

ARMY AVIATION

IN THIS ISSUE

Reports from TCAAFSO Symposium in St. Louis, 7th Army, 3d Army, 7th Division, 8th Division, USARAL, & MDPR (Puerto Rico). FOUR "hits" on Lucky Pins. OCAFF Letter spelling out new USAR Tng Program. "Heavy" on promotions.

VOL. 2, NO. 6

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JUNE, 1954

"90 Day Plunder"

Don't look now but we've got a Subscription Contest going! It started June 1st and will end 90 days later with those entries postmarked August 29th!

THE PRIZES?

To The Winner: A 3-in-1 imported barometer, barograph, and temperature desk or wall Trophy for remitting the most subscriptions during the next 90 days.

To the Men in his Unit: A two and a half foot high Trophy for their help in putting him at the top.

A separate photo of the Winner and Group Photos of the Men in his unit will be published in a later issue.

THE RULES?

No holds barred! Get together, choose your AO, or a "fair-haired boy," or a line or crew chief whom you'd like to reward and then go to work. Sign up subscribers in your unit or in other units BUT send in the subscriptions to the credit of the person whom you choose.

WHO'S ELIGIBLE?

Anyone-subscriber or not! You will still retain ACE credit for those subscriptions you remit but Contest Credit goes to the person you select.

Start today! Decide on whom you'd like to boost and boost him and your unit at the same time. Here's an opportunity to prove "pride in unit." There's no denying that we need your help now to survive and following the "Bag" fiasco, a similar "dud" will have us hanging the crepe paper. We're working for you - please get behind the spirit of this Contest and work WITH us!

NEXT MONTH: Report by Lt Col Edward McMaken on the Test Facilities at Board #1, OCAFF, Ft Bragg, North Carolina.

'ARMY AVIATION'

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The insert to the left will be used for a direct note to the subscriber receiving this issue. If you do not find a note here it simply means that we do not have a "Change of Address" pending on you and that we'll continue to send future issues to the address on Page 32.

SYMPOSIUM IN ST. LOUIS



St. Louis—High helicopter operating costs tend to defeat the Army's ambitious one billion-dollar program to replace trucks with helicopters, according to Col. William B. Bunker, assistant chief of transportation for Army aviation.

Addressing a multitude of industry representatives and Army officials at a three day symposium here, Col. Bunker stated that inadequate design and the difficulties of supply are additional factors that defeat the use of the helicopter in its military mission of combat and logistical support of the Army.

"The Army needs this new mobility," Col. Bunker said, "but if the price is too high we just can't afford it...We can no longer live with the fact that it costs more to maintain a helicopter than it does to own one."

Industry representatives were quick to take issue, blaming current Army procurement directives and test specifications. Frank N. Piasecki, board chairman of the Piasecki Helicopter Corp., commented that several helicopter organizations, including PHC, have designed for a potential of 1,000-hour overhaul period as early as '47, but that the Army must clearly indicate its desire for such a helicopter and be prepared to pay the penalties of increased costs that are incidental to the development stage of the vehicle.

Jack E. Gallagher, operations manager of New York Airways, pointed out that NYA with its limited use of helicopters, have already effected a considerable reduction in their operational expenses by the factor of experience. He proposed that the Department of Defense undertake the operation of a round-the-clock scheduled service itself in order to gain an accelerated service test on the latest types of military helicopters.

His proposal of this high-frequency service with the "full and unqualified financial support of the Federal Government" was made in the belief that substantial economies would result as experience was gained, thereby materially advancing

the day when the helicopter will be able to fulfill its destiny as a military and commercial vehicle.

Other highlights and quotes from the Conference & Symposium: Lt Col George L Lovett, chief of the Maintenance Branch of the Army Aviation Division, OCT: "The Army is presented with operating conditions that are peculiar to the Army...Army units in the field operate with limited facilities. Hard surface runways, elaborate shops and hangars and central locations are almost never available. As a result, Army aircraft are subjected to abuses not normally encountered...Because of this it becomes very important to perform the largest possible maintenance job at the lowest echolon, consistent with assigned maintenance responsibilities."

Sidney A. Austin, Bureau of Aeronautics, Navy Department: "The time has come - the honeymoon is over - and we are about to go on relief. Our monies are being cut every day and we do not have, nor can we hope to obtain, sufficient funds to procure spares to support helicopters in the manner to which we have become accustomed." He attributed 30.1 per cent of all Navy helicopter accidents during July 1, 1951, to June 30, 1953, directly to material failure and called for improvements in efficiency and the durability of operating parts.

Harold H. Ostroff, a representative of the McDonald Aircraft Corporation, predicted that the pressure jet helicopter, not yet completely service tested, will require less than 86 per cent of the maintenance efforts required by shaft-driven helicopters.

8TH TRANS BN (HCPTR)

By MAJ JAMES HODGE

The last Newsletter ran through 2 outfits at Ft Bragg before it caught up to me. I'm now asgd to the 8th Trans Bn (Hcptr) (Army) which as you probably know is the Army's first real T/O&E helicopter bn. We'll soon have the 509th and 580th Helicopter Companies atchd to us as well as the 25th TAAM Co. As soon as we settle down, we'll find a good Bn correspondent who can then feed some real publicity on the outfit and its activities to the Newsletter readers.

NEWS COPY: If you have news copy to forward for publication, please retain it until about the 5th of the month before remitting it so that you can add last minute items.

NOTE TO ACES: "Aces Certificates" were mailed on May 30th to all "Aces" as of May 28th. We hope that you like them & wish to thank you for your patience in bearing with us.

PHOTOS: Still looking for '42-'43 snapshots or group photos! We'll give them the "kid glove" treatment and return them to you so how about digging through those scrapbooks tonight?



8TH ARMY FLIGHT DET (YOKAHAMA)

By CAPT RAYMOND KERNS

Many former AA's (now Weekend Warriors) once flew from Yokahama's downtown strip and remember it as nothing more than a slash in the middle of this teeming city. We wrote to Capt. Johnie Kerns and asked him if pilots were still making passes at the girls on the PX's 8th Floor while taking off. His answer is:

"Negative. The strip's gone, and for that matter, so is the PX. The PX moved to the Nasugbu Beach area in Housing Area #1 and long before that -- in '51, I think -- the airstrip was relocated on reclaimed land along the water of Negishi Bay about a mile west of Area #1.

West Bluff parallels the runway on the north and if there's even a slight breeze from that general direction we have a mighty tricky turbulence at the surface. The strip has been considerably improved for the past 18 months, and now we've better than 2400 feet paved, lights, hangar and 6 small Quonsets. The area's very narrow and when all of our acft are tied down there's not much room for any transients.

The old strip location is difficult to make out now. The area is back under Japanese control and new buildings have been erected. It seems likely that our present strip is doomed to a somewhat similar fate. A new field is nearing completion at Camp Zama and plans call for a move there. Originally, it was intended that we leave our whole Instrument School at Yokahama, but the latest is that we all go. It seems that the QM needs space for new warehouses more than we need this strip.

The Zama field will be a very neat little installation despite a very notable lack of adequate level space. It's on a double hilltop & the parking area is connected with the runway by a curved taxiway, giving the layout a fish-hook shape. By extensive filling and grading they were able to secure 1900 ft of runway about 100 ft wide. Ends drop sharply about 100 feet, so there's no overrun. It's like landing on a carrier. It will have a 60 x 80 hangar & fully paved ramp and parking. Offices, classrooms, etc. are very nicely laid out in modified Quonsets, according to a predetermined plan by Capt Don Vineyard of our unit.

⑤ The tower, also designed by Don, in cooperation with the Japanese Agency engineers, is integral with a new water

PRO'S SAY

8TH ARMY FLT DET
(Continued)

tower. It'll have lights, of course, and there's rumors of omni. The idea is that AF personnel operate the GCA initially and train Army operators. Worst feature is the proximity of Atsugi NAS. It's about 3 miles away & jet aircraft can be most unpleasant company. Also, it's just possible we might have some difficulty arising from the fact that someone decided to put the General Officers' Quarters about 100 yards from one end of the runway.

Capt B.M. Zeppenfeld has issued 31 new instrument cards to graduates of the APFE Instrument Refresher Course, having eliminated only 4 of his students. The 4th Class (with 12 students) is now in the mill. We recently received by indorsement from G-3 a very favorable critique of the course by Lt Col D.E. Condon (who graduated in the 1st Class). The note of praise by Capt Elliott in the April Issue was sincerely appreciated by all of us. While the great majority of credit for the merits of the course is due Zep and his boys, all of us had a hand in some phase of setting it up and for that reason we take a personal as well as a unit pride in it.

Zep's "boys," incidentally, are Capts E.L. Kelley, R.G. McLaughlin, D.C. Blatt, Neal Sanders, and Berry and Lt. D.B. High. An outstanding job as ground school instructor is done by Mr. Kelly, a DA civilian employee. They say he actually makes the boys understand weather.

Capt L.R. Dennis had his sailing orders with the 508th Airborne, Ft Campbell, as his destination. A formation was held all for him, and he had a new green ribbon to wear home. If anyone ever deserved it, Denny's the boy. Capt James E Smith is his able replacement as Maint Off. We also lost our noted Operations Sergeant, SFC Clarence C Greene, to Ft Hood. He is almost irreplaceable, having served in the job for more than 1½ years while the detachment quintupled its strength. In terms of airfield facilities, flying time and telephone routes he knew Japan like the palm of his hand.

17TH SIGNAL BATTALION (EUROM)

By LT RAYMOND TRUOX

"Please now list the 17th Sig Bn as a "100% unit." Our two new Space Aces, Lts Jack Sisbarro and Jesse Burch, fresh from the "bubblehead academy" and FSI, signed up before they realized a subscription wasn't part of their orientation ride. Both lads arrived in the middle of a maneuver, were put to work, and haven't stopped since. My, what a relief to find 2d Lts left in the Army. Got them pulling rank on each other now for all flights.

Lt Bob Truax floated up here the other day from Salzburg in a stolen 20 cleaning up his hood time for '54. Sure did shake him up to find out there wasn't a field where he thought we had one. After using up most of his gas, as well as his curiosity, he managed to locate our salvage yard in its present location, the corner of a NATO strip in the midst of a jet wing. Sure is nice to have an 8000' runway, but we've found that with practice you don't need it all, even with no wind.

Have fun taking off the taxi strips, parking area and dispersal areas. The traffic pattern consists of a 360 in front of the tower, a quarter mile out at 400'. When the tower operator screams "Now," we dive for the runway, turn off and hope a stray jet isn't doing a GCA in the opposite direction. For the use of the strip we've been indebted to our RCAF friends who have made us feel very much at home while our new field is being built.

We've found that our H-13's are as strange to them as their Sabers are to us. Wouldn't be surprised if some hood time from the 17th shows up on the records in a T-33. Gotta do something with no orange glass or instrument trainers in this neck of the woods.

One of our observations that may interest stateside Signal people is the fact that our radio gear is not powerful enough to work any distance to towers in Western Germany and France. Seems the jets, etc. have many many watts and the towers keep the receive volume down to the point where WE can only be heard about the distance to the downwind leg. Another item is that 13 frequencies are required to land or depart from Orly in Paris in either VFR or IPR---and it seems that we're a bit short on the dial and there just isn't room for two more ARC-12's in the L-one-nine. (Ed Note: Re-read this paragraph six times, but each time it says "13," and not "3"). (The expression, "The French have a word for it," should be amended to read: "The French have a word for it - and a channel too!").

Sign up Capt Robert N Dempster, Lt William G White and the aforementioned rank-pullers. We're all at APO 189 & we all like mail."

HQ, THIRD ARMY (FT McPHERSON)

By MAJ LUTHER B BOTTS
(A note to Maj Botts for 3d Army USAR information brought this answer): Sorry, but we don't have an officer designated to handle civilian component aviation activities - granted we need one - but there are only two of us (Lt Col Arthur Anderson & myself) in the office. We have 3 officers on the Instrument Exam Board & 3 in the Flt Det - that's our total. I'll Pinch-hit here and hope the info does the trick.



Pro's Say...

HQ, 3RD ARMY
(Continued)

A word on USAR summer tng. All USAR aviators (approximately 15) will attend summer training with their units at Fort Jackson, S.C. Capt Claude L Sims of the 8th Inf (Tng) Div at Jackson is the chief Honcho for this USAR summer training.

Know the cupboard must be bare so I'll bring the Newsletter readers up to date on 3d Army avn activities. The Instrument Board has only examined 5 applicants for certificates since the last report, issued 3 Standard certificates, and two applicants failed to pass the flight check. Reason the number is so low this time is we had to shut down the Board for approximately 10 days to meet flight (passenger hauling) requirements during Exercise FLASHBURN. Certificates were issued to:

1/Lt Wayne I Triggs, 11th Abn Division, Ft Campbell, Ky.
1/Lt Charles W Cummings, 82d Abn Division, Ft Bragg, NC.
Capt Paul D Dunaway, 11th Abn Division, Ft Campbell, Ky.

There are approximately 30 AA's left in 3rd Army area to be examined prior to 30 June for Instrument Certificates. The Board visited the following installations to administer the written exams to all non-instrument AA's: Ft Bragg (17-28th May), Ft Campbell (1-4 June), Camp Gordon (8-11th June), & Ft Benning (15-18th June). Aviation advisors in each state of the area are being appointed members of the Instrument Examining Board for the purpose of administering the written exams to NG Army aviators during the summer encampment periods.

Capt David R Shepard, our new Plt Det Comdr, attended twin-engine tng at Ft Sill & joined us in mid-May. Assisting Capt Shepard at the Plt Det & driving our two L-23's and two L20's are Lts Donald E Mulligan & Howard R Stahlman. They flew 75 passengers during the month of April with total acft time at 343 hrs. High man was Lt Mulligan who had 63 hours.

That's it for now. Should have some aviation information on the FLASHBURN Maneuver in the near future.

HELP! We received a renewal subscription from an APO in an airmail envelope. Postmark offered no clue and no name & address were given. Clip-out coupon enclosed read \$1.17 & the "Unknown Subscriber" remitted \$2.00 in cash. \$1.17 indicates the subscriber started in Dec '53. Who hasn't been receiving their issue on renewing? Don't all answer at once!

IX CORPS By
LT DOUGLAS E CLARK



"The pilots here have been contending with high, gusty winds thru March and heavy winds and rain throughout April & part of May. Many new pilots have joined us; in fact so many that we can't mention them here and now. Night flying is now being conducted in the forward area during the full moon at A-12 & A-45 in the IX Corps area. This night flying has supplemented that conducted in Taegu by 8th Army.

Departees to the ZI were: Capt William Clopton (asgd to Ft Eustis); Lt Robert L Michellon (to Ft Hood); and Lt. Lewis Lyon (to Civilian life). Capt Jim Minchew rec'd his twin-engine rtg & transferred this station to the Race Track. Speaking of the Race Track, the smog is thick enough to support an L-19. If this smog bank doesn't exist the day you are in distress, the largest rooftop will have to suffice.

They have the Race Track fixed up now; asphalt & buildings. The problem at present is trying to get a taxi-jeep. Ascom City operates both East-West & N-S runways again. The farm line has moved up north of the 38th now and town sites are being built by the Engineers while families are living in tents nearby their farms. A "Hello" to the gang at Hood!

U.S. ARMY, ALASKA

By CAPT HUNTER G HARBISON

"Thanks for the nice spread on AA in Alaska. We people here appreciate the fact that we're not forgotten. A small mistake was made somewhere along the line about the term, "Banana Belt." We reserve that term for the Anchorage and SW area. It should have read something like this: "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. The temperature here at Anchorage is about 10 above, so this area is known as the Banana Belt." Now the snow is just about all gone and the temperatures range almost to 50 above.

I personally wasn't gold-bricking during the North Star Manuever. The artillery didn't take part in it. I did make one trip up there with my Bn Comdr, but didn't dally there long. Just wasn't like down south, south Alaska, that is. I neglected to mention that Capt Roland N Sanderson is also asgd to USARAL along with Maj Riddle & helps man their Beaver."

(Ed. Note: We're sweating out a report from Lt Col Raymond Johnson. He's the Advisor for the Alaska National Guard and his report on NG activities in Alaska should be interesting.)

(Continued on the next page)

PRO'S SAY...

509TH TRANS CO.
(HCPTR)
FORT BRAGG, NC

The following dated report was received from the PIO, Fort Bragg, N.C. and is "open copy:"

Skimming the tree-tops despite a downpour of rain, the whirly-bird men of the 509th Transportation Co (Hcptr) of Ft Bragg handled their versatile craft with ease to post a near-perfect "superior" score on their Army Training Test recently.

Flying through steady rain and under darkened skies while the company's ground elements bivouaced in the mud below, the large tandem-rotored H-25 Army Mule helicopters airlifted troops of the 82d Airborne Division's 504th Abn Inf Regt, evacuated simulated combat casualties and performed other missions identical to those that could be required in actual combat.

According to Capt Kermit Petersen, 509th CO, the final score on the test was the highest ever made by a unit of this type. He cited the efficiency of the maintenance sections and other ground personnel as the primary factor contributing to the successful completion of the test.

In addition to the flying and maintenance problems presented throughout the two day test, there were brief "aggressor" actions, simulated gas and air attacks, and day and night convoy movements. All were taken in stride by the helicopter technicians who wore their combat packs, carried weapons and doubled as security forces during the testing.

7TH INF DIVISION (FECOM)

By CAPT JAMES C SMITH

"After many years of talking about the ideal organization for divisional organic aviation, the 7th Aviation Company is currently one of four companies now testing a provisional table of organization and equipment. Its basic organization contains a base flight and three combat flights, all four echelons being capable of sustaining themselves in combat operations.

The Company contains mess, motor maintenance, communications, unit supply, and administrative sections which are capable of providing the support we have always needed in sustained combat operations. With 28 pilots and 68 enlisted personnel the 7th Aviation Company is proud to call itself the most flexible, mobile, and communicating unit in the entire division.

Recent field exercises with the Division indicate that the provisional T.O. & E. is basically sound, and with certain revisions it is hoped that all of the higher headquarters will look with favor on the establishment of the aviation company as an organic unit in the Infantry Division.

On Guard!

NATIONAL
GUARD
AVIATION

"I have read in the Newsletter continuous references to the "shortage of Army aviators" and the acuteness of the situation. I am a National Guard pilot who graduated in Class 52-F (Fixed-Wing) and who then returned to a NG status.

Since then I have made repeated attempts to apply for active duty as an Army aviator, but the answer I receive is always the same. "Yes, we need Army aviators, but we are overstrength at the present time."

I believe that I am exceptionally well-qualified. On my own and at my personal expense, I have obtained a CAA Instrument Rating and a Multi-Engine Land Rating. I will still refuse to believe that there is any shortage of Army aviators if similar statements are made in future issues."

Name Withheld by Editor

(Ed. Note: The confusion here may stem from the fact that many publications, including the Newsletter, have made repeated appeals for pilot training candidates. To clarify our appeals, it is important to stress that they were made to personnel NOW on active duty in the various branches who by some chance may have read the publication.

The Army operates under an authorized manpower ceiling. We think we're correct in stating that this ceiling has been reached and does NOT permit the voluntary recall of commissioned and rated Army aviation personnel at this time. Nevertheless, on the basis of expanded TO's, an acute shortage of Army aviators does exist and the current drives for pilot candidates are designed to secure personnel to fill these vacancies.

Appeals to NG & USAR personnel to undertake primary flight training have also been made. However, the assumption here is that successful candidates revert to an inactive status with their parent Civilian Component units upon the completion of their training.

VERMONT-NATIONAL GUARD

"There's nothing of interest to report from this area at the present time; however, if something does happen, I'll surely keep you posted. You see - I'm the only Army aviator in the National Guard in the State of Vermont!"

Sincerely,

Lt Basil G Abbott

(Ed. Note: It certainly isn't true in other states, but we now can claim 100% support in one whole state. Great, huh?).

ON GUARD!

27TH INF DIV (NY-NG)

By MAJ FRANCIS W HOLDEN

"Have been delinquent in my duties as a correspondent, but due to the weather, we almost hibernate here for the winter & for a good part of the Spring. Now that the winter is over Buffalo is in its yearly inundation season. We don't call it "Spring Rainy Season" because that term is inadequate. I have served in a great many places in the US and overseas, but I have never seen a climate with more extremes than is to be found in Buffalo. It is purely a local condition caused by a combination of the unusual junction of Lakes Erie and Ontario, cold polar air masses from Canada, plus prevailing W to NW winds in the area. When you combine all of these factors, you get some lousy weather.

For a change, here are some items: Lt Harry Weber (DivArty AO of the 27th Div) just graduated from Chopper School & he was #5 in a class of 24. Also SFC Alex Vickers, DivArty Line Chief graduated from Chopper Mech Course; HE was #1 in his class of 23. Naturally, we're quite proud of Vick. At present, we're engaged in building a copter hangar + putting in complete concrete ramps between both hangars. By publication time, our 27th Div Section will have undergone its yearly Tech Insp from 1st Army Trans Sec. So far our ratings have never run below excellent & we expect to do as well or better than previous years."

42D INF DIV (NY-NG)

By CAPT EDWARD C JELLISON

"Really not much around this neck of the woods (Amityville, LI). We received another H-13G recently for a total of 2 in the 42d Div. We plan to take both of them to camp later this year and since Maj Bernard Mackell and Capt Frank Rooney are the only two qualified pilots we have, you can guess who'll make the X-Country to Camp Drum. Guess you were all looking forward to getting rid of me this month but I pulled a quicky and will be here till Aug 3d.

We have several new pilots in the works & our T.O. & E. is getting pretty well filled up. II Corps is also snagging a few new ones. Here are the names of the "fresh meat:" 1/Lt Henry N Berger (955th FA) (My only game in the "Turkey Shoot" so far); 1/Lt Nick J Cafaro (II Corps Arty); 2/Lt Tom Markley (105th FA), 2/Lt Charles Pfeifer (42d Sig Co); & Lt Robert A Powers (Hq Co, 42d Div) (I fired one shot at the last guy and missed & should "bag" him the next time he shows). All of these lads are ex-AF.

For those who may be interested, NGB Bulletin #19, 7 April 54, deletes the age limit on ex-Air Force pilots who seek the designation of Army aviator. Should help bolster the Guard."

ON GUARD!

45TH INF DIV (OKLA-NG)

By MAJ AUGUST L GUILD

"As usual I'm late but will try to keep up with the the News-letter from now on. The 45th Division is slowly but surely coming along and we are working on the young lieutenants to go to flight school so that they will be with us a little longer than usual. We have several more that are putting in their request and only hope that the National Guard Bureau doesn't run out of money before we get them all trained. I think that Capt (Robert) Jeffrey, our Advisor, has already sent in most of the current news so I'll will cut the review on this letter."

Randoms: Maj John McCory, Maint Supervisor for the 35th Div, Missouri-NG, pens the note that Capt George Staley and Lt. John Seesing both successfully completed the Instrument Training Course at Fort Sill. Picking up a helicopter rating for the 35th was Capt Wallace Bolen.

Capt Bill "The Grauler" Graul, AO of the 29th Inf Division, Virginia-W. Virginia-Maryland NG, sends in a "longie" that we'll have to carry over. Digested it reads: One "most welcome" promotion to Capt Graul, now Major Graul, and a flock of newly-graduated AA's joining the outfit. More on this in the next issue.

40TH TRANS BN (AAM)

By MAJ LAURENCE E BALLANTINE

On 1 Apr 54 this unit was designated as the 40th Trans Bn (AAM). So for auld lang syne's sake we bid a fond farewell to the Ord Corps & the 79th Ord Bn(AAM) & to all our old friends we'd like to say we're still the same outfit. Lt Col Dave Condon is still oraring - but with a new subject, "Bolts." If anyone can inform us who hid "the bolts" we'll be grateful & if you hear personnel of this units referred to as Bolt-head, it's only in jest.

Maj Ken Ward is now well established as Bn Exec. I dropped the tracks" for "leaves" & a new job as S-3, but truthfully hated to leave the 47th Trans Co(AAM). Capt Billy McPhail departed the 46th Trans Co(AAM) for a new job in the Pentagon & Capt Kincaid has taken over the CO. Capt Jack Denhart has moved from Exec to CO of the Trans AAM Co(Hc (8178th AU).

WOJG Scott finally gained the big "R" & will be relocated at Ft Bragg & our new arrivals include Capts Asbury(new CO of the 71st Trans Army Fld Dep) via Capt Sandberg as S-4, who relieved Capt Al Chamberlain, now reassigned to Japan. Nothing else new except the constantly replenishing stock in the Happy Hangar nearby.

HOPSCOTCHING

GENERAL NEWS

Red tape on passenger stops has been eliminated. AR 95-10, 2 Apr '54, now permits passenger stops at military and non-military airfield without refiling another DD Form 175 (Aircraft Flight Clearance). AR limits stops to VFR conditions, a 30-minute max on the ground, & specifies that pertinent information concerning the stop be indicated in the original flight plan at the point of departure.

Projects now under evaluation at Board #1, OCAFF, reveal wide diversification of Army aviation. Studies on maintenance shelters and GCA systems; preparation of military characteristics for automatic pilot, non-directional homing beacon, and portable oxygen equipment; and user tests of a tactical radio especially designed for aircraft and a K-44 Aerial Camera are but few of many projects underway at this Test and Evaluation station.

Look for considerable shoulder-patch switching & stitching. Army returns to State control this month 4 more NG "active" divisions: 28th (Pa), 31st (Ala-Miss), 37th (Ohio, and the 43rd (Conn-RI-Vt). With the 40th (Calif) and the 45th (Okla) already reverted to State control, this leaves only two NG divisions still "active:" the 47th (Minn-ND) at Camp Rucker, Ala., and the 44th (Ill) at Ft Lewis, Wash. Their return to state control is now under study with an expected release in FY 55. Patch-switching occurs in NJ where the 69th replaces the 9th Inf Div, the 9th "moves" to EUCOM to replace the 28th; at Carson, the 8th replaces the 31st. An airborne division will replace the 8th Inf at Ft Jackson, SC.

The Federal Government plans to resume its airport construction program but with stricter controls and only for projects of major importance, according to the Department of Commerce. It is anticipated that the 50-50 formula in which Federal funds are matched by local participating communities will be continued.

Summer field training for NG and USAR pilots may still be a month off but all Army Headquarters in the ZI are holding "dry runs" on the new Army aviation examination. NG advisors in most Army areas are expected to administer the exams during the SPT period, and are currently "boning up" in question and answer sessions.

Most mentioned word at TC St. Louis Symposium was "maintenance." High costs of helicopter expansion is directly tied to maintenance and stresses the continued need for high-quality enlisted technicians.

Congratulations!



Capt Albert B.C. Davis, Jr, 7th Avn Co, FECOM.....Senior AA
Capt Joseph F Bermudez, Jr, 937th Engr Avn Co,CZ..Senior AA
Capt Clarence E Holliday, Avn Det, Hq, USAREUR....Senior AA
Lt Edward Rankin, 32d AAA Brigade, EUCOM...Promoted to Capt
Capt James O Townsend, Avn Sec, 7th Army....Promoted to Maj
Capt Leo A White, Advisor-Pennsylvania-NG...Promoted to Maj
Capt Richard J Kennedy, Hq,VII Corps,EUCOM..Promoted to Maj
Capt Raymond G McLaughlin, 56th Med Det, FECOM....Senior AA
Capt Keith J Bauer, Hq, 5th Army.....Senior AA
Capt Robert J Lessard, 7689th Hq & Hq Co, USFA....Senior AA
Lt Chris Erhardt, Hq, 5th Engr Bn(C),EUCOM-Promoted to Capt
Lt Eugene J Fody, Hq, 43d Inf Div, EUCOM...Promoted to Capt
Lt Arthur J Brzoska, 2d PA Bn, Ft Sill*....Promoted to Capt
Capt Bruce Fusner, Hq, 44th Inf Division....Promoted to Maj
Lt John A Colborn, SCAAC, Ft Monmouth*....Promoted to Capt
Lt Charles W Cummings, 98th Abn FA Bn,Bragg.....Senior AA
Capt Ned B. Baker, III Corps, Ft Hood.....Promoted to Maj
Lt Frederick B Weller, 1st Armd Div, Hood..Promoted to Capt
Capt Hubert N Reed, CE-TECR, Ft Belvoir, Va.....Senior AA
Maj Don R George, CE-TECR, Ft Belvoir, Va.....Senior AA
Capt June H Stebbins, Army Avn Sch, Ft Sill.....Senior AA
Capt Donald S Muttoni, Hq, X Corps, FECOM.....Senior AA
Capt Michael Magri, Advisor-Mass-NG*.....Promoted to Maj
Capt Lester C Farwell, 4th LAS, IX Corps....Promoted to Maj
Lt John G Duke, 521st Engr Avn Co,Ft Scott..Promoted to Capt
Capt John F Denhart, 40th Trans Bn(AAM)....Promoted to Maj
Lt Cletus C Culp, OS Repl Sta,Cp Kilmer*....Promoted to Capt
Lt Russell E Baugh, Hq, 16th Armd FA Bn....Promoted to Capt
Lt Phillip Jones, 1st Armd Division.....Promoted to Capt
2d Lt Arnold Buxton, 303d Signal Bn.....Promoted to 1st Lt
Lt Jimmie DeLoach, 303d Signal Bn.....Spliced
Capt Donald L Wagner, OCAFP Plt Det.....Promoted to Maj



(Ed. Note: It is possible that we may have overlooked several people in this monthly listing....In the event you have "Congratulations" coming, drop us a postcard.We do not receive every DASO published & can only rely on those we receive and "write-in" reports or letters.)



CAPT EDWARD RANKIN

32nd AAA Brigade
(323)

LT HOWARD L PREMO

733d FA Battalion
(091)

TWO MORE WINNERS: Maj. Raymon A Miller, TSESS, Camp Gordon, Ga (dead-head on 091) and 2/Lt Robert J Hitsman, Iowa-NG, on 874 also are **LUCKY FINNERS**. They will receive 12 "camps" on the expiration of their current subscription. Their photos will appear in the July issue.

A gratis 1955 subscription is yours for pairing up your profile AND the profile of your crew chief with one of the fin numbers appearing below. They represent the last three numbers on the fin. Only subscribers as of June 1st are eligible to enter. ZI deadline: June 30th; APO deadline: July 15. Only USAR or NG aviation personnel are eligible to use fins marked with "NG" designation. Please submit a close-up near the fin and the negative, if it is available.

512

409

621

530

NEW "ACES" IN MAY

Capt Michael Cullen, Hq, 1st Army (AD).....	6
Lt William F Gurley, Hq Co, 82nd Abn Division (AD).....	8
Maj Harold Grossman, AAS & D, Bd #1, OCAFF (AD).....	13
Capt Robert H Reynolds, Trans Sec, Hq, 1st Army (AD).....	6
Maj John S Sarko, Hq, 32d Division (Wisconsin-NG).....	7
Lt Raymond W Truex, 17th Signal Bn (OPR) (AD).....	5
Capt William R Swift, USARPANT & MDPB (AD).....	7
Lt Dale W Buffington, 25th TAAM Co (AD).....	6

WANT AN ADDRESS? Space limitations preclude listing complete addresses. We'll be most happy to forward a friend's current mailing address on receipt of a stamped, return-addressed envelope or postcard.



ACES CLUB

With each issue, new "ACES" join the club and becoming an "ACE" is simply a matter of selling this publication to four other persons who have not previously received the publication. An "ACES CERTIFICATE" is small reward for this voluntary effort on your part but is a token of our gratitude for your leg work. A complete list of all "ACES" will appear in each third issue.

- | | |
|---------------------------------|---------------------------------|
| 1) Capt Lloyd O Borgen(AD)..36 | 36) Capt M.D. Lord(AD).....9 |
| 2) Maj William H Murphy(AD)-35 | 37) Lt Edward J Davis(AD)...9 |
| 3) WOJG Paul W Bass(AD)....31 | 38) Capt Clyde J Dillon(AD)..9 |
| 4) M/Sgt Thomas D Ward(AD)..29 | 39) Capt H.T. Montgomery(AD)..9 |
| 5) Capt Robert E Brizee(AD)-25 | 40) Capt Wm R Chaires(AD)...8 |
| 6) Capt Chas F Kieffer(AD)..25 | 41) Capt Karl S Patton(AD)...8 |
| 7) Lt Col E.P. Fleming(AD)..24 | 42) Capt Hunter Harbison(AD)-8 |
| 8) Lt Col H.T. Shiveley(AD)-22 | 43) Lt Col M.T. Nesbitt(AD)..7 |
| 9) Capt Arthur G Keith(AD)..22 | 44) Maj Milford L Juhl(NG)...7 |
| 10) Capt James O Townsend(A)22 | 45) Capt L.W. Fladmark(AD)...7 |
| 11) Capt James A Smith(AD)..19 | 46) Lt George A Crowell(AD)..7 |
| 12) Lt Perry C Atkins(AD)...17 | 47) Capt Jack E Harbour(AD)..7 |
| 13) Maj William Kilmer(AD)..15 | 48) Lt Robert H Jacquot(AD)..7 |
| 14) Capt Robt J Lessard(AD)-15 | 49) Maj Thomas Sabiston(AD)..6 |
| 15) Maj Morris Rawlings(AD)-14 | 50) Capt Michael Cullen(AD)..6 |
| 16) Maj Raymond Clement(AD)-14 | 51) Capt Herman E Leach(AD)..6 |
| 17) Capt Raymond Kerns(AD)..14 | 52) Capt Charles Fournier(AD)6 |
| 18) Capt Walter C Pitt(AD)..13 | 53) Capt John L Dekker(AD)...6 |
| 19) Lt John R Brown(AD)....12 | 54) Capt Clarence E Preble(A)6 |
| 20) M/Sgt Henry Lusignan(AD)12 | 55) Lt Frank R Mettner(AD)...6 |
| 21) Capt A.T. Pumphrey(AD)...11 | 56) Lt John J Collins(AD)...6 |
| 22) Lt E.C. Elliott(AD)....11 | 57) Maj Bernard Mackell(NG)..5+ |
| 23) Capt Edw F Smith(USAR)..11 | 58) Capt Thomas McNamara(AD)-5+ |
| 24) Capt Afton Dare(AD)....11 | 59) Lt Col Chas Lefever(Inac)5 |
| 25) Capt Henry R Mangum(AD)-11 | 60) Maj Henry S Wann(AD)....5 |
| 26) Lt Col Harry J Kern(AD)-10+ | 61) Capt Woodrow W Brown(AD).5 |
| 27) Capt Thomas Walpole(AD)-10+ | 62) Lt R.C. Barnes(AD).....5 |
| 28) Lt Col James Townsend(A)10 | 63) Capt Jack H Gerber(AD)...5 |
| 29) Maj Gerald L Hough(AD)..10 | 64) Maj William Gray(NG)....5 |
| 30) Maj Frederick Goodwin(A)10 | 65) Capt Wallace Traver(AD)..5 |
| 31) Maj David Bissett(AD)...10 | 66) Capt Keith J Bauer(AD)...5 |
| 32) Capt Wayne E Woltz(AD)..10 | 67) Capt Chris Erhardt(AD)...5 |
| 33) Capt Jas E Ingram(AD)...10 | 68) Maj Edgar L Parker(AD)...5 |
| 34) Lt Lesco Kaufman(AD)...10 | 69) Lt Richard D Smith(AD)...5 |
| 35) Lt Harold Burr(AD).....10 | 70) Lt Charles W Betz(AD)...10 |

TEN MOST WANTED!

Our "Ten Most Wanted" column tries to trace displaced AA's as a subscriber-service. We once felt that we could provide the address after a listing here, but from the growth of the list, it is apparent that our Cooperative Gumshoe Service is falling apart at the seams. The number in brackets after the person's name indicates the number of times his name has been listed in this column. The (*) preceding the name indicates that issues are being held for that person by us, following the refusal of the Post Office to deliver the issues to the last known address given by that person:

<u>Missing</u>	<u>Last Known Address</u>
* (1) Lt George North(6)	En Route, Iceland
* (2) Sfc Richard E Price(5)	OS Repl Sta, Camp Kilmer
(3) Capt A.P. Bolding(3)	Sought by Subscriber
* (4) Lt Col Oliver J Helmuth(3)	Hq, 28th Inf Division
* (5) Lt Robert M Deets(3)	En Route, Overseas
* (6) W/O Marcus D Alston(3)	Fort Benning and Overseas
* (7) W/O Floyd M. Trudeau(3)	Fort Benning and Overseas
* (8) Lt Olan Mills(3)	Fort Sill and Overseas
* (9) WOJG George W Dovel(3)	OS Repl Sta, Camp Stoneman
* (10) Lt Martin E McGuire(3)	Fort Sill and Overseas
* (11) Sfc Carter Payne(2)	Fort Bragg, NC
* (12) Lt Thomas M Stedman(2)	Everett, Washington
* (13) Lt Thomas O Miller(2)	En Route, FECOM
* (14) Lt Richard Lowery(2)	Hcptr Tng, Gary AFB
* (15) Lt Bernard R Lefebvre(2)	TC Center, Fort Eustis
* (16) Lt Martin E McGuire(2)	Fort Sill and Overseas
(17) Lt Louis C Caldwell(2)	Sought by Subscriber
(18) Lt James W Foster(2)	Sought by Subscriber
* (19) Lt Gerald R Beekman(2)	Fort Sill and Overseas
* (20) Capt John E Murphy(2)	Camp Rucker to Fort Scott
* (21) Lt Robert M Fowler(2)	Spartan School - Overseas
* (22) Lt John L Chapman(1)	Fort Scott, California
* (23) Capt Robert M Prater(1)	EUCOM to Fort Benning
* (24) Lt Cyril B Fuhrman(1)	Santa Cruz, California
* (25) Maj Francis X Burgasser(1)	8529th AU, Washington, DC
* (26) Capt Loyal J Cole(1)	Fort Sill, Oklahoma
* (27) Lt Harold K Hall(1)	Fort Benning, Georgia
* (28) Capt Harry W Townsend(1)	TIS, Fort Benning, Ga
(29) Lt Thomas E Little, Jr(1)	SCAAC, Ft Monmouth, N.J.
* (29) Lt Thomas E Little, Jr(1)	SCAAC, Ft Monmouth, N.J.
* (30) Capt Worthington M Mahone(1)	Columbus, Georgia
* (31) Lt Richard T Birk(1)	Fort Bragg, N.C.

(Guess we'll have to call on Russ Bannock of DeHavilland to call in a "Mountie" or two or twelve...Our local Ren-frews are fading fast and the list grows longer.

P

C

S

Temporary and Permanent Changes of Assignment & Residence as noted from "Change of Address" cards submitted.

Lt Col John L Wilson to OCSIGO, Sig P&O Div, DA, Wash 25, DC
 Capt Robert F Little, Jr to Advanced Inf Off Crs, Ft. Benning
 Lt Leo S. Pluta to S-2,S-3, Sta Com,Cp Eta Jima, APO 354, PMSF
 Maj Lester C Farwell, 4th LAS, Hq, IX Corps, APO 264, PM, Frisco
 Capt Frederick R Gates, P.O. Box 9228, Fort Riley, Kansas...
 Lt Charles W Edmond to 30th Engr Base Topo Bn, Ft Scott, Cal
 Lt Boyce B Buckner to Staff & Pac, Army Avn Sch, Ft Sill, Okla
 Lt Bobby G. Walls to P.O. Box 833, Fort Huachuca, Arizona...
 Capt John L Rodrigue to the Army Aviation Sch, Fort Sill, Okla
 Capt Norman C Goodwin to 328th Hopt Co, APO 46, C/O PM, N.Y.
 Lt Charles W Cornelius to 328th Hopt Co, APO 46, C/O PM, N.Y.
 Capt W.A Roehl to Box 5513, Midwest City, 10, Oklahoma.....
 Capt David H Coers, Jr, to Hq Co, 37th Inf Div, Ft Riley, Kan
 Capt John R Emery to Transportation Avn Branch, Ft Eustis, Va
 Capt Claude E Hargett to Bd #1, OCAPP(Avn Sec), Ft Bragg, N.C.
 Lt Col Eric R Osborne to Jt Mil Aid Gp to Greece, APO 206, NY
 Capt Homer T Montgomery to AssocEngrAdvCrse#17, TES, FtBelvoir
 Lt Col T.F.Schirmacher to AssocTransOffAdvCrse#14, TS, Eustis

TWX FROM SEVENTH ARMY

By MAJ JAMES O TOWNSEND

TO EDITOR, ARMY AVIATION NEWSLETTER

FOR AVN OFF ARMY SEVEN CITE ASEAV SIGNED TOWNSEND PD
 ARMY SEVEN GNUS AND EVENTS OF SIGNIFICANCE FOLLOWS COLON ITEM
 ONE PD WELCOMED CAPTAIN TATE FORMERLY ASGD ARMYTWO ZI COMMA
 ASGD ARMYSEVEN FLT DET COMMA CAPT PAT WATSON NOW ASGD HQ CO
 VII CORPS COMMA AND CAPT HARRY TOWNSEND COMMA A GOOD NAME
 COMMA NOT YET ASGD PD ITEM TWO PD LT COL B A BACHE COMMA AVN
 OFF THIS HQ COMMA ATTENDED TWO WEEK TDY AT OBERAMAGAU AND UPON
 RETURN THIS STATION DEPARTED FOR CONUS TO ATTEND TRANSPORTATION
 CONFERENCE ARMY AVN FLD SERV CEN ST LOUIS PD ITEM THREE LEWIS
 CASNER HQ CO V CORPS NOW MAJOR SIR PD ITEM FOUR PD EVIDENCE
 ARMYSEVEN SUPPORT OF NEWSLETTER ENCLOSED IN FORM OF CHECK IN
 AMOUNT OF TEN RASNICKBOCKS FROM AVN OFF PERSONALLY TO COVER HIS
 OWN RENEWAL PLUS FOUR OTHER NON-SUBSCRIBER AVN OFFS OF MAJOR
 SUBORDINATE HQ THIS ARMY PD SEE ATCHD LIST PD MY BELATED RE-
 NEWAL ALSO ENCLOSED PD ITEM FIVE PD VFR HAS FINALLY ARRIVED AND
 UTILIZATIOC IS UP PD ITEM SIX PD THREE TWENTY EIGHTH HELICOPTER
 COMPANY COMMANDED BY MAJOR EUGENE E SORENSEN HAS ARRIVED THIS
 COMD COMMA APO FOUR SIX AND IN THROES OF GETTING SETTLED PD
 CAPT FRANK G BROWN JR IS EIEC OFF PD CAPTAINS MATTHEW LANISH
 COMMA BILL RINKLE COMMA AND NORMAN GOODWIN ALSO ON BOARD PD
 QUESTION COLON WHY IS ALTITUDE QUESTION MARK THIS HSG UNOFF PD
 CLEARED PIO ARMYSEVN PD



RESERVED!



OCAFF letter, dated 18 May '54, pertaining to Army Reserve Aviation Officer Training, rescinds similar letter, dated 4 August '53. New letter is eff 1 July '54 and essentially retains a similar USAR Aviation Training Program.

Basic minimums for Early Ready units & reinforcements are 80 hrs a year; for Later Ready units, 50 hrs a year. All AA's are encouraged to fly up to 80 hours each fiscal year, with not more than 2/3rds of the total flying hours being performed during any 6-month period.

USAR AA's are encouraged to use acft asgd to NG and Active Army units, provided this does not interfere with the tng programs of either component. Civilian contract flying retained. X-C's encouraged & authorized within the limits of the program. Night & hood flying (provided suitable acft, landing facilities, & parachutes are available) is authorized but not required.

AA's are authorized to carry a safety observer as a passenger on planned instrument tng flights for the purposes of instrument flight tng; otherwise, CAA certified flight instructors & designated Army Reserve observer personnel are only permissible passengers. No USAR AA will give instruction to other USAR aviation officers under this program, unless the instructing officer is a certified CAA flight instructor.

Other key points: Flight forms & records will be maintained by the unit to which the AA is asgd or atchd. 75% of the total time in civil acft is authorized in 65-125 HP class, & remaining 25% in 125 HP+ class. There is no HP limitation on army acft flown under this program; in no case, will the rate charged be in excess of \$25.00/hour.

Public Law 108, 20 June 1949, pertaining to line of duty injuries or death, applies to AA's whose flight in civil acft for military purposes are specifically authorized by competent orders of the Army Commander.

Orders may be issued semi-annually by the Army Commander (or his designated representative) covering the flights for a six-month period so as to minimize administrative details and delays.

CASE IT: "Case" that 10 MOST WANTED LIST again. We're hurtin' for certain in this Department & dread a double-page spread.



RESERVED!



Capt Albert F Kochmasnki, USAR-Mich, would like all former L-pilots & current AA's to drop him a note if they are interested in having a midwestern REUNION or an informal get-together. He asks for suggestions on the date & locale. His address is 9534 Terry Street, Detroit 27, Michigan.

63RD INF DIV (CAL-USAR)

By CAPT EDWARD F SMITH

Thanks to Capt Bob St. Aubin Of the 90th TAART at Fort MacArthur, California who asked me to subscribe to the Newsletter, and to ask all of the other Reserve Army aviators that I knew to join up. Glad to report that ten other pilots in the 63d Inf Division (USAR) feel the same way. As most of us are pilots with WW II and Korean service, we'd appreciate any & all news from our old buddies. Here's the gang: Capts Vincent P Schumacher, George A Forbes, Clyde J Dobbins, and Harvey D Kuecker; Lts Talbott L Davis, Russell D Cockrum, Ellsworth E Sprague, and Thomas R Norton; and M/Sgt Thurston M Patson. All except Lt Davis (Yngr) are ex-Redlegs.

Randoms from the Editor:

Can picture June's mail. Probably quite a few letters will read like this: "Wha hoppen? Whatcha tryin' to do? Write the Bible on the head of a pin? If so, you're succeeding! This ain't what I signed up for. What gives?"

A pocket-size book is definitely less conspicuous when lying around the main office or operations. As long as we're dueling with the "peekers," we might just as well make it a little harder for them to find. Seriously, the Newsletter has actually grown in size. We didn't just fold each page again and make 32 pages out of 16; we're starting with four larger pages now and that means more space. At any rate, we'd appreciate your comments, both good and bad.

Apologize for the shrunken "Statue of Liberty" on the May cover. She was supposed to have been a full-paged Belle but we fouled up on the slip-stick. Title of her book is "July 4th, 1776," according to the enlargement. Height of Her Nibs is 170-odd feet so the photo mission can be considered as legalized "buzzing." Will close with the hope that you'll enter the "90 Day Plunder." It could turn out to be a "90 Day Blunder;" the prizes are sincere offerings and it's up to you.

Your editor.

ART KESTEN



THE PRO'S SAY....

(REPORTS ON ACTIVE DUTY ARMY AVIATION)



8TH INFANTRY DIVISION

By LT HAROLD L BURR

The hubbub we first mentioned in the February Issue is now pretty well over. It's amazing how quickly and completely a switch of stations of the magnitude of ours can take place. I refer to our divisional move from Camp Atterbury to Camp Carson. But it was accomplished and established we are. And the consensus of the Avn Section Personnel is that we like it.

The facilities here are great. Since we are located at Peterson Field (which in addition to our own aircraft has the aircraft of the Air Defense Command and the major commercial airlines operating on it), the runways, tower, etc. are greatly improved over anything we knew at Atterbury.

We now have (14) L-19's including an Instrument Trainer, (3) L-20's, (2) H-23's and (1) H-13. A C-3 Link trainer is available from nearby Ent AFB, and an L-19 and L-20 are used for hood time. The Section here is consolidated so as to include the Division in one part & the non-Divisional units in the other. You probably know by now that the 31st Division is being deactivated and that we'll be wearing the golden arrow of the 8th Division soon.

Heading up the 31st Division crew is Lt Col Charles Lawrence and AO of the non-Divisional units (68th Engr Gp, 40th Engr Gp, and the Mtn & Cold Weather Tng Comd) is Maj Harold E Woolf, both formerly of Camp Atterbury.

Other holdovers from Atterbury are Capts James D Blauert, Bernard H Mattson, Stanley J Morud, and 1st Lts Edward W Phillips, William Koons and 2d Lt William D Evans. In addition, Capt Stuart W Reid and 1st Lt Bobbie L Rose have joined the outfit since our arrival here. We have lost through separation Capt Marvin Becker and through transfer Capts Robert J LaHaie, Delbert C Welliver, Aldrick H Wilson, and John J. Clark.

Officers of the non-Divisional units include Capts Henry L Smith, Wayne J Miller, Louis W Wemmer, Harry E Ziegler, and 1st Lts Charles C Bragg, Virgil A Henson, Thomas Moody, and Richard T Thomas.

MOVING SOON? If you plan to change your residence or expect a PCS shortly, give us a little leeway and notify us now of your new address and the date you will accept mail there.

1ST ARMD DIVISION (FT HOOD)
By CAPT FREDERICK WELLER

PRO'S SAY

Capt Frederick B Weller of the 1st Armd Div (Ft Hood) reports from "Somewhere in the Toolies:" Here's how we looks on. SPEARHEAD. 16 pilots - 5 rotary and 11 fixed-wing. 3 of the RW pilots w/small maint sections operated separately with the 3 combat commands, & all others operated consolidated. That gave 2 RW pilots to the CG and asst CG & left 11 FW pilots for the Division's tactical needs. Worked out fine. The Div Air Sec moved whenever practicable from a supply or communications standpoint. With the 2 hcptr pilots (+ a G-2 Sgt. in Air Sec Opns) there was no problem of keeping abreast of the situation, or for that matter, a little ahead of it.

Visited the post 1 day for supplies. A beehive. VIP 47's, courier 23's and 20's, umpire 19's, fledgling L-21's in from Marcos - and over all, standing cal, collected and serene, Capt Remick Buehman, whipmaster for the 303d Sig Air Section. His was the only familiar figure. Around him were strange faces, new majors (Ned Baker, III Corps), new captains (Phil Jones, 1st Armd), new 1st Lts (Arnold Buxton, 303d Sig), and a new married man (Lt Jimmie DeLoach, 303d Sig) - new desks, new charts, gad, but the place had changed.

It was satisfying in a way to see all that Army aviation activity concentrated in no uncommon way on one field. Bigger and better and a more powerful influence than it was even a year ago - that is how Army aviation appears from this vantage point. It's busting out all over. Really a go-man-go proposition.

By the time you read this, we'll have bid adieu to the toolies and there will be a few thousand more Swedes in from the Weeds and standing at the bar rail and shouting: "Oola, Make mine a big orange!" Goodbye, SPEARHEAD!

There's been little to report up until the end of April; then events occurred in rapid-fire order. Maj William C Hale exchanged his insignia, crossed-rifles for castles...Sporting new gold oak leaves is Donald L Wagner who attended the IFE course at Sill recently and who'll now no doubt begin giving instrument checks to the rated personnel here at OCAFF. Capt Carl A Colozzi (Supp O) has changed his mind about becoming a civilian & has had a new category approved. He and SFC Desmon Burnette X-countried to OKC in mid-April to pick up our YL-26 at the factory. En route home, they stopped off at the Hartzell factory @ Piqua, Ohio, for modifications to the propellers to speed up feathering action. The new pilots' seats in the YL-26 are the

OCAFF FLT
DETACHMENT
BY
LT. GUY R.
CLAYBOURNE

PRO'S SAY

OCAFF FLT DET
(Continued)

semi-reclining type that are very comfortable for extended cross-countries.

Two of the pilots on staff duty at OCAFF are in receipt of orders for the Sept Class at Comd & Genl Staff Sch. They're Lt Col Lawrence Bowlby and Maj James D Bowen. Capt Nelson A Mahone (Devl & Test, OCAFF) informs me that Board #1 at Ft Bragg has as one project the evaluation of an LSI (Landing Speed Indicator). This instrument, a product of Safe-Flight Corp., is installed in an L-20 for tests. Utilizing visual presentation, it indicates optimum in takeoffs, landing approaches and climbs, regardless of the variations in the gross weight of the aircraft. Although its use in any fixed-wing acft would seem desirable, it should be of particular benefit in making short-field takeoffs and landings. Wonder how the "Seat-of-the-pants" school feels about such a gadget?

Capt Mahone also tells me that the McDonnell XV-1 convertiplane is currently at Moffett Field, California, where it is undergoing full-scale wind tunnel tests to determine the feasibility of convertible flight for use by Army aviation. With reference to the possible effect of supersonic "booms," as mentioned in the April issue, I have learned that an investigation into the problem it offers is being made and counter-measures are currently being studied.

MIL DIST OF PUERTO RICO

By CAPT WILLIAM R SWIFT

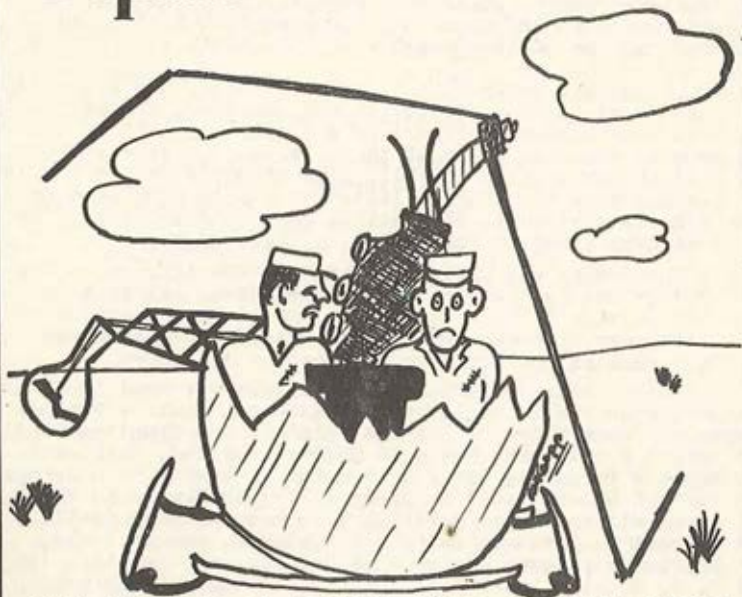
Received a complimentary copy of the Newsletter, courtesy of Lt James A Mulkern, and decided to become an "ACE" real quick like. Besides, the Newsletter needs a space in the "Pro's Say," entitled USARFANT & MDPF (U.S. Army Forces Antilles and Military District of Puerto Rico).

Capt Hank Vineyard (Sr AA) is our C.O. (We affectionately call him JEFE or the BIG HONCHO). In addition, we have Capts Bernard Los Banos and Bob Adams (Sr AA), both helicopter drivers (I'm one too); Capt Fred Maurer, our instrument instructor (a recent graduate of the Ft Sill Examiners Course); Lt Jerry Holstad, an old alumnus of the 11th Abn School of Aeronautics (Class of '46-'47), and last, but not least, Lt Josue Figueroa, a native of this tropical paradise (His hobby is raising goats).

I'm the Maintenance Officer of the Section (Sr AA) and about the only stigma I have to live down is the fact that I'm an alumnus of the 30th Engineers - and me a good artilleryman!

'Diputs'

Cartoon By
Lt Robert W. Koopp
S & F, AAS, Ft Sill



YES DIPUTS, I THINK YOU SHOULD WRITE
THIS UP AS A HARD LANDING

USARFANT AND PUERTO RICO (Continued)

We have a consolidated section at the Navy Station in San Juan and have (1) L-17, (6) L-19's and (3) H-13's with an L-20 enroute. Major Papy Davenport (MSC now) is the advisor to the Puerto Rico National Guard. Bob Adams would like to have a "comp" sent to Maj A.P. Bolding(1520 Buntyn, Memphis). (Ed. Note: Bingo! This last minute letter scratches "Capt" A.P. Bolding from this month's "10 Most Wanted" List).

Remember When?

At least one person likes to "Remember When." He's Lt James T Kerr, Jr, a former maintenance sergeant at Sill in early '42 days and now a lieutenant with the 8066th AU in FECOM:

In recalling the early days of Army aviation, the beginning of the use of light aircraft, it was necessary for me to dig through some mildewed old orders and really search my memory to come up with the names of those people who were gathered at Sill in Jan and Feb of 1942. I've probably missed a name or two and have misplaced a letter or two in someone's name but for the most part, the initial organization of what we know as Army aviation today lies in these names.

I think that you will find that the 6th of June is the recognized anniversary of Army aviation, and that with the passage of the 6th in 1954, we'll have passed our 12th year. The rank preceding each person's name was his rank at that time to the best of my memory.

Lt Colonel William W Ford, now a Brigadier General in EUCOM.
Major Gordon J Wolf, later a Colonel, now inactive (Ohio).
Captain Robert M Leich, later a Colonel, now inactive (Ind).
Lt Robert R Williams, now a Lt Colonel, DA G-3, Washington.
Lt Paget W Thronton, later a Lt Colonel, status unknown now.
Lt Steve E Hatch, later a Major, killed in Europe in WW II.
Lt Bryce Wilson, later a Lt Colonel, now inactive (Calif).
Lt Delbert L. Bristol, later a Lt Colonel, now in Italy.
Lt Charles W Lefever, Later a Lt Colonel, now inactive (Pa).
Lt E. F. Houser, later a Lt Colonel, status unknown now.
Lt Lloyd M Bornstein, later a Major, status unknown now.
Lt Marion J Portner, later a Major, status unknown now.
Lt Felix J Cunaes, later a Major, killed in Pacific in WW II.
S/Sgt John S Sarko, later a Major, AO of 32d Div(Wisc-NG).
S/Sgt Alwin R Hackbarth, later a Captain, active USAR-Wisc.
S/Sgt Robert W Donovan, later a Captain, status unknown now.
S/Sgt Robert M Ford, later a Major, status unknown today.
S/Sgt William R Mathews, now a Major on AD, station unknown.
S/Sgt James W Hill, now a Lt Colonel on AD, station unknown.
S/Sgt Joseph E McDonald, now a Lt Colonel on AD, AFPE.
S/Sgt Thomas M Skelly, later Lt or Capt, killed in Europe.
S/Sgt Rolan J Couture, served as Enlisted Pilot, no info.

Serving as mechanics during these early 1942 days were:
Pfc Frank C Baumstark, Tech Sergeant by my last information.
Pfc Walter T Michalak, left aviation and was a Lt in AGF later.
Pfc David S Sweetser, rumor was he deserted to the AP in WWII.
Pfc Walter J Zimmerman, present status & station unknown to me.

Cpl William T Roulston, later an EM pilot during World War II.
Sgt James T Kerr, later M/Sgt, now 1st Lt and AA in Japan.
Pfc Joseph R Caldwell & Pfc L.E. Rhodes later served in the
Pacific and Europe respectively.

Some of the civilian experts at the outset of Army aviation:
Theodore F Schirmacher, now a Lt Colonel, stationed at Sill.
Tony Piper, later a Major during WW II, now inactive (Pa.)
Henry S Wann(of Piper), now a Major on AD at TRADCOM, Eustis.
Forest H Nearing(of Piper), Maintenance, present status unk.
Stanford J Stell of the Civil Aeronautics Administration.
Chester Hammonds from the Continental Motors Corporation.

Those were pleasant days for me and I hope that many who were
at Sill then or shortly thereafter will recall pleasant times
in reading through the list. I'd like to say that I am not
looking for any publicity myself but I do feel that many of
the others on the list are deserving of greater recognition,
such as Brigadier General Ford, Colonel Wolf, and Lt Colonel
Williams, and others to whom many like myself owe a debt of
gratitude.

USFA

By CAPT ROBERT J LESSARD

Our Instrument Program's in full swing now & we're putting in
plenty of hood & link time. We have 2 beacons in opn now to
help lead us poor blind boys home; however, a let-down proce-
dure is still being worked on because of the hazards surround-
ing the field. The Link starts at 0700 am & "goes steady" un-
til 1700 each evening. We have 2 Link operators, one fresh
from Ft Sill where he operated the Link at the Instrument Sch.
Lt Earl C Smawley dropped in from Saalfelden on TDY for hood &
link time & we're expecting most of the other pilots from the
hinterlands to show up shortly.

We have several missions every month where we fly the Aus-
trian children who have whopping cough into the rarified
air, usually about 10,000 feet, which is supposed to relieve
the irritation & help cure them. The Austrian doctors seem
to swear by this method; however, it may be that they just
want an airplane ride & use this means of getting same. Must
admit that if it helps one out of ten, it's worth the effort.
We've also spent some time on the search for the 10 school
children & 3 teachers who were lost on Dackstein mtn. Eight
have been found to date (all dead) & 1 teacher & 2 boys are
still missing. Extreme cold weather & a terrific blizzard
was the cause, plus inexperience on the part of the teacher
who led the sight-seeing tour. That's all for now.

We have two new arrivals here, Lts John M Curmins and
Darwin Yoran. Both are helicopter men, MSC, & they are
asgd to the 58th Med Det(Hcptr Amb). Capt Jim Childers
has just been transferred to the 7602th TAC Comd as AO.

PRO'S SAY

LEGHORN, ITALY (USFA SUPP COMD)
By MAJOR EDWIN PARKER

Not much news from this part of "sunny" Italy as Capt George Morris (Rome) keeps you pretty well posted. Enclosing a subscription MO for Capt Frank H Troutman (ex of the "10 Most Wanted" Troutmans), Sfc Hap Howe and Sfc Milton M Montgomery. No "mob job" but we operate a small but mighty section here. Have on hand (1)L-17, (1)L-19, (1)L-20 and (2) H-13's with only Capt Troutman & myself as the jockeys, Capt T handling the egg-beaters. In addition to the above grease monkeys we have Sfc Leo Sullivan, Sgt James A Voline and Cpl Domenic Monaco. Must say we're top-heavy on enlisted rank but that's what we get on the end of the line. Sgt Voline just dumped 2 bucks in my lap and 4 plus mine makes me an "Ace," even with our small unit. How's that?

(Ed Note: "Mighty" is the word for that section. Wish it were contagious among some of the "Mightier" sections and "Mightier" installations. You take 2nd place to no one.)

CLANK STORIES

Edited By
Dario Politella

The following "joke" is typical of those AA's of 1950 at Governors Island were telling. It appeared in Vol I, No I of 1st Army's ARMY AVIATION NEWSLETTER of April 1950:

Two preachers and an Army aviator signed in with St Peter at the same time. The custodian of the Pearly Gates asked the first minister: "Who are you and what have you done to deserve coming to Heaven?"

"I'm a Baptist minister and I've preached the Gospel for 25 years."

St. Peter ordered him to stand aside. He asked the same question of the second preacher.

"I'm a Methodist minister and I've preached the Gospel for 25 years."

St. Peter ordered him to stand aside. He turned to the Army aviator and asked: "Who are you and what have you done?"

"I'm an Army aviator and I've been flying for 10 years."

St. Peter nodded his head. "Pass through the Pearly Gates."

The Two preachers protested: "Why do you let that Flyboy get in ahead of us?"

"Because," St. Peter said, "in 10 years that Flyboy has scared hell out of more people than both of you have in half a century."

-Amen-

SOPHOMORES

Listed below are the names of those subscribers who are second-year men. All have renewed their original subscription. Listing below is a partial one & will be continued in a later issue.

Capt Jesse D Bates	Capt Edward C Brown	WOJG Richd Creighton
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Lt Robert Lopshire	Lt Andrew C Erbeck	Maj William Contole
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Capt James W Hancock	Capt Horace Ferry	Capt Francis Stevens
Capt Remick Buehman	Capt Russell Johnson	Maj Warren Pauley
Lt Andrew Bentley	Maj Hohn L Briggs	Lt Conrad Provencher
Maj Amore Juliano	Capt Carl Colozzi	Capt Ira Potter
Capt Mark Powser	Capt Walter Trapp	SFC Hency H Socky
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Capt Edward Warzecha	Capt Robert Stokes	Maj Wilbur L Louth
Lt Cecil Shelby	Maj Robert Nicol	Lt Kenneth Mason
Lt Samuel Merrill	Capt Thomas McNamara	Lt Col Edward Leer
Lt Ransom F Lee	Lt George Intile	Lt Merle Bounds

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Lt Col D.G. Cogswell..EUCOM	Maj K.R. Helms.....AD-Okla
Maj J.H. House.....EUCOM	Maj G.H. Reynolds.....AD-Tex
Maj L.R. Mettlen.....AD-La	Maj H.D. Shellhart....AD-Okla
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Capt C. Morrison..USAR-Iowa	Capt N.A. Mahone, Jr....AD-Va
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Lt E.L. Fuchs.....AD-Tex	Lt J.D. Hayes.....AD-Cal
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