots...

Ground commanders in many instances have based their judgments on this theory when they have demanded that their lightplane airstrips be established in restricted areas close to command posts. But the appearance of the helicopter in the Division helped to alleviate this problem.

But in some instances it took the loss of plane and pilot to prove to a ground commander that atmospheric conditions, as well as those of terrain, are those which dictate the situation of an airstrip from which flight operations can be continued in safety. One division artillery commander in Korea insisted that his airstrip be located adjacent to his CP in a valley that was under enemy observation from a neighborly several miles away. Even after a period of enemy shelling, the commander remained adamant when it was suggested that the installation be moved three miles to the rear where the division air section was based. When he discovered, however, that no replacement aircraft would be provided should any be destroyed by enemy shelling, the move was effected.

The Air Force-Army aviation rift quieted down considerably since the transfer of logistical functions to the Army. But a new enemy appeared: inter-arm and service jealousies. The most significant breach was that opened between the infantry and artillery aviation sections within the divisions. The artillery pilots almost invariably flew six combat missions to every one flown by the infantry sections. Their missions were longer, lasting from 2½ to 4½ hours; while the infantry missions lasted mostly the hour required to be logged as a combat mission... Many infantry sections had 11 pilots who were used on missions ranging from combat reconnaissance to administrative missions to the rear areas. The artillery pilots, usually numbering 10 for



duty, flew every day, two missions a day. Where the maximum flying time for infantry pilots averaged about seventy hours per month, the average for artillery pilots reached an excess of one-hundred hours per month.

Yet, the rest and recuperation (R&R) frequency for both sections was the same: every 6-12 weeks. Another resentment arose from the fact that when a division went into reserve, the artillery continued its combat mission as support for units on the front, while the infantry aviation sections took on as its principal mission the flying of administrative missions to the rear.

Dario Politella's Article Continued on P.11



Following letter was received from MAJOR DAVE BISSET, V Corps AO in EUCCOM. He has some interesting predilections along with the news he presents.

"This month(Marhc) is the beginning of a large exodus of AAs from this theatre & the arrival of their replacements. In this respect the notable difference in the overall picture is the qualifications of the new pilots--most of them are both fixed and rotary-wing qualified in addition to being instrument & multi-engine proficient. It will be interesting to some of the newer pilots that European flying will challenge them a little more than they expect; mainly from the standpoint of fixed installations outside of a few major AF Bases have adequate navigational & approach facilities. Many of the homeward-bound AA's have rec'd many lessons, & have a healthy respect for European weather & the problems incident thereto. Some of the WW II pilots and the bolder thereafter have developed a built-in radar system & when needed tune in on the "Homer" (no such devices in operation as yet) and fly here & there & you like their bird counterparts. We will be able to "Compare" the technically-trained "bird" with the "Barnstormer" in the next few years - it will be interesting to find out whether the old "Grasshopper" is tactically unsound.

As presented in the March issue the new regulations are causing "stirs" among the lower echelons due to the present lack of equipment & facilities to accomplish the requirements. It is apparent that the requirements were instigated a little prematurely, particularly in this theatre. 7th Army is doing a marvelous job of bringing order out of chaos but may not accomplish the task in the time remaining in the fiscal year. It would be well to advise all pilots with pending ETO assignments to accomplish the minimum proficiency requirements prior to shipping out of the ZI - at least, during the next 9 months.

It has been noted by this correspondent that a definite trend has been established and is continuing in large numbers for many tactically-qualified pilots to request transfer to the TC, including yours truly. The reason, I believe, is a feeling of many of us to develop Army aviation into a "Big Business" with correct procedures in development, procurement & supplying the proper equipment and supplies to the using unit.

I have also noticed a few complaints from AO's at higher echelons of interference from their section "bosses." Having served as a Corps Air Officer for nearly 4 years, I find the tendencies prevalent here also - though my major problem has been along personnel lines. A Corps G3 section (as presently organized) only authorizes 10 officers. Of the 10, one is the Chief, one asst Chief(exec), one T&E officer, one G-3 Air officer(not related to AA), one Avn officer and his asst. Theoretically, that leaves only four

No Ft. Sill "Army Aviator" or personal letters on hand (Mar 27th), & Sill coverage missing. 8

his asst. Theoretically, that leaves only four officers to pull the entire load of the Corps G-3 Opns, Plans & Tng. Consequently, all of the members of the G-3 Section double as asst G-3a. The only answer is reorganization of the section to preclude the Corps AO and his asst. At present, attempts are being made to organize a separate aviation staff section to include the Corps AO, his asst, Corps Trans Maint Offr, Aircraft Opns & Maint Sgt, plus several clerks... Such a move would reduce or remove the tendencies to misuse the aviation personnel & to insure 100% effort along aviation lines."

Your Correspondent, MAJ DAVE BISSET
(Ed Note: DA story on Page 1 indicates a step in this direction. Corps aviation will now be a special staff section. However, it is best to remember that in its combat function Army aviation still is monitored by G-3).

PIRMASENS, GERMANY--Our 17th Signal Battalion consists of TDY IN PARIS!

(5) L-19's, (3) H-13's & NO airfield (have a new one in the building stages, hardtop, hangars & an inside latrine). Our chief driver is Capt Robert N Dempster & the gang includes: Lt Ralph L. Ballard (departing for RCA, civilian life & Frisco in April); Lt. Henry L Luers (departing for an Iowa farm w/cows-chickens) Lt William G White (Our pride & joy-he's the only chopper-driver for the 3 choppers) & your new self-appointed correspondent who wishes he was still equipped with all the many easy aids at Ft Monmouth. Sure is murder learning how to navigate all over again without the nice Omni, tab-bering beacon, DME, etc. Oh well, they told me in school there'd be times like this.



The "experienced drivers" over here know which valleys to sneak down when the weatherman and his predilections go to pieces. Not being experienced, even in 3 months, I'm still trying to convince the S-4 that L-19's need a horn when driving on the Autobahn. It's either that or go up and fight it out with all the kerosene-burners which fill the skies, in pairs yet. Never a dull moment, though.

The winter weather was the worst--few hours of flying, but we're looking forward to a full summer. We manage to get a few RON's to Paris, suffer you stateside drivers! Of course, it's not hard to pick out who goes--the one who's still on flying status after the free-for-all always makes the trip. Paris is a nice deal. On the \$14 per day per diem you can eat & find a place to sleep if you're not too particular.... After that you're on your own money. We've heard rumors that there have been people who lived in Parea for less than \$30 a day, but we can't find out the secret or the "those" who did it. Come payday, I'll round up some subscribers. If I can't beat my old partner BRIZEE, you can credit my recruits to his list. He must be working like a Beaver for I see he's been pushed down aways on the "Ace's List." Wotta shame.
Your Correspondent, LT RAY W TRUEX

(Looks as if MAJ BISSET wasn't joshin' - SCAAC personnel are exceptionally well-trained & it appears as if technical tng must take a backseat to environment temporarily here.)

"ACES CLUB"

With each issue new ACES join the fold. Becoming an ACE is simply a matter of selling this publication to four other persons. With the publication only reaching a part of the personnel in Army aviation, the job should be an easy one. "ACE" certificates will be in the mail within the month. We

ask again that all concerned write to us and inform us should we overlook anyone when the Certificates are mailed.

- 1) MAJ RAYMOND H MURPHY, 7th Army Flt Det...35
- 2) WOJG PAUL W BASS, AASC, Fort Sill...31
- 3) CAPT LLOYD O BORGES, H-Tng, Sill...30
- 4) CAPT ROBERT E BRIZEE, SCAAC, Monmouth...25
- 5) CAPT CHARLES F KIEFFER, USARCARIB...25
- 6) LT COL E. P. FLEMING, USAREUR, Com-Z...24
- 7) M/SGT THOMAS D WARD, Hq, 1st Army...24
- 8) LT COL HARRY T SHIVELEY, IX Corps, Korea...22
- 9) CAPT ARTHUR G KEITH, JR, 43d Div, EUCOM...22
- 10) CAPT JAMES O TOWNSEND, 7th Army Flt Det...22

"New Aces"

- 1) CAPT ROBERT J LESSARD, USFA, APO 168, NY...15
- 2) MAJ MORRIS G RAWLINGS, En Route to ZI...14
- 3) CAPT A.T. PUMPHREY, VII Corps, APO 107, NY...11
- 4) CAPT KARL S PATTON, 2d Armd Cav, APO 46, NY...8
- 5) CAPT HUNTER G HARBISON, 147 Armd FA, Alaska...8
- 6) LT GEORGE A CROWELL, 35 Engr Bn, APO 46, NY...7
- 7) MAJ HENRY S WANN, TRADCOM, Ft Eustis, Va...5

Moving Around!

Temporary and Permanent Changes of Addresses as Noted by Change of Address Cards Submitted:

- MAJ ROY W OWEN-Fitzsimmons Army Hosp(E4) Denver
 LT CHARLES R MESNIER...17 N.26th St, Lawton
 MAJ DONALD F CASSIDY...5 Lester Ave, San Jose, Cal
 LT RUSSELL B PROST...116 Rsvlt Ave, Cranford, NJ
 CAPT ARTHUR M CLARKE...Hq, 7th A Flt Det, APO 46, NY
 LT W.C. KRUMM...211 N.Cedar St, N.Massapequa, NY
 MAJ FRED.O.GOODWIN...30 Engr Bn, Ft Wnflld Scott, Cal
 LT ROWLAND E COX...1828 Reece Rd, Meade Hgts, Md
 CAPT ROBT MATHIAS...AvnSec, TEC, Ft Belvoir, Va
 CAPT JAMES S KISHI...8th A Flt Det, APO 301, SF
 MAJ JAMES R HODGE...509 T Hoptr Co, Ft Bragg, NC
 WOJG N.W.MOCZYGENBA...AASC Box 582, Ft Sill
 CAPT JESSE D BATES...9224 TSU(AvnBr) Ft Eustis
 LT ROBT W HALEY...1642 Lucas St, Lawton, Okla
 LAWRENCE V O'PLAHAVAN...21 Hobmoor Pl, Buffalo, NY
 CAPT PAUL C SWINK...135A Kessler Ct, Columbus, Ga
 LT HOWARD R STAHLMAN...PECOM as of 24th March
 LT COL J.B.GREGORIE-C&GSC, Bldg 580, Rml V, Ft Leav.
 LT THAD M KEENAN...Box 436, AAS, Ft Sill, Okla
 LT RAY W TRUEX...17th Sig Bn(OPER), APO 189, NY

LUCKY FINN FOR APRIL

- 532 091 323 705

Last 3 #'s on fin. ZI deadline: Apr 30, APO: May 15. Only subscribers as of Mar 1 eligible. Submit head shot close to fin #. Only NG-USAR personnel eligible to use "NG" marked aircraft... 9

LUCKY FINNER FOR MARCH



#819
 CAPT.
 FRED N. TILL
 Hq Co, 1st Armd
 Division
 Ft Hood, Texas

Lucky Fin Contest. Head & Tailfin Snapshot returns 1 yr. gratis subscription plus a "Man of Distinction" treatment in the issue (but don't pogo with the glass!)...Details at lower-left.

TEN MOST WANTED



Our "Ten Most Wanted" Column serves as a clearinghouse for displaced AA's. Drop us a self-addressed postcard and if we cannot provide the AA's address we'll carry his name here.

Missing	Last Known Address
1) Lt Leonard Schindler	Subscriber Request
2) Maj Herbert Luckfield	Subscriber Request
3) LT COL EDWARD L RAMSEY*	TIG, Ft Benning
4) CAPT CHARLES T ANDERS*	En Route, EUCOM
5) LT RALPH V STOKES*	Released from AD
6) LT GEORGE NORTH*	En Route, Iceland
7) CAPT EDWARD ZIEGLER*	M&CWC, Camp Carson
8) LT EUGENE J FODY*	En Route, PECOM
9) SFC RICHARD E PRICE*	OS Repl Sta, Kilmer
10) CAPT JAY STERLING*	En Route, EUCOM
11) CAPT KENNETH SMITH*	Fort Hood, Texas
12) CAPT HOWARD BARNETT*	APO 264, C/O PM, SF
13) LT BOBBY J WALSER*	SCAAC, Ft Monmouth
14) W/O JACK P WHITAKER*	OS Repl Sta, Stoneman
15) Capt A.P. Bolding	Subscriber Request
16) LT JAMES A MULKERN*	30th Engr Bn, Calif
17) CAPT JOHN R EMERY*	Ft Sill, Okla
18) CAPT JAMES A JOHNSTON*	Hq, 5th Army
19) LT COL OLIVER J HELMUTH*	Hq, 26th Inf Div

*Holding all issues pending new address.

"Shagged from Last Month's List"

- 1) Lt LEO PLUTA By Himself
- 2) CAPT CLARENCE E HOLLIDAY By LT RAY W TRUEX
- 3) LT COL JAMES B GREGORIE By Himself
- 4) LT THAD M KEENAN By Himself

"GANGPLANK TROUBLE"

The Mail Orderlies keep shipping back all issues that we mail to OS Replacement Stations.. Here's a partial list of subscribers who are taking a slow boat and whose issues have been returned to us. We suggest in view of the fact that Kilmer & Stoneman just won't forward mail you inform us of your Overseas Orders & let us stack up your issues until you have an overseas unit address or if you wish have us forward all issues to your permanent ZI address:

- 1) LT ROBERT M DEETS
- 2) WOJG GEORGE W. DOVEL
- 3) W/O MARCUS D ALSTON
- 4) W/O FLOYD M. TRUBBAU
- 5) MAJ ROBT L HOFFMAN
- 6) LT MARTIN E. McGUIRE
- 7) LT OLAN MILIS
- 8) LT. JOHN T. LAW



ON GUARD!



VAN NUYS, CALIFORNIA — Received my first Newsletter last month & enjoyed it very much. It's a wonderful way for people like me who are too lazy to write to keep track of the very migrant brotherhood of airplane drivers. I've been stationed here in Van Nuys since Oct 27th as Army Aviation Advisor for the 40th Inf Div. and the 11th Armd Cav Regt (Both Calif-NG). Boss-man is Maj Arberry R Williams, AA Adv for the State of California who roosts at Stockton when not on the road supervising the care & feeding of pilots and equipment. We have a very well maintained and equipped establishments and one of the largest National Guard organizations in the country (Texas, please note!) Flying weather is wonderful here - (California sunshine, temperatures in the 90's most of the month of Feb) This should make MAJ GERRY HOUGH at GI-NY feel real good. Here's a rundown on our 2 NG units: 40th Div AO is Capt Richard Rennie. Along with him are Capt Paul J Plotron, and Lts Ed Pettit, Art Hegvold, Donald F Frigon, Billie Lund, Richard L Johnson, Lloyd R Akesson, James D. Blackwood, & Walter R Hurtt, Jr. Recently asgd were Capts Brent S Smith (224th Inf) & Leroy Hare (40th Div Arty). AO of the 11th Armd Cav Regt is Lt. Jim Flockhart with Capt Frederick M Brown, and Lts Chester K Sharp, ROY G LARSON, Robert S Jones, Tucker Eckenrode, Robert A Baltz, & GEORGE GALLAGHER as assigned AAs. We received two brand new H-23 Hillercopters this month. Best Wishes. Your Correspondent, CAPT JACK N LOCKHART, Adv (Ed Note: Not NG, but being a New Yorker, have to defend the Empire State. It averaged 33 in February (including GI-NY) but NG pilots number 40+ assigned. Now let's both hear what the Lone Star State has to offer!)

"Saw my first copy thru MAJ JOHN McCORY (State Maint Super). We have about 18 AA's in our division (including Kansas-NG) with 3 or 4 more potentials now at school at Gary and Sill. Of this group the following have attended Sill or Gary at one time or another: Maj Jared Skidmore (ex-AF and Division AO), MAJ JOHN McCORY, CAPT WALLACE C BOLEN (ex-AF), (Div Hq Co AO); CAPT George Staley, Capt Donald O'Toole, Lt John Seesing (Former AF) & Lt Barth. Capt. Staley & Lt. Seesing are now @ instrument school at Sill. We are expecting our 1st helicopter sometime this month with MAJ McCORY already chopper-qualified & I'm sweating out Sill now." Your Correspondent, CAPT WALLACE C BOLEN

35th

MISSOURI-NG

LINCOLN, NEBRASKA — Lincoln Air Base is still undergoing construction for activation by the Air Force. Looks like we will have to move our little planes off the base and make room for the C-97s and B-47s. Don't see why. We can fly rings around them, that is, there's plenty of room while they're still in the new large hangars. Personnel-wise, Capt William C Weaver is now on AD having applied for AD and receiving orders effective 13 Mar 54. He is now assigned to the 30th Engr Base Topo Bn @ Ft Scott, Calif.

with TDY to Helicopter School en route. Also @ school are Nebr-NG pilots, Lt John R Ahern (PA Off Basic Crse) & Capt Robert A Wittstruck (reporting to Gary H-Sch on 22 Apr). Promoted and assigned to Hq Det, State of Nebraska, was Lt. Warren W Hinrichs who's now a Captain. As for high-timers, we don't set any record on time @ this station. All are NG pilots except myself and I only get an average of 20 hours a month. Your Correspondent, CAPT SCOTT J BUSBY, Advisor

"Here's the latest from the Georgia-NG. The Division Aviation Officer, Charles G Blich, was the recipient of a promotion to Major in Jan. Maj. Blich is a SAA and was with the 79th Div during WW II. The 48th Division is the National Guard Division in Georgia and has Aviation Sections at the following locations: Hq, 48th Div, Cochran Field, Macon, Georgia; Hq, 48th DivArty, Travis Field, Savannah, Georgia; Hq, 122nd Inf Regt and Hq, 179th FA Bn, Fulton County Airport, Atlanta, Georgia. All Army aviators who visit these locations are welcome to call on the National Guard and the above listed installations have permanent personnel on duty 5 days a week. The 48th has one pilot (Lt James H Strickland, State Maintenance Supervisor) qualified in helicopters. We have been notified that an H-13 is on the way to us in March." Your Correspondent, CAPT LESLIE C BOYD, Advisor



"Have just returned home from Ft Sill where I completed the copter course. Thought that the course in general was a good one and enjoyed it very much. For my money I'd rather fly helicopters than go back to fixed-wing. The 26th Division(NG) here in Massachusetts is expecting its first helicopter sometime in the very near future and should have a second one sometime after that. Until that time I guess that the L-19 will have to do. The NG pilots in Massachusetts are planning a family day on the 6th of June to show our wives and families just what goes on during a flying drill at Ft Devens. It should provide a better understanding of why we spend so much time away from home. With the addition of the new equipment we hope to be able to put on a better show than last year. Included on the program will probably be some form of a meal at the field & maybe some movies for the kids. Anyway, it will give everyone a day's outing and we hope some entertainment." Your Correspondent, LT RICHARD V HARRINGTON 26th Inf Div, Mass-NG

One way to read pulp (and we mean pulp) is not to notify us of your change of address. It'll take a helluva lot of Scotch tape (& plenty of patience) to read it after two cross-countries. Maybe "Esquire" has the right idea! Add a few pin-ups each month and nobody forgets to change their address. We don't think that pin-ups go with this "copy" exactly, but if 2 come back for each 10 mailed, we'll try anything.



"AA in Korea" (Continued)

The position of the Army aviation officer has always been innocuous. He is placed in an advisory capacity; but his advice is rarely sought, or taken. He is in between the inter-service bickering. The artillery commanders have insisted upon exercising control over the artillery planes; as do the infantry commanders. The Signal Corps often insists upon having pilots of that branch flying its planes. Actually, the only service which has had a legitimate argument that branch-qualified officers fly its planes was the Ordnance Corps. A pilot is a pilot. Each has received the same type of training and is qualified to do any job, excepting Ordnance, required of an Army aviator.

It does not take a Signal Corps officer to fly the message center runs; nor the artillery pilot to carry an observer to adjust fire. As a result, the Army aviation officer attempting centralized control of Army aircraft & pilots to effect the most efficient & economical use of men and materiel within the division has been frustrated at every turn. That centralization will work for the benefit of all concerned has been proved in at least 2 divisions which experimented with it in Korea during combat operations.

The results of centralization have been that pilot fatigue has been lessened with the equalization of combat flying time, less duplication of missions has resulted & greater economy of aircraft maintenance has been effected.

The problem of promotions remained a delicate subject. Despite the over-strength of Captains in Korea, a number of promotions in T/O slots were achieved in that grade for Army aviators who had a minimum of experience. Others in the theater who had two war experience as pilots were overlooked. The opportunity for advancement was negligible for all intents and purposes.

Many pilots trained in grades higher than company rank had undertaken section leadership for which they showed themselves to be singularly unqualified. Only in a few instances were the appropriate steps taken to remedy this critical situation; and then only after the situation had become obviously untenable. Army aviation is now reaping the bitter harvest of its Topsy-like growth which had demanded ready-made rank so that its bargaining powers with ground commanders could be exercised on a negotiable level.

The uneconomical use of aircraft placed a burden upon both the aircraft and the pilot. The equipment was never in completely tip-top mechanical condition because of the difficult operating conditions in Korea. This resulted in resentment among many of the pilots who had to operate with equipment in which they had questionable faith. The proficiency of maintenance

personnel in many cases was questionable since many of them had had limited experience in the field of light aircraft maintenance.

Even though these problems may have been fully realized and clearly defined, no immediate solution could be assumed. Until Army aviation assumes the position where it has command, rather than advisory function, the problems of morale and performance will reflect the results. The future of Army aviation is dependent upon the satisfaction of its personnel in great measure. In the not too distant future, incentive pay & love of flying will no longer assure a continuing supply of pilots. Army aviators must be assured of career opportunities; they must be assured a clear-cut mission unhampered by the confusions arising from inter-service bickerings; and they must be placed in a position from which they can command respect for the specialized knowledge which their training and accomplishments have earned for them.

It is unfortunate that the last decade has found Army aviation riding a bucking broncho in the middle of a swiftly running stream on the banks of which have been distracting instructions of a multi-service crowd. The result has been the discouragement of able pilots who have deserted the confused ranks of Army aviation for the calmer and more lucrative havens of ground duties.

But in spite of the obstacles to their operations, Army aviators in Korea can look to a record described thus by Gen. James A. Van Fleet, commander of Eighth Army, on their tenth anniversary: "Nowhere are the achievements of Army

Aviation more keenly appreciated than among members of Eighth Army. Against a numerically stronger enemy, Eighth Army has upheld the finest traditions of American arms with a combination of superior equipment, skill and courage. Army Aviation in Korea has provided a magnificent example of the effectiveness of that combination."

(We hope that you have enjoyed reading DARIO POLITTELLA's article. It comprises excerpts from his new book, "OPERATION GRASSHOPPER," which shall be published in the near future. AAs interested in buying the book should contact him at RD # 4, Box 240, Kent, Ohio. It is conceded that many of the problems mentioned in the article no longer exist. The views expressed in the article are those of the author, and are not necessarily those of the Department of the Army or this publication.)



"COMING. CAPTAIN!"

Pan Mail

THE READERS
SPEAK OUT!

PAN-MAIL -- "In regard to the Ten Most Wanted List, how come this Renegade List always seems to list Dix-sept or Dix-neuf despite the fact that it is labelled Les Dix Personnes? Je desire un explanation." (Ed. Note: Mon cher ami, c'est le tabulation des personnes qui departe les chateaux et reside incognito, et le journal unfortunately retourne. C'est situation quit aggraver l'editeur, et cote a pretty sou. C'est bon? Non! Le tabulation est variable. Quant les goof-balles sont plus, le tabulation est grand. Quant les hommes ne goof pas, le tabulation sont petite. Le situation est normal, comprenez?

Just returned from the Instrument Refresher Course being given by the 8026th AU (Yokahama) and thought you might like a brief rundown. The course was set up to run 3 weeks with a schedule for grnd sch, flight and link. Generally, we flew in the a.m. & attended grnd sch in the afternoon. Link was included with flight training & was given by the Naval Air Station at Atsugi. Flexible enough schedule so that in the event of bad weather (and we had some) we made up grnd school. CAPT BERNARD M. ZEPPEFELD and his crew have done a mighty fine job of setting up the school & operating it. 12 of us in the class (8 from Korea) including LT COL DAVID E. CONDON (79th Ord Bn) & CAPT FRANCIS J. STEVENS (8th A Flt Det). LT COL JACK MARINELLI dropped over from his G-3 Air office to make grnd sch with us. Like to mention all of the instructors & students but it's quite a lengthy list. Flew the L-19 conversion to instrument trainers and found them pretty nice. Rear seat modification is much more comfortable and the panel is well arranged. Found out that even with considerable experience in instrument flying there's always something to be learned - or remembered! Recommend strongly the refresher for all AAs previously qualified on the guages. Some recent changes in Korea: Capt Jim Lowe is the new CO of the 13th Hcntr Co; CAPT GARRISON J. BOYLE is soon to depart Trans Sect, Hq, 8th A, for AFPE; Maj Lennis will report to Trans Sec in War and Capt Cooke (Race-track at Seoul) has moved up to 8th Army Avn Sec, ditto Capt Wilson who is enroute to Japan. CAPT JIM LOEPLER will leave for US shortly & understand Capt Carl P. Wilkerson (formerly KMAG) will take over his job... A special mention: 1/Lt John C. Hatch, MC, Flight Surgeon at the 121st Med Evac Hosp who keeps all of us going - a real nice guy!

Your Correspondent,

CAPT JOHN W ELLIOTT

79th



Perhaps the readers would be interested in the activities & personnel of the 79th Ord Bn (Army Aircraft Maint) here in Korea. 1st, we are the Acft Maintenance for all UN & ROK Army acft in Korea - which is a load in itself. Next, we are the 1st battalion formed specifically for Army acft maintenance in the history of the Army, & we are the only one today, which makes all of us a bit proud. LT COL DAVID E CONDON is the C.O. of the whole shebang, while CAPT JOHN DENHART's the Exec. The S-4 office is held down by CAPT. ALMA CHAMBERLAIN & LT JOSEPH PAYNE. Maint Off is LT LAVORN REISTERER & LTS JOHN KEAN and BOB HODGES are holding down S-3. Getting plenty of grease spattered from the maintenance activities here are the following AAs: CAPT LAURENCE BALLANTINE, CAPTS Kincaid, McPhail & Sandberg; and Lts Beauchamp, Jones, Dugger, Kettner, Canaday, Mailing, Crouch, Prentiss, Dunn, Stipech, Forbes, Spalding, Wolff, & Sundberg. WOJG Bray & WOJG Scott are our two flying warrants. Non-AAs asgd to the bn are: Capt (Chaplain) Jones, Lts Talley, Jr (Adj) & Loomer, & WOJGs Whitson & Robbeloth & Gallagher. "A-33" here is getting a refurbishing by the Engineers and maybe now strange pilots (and some of our own) can find the field in the mess of confusion that appears to be Ascoc City from the air. Runways will be blacktopped & maybe then those surrounding mts won't seem so menacing. Last, the 79th Officers Club is building a new bar and all Korea-weary

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AAs in the vicinity are invited to bend an elbow & greet old friends when in the area. Your Correspondent, LT ROBERT L HODGES (Ed Note: That "Chaplain" Jones you mentioned is he really a "Sky Pilot" or is that just his nickname? Army aviation has its dark side, but it's hard to believe we're that bad off that we need spiritual guidance right on the flt line.)

FORMOSA



After thirty-seven hrs in a bucket-seat C-97, your new correspondent hit "the Rock" and was welcomed by that "Old China Hand," Maj Henry Weggeland who commands the "Last Chance Airlines" of MAAG, & Capt Everett Koons who is becoming an "old China Hand" fast. Capt. Koons and I have an interesting and aromatic ride in a jeep each morning to the airfield; in dodging pedicabs, bicycles, water buffalo & the local population, we're always happy to hit the blue. Speaking about the blue, I've been here 6 wks. and have picked up 14 hours of AI. About 50 per cent of our flights are IFR. The radio ranges are not dependable with the mountains obstructing, so Maj Weggeland had an ARN # 7 ADF installed in the L-20 and we use it for all let-downs. The most interesting part of the IFR is receiving your ATC clearance from the Chinese-operated towers. I always figure on understanding them about the 3rd time it is repeated. We have four L-19's and one L-20 at present & are expecting a couple of copters soon. Our address is: Army Sec, MAAG Formosa, APO 63, PM, SF. We welcome all visitors and letters.

Your Correspondent,

CAPT DALE W TAYLOR

OKINAWA

Only thing I have against the Newsletter is that my middle initial is "A" and not "B." Thanks to one of the many fly-jockeys, CAPT CHARLES E LEWIS, I now receive it regularly. Would like him to know I appreciate the Christmas gift, and because of him, 2 more AAs here in Okinawa know who's where & what's what. Our Air Officer is CAPT TERRY KILMAN and our chopper pilot is LT ROBERT J ROZANSKI. We are the last of all the A/A gang here on Okinawa, and you can see it wasn't too hard to get 100% Close out with the fact that we have (2) L-19's and one H-13 here & it sure is lonesome. Sincerely, SGT ROBERT A WEST (Ed Note: Sounds like these people could stand some mail. Write them at Hq & Hq Co, 29th RCT, APO 331, PM, SF.)



Reunion

All officers, who were in IX Corps during 1952-1953 & who would like to join in on a reunion between July 2nd-5th, 1954, contact 1/LT MERLE E. BOUNDS, Transportation Section, Hq, Fourth Army, Fort Sam Houston, Texas.

Moving soon?

Send us your new address NOW!

Top Drawer

A Report by
Lt Col Robert R. Williams

the number of pilots just sitting around operations at many airfields. They should either be out improving their flying ability or studying for their written exams. (Ed. Note: Circ No 2 atchd. Covers acrt utilization & will be augmented locally).....

Helicopter Minimum

There are in the Army many pilots who have been trained as helicopter pilots, then assigned to staff positions (particularly field grade officers) or flying positions with fixed-wing aircraft who have made no effort to maintain proficiency in helicopters. Considering the increasing importance of helicopters in the Army and the training investment in each helicopter pilot, we should insist on each qualified helicopter pilot remaining proficient if possible. The above is one of the reasons for par. 3d in inclosure No 2 (d. Army aviators qualified as helicopter pilots be required to fly helicopters a minimum of 2 hours per month in all cases where helicopters are available.) Another reason for this paragraph is we have helicopters assigned to several higher headquarters based on a dual justification - maintenance of flying proficiency of assigned pilots and the transportation of personnel. Many question the latter justification. Utilization for the first justification in many cases is slight. This not only jeopardizes the authorizations under question but will make obtaining future authorization most difficult.....

The question of what to do about pilots who fail to meet the minimum annual flight requirements has been debated in the Pentagon and in various meetings with Army Air Officers for the past two years. Everyone agrees that we must have minimum flight requirements. As a matter of fact, Congress has legislated, and for very good reason, that we must not only establish regulations on the subject but must also have these regulations approved by the Secretary of Defense. The big question is what do we do about those individuals who fail to meet the minimum requirements. Last year the minimums included only total time and night time. Forty pilots failed to meet these minimums. We have examined each case. In some cases the pilots were assigned to stations where there were no Army aircraft and insufficient aircraft of the other services to give any of the pilots, Army, Navy or Air Force, 100 hours. In other cases, the pilots were in service schools and we all know that pilots struggling to do their best in service schools will find meeting the minimums difficult or impossible. We must also consider the pilot who in the past has faced difficulty and no sympathy while on ground duty making flying difficult and accomplishable only under criticism by his superiors. Progressing down the list we find pilots who have a long record of failing to meet minimums, particularly for night flying, and who offer excuses that facilities were not available. It is a little hard to swallow that excuse in many cases when we know that pilots who served in that area before somehow found facilities. This leads to the particular point in question. What do we

do about administering this year's minimums?.. Several points are immediately obvious. a) This year's minimums are much more difficult and demanding than previous minimums. b) The minimums were published late in the year yet had to be retroactive to comply with the congressional act. This will provide the basis for many excuses.

c) During the year there has been a shortage of instrument aircraft. Another good source for excuses. d) The instrument flying program is still in its infancy and not fully accepted by all Army aviators. It will be difficult to meet the requirement for all pilots to put in twenty (20) hours of instrument work until almost 100% have had at least a basic instrument instruction. Still another good excuse.



e) The ideas of commanders being responsible for pilots meeting minimums and pilot flying during duty hours are new and will require time for complete acceptance. f) It is impossible to evaluate the validity of reasons pilots have not met minimum requirements at Department of the Army level. The Air Officers at major command level are the only ones who know whether equipment, facilities or work load actually prevented accomplishment or whether the individual lacks interest, initiative or just doesn't believe in night and instrument flying.

g) We must be careful not to take unjust or unwarranted action against individual pilots who through no fault of their own failed to meet requirements. h) We are faced with a critical shortage of pilots. We have a major investment in each pilot already trained. For these reasons corrective action should be taken toward making up deficiencies when possible, preventing recurrences and placing before flying evaluation boards only those individuals whose records indicate that they lack the interest or ability to justify their continued service as Army aviators.

Based on the above we are trying to give the burden of administering SR 95-15-8 to the major command air officers where it belongs. We are also trying to give the major command air officers maximum flexibility in administering the minimums. (Ed. Note: Draft of proposed letter as Incl No 3). A review of the individual's past flying record will give a good indication as to whether or not he should be placed before a flying evaluation board.....

The Army Aviation School is preparing one examination book to be used for the instrument and the regular annual written examination. Separate question sheets will provide a proper selection of questions. Colonel Washburn has informed me that they expect to have the examination completed by 15 March. After that, time

Top Drawer

A Report by
Lt Col Robert R. Williams

must be allowed for reproduction and distribution. Please have patience waiting for the exam and when you get it be tolerant of what may appear to you to be errors. Preparing such an exam is a terrific task appreciated by few. Also, remember that no one except the author has ever completely agreed with an instrument examination. The exam you will receive will have been through many reviews. The original exam, from which the one you will receive was prepared, was reviewed by OCAFF, DA and the AA. If you have any questions now or any after you receive the exam, I suggest that you write Col. Washburn. It will take some individual studying and schools to get everyone by the exams. This is the time to start if you haven't already done so.....

SR 310-30-14, dated 29 January 1954, will be revised to provide an E6B computer based on one per pilot in T/O&E & T/D assigned or attached for flying proficiency. As an interim measure, a T.A.G letter is being published which will authorize the E6B computer in lieu of the D-4 on the basis of one per pilot.

The Naval Special Devices Center is to furnish templates for all windshields, colored plastic with spring attachments and goggles. The Overseas stations will be supplied by the Chief of Transportation. Continental United States will be supplied by training aid centers where supplies of the material will be shipped based on the population within the ZI by aircraft type. OCAFF is going to advise all Armies, Attention: Army Air Officer, as to the availability of the equipment in the training aid centers. The Army concerned will notify all aviation personnel in their area. Authority to request. - Will be requisitioned in accordance with OCAFF letter and training requirements established in SR 95-15-8. All items will be replacement stock under the supervision of the Army aviation officer. Production of the kits is now being accomplished by the Naval Special Devices Center & will be available within 45 days. Basis of issue will be: (L-19) 1 per unit that has up to 6 L-19's, and over 6, 2 sets; (L-20) 1 per aircraft; (L-26) 1 per aircraft; (L-23) 1 per aircraft....

Many of you have reported discrepancies in the ferrying of aircraft by Air Force personnel...



**DON'T GET
'HOT UNDER
THE COLLAR'**

Basically the complaint has been that the aircraft were flown many hours and by many people between the point of pickup and the point of delivery. The reason the aircraft were being

delivered by the Air Force was that this is a part of the depot supply function which is an Air Force responsibility. For that reason the Army could not budget for the function and had no money. This has been corrected and in the future, Army aircraft will be delivered by Army pilots.....

The shortage of Army aviators remains acute. Attached as inclosure No 4 is a chart showing Our initial effort to correct the shortage by increasing the input to training to 100 per month in July 1951 failed to net the desired result due to the elimination rate in primary training of approximately 40% as opposed to the 25% we anticipated. We raised the input to 115 per month in July 1952 but then found the application rate declining to the point that it not only wouldn't support 115 but wouldn't come near supporting 100. The application rate is now up to where it will just support 115. Please continue efforts on recruiting to keep the rate up. We've request an accurate count on Army aviators by GI so we will know exactly how many we have, how many are helicopter pilots and how they are being used. We will give you a more detailed reading at a later date." Sincerely, ROBERT R. WILLIAMS, Lt Col, GS

NAVAL SPECIAL DEVICES CENTER (Contd.)



If anyone would like to get further information on the Center and how it works, any inquiries will be promptly and gladly answered. Also, we would be glad to assist in the drawing up of ideas and recommendations, with justifications, for presentation to the Office of the Chief of Army Field Forces. Just address the inquiries to the Army Participation Group, Naval Special Devices Center, Port Washington, New York.

A Word about the Author: CAPT. JOHN A. NAVE is an Army aviator on assignment with the Special Devices Center at Port Washington, N.Y. He is branch-qualified in the Artillery and capably fulfills the requirements of the Army Aviation Training Officer at this installation. His report on the organization is a straight description in view of the security question involved.

"QUICKIE FROM ITALY"

ROME—Best regards. My family and I are blooming under this Italian sky (Don't pay any attention to the reports about rain over here, just malicious rumors sponsored by the California Chamber of Commerce to cover up their floods; besides...what's 3 or 4 inches of rain a day anyway? Sorry about the delay (in renewing) but I've been out of the country more than in it lately. I had to get out of the country after you printed the whole letter I wrote. But don't worry, I look good in corporal's stripes. Hope to have a good article for you in about 6 wks. Your Correspondent, CAPT GEORGE MORRIS (Ed. Note: Letter in question broke down CAPT MORRIS' day statistically. We pondered the 90% bistro, 10% desk day anyway. We hope that the bistros (whatever the percentage) have awnings.)

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Randoms from the Editor:

Buried in this issue is a "cry from the wilderness." We refer to the lieutenant who believes that top-level opinions would do much if they were shared with the "Garden variety of Army aviator." We'll buy this but with reservations. What we feel is needed are facts, not opinions. No top-level officer should be in the position where he is forced to give "off the record" opinions that may be completely divergent with ARs and SRs published later. Despite the fact that when he gives these opinions he may stress that they are purely personal opinion, in all too many cases his views are invariably accepted as "the McCoy." Then when an AR or SR is published that doesn't exactly jive with his views, we've got another embarrassed and reticent key official.

However, if we deal with facts & not opinions, that's another story. It is a well-known fact that there are several top-level aviation officers who are not guessing about the direction in which we are heading - they KNOW the direction, and if we are not proceeding in that direction, they'll see that we do. It is just a matter of some earnest sales promotion and the publishing of appropriate ARs or SRs. It's also a well-known fact that by Army processes there is often a considerable time lag between a decision and the publishing of the AR or SR. Regulations are intricate and detailed matters & are not like duty rosters which can be carried home in the brief case one night, worked upon, and then turned in for publishing the next morning. It is during this "twilight zone" between a decision and the publishing of the regulation that several dribs and drabs of information often leak out and when they get to the "Garden" piecemeal are often distorted. It's our belief that this publication can be of great help to the AA in the field if key officers would consider it as a "fact" medium during the twilight zone. We also believe that there is no harm in top-level officers sharing their knowledge if they are in a position to know in which direction we are heading concerning training, personnel and equipment. Sharing this knowledge will obviate the many questions that most assuredly will continually be in the field AA's mind if no facts are known. The alternative is to strictly adhere to a "when they get the SR.

they'll have the facts" approach. Fortunately, this alternative has not been pursued in all quarters, and several key aviation officers have put substance in the word "News" in Newsletter. But despite the need for facts, we're still a long way from home.

They have contributed "facts" and we hope that that we have conveyed to you that only facts from key aviation officials, not opinions will serve to squelch rumors.

A word about the copyright. We have known for some time that many AA's have literary talent and that many contribute articles to commercial or other publications. Their hesitancy to contribute to this periodical may stem from their fear that once their article appeared in this publication it would become "fair game." We offer them the protection of the copyright & the knowledge that they forfeit none of their individual rights in contributing to this publication. In affording this protection we ask **only** that the writer inform us when he is sending identical material to another publication.

As long as we're cleaning house - occasionally correspondents will remit copy in which the 1st names of those mentioned are omitted....Please bear in mind that although as a correspondent you may know "Capt. Brown" or "Lt. Smith" many other readers question whether these are the Browns and Smiths they know and without the 1st names, we're all in the dark except CMD. Likewise in your letters to the Editor, don't use the cold-blooded "Gentlemen" or "Dear Sir," for you're not dealing with the SatEvePost, just a well-filled closet and a well-oiled typewriter. My better half calls me Art, and depending upon the situation, a choice variety of other names. Depending upon the situation when you pick up the pen, please do the same.....We did some choice name-calling ourselves this past month; Mama blew the coop with the 2 chicks for 2 wks and left the file cabinet locked. As a result, we worked from memory and no doubt, a good many non-subscribers are in caps & many subscribers were lover-cased. We'll close with this timely but true item: The Steak Pit in New Jersey now peddles an Arthur Godfrey cocktail. One and you are grounded!

Your Editor,

ART KESTEN

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