



### 'Army Aviation'

"ARMY AVIATION" is an unofferial, all-component publications financially and editorially supported by voluntary salarichter-correspondents. It is malled the National Gazad, U. S. Army Reserves, Regular Army, and to friends of Army sciences, in implication source to made that the publication is an authorited Army and the publication in an authorited They stems and quisions expressed in

Army publication.
The views and opinious expressed in
The views and opinious expressed in
of the Bepartment of the Army or of
the Staff inf the publication. Neves items
and pertinelly photos are connectly esticited favor all courses and should be
modied to: "ARMY AVIATION." P. O.
T. Peire Muyevant Station. Neve
Corposponders.

York 9, N. Y. Correspondents are asked to forward news on as to laure it reach the above addeess by the 12th of the month. The editor reserves the right to quote all or part of any material that is submitted to the above address, except those par-ticular passages that the writer specifies ticular passages that the writer speculisa-are not for publication. Additions or deletions as are made necessary by space requirements may be made. Data submitted for publication must be ac-companied by a self-addressed envelope bearing sufficient postage if it is to be returned.

The editor assumes that the corres-pondent has not submitted any classified military information or con-

classified military information or com-mercial material that is copyrighted.

The substription fee for teches su-receive issues is \$2.00 for CONUS ad-dresses, and \$2.40 for APO addresses. Cash, or a check or maner order made pagable to "ABM" AVIATION, should psyable to "AIMY AVAITON," should accompany a subscriber's current residence address. Active duty Arroy avia-tion presented are also requested to subside a permanent better address so publication may be referenced to the permanent burse address. The publisher is not responsible for forwarding issues if a permanent house address is not the permanent force of the property of the Theory of the permanent force and the permanent force and

The publisher will change the ad-dress of a subscriber where the sub-scriber's name and specific new address appear in news copy that is submitted

publication.

"ABMY AVIATION" is protected by copyright and the reproduction or use without express permission of its con-tents, in full or in part, is possibilited. Copyright 1954, by Arthur H. Kesten-

#### 磁 ARTICLES

Helicopter Altitude Record	MAJ. FRANCIS X. BURGASSER	
Holloman AFB	LT. GLENN W. BRADLEY	
2nd Infantry Division	CAPT, WILLIAM H. GRADY	
36th Field Artillery Group	CAPT, CARL H. LOVELAND	
8th Infantry Division	LT. EUGENE K. PROSSER	
	P10, Fort Riley	
9411th TU, Fort Monmouth	LT. DONALD J. WIEGMAN	
IAGS (Brazil Project)	CAPT. CHARLES F. KIEFFER	
Fort Hood Roundup		
US Forces, Austria	CAPT. ROBERT J. LESSARD	
TSESS, Camp Gordon, Ga	Lt. Kenneth Niederbrach	
AFFE Flight Detachment	CAPT. JAMES A. SMITH	
34th Infantry Div. (Iowa-NG)	MAJ. MILFORD L. JUHL	
43rd Div. Arty (RI-NG)		
4th Infantry Regiment (USARAL)	CAPT. DONALD P. FRANDSEN	
Seventh Army Roundup	MAJ. JAMES O. TOWNSEND	
Fort Belvoir Demonstration	COL. FRANK K. MacMAHON	
93rd Trans. Co. (Helicopter)	PIO, Fort Riley	
V Corps	LT. COL. JAMES A. McCORD	ò
74th RCT (Iceland)	LT. ROBERT W. WARNER	
	LT. COL. DONALD F. CASSIDY	
Eighth Army Trans. Section		í
Headquarters, First Army	M/SGT. THOMAS D. WARD	

#### A DEPARTMENTS

Letter to a Potential Army Aviator	IOHN	4
Signal Corps and AA	CAPT. DONALD P. DICKINSON	12
"64 Most Wanted"	Locator File	14
Aces Club	Super Salesmen	15
Lucky Fins	Bingo with Pictures	16
PCS	Changes of Address	17
Congratulations	Promotions, Ratings, Offspring, Etc.	18
Clank Stories	Editor	19
"The Grasshopper and the Ant"	DARIO POLITELLA	20
Strip Tease	Aerial Toughies	25
Chain Gang	One gets One	26
Editorial: "The Eyes Have It!"	Editor	29
Recommended Reading	New Publications	-30
Proclamation	Subscription Form	31

#### CREDITS

PHOTOS: Page 2: #1, LT. COL. HAROLD V. TERRILL. (USAR); #5, PIO, Seventh Army; #6, PIO, Ft. Riley; #7, MAJ. JAMES R. HODGE; #8, MAJ. JOSEPH W. KILKENNY (USAR); Page 5, Sikorsky Acrft; Page 8, Photo Lab, Fins Army; Page 25, CAPT. RICHARD H. POTTS; Page 88, Pisascki Heptr Corp.

Vol. 2 - No. 11

November, 1954

PHOTOS ON OPPOSITE PAGE: [1] Traversa Area, Italy, 8 Nov '44 - Artillery Air Officers of Fifth Army meet at the Bar: Front Row (L. to R.): Maj F. E. Allcorn, Maj S. A. Williamson, Lt Cal J. T. Walker, Maj J. L. MARINELLI, Maj J. W. OSWALT; Back Rows Li R. E. Swisher, Capi M. J. Strai, Copt H. V. TERRIL, Capt T. O. Morrell, Capt T. W. Childs, Capt J. L. Fish, Copt V. C. Xrogy and Capt C. E. Saire. (2) CAPT HERS EDIR. 30th Engr Gp, on "ACE" with 5. (3) Duplicate Lucky Fin of September's #726. Capt WOODROW W. BROWN, S & F, AAS, SIII & M/Sgt Horace E. Posey, Hq & Hq Ca, AAS, Cp Rucker. [4] LT PAUL W. FRANCE (en route to EUCOM), a "Clobberer" of 12. (5) LT COL B. A. BACHE, G-3 Sec, Hq. Seventh Army, on "ACE" with 5. (6) Moj Gen P. D. Ginder, Commanding General of Ft Riley (forefront), on a familiarization ride in on H-25A with LT COL GERALD H. SHEA as pilot. (7) H-25 and disabled H-19 (right) atop Cuba's highest peak, Pico Turquina, 6200 feet. Bust of Jose Morti, a leader in Cuba's fight for independence at the left, H-19 recovered by crew from 509th Trans Co, Ft Bragg. (8) Remember when you could road-land a Piper for a coke? August, 1943, shot of two Cubs on highway at Pumpkin Center, Georgia, gas station.

190 Forest Drive Westport, Connecticut November 10th, 1954

Dear Ken,

It certainly was nice to hear from you after all these months. I guess that the only way that the four of us will get to see each other again is at our "Fifth" as you say. Boy - you sure had guts to drag along thos triplets to the Second Reunion, but then again, baby-sitting comes high these days and you might just as well acquaint the three of them with the "institution" at an early age.

I read your letter with interest and am happy to hear that you are going to join us in Amy aviation as a Reservist. That Sabbatical you have coming up will come in handy for you'll need all of it to complete your Primary at Gary AFB and Rucker.

As for the rundown you seek, you fulfill the biggest requirement already. Your 222nd Infantry is a branch authorized AA and the T/O spot will be ready for you on your return. If it isn't there's no sweat either for you can still stay "active" as a 50% excess AA. It's a shame you weren't a true-blue Flyboy in the last fracas for under certain conditions you could have made the switch to AA as an ex-AF jockey with a minimum of difficulty. But you'll have to pay for those 4 years of "gravel-agitating" now. As for your sidekick, he's eligible too. The regs say that AA's not in T/O positions are not required to be in a unit authorized AA, but the chances of the two of you hitting Gary on the same quota are slim.

We'll assume you get thru Gary & Rucker (with that hot accordian you play, NO ONE would wash you out!), what then? You've got the rating; you've completed the prescribed operational & tactical training, and you pass the annual Flight Medical. Your 222nd is a Later Ready unit & you'll have to fly a minimum of 50 hours a year with the option of counting summer camp figures against this total. If you belonged to a Guard unit there, you'd be Early Ready Reserve & would be required to fly a minimum of 80 hrs/yr. You're encouraged to fly the full 80 anyway, and being fresh out of Primary, Junior Hot Rocks always fly the 80 somehow. So that your training is year-round, OCAFF throws in the stipulation that no more than 2/3 of the total (50 or 80) may be flown in any 6-mo. period.

I don't know where you'll fly but you CAN fly the Guard 19's if your State permits or you can head for a nearby RA installtion and help them out weekends on missions if they're agreeable. The latter may get you some "heavy" time which is hard to take. OR you may fly on a contract basis at a designated civilian airport in comparable aircraft. If you can avoid this, do so for you'll find the conversion to 19's and possibly 20's at summer camp is much easier each year if you stick to RA or NG aircraft. The boys at OCAFF really pulled out all the stops. You're ENCOURAGED to fly cross-countries, get in some night time where the facilities and proper equipment are available, and get a one-hr check ride from a CAA Flight Instructor each month, the latter all being optional. So roommate, you're under 30, 72", and 200 lbs, and the Program is there for you. Forgot to mention that as a Reservist you'll qualify for Flight Pay, although it may not even "shoe the triplets."

Being a Hoosier and in Fifth Army Area, I suggest you drop a line to LT. COL. JACK BLOHM or MAJ. W.J. BARRIOS at Hq. Fifth Army. Or if you can run up there, they're at 1600 E. Hyde Park Blvd in Chicago and will be happy to give you any other information you need. YOU now OWE me a letter, chum.

Your ex-cellmate,

PS: They can't put wings on the accordian so stay on the ball. And don't bring the triplets, you'll be working nights. NOTE my address in the upper corner. I EXPECT an answer from you.... Regards to Dotty....



#### RECORD-BREAKER

WASHINGTON, D. C. — An unofficial world helicopter altitude record was set by an Army aviator, the Department of the Army announced October 19th.

Warrant Officer Billy I. Wester of Milford, Connecticut, set the unofficial record on October 17th by flying the new Sikorsky XH-39 belicopter to an altitude of 24,500 feet. The record-breaking flight in the three-passenger utility aircraft was made at Bridgeport, Connecticut, home of Sikorsky Helicopters.

Mr. Wester's flight was instrumented and supervised by officials of the National Aeronautical Association.

The previous altitude record was 22,110 feet, established by Air Force Captain Russell M. Dobyns in an H-21 helicopter on September 2, 1954, at Dayton, Ohio.

Mr. Wester also holds the unofficial world helicopter speed record of 156.005 miles per hour, which he established at Windsor Locks, Connecticut, on August 26th, 1954, in the same helicopter. (Department of Defense, Office of Public Information Official Release)

COVER PHOTO — Warrant Officer Billy I. Wester, Army Aviator, seated at the controls of the Sikorsky XH-39 before his unofficial world record-breaking helicopter altitude flight of 24,500 feet at Bridgeport, Connecticut, on October 17, 1954. (Official Photo on cover and below submitted by MAJ F.X. BURGASSER, OCI, Department of the Army.)

BRIEF: "Just a note to add that both the speed and the altitude records will be official as soon as all of the instruments are checked by the federation in Paris. We can all be justly proud that an Army Aviator now holds both of these coveted records for helicopters.



Sincerely, F.X. BURGASSER, Maj, GS

RECORD-BREAKING SIKORSKY XH-39 HELICOPTER

#### WHO'S CHASING WHOM?



HOLLOMAN AFB, NEW MEXICO — Have been intending to get the White Sands Proving Ground AA Section in the news for a long time, but we are in serious need of a good PIO officer..., Down this way we have eight L-19's, two L-20's, two H-13's and NINE pilots... The author has been a combination Air Officer and Field Maintenance Officer for nigh on to a year.... Giving their able support to the cause of ultra-sonic GUIDED MESSILES and rockets are 1st Lts Herman "Dick" Orrell, John La Franchise, Hugh Spurlock, John Greene, Maurice Avery, (newly promoted) 1st Lt LARRY DOTSON, WOJG Ralph Fitch, and WOJG HERBERT KRAUS. The "chopper" people include Lt Avery and of course, the WO's....

The only thing that we can brag about is the flying time per pilot per month and how close the rockets come... The most recent instance involved Lt Avery who found out it's difficult to outrun a MACH (?) missile.. As a matter of interest to helicopter fans - the H-13 is doing very well here at 4,000' plus altitudes... The 110 degree heat during the middle of the day causes collective to come short occasionally, but there's nothing like sittin' & waitin'.

We have trouble maintaining our instrument proficiency in that El Paso, Texas is the nearest facility to home...that means a 90-mile flight to practice letdowns, etc...The aircraft and we people are housed at Holloman AFB which is some 45 miles from the Proving Ground, but generally in the center of our 4,000 square mile LOCAL flying area, Anybody out our way give a call to Army aircraft on 126.3 and KEEP YOUR EYES OPEN. Our neighbors here in the Greater Southwest are Maj Ralph Newby and his crew at Fort Bliss and CAPT BILL CHAIRES! Flying Circus at Fort Huachuca, Arizona. So don't look for any "aircraft coagestion." You'll be able to see for MILES.... VFR conditions prevail 355 days out of the year and the other 10 can be attributed to dust & sand storms, Your Correspondent, 18T LT GLENN W BRADLEY

#### QUICK-CHANGE ARTISTS

FORT LEWIS, WASHINGTON — Would like to "join up" and pass along some news at the same time... Several weeks ago, we were known as the 44th Inf Division Air Section, Yesterday (Oct 11th), we were the "Aviation Company (Provisional), 44th Infantry Division, Ft Lewis, Washington." TODAY, we are the 2nd Aviation Company (Provisional), 2nd Infantry Division, and still at Ft Lewis, Washington." CAPT WILLIAM H GRADY (Ed. Note: G-44, B-2.... Bingo! Each time a unit changes we have to have to "cut" 10 to 40 new address stencils along with the rest of the "cutting" each month... From DA reports, there'll be plenty more "numerical" shifting in the future; RCT's lumped into new Divisions, etc. Hope we don't get left in the lurch.)

#### ENOUGH'S 'NUFF

BABENHAUSEN, GERMANY — I've been a long-time subscriber (Jan 54) and have enjoyed each issue as I've rec'd it... The other pilots have enjoyed it too — my copy, that is, Finally got busy this month and made the necessary "extractions." Maybe my copy won't be so DOG-EARED now... We have eight L-19's and eight pilots here in Babenhausen(and don't look for it on a map, you WON'T find it)... The 36th FA Group is the senior unit on the Post... Asgd pilots are CAPTS Gerd D Rogers (GAO) and Vernon F Curd and I/Lt, J.R. STROUD... The 18th FA Bn has Capt Wesley Brisben and CAPT ROBERT J STAND-LEY and the 593rd FA Bn has CAPT DONALD BAUGH and 1/LT WESLEY WEYHRAUCH. Yours truly is in the 519th FA Bn... This ought to put me in the ACE CLUB. (Ed. Note: Your Correspondent, CAPT CARL H LOVELAND (Ed. Note: You may split-S at will... You're an ACE.)

#### ROUGH LANDLORD

FORT CARSON, COLORADO — We here at Fort Carson made a big move recently. For some reason - unofficially, I think we were kicked out - we left our sanctuary at Peterson Field (formally used by citizens, the AF, and the Army; now used by citizens and the AF), and moved onto the Fort Carson Reservation... 15th Street STRIP is now our home, if you want to find us... 1800 feet of green grass if you count the ruts and ditches... Daylight landings only and be sure to clear yourself before you land. Our hangar is very large, however. The green earth is the floor, the Rockies provide the wall, the high blue makes a beautiful roof on a warm, sunny day and Mother Nature provides her own type of air-conditioning.

Seriously, through the hard working efforts of Capts REID (Engr.), Blauert (Supp), THOMP-SON (Mess), and their assistants, Lts ROSE (Engr.), VASSEY (Supp), and RYNOTT (Mess) the move was completed very smoothly. Of course, the man that did all of the coordinating and the laying of the groundwork was our boss, Lt Col Lawrence. Naturally, we owe a great deal to our EM for they certainly did a commendable job. Besides keeping our planes in the blue, they cleaned the old hangar for turn-in and prepared the "new hangar" with a Jamesway, dead man tie-downs, etc. CAPT THOMPSON hasn't started daily coffee-call as of this writing but we feel that he'll be in FULL operation before long.

With winter and mountain training just over the horizon (Exercise HAILSTORM) we expect quite a few flights to Camp Hale. Most of the older officers here look forward to seeing their old buddy, CAPT PITT... Capt Morud, the Camp Hale Kid (single, you know) and LT BOB WILLIAMS have returned from Camp McCoy, Wisc., where they spent the summer TDY with the USAR gang... CAPT ZIEGLER and LT KOONS are also back from surveying in Alaska... MAJ WOOLF (Asst AO) has just returned from his vacation-with-pay in Indiana and is expecting a boatride soon & LT LOLLAR is in Pennsy for his 2-wks-w/pay....

Promotions since last writing: EDWARD PHILLIPS, LOUIS DURAND, WILLIAM G COYLE, and Thomas Moody to the "Tracks Team" and my bars are now silver. New arrivals: From Sill: Lts Gail D Mayberry, Daniel E Muschott, and Harvey Detwiler, Jr; from Europe: Capt JOSEPH F THOMPSON and Austin F Epsaro; from Korea: Lts Kenneth F Burton, LEROY C CHAPMAN, Frank C Buell, Frank P Kulinkey, and EDWARD PREISENDORFER.... If this report is a "rambler," I'm doing my best... LT HAROLD BURR got his release from AD & is now in Connecticut fixing pipes and broken bathtubs for a living, and he was our "tested" correspondent....

Your correspondent,

LT EUGENE K PROSSER
(Ed. Note: BURR's basking in broken bathtubs, thanks to CAROL and EDNA.....)

#### "SAFETY FIRST"

FORT RILEY, KANSAS — As another step in the direction of accident prevention, CAPT GLENN M EBAUGH, Commanding Officer of the Army General School Flight Detachment, has been appointed as Flying Safety Officer at Fort Riley's Marshall Army Air Field. To kick-off the safety program at Marshall Field, CAPT EBAUGH has drawn up plans for a once-a-month meeting of all rated personnel to point up any changes in regulations and to discuss flying safety. A similar gathering of maintenance personnel is slated for a once-a-month session in which various hazards will be pointed out as well as the corrective action necessary. Selection of a Flying Safety Officer was prompted by the fact that activity at Marshall Field has increased and approximately 50 aircraft are presently utilizing the installation and this number is expected to increase when the 71st Helicopter Battalion swings into full operation. Although a serious accident has not occurred at Marshall Field in the recent past the appointment is a positive move to eliminate all hazards. (PIO Release).

"ARMY AVIATION," November, 1954

#### COMPETITION?



FORT MONMOUTH, N.J. — Just to let the world know that there is STILL an active Aviation Unit at Ft Monmouth... Although the move of SCAAC to Fort Huachuca, Arizona, left us a little short on planes and pilots, we have rapidly rebuilt the unit into a high-flying unit... The 9411th TU was re-born on July 1st and despite the fact that the unit designation's the same as that carried by the OLD Re Bank Airport crew, the 9411th is strictly a NEW unit... We now have 14 aircraft assigned here and a couple more planes and pilots are on the way - we hope... Supporting Ft Monmouth, The Signal School, and the Signal Corps Engineering Labs, there is NO lack of flying time here in the 9411th... The WELCOME MAT is out to any AA's processing through Kilmer who need some time, 'nough aircraft and missions for everybody... In fact, you are

liable to get drafted if you stand in one spot too long; ask CAPT WALLY TRAVER about flying photo students instead of eating lunch, ...

Our control tower - Monmouth County Tower - has recently been remodeled and is to be commissioned soon as a licensed facility operating under CAA regulations...The tower operates 0800-1630 weekdays on frequencies 126, 18, 126, 3, 121, 5 and guards 122, 5; the alert crew guards 126, 3 during off-duty hours. Field's equipped with runway lights, low freak homer (281 kc) and experimental TVOR (111, 6 mc). Station identification is BLM (Belmar, N.J.) so give us a call and drop in anytime....

Now that we've made the sales pitch and you're fully oriented, here's a note or two on some of the people who are anxious to see you... Yes - a few hardy souls turned down the chance to travel to that Arizona Wonderland and stayed on in this awful New Jersey (with its SEVEN channels of TV) ... Those in at the start of the New 9411th are: MAJ R. N, DRAGOO (ExO); CAPT CLAUD SHORT (Opns); CAPTS WILLIAM M JORDAN, JOHN E MANTHEI, and LT COLVIN NEWMAN (Maint); Capts John H Gray, Jack A Colborn, LTS ROBERT A RICHARDSON, RAYMOND L SMITH, HAROLD L MILLER, and DONALD J WIEGMAN (fit Sec); and Lt Harry Schlegelmilch (Electronic Sec). . MAJ JOHN T LALA arrived early in July and took command of the unit . . . Hard blow was dealt when Lts Miller and Schlegelmilch departed for the cold,cruel civilian world early in Sept. However, two WARM bodies arrived later that month: LTS MARVIN H FLETCHER and RICHARD D HARRELL, both of whom I personally embalmed after extracting the deuce... Would like our Southwestern step-cousins to verify the new flight suit at Fort Huachuca; a genuine burlap FEED BAG w/10 gallon hat.... Your correspondent. LT DONALD J WIEGMAN

A 13-ton granite block, part of a monument to be presented at Governors Island on Dec. 17th by the "Early Birds," is lowered into position.



#### TRAVELIN' MAN

"DON'T answer that phone!"



IAGS, BRAZIL PROJECT — There's been much air over the control surfaces and lots of strange terrain under the aircraft shadow since I last wrote and I think that a quick rundown of events will be self-explanatory and may be of interest to others who'll be seeing South America, Armystyle... Dearted 30th TOPO in the Presidio last Dec for a short leave prior to picking up 2 L-20's to be ferried to the Canal Zone.. Here I rendezvoued with Capts JOE WALKER and VIC HERNANDEZ. There was a SLIGHT delay... 23 days... for installation of ARC-5 radio equipment, & we finally departed Harbor Field, Md. on 28 Jan, destination

Miami, Fla. by way of a 1-nite RON in Charleston, SC. In Miami, we were met by Maj. THOMAS J SABISTON in an L-23 who accompanied us on the remainder of the flight.... There was a SLIGHT delay here also by radio troubles and a TO Compliance on Fuel Selector Valves. Into the blue at last and off for Havana, Cuba, \*another RON. The following AM we were off to an early start for the island of Cozumel off the coast of Mexico & a stop for refuelling; then to Chetumal, Mexico for a second refuelling of the day. A word to the wise if planning a flight to Manana Land - there is no such thing as refuelling in a hurry there... By this time of the day there was the usual overcast, With Guatemala City, Guatemala as our RON destination & the charts showing 11,000-foot mountains in our flight path, we found a hole & climbed up to 14,000 and flew the "sunshine route." During this leg I had a bit of trouble in having water where the gas should be, but after a period of fussing & sputtering finally found that BIG hole over the City (and right where we had been told that it would be) and got to the ground with no sweat... (At this point the undersigned must confess that there were a few moments of mental "unmentionable anatomy" kicking for ever departing a safe and sane gravel-agitating military career.)

Made an early takeoff the next A. M. for Ft Kobbe, CZ, home of the 937th Engr Avn Company, with a stop for refuelling at Managua, Nicaragua. All told it was a trip well worth taking and thoroughly enjoyed by all concerned. . Had 10 days of orientation in the "BIG DITCH" area & was off again; this time by L-19, bound for Medellin, Colombia. From here I was asgd to Surv Recon dy on the North Coast in the vicinity of Santa Marta, Colombia. While here could only work between 0500 and 0900, all flying being done north of the ice-cap on the Sierra Nevada Mts (not to be confused with their Stateside counterparts.)

After 12 days of this, back to Medellin for another 2 wks & finally back to the Zone...Follows a 30-Odd day period of knowing I was going out on a Project but NEVER knowing from day to day which it would be. Biggest point of interest during this time was the arrival of the better half, who unknowingly was soon to acquire the distinction of being one of the well-known IAGS "widows," & with the exception of a 3-week period still enjoys that distinction

'Round the middle of April, Capt Jim Woods & myself departed the CZ with Managua, Nicaragua as our destination. Here we had 2 H-13's which had been flown there in C-47's & assembled on the Nicaraguan AF Field. After a 2-week sojourn in the Gran Hotel in this City we were off for Bonanza, an American-controlled gold mining settlement, deep in the heart and rain-forest of Nicaragua. Our arrival coincided with that of the rainy season and only hope I will never again have to experience such an ordeal in flying. Landing areas, even for the "Fling-Wing" type aircraft are few and far between and the jungle grows to heights exceeding 200 feet. Add to this the torrential rains prevalent in the area (average rainfall in excess of 200 inches) and one can readily see why my few remaining hairs are assuming the well-known silvery color normally associated with old age.

Will the SERUTAN arrive in time?...Will "ACE" strike gold in the hot - steaming - wet jungles of Nicaragua?...And what of Mary Lou back in Panama with a freezer full of enchiladas?...Don't tune in tomorrow.....just turn the page......



After a few months of this (to say nothing of maintenance problems) our choppers were pulled out and flown back to Managua. After a week my replacement quickly followed... Bless him!...Returned to the Zone and spent 3 weeks at HOME, with DAILY assurances to the "widow" that I was THE guy that paid the rent & really did belong there...Finally rec'd new orders, this time to the current address (Brazil), and re-incurring the better-half's "widowhood" for an indefinite period....

Departed Albrook AFB, Canal Zone, by MATS C-54 on 11 Sept to Mobile, Ala for the weekend & was off again 2 days later for Piarco, Trinidad via Ramey AFB, Puerto Rico, . . . Departed Piarco, refuelled in Belem, Brazil and finally arrived in Rio de Janeiro the following noon, Had 2 weeks in Rio (Ed. Note: Rough!) staying at the famed Copacabana & were I not in this current racket would try for a job with the Chamber of Commerce thereof, with strong recommendations for all AA's to come on down! Surprisingly enough, it was not TOO expensive and interesting at any hour of the day throughout the 24... Ah well, back to work, ... Utilizing the Air Military Mission's C-47, via Recife, Brazil, arrived here in the middle of a HUGE desert area where we are getting our full share of torrid air flying in support of the project's survey engineers. (The "we" herein referred to being Capt JOHN BERGNER & yours truly in the H-13's, supported by Capt KEN FUNCHESS in an L-20 and Lt BOB DOME in an L-19.) In JOHN's last article, BOB DOME's name was in small print but since then the heat, the desert, and my incessant "sales talk" made him a convert .... That makes us JUNGLE SKIPPERS 100%, at least, until BOB leaves for the BIG DITCH... Your correspondent. CAPT CHARLES F (ACE) KIEFFER

(Ed. Note: Although "Ace" certainly proves that he gets around, this has been the most exhausting report we've ever typed, South of Camp Shelby, Miss. we don't know one town from another and checked EACH of the towns listed for spelling in the Atlas...Please, no more travelogues...It makes us hear "boat whistles.")

#### 50 STRONG

FORT HOOD, TEXAS — Back from Indian Territory (FSI) with a leetle ol' 1066 finally in my hip pocket. One certainly sees a lot of familiar faces during a jaunt through one of the AA courses there, and everyone in pursuit of further training or else teaching it..... Like old home week... Here at Hood things are a-hunning and a-changing. To sum up the personnel changes, this would be a good time to have a RECAP—with a good old Army roster because for recap purposes there ain't nothing like a good old ARMY roster... The following officer/pilots are stationed here at Fort Hood Army Airfield and as all can see, we have reason to be proud of our support of the publication (Ed. Note: The pride is justified and Hood is one Post where three Desquires aren't manhandled by forty people.)



4th Armd Div: Maj G.H.REYNOLDS(DAO); Capts L.C.BENTON, D.E. BOCKBRADER, C. E.CHERNE, D.V.CROFOOT, J.G.Moortel, W.A.ROEHL, C.F. Ward, Jr., J.P. WESTPHAL; 1st Lts C.B. BROOKER, R.H. DUCKWORTH, E.L. FUCHS, H.K. HOLLAWAY, L.P. LARUE, H.C. MAYSE, B. W. BRUNS, R. L. Bouas, and 2/Lt D. D. JAYNES...

Count 'em...Go ahead, CCUNT 'EM...There are fifty of us...We're only waiting for some AA with a bit more rank to drop in and give us the GREEN LIGHT and we will open us a school of our own..."The Hood Collitch of Groundlooping Knowlitch," with every graduate a first rate "hoodlooper" -- by goobers! Come on down and take the course. We guarantee a diploma....

Your correspondent,

CAPT FREDERICK B WELLER

#### ICE-BREAKERS NEEDED

SALZBURG, AUSTRIA — The first chance I get, I'll talk to all of the Maintenance Personnel and see if I can't get them to support the publication editorially... Maybe if some of the EM who are subscribers now would write a few articles for "ARMY ANTION," it would help add some enthusiasm for more enlisted support — anything that has to do with their interests such as hours-per-plane-flown without repairs and things of a mechanical nature, Also, in going along with this thought, I think it would add some competitive spirit and if they were given the praise they deserve and their names mentioned in the publication it would also tend to raise their ego, and might even help to improve the maintenance in some of the units. I'm afraid that many of us have forgotten the important part the enlisted mechanic plays in Army aviation.

Your correspondent,

CAPT ROBERT J LESSARD

(Ed. Note: Along with their "Aviators Anonymous" Certificate, we have mailed to each top NCO as he joined us a separate invitation to also join us as a correspondent... To date, and considering the rank of some of the commissioned correspondents, these NCO's have been reticent to submit any material on the Maintenance Personnel in their sections...... Sooner or later, the ice will be broken and we'll have a regular column (we hope "pages") on this important segment of AA.)

#### ON THE WAY

FORT EUSTIS, VIRGINIA — With respect to your question about maintenance tips in "ARMY AVIATION," I am referring your letter to Colonel I. Sewell Morris in our Army Aviation Field Service Office in St. Louis. That office publishes, periodically, a "Maintenance Information Bulletin" which has the objective of informally advising maintenance personnel of technical order changes and maintenance tips in advance of official publications, I think that the inclusion of a maintenance tips column in "ARMY AVIATION" would also be valuable. I would suggest that it might be possible to persuade Colonel Morris to have his organization assume responsibility for this column......
Very truly yours, WILLIAM B BUNKER, Col., TC, Commandant, The Transportation Sch.

#### DEADLINE FOR "WHO'S WHO" LISTINGS NOW DECEMBER 15TH!

The DEADLINE for the submission of "Who's Who" Questionnaires has been EXTENDED to DECEMBER 15TH...Reasons: 64 plus MOST WANTED who haven't received a Questionnaire as yet, 58 "returned" Questionnaires (address portion torn off); and additional time to permit the return of the APO questionnaires.

Each subscriber was sent a Questionnaire. In the cancellation of the envelopes at the PO, 58 of the outbounds had their address flaps torn off. We rec'd the Return Envelope back (4¢ Return Postage on each - Ouch.) and a BLANK questionnaire on each. There is no way for us to tell who did and who did not receive a Form, but we can say that NO ONE was overlooked and that a Form was sent to each subscriber.

Some 85 completed Forms were returned without payment. The Yearbook is a separate project and its cost will be borne by those who support the book. If we conveyed the impression that we welcomed "listings" without a purchase of the Yearbook, we were wrong in doing so and thought that by putting Stars around the "payment clip-out coupon" that Forms should be accompanied by a remittance, If you have submitted a Form without a remittance, we'll retain he Form and will be most happy to publish your listing upon receiving the remittance. One microscopic dollar.



#### SIGNAL CORPS AND AA

THE RESIDENCE OF THE PARTY OF T

CAPT, DONALD P, DICKINSON OCSIGO, Department of the Army

METEOROLOGY - AN INTERESTING AND IMPORTANT ELEMENT OF ARMY AVIATION

Since the dawn of recorded history mankind has been awed and baffled by the workings of the weather. Military leaders repeatedly dreamed of predicting the weather, which had so often proved to be the determining factor in the outcome of battle. It was an attempt to bring some degree of prediction that the United States Government turned to the Signal Corps. In 1870 Congress passed a law which required the Signal Corps to provide a fore-casting and storm-warning service for the civilian and military populace. Twenty-one years later its civil meteorological services were shifted to a weather bureau set up in the Department of Agriculture.

Last year aviation celebrated its golden anniversary of powered flight. Keeping pace with the growth of aviation through the years has been the growth of weather service activities in the United States. This naturally follows when you consider that it has been reported that over seventy-five per cent of all light aircraft accidents have been linked in some way to the weather.

In the military picture, Naval Aerology and the USAF Air Weather Service have shown almost phenomenal growth. For example, in December 1917 the Navy took the first steps toward establishing a weather organization which would meet the needs of its fledgling aviation department. Two years later, at the close of World War I, the aerological department boasted fifty officers and two hundred enlisted men. Contrast that with Naval Aerology in August 1945 --- 1,318 officers and 5,000 enlisted men scattered through 1,588 units.

Naturally, the next question is, "What about Army Aviation?" Well, at present, weather service to the Army - and thus to Army aviation - is provided by the USAF Air Weather Service. It doesn't stop there, however. The Chief Signal Officer is studying the weather picture, at home and abroad, to make certain that the Army Aviation Program will continue to receive an ever-improving weather service;

Looking to the future, the Chief Signal Officer is conducting basic research in meteorology, some of which would appeal to the imagination of the most seasoned adventurer. Take for instance the rocket flights conducted at White Sands. These have yielded meteorological information from heights of over 250,000 feet. By the way, the Chief Signal Officer also works for the Artillery. Progress on semi-automatic computers which will produce the "Met-message" is very encouraging.

Remember, the next time you fly, DON'T forget the weather. If you can't get it from the Air Force, the Navy, or the Weather Bureau, - tune in "TODAY." Dave Garroway gives it every morning at 7:12 A.M. E.S.T.

NEXT MONTH:

WHAT'S WITH THIS "NEW FM" WE HEAR SO MUCH ABOUT?

HUMILITY — The song says - You got to have hu-millil-i-tee, We'll buy that but we've got approximately 85 Lt Colonels and HIGHER with too much hu-millil-i-tee, After sending some 110 personal invitations to "key Aviation Officers" to submit a snapshot for use in the '54 Yearbook, our bin shows 37 pictures, How can we tell "Who's Who' if we don't have the pictures? In the event we missed someone and didn't send an invitation, (chances are we didn't have the address) we'd like to extend the invitation to all AO's in the grade of Lt Colonel or higher to submit a snapshot for the Yearbook, They'll appear 4-9 to a page so there's no fear of being out on an "embarrassing limb."

#### THRIFTY CREW

CAMP GORDON, GEORGIA - Since the last issue, we've had many personnel changes at TSESS Aviation Branch... The most unusual concerns Lt Bill Templeton who is on his way to Bangkok, Thailand... Lt Norman Boettcher has left us to return to civilian life, & Lts Bob Shirey and Garland King will soon be off to "chopper school," New additions. fresh from Ft Sill, include Lts Bill Berry and George Stumpff and to complete the "Morming Report" Lt Jack Boman has traded gold bars for silver . . . . Our STRIP has a new blacktop finish to keep the gravel from chewing up the props. We now have 3800 feet and are no longer restricted to any type of Army aircraft, . . . As a matter of interest, we have had several AF C-47's land here ....

Here's a tip to you AA's who would like to get 800 hours on your 0-470-11 engines. We have been successful in running to the absolute limit of 830 hours before engine change. We've found that by climbing at 2200 RPM and 80 MPH and maximum cruise at 2150 the engine will be as dependable at 800 hours as it is at 100 hours. In addition, ground time is kept to an absolute minimum and the pre-flight run-up, normally made by the crew chief, has been eliminated. Full throttle checks are made on the take-off run. . . Outside of the change being mandatory at 830 hours, the gradual loss of oil control as the time approaches the maximum is the only reason for having to change engines at this installation.

Your correspondent.

Lt Kenneth R Niederbrach

#### ROUTINE HOP



NIPPON-GO - Will try to "sit" down and send in a complete rundown on the happenings here in the AFFE Flight Detachment but this "quickie" will have to suffice for now ... Popping right into mind is the addition of Capt Sylvester McClain & LT JAMES GUION from Korea, . . , and the loss of LT RUSS WIGGS to the ZI (civilian life). . You'll also be sorry to hear that CAPT JOHNY KERNS has also left for the ZI and an assignment in the State of Washington (Ed., JOHNY dropped us a PCS card from Hanford, Wash, and now that he's within eye-shot of plutonium, his corresponding days are probably over)...CAPT ZEPPENFELD is now sporting "leaves" and we have three more Captains just around the corner...Just finished

a trip to Korea where ZEPP and I ran across quite a few familiar faces. . . Lt Hicks; Maj STEVENS: Capts KISHI, HILL, MUTTONI, PETTY, Gillespie, Wilkerson: Lts SANFORD. BASS. Forsythe, and numerous others... Incidently, these over-water flights from here to Korea are becoming quite routine... as is the AI time we so often log on many of them.

The near future will see the "windup" of our Instrument Refresher Courses, a re-shuffle of many assignments within the unit, and also the loss of some fine old-timers from the outfit ... CAPTS VINEYARD and ERICKSON are just counting the days now ... As for me, the only thing that I'm counting are the four singles from CAPT JOHN T BERRY and LT. JIM GUION ... put 'em in CAPS ... more later ..... Your correspondent,

CAPT JAMES A SMITH

QUICKIE: MAJ MORRIS G RAWLINGS' "Who's Who" Form came back with this note and from the handwriting we suspect wife Frances filled in the blanks. We asked for '54 accomplishments: "1954-Struggling with twin daughters born in '53." A fiend for abbreviations, we'd probably condense this to: 54-Str w/twD53.....

### MOST WANTED!



Just a slight change this month...the TITLE! Outside of this change, everything's normal (if you know what we mean)... Figured we might just as well be truthful about it .... If we ever got down to "10 MOST WANTED" something would be wrong.... Never ceases to amaze us... People shell out good cash for something and then don't bother to claim it .... It's like getting two tickets at the movie booth and then walking away and leaving your change while the girl ticks merrily away on the window.... Take a good look below! We're "ticking" too! Which way did they go?

- CAPT JAMES W ABBOTT
- 2) LT GERALD R BEEKMAN
- 3) CAPT RAYMOND L CHANEY
- 4) LT JOHN J CORRIGAN
- 5) WOJG CHARLES J DYE
- 6) CAPT L.W. FLADMARK
- 7) MAJ HAROLD D FLYNN
- 8) LT JAMES E GREER
- 9) CAPT RICHARD HALE
- 10) MAJ ROY W HANEY
- 11) LT RADCLIFFE HEALY
- 12) MAJ ROBERT L HOFFMAN
- 13) LT JACK R KALMBACH
- 14) LT ROBERT W KOEPP
- 15) LT RICHARD LOWERY
- 16) CAPT MARTIN V McINERNEY
- 17) MAJ LEE R METTLEN
- 18) LT HAROLD L MILLER
- 19) CAPT RICHARD J MURRAY
- 20) LT WILLIAM F OLINE
- 21) CAPT ROBERT M PRATER
- 22) LT J.W. RINEHART
- 23) CAPT THOMAS PROZGA
- 24) CAPT EMORY T SCHELL
- 25) SFC PAUL SIMONS
- 26) CAPT NICHOLAS A SLOAN
- 27) LT EDWARD F STEPICH
- 28) CAPT JOSEPH W THOMPSON
- 29) CAPT JOHN F TREMBLAY, JR.
- 30) CAPT CHARLES C WALTS
- 31) CAPT ROBERT H WEBB
- 32) LT NORMAN WILSON

- 33) MAJ JOHN F ASCHOFF
- 34) CAPT WILLIAM E BLACK
- 35) LT LEROY C CHAPMAN
- 36) CAPT GEORGE J DUPONT
- 37) LT VAUGHN C EMERSON
- 38) LT ROBERT E FLICKINGER
- 39) MAJ KETTH A FRENCH
- 40) MAJ HAROLD GROSSMAN
- 41) MAJ CHARLES W HANCHEY
- 42) LT WALTER C HARVEY
- 43) CAPT HAROLD J HILL
- 44) LT THOMAS H HOLLAND
- 45) CAPT RAYMOND C KERNS
- 46) LT RANSOM F LEE E
- 47) LT MAHLON R McGEE
- 48) LT GEORGE R MALLORY
- 49) LT ARTHUR MEYER
- 50) CAPT ALLEN S MOU
- 51) LT COLVIN NEWMAN
- 52) CAPT WALTER C PITT
- 53) LT ROBERT E RICE
- 54) LT WILLIAM C RODEN
- 55) CAPT WILLIAM T SAMPSON, II
- 56) LT CARL A SIEMERS
- 57) CAPT DENUIR SIZEMORE
- 58) LT THOMAS C SMITH
- 59) PFC SAM STERN
- 60) CAPT WALLCE H TRAVER, JR. 61) CAPT WILLIAM C TYRELL
- 62) CAPT EDWARD M WARZECHA
- 63) LT RUSSELL L WIGGS
- 64) DOLLAR QUESTION

The boys at Fort Hood are justifiably proud of their installation and the number of AA personnel now assigned at Hood. . . Hell's bells. . We've LOST more men than they've got!

Figuring 26 pilots to a division, we've LOST the equivalent of TWO and a HALF divisions. . This may be okay for the fellows at C &GSC who probably can LOSE four & still wind up with an "S" but it's hurtin'us....The closet can hold just so many back-issues before they start spilling into the room . . . . Help!

Also, in not knowing their current addresses, we could not forward a Yearbook Questionnaire to any of the persons listed above. . . and guess WHO is going to get reamed when they don't get a Questionnaire and we "go to press" without 'em?

"CORPS AVIATION," November, 1954



	101	, went i
1)	Capt Robert J Lessard, USFA91	11) Capt Michael Cullen, Adv NY-NG25
2)	Maj Raymond H Murphy, 7th Army 41	12) Capt Charles Kieffer, USARCARIB 25
3)	Maj Lloyd O Borgen, 7th Army40	13) Lt Col E. P. Fleming, Usareur, ComZ24
4)	WOJG Paul W Bass, AAS35	14) Capt Perry C Atkins, 1st AD, Hood 23
5)	M/Sgt Thomas D Ward, 1st Army 34	15) WOJG Orin D Havens, 328th H-Co 22
6)	Lt Col Harry T Shiveley, 8th Army 33	16) Capt Arthur G Keith, EUCOM 22
7)	Capt James A Smith, AFFE Flt Det 32	17) Maj James O Townsend, 7th Army22
8)	Maj Gerald L Hough, 1st Army29	18) Maj Edward C Podworny, 2nd Army21
9)	Capt Woodrow W Brown, AAS 25	19) Lt Harold L Burr, Conn
10)	Capt Robert E Brizee, AEPG25	20) Maj William G Kilmer, 6th H-Co15
	Contract the contract of the c	

Helping us and also moving up in the Standings were the following Aces: (\*) a new ACE....

marked as and may make a be in the amounts.	The state of the s
Lt Edward H Aldridge, Fort Hood	Maj Lloyd O Borgen, 7th Army.       3         Capt Afton Dare, Fort Eustis.       1         Lt Edmund L Fuchs (*), Fort Hood.       7         Capt Virgil A Henson, Camp Carson       2         Capt Virgil A Henson, Fort Carson.       2         Lt Robert W Koepp (*), Fort Sill.       9
Capt Joseph F Kunz (*), 66th Signal Bn 7 Capt Carl H Loveland (*), 519th FA Bn 6 Lt Col Harry T Shiveley, 8th Army 4 Capt Story C Stevens (*), 103rd EOBC 7 Maj George G Tillery (*), 6th Army 7 M/Sgt Thomas D Ward, 1st Army	Capt Robert J Lessard, USFA



### LOOK Lucky Fins!

Twelve GRATIS issues are yours upon the expiration of your current subscription if you pair up your profile with one of the "LUCKY FIN" numbers appearing below. If you are a crew-chief subscriber, be sure to grab one of the "drivers" and pose him on the other side of the fin. If you're a pilot, balance off the other side of the snapshot with the profile of your crew-chief.

Open only to SUBSCRIBERS as of October 1st...ZI Deadline: November 30th, APO deadline: December 15th...Postmark determines the date of the earliest submission for the "gratis" issues BUT photos with duplicate numbers will be published as space permits. Only NG and USAR personnel may submit "NG" designated fins....Please submit a head shot as close to the fin as possible...A 4 x 5 photo of any size negative is preferred,...

CHECK YOUR BONEYARD.....DO YOU HAVE ONE?

222

444

666

888

NOTE: By a "freak" coincidence in this month's draw, we wound up with TRIPLES... Engineering officers and line chiefs who possess a "111" - "333" - "555" - "777" or "999" are cautioned that the draw was a freak and that these numbered aircraft should not be buried in the back of the hangar for future use....

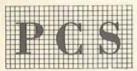
#### GIVE IT A TRY

R's been suggested by many that we award an attractive AWARD CERTIFICATE to those units that support this publication 100%..., Several other Associations follow this practice and we're forever seeing photos of this fellow awarding a "100% Certificate" to that fellow... In addition to being a source of good GROUP PHOTOS for which we are constantly on the lookout, this type of AWARD CERTIFICATE tests the unit "esprit" and may - I say may - increase the circulation... With subscriptions down to a trickle, we've got tothink of something fast and perhaps this may be it... At least, we know that we'll go all out on the AWARD CERTIFICATE and it will be something about which an AO will think twice before "filing." Here are the particulars and please give it a try!

A three-color, eleven by fourteen AWARD CERTIFICATE to those units whose commissioned rated personnel individually support this publication 100%, the Certificate being sent to the AO of the unit or department in the NAME of the particular unit. The unit may be any size unit that has five or more rated personnel.

The Certificate will be mailed to the unit AO in a stiff mailing tube, except in those cases where 100% of the rated commissioned personnel and additional NCO or EM supporters are equal to 36 or more personnel. In this case, we'll laminate the Certificate on a 14x17 mahogany-grain oak plaque (and then probably drop dead from shock.)

Some units already support this publication to the hilt and send in little or no news; other units take 30 lines monthly and dissect two issues. Lineage or not, the Certificate is certain to separate the "men from the boys," and doll up Operations at the same time! Give it a try......



PCS is a monthly subscriber-listing for those who have changed their address and wish to "keep in touch." Send us your PCS on a Change of Address Card and we'll be happy to carry your PCS here. You'll expedite your mail....



Maj William G Kilmer, to 6th Trans Co (Hcptr), APO 20, San Francisco, California. 2) Capt Anthony J Taddeo (NG), to 42 Summit Avenue, Cha ham, New Jersey, ...... 3) Maj Russell N Dragoo, to 9411th TU Fort Monmouth Aviation Unit, Ft Monmouth, NJ. 4) M/Sgt Earl J Davis, to 3420th ASU, Fort Bragg, North Carolina..... 5) Maj Howard B Richardson, to Box 1335, Wright-Patterson Air Force Base, Dayton, O 6) Maj Byron E Sheppard, to 71st Transportation Bn (Helicopter), Fort Riley, Kansas... 7) 1/Lt James M Allen, to 666 27th Avenue, San Francisco, California...... 8) Capt Robert B Knowles, to Hq, UNC MAC, 8102nd AU, APO 72, San Francisco, Calif... Maj Bruce Fusner (en Route OS): 7629 E. Marsh Ave, So. San Gabriel, California..... 9) 10) 2/Lt William C Carter, to 8th Army Flt Det, 8085th AU, APO 301, SF, California.... Capt George H Lawrence, to 3461st ASU, Army Avn School Camp Rucker, Alabama ... 11) Capt Carl H. Loveland, to Hq, 519th FA Battalion, APO 162, New York, New York. . . . 12) Lt Colonel Edward McMaken, to Army Avn Serv Test Det, Bd #5, OCAFF, Cp Rucker. 13) Capt William F Usher, to 582nd T Co (AAHM&S), Fort Eustis, Virginia..... 14) WOJG David G Duhaime, to 71st Transportation Bn (Helicopter), Fort Riley, Kansas. 15) 16) Lt Paul W France(en Route OS): 1019 North 11st Street, Fargo, North Dakota...... 17) Capt Stanley O Nelson, to Hq, 187th Field Artillery Group, Fort Sill, Oklahoma...... 1/Lt Lewis Miller, to AATC 54-J, Army Aviation School, Fort Sill, Oklahoma...... 18) 19) Capt Thomas A Walpole, to 665 Wedgewood Drive, Apartment 2, Columbus, Ohio, . . . . 1/Lt John T Law, to 13th Transportation Co (Heptr), APO 358, San Francisco, Calif... 1/Lt Frank L Treece, to #4 Briar Hill Court, Ozark, Alabama..... 21) 22) Lt Boydie E Fereday, to 8th Army Fl t Det, 8085th AU, APO 301, San Francisco, Calif. Mr. James A Montgomery, to 518 Osborne Street, Turtle Creek, Pennsylvania...... 24) Cpl Milton Lang, to 1699 St. Paul Street, Rochester, New York, ...... 1/Lt Robert H Keyes, to Hinckley, Illinois..... 26) Lt Robert W Haley, to 1521 North Plum Street, Apartment "C," Springfield, Ohio..... 27) Capt Hunter G Harbison, to Hq Btry, 544th Abn Field Artillery Bn, Fort Campbell, Ky. 28) Lt Colonel Carl I Sodergren, to Hq, 3461st SU, Army Aviation School, Camp Rucker... 29) 1/Lt Dixon D. Van Landuyt, to 732 Albemarle Circle, Warwick, Virginia...... 30) Maj William B Capps, to 417 Samford Avenue, Auburn, Alabama..... 31) Lt Thomas C Christie, to 49th Med Det (hcptr Amb), APO 264, San Francisco, Calif.... 32) Lt Robert T Curry, to 313th Signal Battalion (Oper), Air Sec. Ft George G Meade, Md. 33) Lt Howard A Stahlman, to Apt B-1, 1021 Potomac Ave, Belleview Apt, Alexandria, Va. . 34) Capt Harry O Davis, to Trans Sch, Acrft Maint Off Crs, Class #4, Fort Eustis, Va... 1/Lt Julian A Anderson, to Hq & Hq Co, Army Aviation School, Fort Sill, Oklahoma.... 36) WOJG David M Duhaime, to 71st Transportation Battalion (Heptr), Fort Riley, Kansas 37) Lt Carl E Anderson (NG), to 50 Overlook Avenue, East Hanover, New Jersey..... 38) Lt Joseph R Gayhart, to 432 A Amatury Loop, Ft Scott, Presidio of S. F., Californi a 38) Lt Joseph R Gayhart, to 432 A Amatury Loop, Ft Scott, Presidio of S. F., California. 39) Capt Robert W Wood, to 703 Simmons, Enterprise, Alabama..... 40) Capt Robert J Teitelbaum, to 136 West Second Street, Dayton 2, Ohio...... 41) Capt Ralph E Hill, to 585th Signal Company, Fort Monmouth, New Jersey.....

# Congratulations



WARNING: If you don't want us to put "stars" on your wings, babies in your breakfast nook, or extra pay in your envelope, you'd better let us know about your accomplishments personally. Occasionally, we "Congratulate" someone for something he didn't do or didn't get. We pulled another "BISSET" last month. We promoted Lt EDWARD L JOHNSON (FA) to Captain. Our subscriber is Lt EDWARD L JOHNSON (Armor). So far we've managed to keep the new children in the right households. But to be safe, drop us a postcard.....

get. We pulled another "BISSET" last month. We promoted Lt EDWARD L JOHNSON (FA
to Captain, Our subscriber is Lt EDWARD L JOHNSON (Armor), So far we've managed
to keep the new children in the right households. But to be safe, drop us a postcard
1) Capt Byron E Sheppard, 71st Trans Co (Hentr).
5) Capt Howard B Richardson, Wright-Patterson AFB, Ohio Promoted to Maj
6) Lt and Mrs Roy G Larson, Altadena, California A new son, Sven Eric
7) Lt Story C Stevens, 103rd EOBC, Ft Belvoir, Va
8) Maj Arthur W Barr, 7440th AU, Ft Amador, CZSenior AA Rating
9) Capt William F Armfield, 30th FA Group, APO 165, NYSenior AARating
10) Capt Pitts B Dickens, 580th Trans Co (Hcptr)Senior AA Rating
11) Capt Robert H Parks, Western Honshu Area Adv Gp, APO 317, SF. Senior AA Rating
12) Capt Alexander K Stewart, 4th Inf Div, APO 39, NYSenior AA Rating
13) Capt Floyd T Alexander, Wright-Patterson AFB, Ohio Senior AA Rating
14) Lt Ivan M Storer, Hq Co, CCB, 2nd Armd Div, APO 185, NY Promoted to Capt
15) Lt Bernard D Thompson, 2nd Inf Div, Ft Lewis, WashPromoted to Capt
16) Lt John J Kean, Hq, 40th Trans Bn (AAM), APO 971, SF Promoted toCapt
17) Lt Edward Phillips, 8th Inf Div, Fort Carson, Colo Promoted to Capt
18) Lt Louis Durand, 8th Inf Div, Fort Carson, Colo
19) Lt William G Coyle, 8th Inf Div, Fort Carson, ColoPromoted to Capt
20) 2/Lt Eugene K Prosser, 8th Inf Div, Fort Carson, Colo, Promoted to 1/Lt
21) Capt and Mrs Michael Cullen, Goshen, New York A new son, Zachary
22) Capt and Mrs William A Bearden, Camp Rucker, Ala A new daughter, Susan
23) Lt and Mrs John L Chapman, Presidio of SF, California A new son, Stephen
Department of the contract of
~ V



#### (CONTINUED FROM PAGE 18)



44) WOJG William J Connor, to 71st Transportation Battalion (Heptr), Fort Riley, Kansas

45) Capt Henry H Tomme, to 815 Crawford Avenue, Enterprise, Alabama......

46) Lt Byron L Clark, to 825 West Seventh Street, Loveland, Colorado......

49) Lt William C Taylor, to 173 Ealburn, Glasgow, Scotland................

50) Maj Frederick C Goodwin, to 1313 South Bell Street, Dothan, Alabama.....

53) Capt William A Bearden, to 3461st SU, Camp Rucker, Alabama.....

54) Lt Col Cloyd V Taylor, to Army Avn Serv Test Div, Bd \*5, OCAFF, Camp Rucker, Ala, 55) Capt Raymond C Kerns, to Headquarters, 5th AAA Group, Camp Hanford, Washington.

56) Lt Larry L Herman, to Quarters 8B, Funston Avenue, Presidio of S. F., California....
57) Capt Joseph J. Muter, to Staff & Faculty, Army Avn School, Camp Rucker, Alabama...

Page 18 (PCS Continued on Page 30)

"ARMY AVIATION," November, 1954





### Brace!

This isn't a "CLANK STORY" in the true sense of the word since no one will have to don their steel helmets while listening to it... The locale was northern Honshu and the events that transpired on the two Japanese aerdromes took place shortly after the Occupation began in 1945... The multitude of military and CAA violations that occurred were tempered by the boredom of the day and by routine... How it started no one knew... But apparently one LP (for the neophytes, pilots in those days were called Liaison Pilots) had a mission to the Airborne Training Field to the south...

He must have started joshing with some of the AF Troop Carrier boys and some of the Corregidor hombres assigned to the Abn Center as "cadre," At any rate, the term "putsy-putsy" must have come up and the LP resented the slurs made about his illustrious Piper. He walked off tossing an oath, "We'll be back and plaster you guys tonight!"

The first we heard of it was on the blackboard, "Maximum effort tonight, All pilots and crews." In the twisted, open-roofed structure we affectionately called our hangar, the crew chiefs and several of the boys were preparing the bomb-loads - Paper bags full of Japanese cement... And we're not "clanking" when we say they were making them by the tens, A & P size 24... A single unarmed L-5 took off to the south to reconnoiter the "bomb area" and to drop an Oscar with a message (Oscar being a 200-lb headless, stuffed dummy used by the Abn DZ crews to pre-test wind conditions before a drop)... Nothing as drastic as a "Clear out or you'll perish" note was attached to Oscar - just a one-word message: "Brace!" - After all, hundreds of innocent baby hardheads were involved and since they were only in "A" stage at the time and could only lick 3 non-troopers for each one of them, we'd be accused of wanton slaughter if we didn't permit them to attain their adult ratio of five to one.

Now this Abn Div air section was unique for its day and age... It was no "standard" 11-man and 11-plane section; the Flying School had special dispensation and some 26 air-craft (21 medium L-4's and 5 heavy L-5's)... As for pilots, we had 'em tripping over themselves... The AO at the time (we'll delete names, if you don't mind) gave the order to "rev 'em up" and one by one the cement-laden craft staggered into the air... In exactly 37 minutes, the well-trained crews were over the field in a V of V's, although the unfortunates left behind later said the Armada cleared the IP as a Z and the naked eye as and L...

Computers spun and the eleven-mile flight was completed without navigational error,...
The "V" in front of us started to drop and we dropped too,...The target area approached
and it appeared that we had "air superiority." At "bombing altitude" (we'd hate to quote
the figure) the first "V" soared over the target and plastered AF Opns,...the second "V"
blitzed the Officers Club(for neophytes, they called a spade a spade in those days.) The 3rd

"V" was coming in when all of a sudden the sky lit up...Our Abn lads, the whole malarial lot, were sending up ack ack in the form of Very shots...The 3rd "V" pulled up slightly (no cowards here) and quite a few of the enemy ate cement...It was over...They'd had it..."Putsy-putsles." huh?

Back at our Base we combined notes without the help of interrogation officers...Good show, what?... In just about the time it takes to drink a nice warm Jap beer, we heard the ominous drone...We fled the barracks and raced out to the flight line to roll our aircraft into the roof-less hangar...On the ball, that was us...Sure enough, there it was. A single multi-engine craft used by the enemy (a C-47, they called it)...Bigger bomb load than ours, but terrible on the evasive action...It went over our field from one end to the other at ....feet and gave us the "Gas." Red, green, blue, yellow, and white canisters of smoke, hundreds of 'em...Despite the rainbow, we were unimpressed...On the second run, we got "Oscar" back...Their message tied to "Oscar" was quaint but cryptic: "field your nose."

This time the craft headed straight for the BOQ...At the altitude it was approaching (flaps down and in a "low drag") it was readily discernible that something monstrous was to be dropped from the jump door...We didn't have to wait long... Out "it" came. As it descended in a constantly dropping arc (and the end of the arc certainly appeared to be "dead on" the BOQ), someone yelled, "A Honey Bucket." On this one, we'll have to let the neophytes fend for themselves; we'll only say that it was an elogated wooden vat used by the Japanese to haul liquids and semi-solids and the bees wouldn't have any part of them...

We could hear the loud "Thud" from the Flight Line and everyone streaked back to the BOQ... In back of everyone's mind was this thought; God, I hope it didn't go through the roof and into MY room!

Thanks to the highly-overrated accuracy of this particular part of the AF, the end of the arc was some five feet short of one corner of the building... However, the "spray" effect was deadly and as you might guess, we only had one man in the entire section who didn't go along with the "war" and he lived in THAT corner room...This "conscientious objector" slept in another room for several days while we helped him prepare a letter to Geneva...Who WON the War?...It's hard to say although we felt the effects longer...Childish?...Maybe so...but for at least three weeks thereafter we talked about something else besides women,....

Art K.

#### CLANK STORIES

#### BY DARIO POLITELLA

Korea vets may find it difficult to imagine that anything about the "Frozen Chosen" would inspire anyone in his right mind to poetry. But it did. And here is an example.

#### THE GRASSHOPPER AND THE ANT

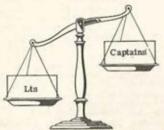
- Skimming o'er Korea's paddies, Bristling with the go-hung plants, Flew the Army's spotter laddies Seeking out the Commie ants.
- Korea's fertile fields they stormed And burrowed where our soldiers can't, Until the friendly locusts formed To gobble up the Commie ant.
- The spotters flew at tree-top heights And glued their compound eyes aslant On targets joined with battle sites Of the Grasshopper and the Ant.

(Note: If there are any frustrated and unpublished poets in the crowd, please send your contributions along to me for publication in this column. DARIO POLITELLA, RD #4, Box 240, Kent, Ohio.)

Page 20

## On Guard!

CIVILIAN COMPONENT ARMY AVIATION (USAR and NATIONAL GUARD)



#### **EXPANSION LIMITED!**

Just a short note along with two new "victims" and the Yearbook poop sheets... Army aviation here in the 34th Infantry Division, IOWA-NG, has been running smoothly although we are still short of Army aviators... IOWA has four new lts in the AAS now and also four its whose applications are being processed... Within a year we should have our authorized strength of twenty-five Aviators plus 50% excess Aviators... It is difficult to find Captain vacancles for our 1st Lts who are due for promotion and we do have a problem finding 50% excess positions on the various staffs... If the position vacancies existed

we could use a total of twelve 50% overage aviators... I imagine that ALL National Guard Divisions have a similar condition existing due to the small number of Captains author-

ized by the T/O&E...

Most of the National Guard Divisions have received at least one helicopter by now and many have received two, Some unlucky states (like IOWA) received H-23A's which as you all know are underpowered in hot weather... However, we have logged almost 150 hours the past three months on our one H-23A so you know we have been RPM-conscious.... Hope the NG Bureau opens up the quotas for chopper school in that we have at least five AA's who would like to attend in the near future.... Any poop on this?

Your correspondent.

MAJ MILFORD L JUHL

#### DATE WITH "CAROL"

Following Hurricane "CAROL" the 43rd Division Artillery Section (RHODE ISLAND-NG) was activated for duty on August 31st.... On this date, operations were set up at Hillsgrove Airport..... Reconaissance of the entire disaster area was performed by the section and several helicopter evacuation missions were flown by Lt. Joe Parante, besides delivering drinking water and medical supplies to inundated areas. Civilian defense courier missions and reconnaissance missions for the U.S. Coast Guard were also flown. During



the following week, a variety of missions were flown and the aircraft were placed at the disposal of the Civilian Defense authorities, State Officials, and the Red Cross. Several photo missions were also flown. The pilots on duty during the period August 31st to September 5th were: MAJ ROBERT D ("Pappy") DEARTH, Advisor for NG Aviation; MAJOE WILBUR L LOUTH, Div Air Off; CAPT CLIFFORD M BERGERON, DivArty Air Off; and Lts Parante, DANTE A VOTOLATO, and Johnson...Correspondent's name missing....

PFDEPT —"Bill" Roden (Lt WILLIAM C), ex of the 278th RCT, Devens, and now an active civilian is located at 2201 Colorado Blvd, Los Angeles & wishes his old I Corps, KComZ, & 278th buddles to stop by. He's to be a Pappy in Feb, has his own service station (addr.above) and although "glad to be out" is keenly interested in following AA. (Ed. One less "Ten MW").

#### 60 BELOW

LADD AFB, ALASKA — The "Bushmen" of the 4th Inf Regt and the 274th AFA Bn (a combined Aviation Section) have not been heard from for several issues - so — we're "Sounding Off," Our esteemed ex-Air Officer, Capt "Sukoshi" Robert J Ogden, has departed the land of the tundra and the 50 below weather. He's going to be an "Empire



54 32 7 0 -12 -39 -60

Builder" with the Aviation School in Alabam. The rest of us "Bushmen" are anxiously awaiting for any of "Su-koshi's" school solutions for forced landings on tundra, With old man winter squatting on Ladd AFB the mechanics are busy installing wheel-ski combos, cowl shutters, and winter-lubing the Bird Dogs. We removed our one lonely float plane (L-19) from the Chena River before it became a permanent fixture in the ice. The two Artillery ships are losing their tandem gear in favor of skis, and the H-13E and the L-20 have been winterized in so far as equipment will permit us,....

We have one (2-2) super aviator working for his 2-1 who is a new proud papa (for the FOURTH time). Besides our 2-2 (Captain F. K. Simmons), we have CAPTS HUBERT A THOMPSON, IRA GIEFER, and DONALD P FRANDSEN. Lts FRED T YAMAGATA and Walter Duke keep the section busy and vice-versa. Our new Air Officer is Capt. THOMPSON, who is already an experienced "Sourdough" having already participated in one winter maneuver with temperatures running near the 60 below mark. Your remount.

CAPT DONALD P FRANDSEN

#### SEVENTH ARMY

STUTTGART, GERMANY — Guess you thought I'd never. Excuses - Everyday I intended to get one off and everyday a new bucket of snakes is handed to me. Seems there are not enough hours in a day.... Much has happened since our last report from Hq. Seventh Army. I see by the mag that it had a good account of the recent USAREUR Aviation Conference. We got a whale of a lot out of it... Our Instrument Training is going full blast... MAJ CHUCK ANDERS is commandant of the instrument school and the faculty consists of MAJ "CRASH" BORGEN, and Capts ARTHUR CLARKE, Robert Stanfield, and NEWT BUTLER. SFC Hofshier is in charge of the Link Trainer Dept and 2 classes have gone through already and a third is underway....

Copyright or not, from here on in you get "Randoms" from me...Capt CARROLL M COOK, JR. switched some time ago from the Bd of Fit Examiners to the Avn Section here as Personnel & Administration Off.

Capt BOB TEDD arrived from the ZI & is assigned to the 5th Inf Division. Maj ROBERT HOFFMAN ("TEN MOST WANTED") has replaced Capt Bowers in the Trans Sec, this Hq, the latter having rotated to Z. I.

Checking the "In"
Basket....

After CONSIDERABLE work we have managed to get chest-pack parachutes for the L-23 aircraft in lieu of the back-packs...1st Lt GEORGE MALLORY, our Logistics Off, leaves us for a return to civilian life and Army aviation will miss him....1st Lt JOE HYLAND is a USAR pilot doing his 2-weeks active duty tour with us now. Bet you didn't know you had a RESERVIST (not on EAD) this far away from home. He's a DA civilian engineer & a poorer but wiser one now that I've made the "painless extraction"(2 candids of George Washington enclosed). Charge this to your poor ol' "Uncle Snap," Maj Paul Bonham who has done a lot for Army aviation, more than most know about, leaves this command for Stateside duties. Paul is not a pilot but he is largely responsible for many of our runways, hangars, and facilities. Our best wishes go with him.... Congratulations are in order to Page 22

COLONEL HARRY K BAYLESS, Hq, USAREUR, on his recent promotion. The promotion didn't seem to reduce his work any from the looks of our "In Box, ", . . . . The GRAPEVINE tells me that Capt JOHNY JOHNSTON forced-landed an H-13 near Fifth Army in a lake. I'll bet there were some bathing lassies nearby .... Glossy print of our AO, LT COL B. A. BACHE, is enclosed for use in the "Who's Who," This report is random so use the shears where you choose, ole man, Your Correspondent,

(Mai) JIM TOWNSEND

(Ed. Note: The Colonel's an ACE too so the picture also appears in this issue, . . . Dirty pool, I know, but I've got 74 other ACES who are bashful and maybe this snapshot will help... The BORGEN that most of us on this side of the Drink knew answered to the name of LLOYD. Our address stencil and file card both read LLOYD, Who is this "Crash"character and where do we send the "Hope you get well and break the cast soon" card?)





MORTON, PA - Enclosed are the glossies for the Yearbook and hope they'll be satisfactory. Incidently, Steve Tremper and I flew an Army H-21C helicopter down to Davison Army Air Field (Ft Belvotr) last Sunday afternoon(Oct 17th) so that it could participate in a demonstration of all types of Army aircraft which was conducted on Monday, Several hundred people from various Washington offices of the Department of the Army took advantage of the opportunity to see both fixed and rotary-wing aircraft put through their paces. Many civilian employess of the D/A had their 1st flight aloft in civilian aircraft furnished by the manufacturers.

LT COL BOB RAWLS, Chief, Army Aviation Branch, O&T Division, Office-Chief of Engineers, coordinated the demonstration activities & did a fine job over the PA system describing the aircraft, giving the military uses of each, their capabilities, etc. It was a very worthwhile undertaking and should be of considerable value to those who are dealing with Army Aviation in their daily duties but who hitherto had no opportunity to see Army aircraft either in action or on static display. Very truly yours,

COL FRANK K Mac Mahon, Military Liaison Department, Piasecki Helicopter Corporation.

#### QUICKIES

FT RILEY, KAN - Piasecki H-25A (93rd H-Trans Co), a pilot (Maj KEITH J BAUER), a copilot (WOJG Jame A Warren), and a crew-chief (Pvt John E McGreal) departed in late October for Fort Carson Colo, where the machine will be tested to dtermine if it can be used during the forthcoming maneuver "Operation HAIL STORM" this winter. It will return to Fort Riley after 10 days of testing, (From PIO Release),

EUCOM - Lt Col JAMES A McCORD (AO of V Corps) pens: Lt Richard Lieberth (4th InfDiv) is still passing out cigars, TEN days after the birth of daughter, Dianne Jo. Capt GEORGE ROGERS (asst V Corps AO) a new Major, eff 17 Sept ... My son, Tommy, having completed the IOBC at Benning has orders for Primary at Marcos starting 5 Nov. . Sure hope he makes the grade for he may be the 1st son of an AA to become an Army aviator.

ICELAND - New ACE, Lt BOB WARNER, airmails: "Winter has arrived here in all of its questionable glory. We have had snow, sleet, hail, and winds up to 85 knots. The only flying has been in the H-13G which we have equipped with a heater, cargo racks, and litters. As far as I can see, we're going to have many hrs of ground school this winter. Lts THOMAS COL-LIER & NORMAND G LAUMEYER await their first issue. Although in a turmoil over an expected IG inspection, WE were the only unit NOT inspected. Unit's name is NOW: 99th Bn, C.T., 74th RCT, APO 81,

NEWS COPY --- We don't like to add our "slush" to each issue - i.e., "Brace," etc. By the 16th of the month & with 8 stark naked pages, we're forced to do so. As a correspondent, we ask that you remit copy by the 12th of any month if ZI, or by the 9th if at an APO. Okay?

#### THE DIE IS CAST

KOREA — Thought it a good idea to push through a few subscriptions to "ARMY AVIA-TION" before LT COL "Harry-sahn" T. (Terrible Turk) SHIVELEY points his "beak"sky-wards and saiffs them out. Once he gets the scent he will stop at no point in filching a "sure thing" prospect from some hard-working aviator. Speaking of filching, Harry-sahn T. paid thru the nose for that slickee-slickee job he pulled on Maj S.C. LENIC's subscription. We got him in a liar's dice game that night and poured the garbage to him.

In making a quick pass at the local area and a quick flit a little further afield, some gratifying results were obtained. The 1st man to join up was CWO L.P. (Pete)CLOWER. Although not rated, MR CLOWER is all for having his own copy to read through. He's our Supply Honcho in Eighth Army Trans Sec - Air Div & I might add certainly a #1 supply man who has taken Army aviation to his heart. Also joining the "read my own" movement are Capt D.D. (Beech) BEAUCHAMP; Lt M.A. (Milt) SILVEIRA; Maj D.J. (Don) THOMSON; Maj JACK CURRIN; W/O JC. CROUCH; and Sgt W.O. (Bill) JONES Jr.

"Beech" has currently been working on a top priority study and evaluation of our H-19 helicopter experience in Korea which will result in appropriate recommendations that should be a great assist in the re-appraisal of our helicopter maintenance, supply and operations. Lt SILVEIRA is concerned with the bad state of disrepair he found our Eighth Army publications distribution setup. This situation is a grave problem in Korea and one on which we are going to hold "the spotlight" until the AG does something constructive to rectify the difficult situation in which we have been placed by not having the proper and current publications with which to operate. Maj THOMSON, a brand new member of our Korean family, is now asgd to the Trans Sec here, hails from Rochester, NY, and has just completed helicopter school.

Just had a phone conversation with Maj JACK CURRIN who is our TCLO with the 6400th Air Depot at Tachikawa, Japan (and signed him up over the phone). JACK is doing a wonderful job as our supply watchdog in the Air Force & he also informed me that Mrs. C. and their 2 daughters are leaving Warwick, Va. and will join him soon for a year or two in Japan. W/O J.C. CROUCH just arrived in Korea TODAY and reported to the 45th Trans Bn (Hcptr) where he will herd a "Hog 19, absurd vehicle," over the hills of Korea for a spell. He answers to "JAKE." Last, but not least, is our supply statistician, SGT. WILLIAM JONES, JR. He has a finger on every aircraft in Korea and can answer any question on logistics with a quick glance at one of his charts. A very valuable man and we are sure happy to have people working with us who are enthusiastic over our flying activities even though they don't actually fly an aircraft themselves.

Your Correspondent,

LT COL DONALD F CASSIDY

(Ed. Note: Filch, milch, poach, or broach, COL S. gets results as attested by his current rise to No. 6 on our "HTF" Parade. We're happy he's getting competition, however.)

REORGANIZATION

GOVERNORS ISLAND, NY —— Got us a new title, 1201st SU Fit Det, consisting of 3 O's & 3 EM. Maj GERALD HOUGH & MAJ WAYNE BEST, plus Cpl Carl Radin & yours truly remain with Hq, First Army, Capt RICHARD POTTS, back from TDY in Alaska, will be the Fit Det Comdr. SFC Coleman Geary, in addition to line-chief duties, will be 1st Sgt of the Fit Det (sans admin help) & knows now there's a big difference between tech orders & morning reports. LT COL JAMES L TOWNSEND stopped in while on an emergency leave from Turkey.. Food there? Quote: "Ughhh!" He also says that he's got a rug on the loom there and that one of the Presidential contenders (no name given) has one in the mill with the Presidential Seal on it...Capt JOHN BELER returned to dy after an extensive period of schooling (Instrument, Fit Examiner, Helicopter, and Twin-Engine courses consecutively). Pyt Duane D Waters is getting daily "diaper" reports...SFC Sam Newcomer, ex of USARCARIB, is in the St. Albans Naval Hospital (St. Albans, LI,NY) in Ward W-2-3 in a cast UP TO HIS NECK. He passes the word along that he can STILL READ and would appreciate some letters. Your Correspondent,

M/SGT THOMAS D WARD



### "90 Day Plunder"

FINAL STANDINGS

****	mer. Captain Robert J. Dessard, 1005th	nd & nd Co Avn Plat, USFA 60
2)	Maj Gerald L Hough (NY)26	20) Maj George G Tillery (Calif)5
3)	WOJG Orin D Havens (EUCOM)22	21) Capt John P Westphal (Texas)5
4)	Capt Woodrow W Brown (Okla)21	22) Maj Arne H Eliasson (Texas)5
5)	Maj Edward C Podworny (Md)21	23) Capt Edward L Johnson (Ky)
6)	Capt Michael Cullen (NY) 19	24) Lt Harry W Drotor (FECOM)3
7)	Capt Willis G Strawn (Texas)12	25) Capt Joseph F Kunz (N.C.)
8)	Lt Col Harry T Shiveley (FECOM) 11	26) Capt John E Murphy (Alaska)3
9)	Capt James A Smith (FECOM)11	27) Maj Henry D Shellhart (Okla)3
10)	Lt Harold L Burr (Conn)10	28) Capt Ivan M Storer (EUCOM)3
	WOJG Claude J Moore (N.C.)9	29) Lt Robert W Warner, Jr (Iceland)3
12)	Lt Paul W France (Missouri)8	30) Lt Robert D Williams (Colorado) 3
13)	Capt John R Beler (NY)7	31) WOJG Paul W Bass (Oklahoma)2
14)	Lt James C Crouch (FECOM) 7	32) Lt Col Raymond E Johnson (Alaska), .2
15)	Lt Edmund L Fuchs (Texas)7	33) Capt James E Montgomery (Calif) 2
16)	Lt Edward H Aldridge (Texas)6	34) Maj Karl S Patton (Texas)
17)	Maj Raymond H Murphy (EUCOM)6	35) Capt Howard W Stiles (N.H.)2
18)	Capt John W Hammett (Texas)5	36) Maj Henry S Wann (Virginia)2
191	Mai William A Richards (Ohio) 5	

Okay, "it" was bound to raise its ugly head, even in this publication, Would you rather we call this column "High Drag" & portray pal "Diputs" at 10,000 with field-glasses? Here's the object, Each a particularly tough strip, we'll play "Strip Tease" here.. On a separate sheet, tell us why you think it's rough & the rest of us will try to get the school solution....

No great difficulty in the one below, but it was an AA hub many years back, Where is it?.....





THE ONLY CHAIN

between the people whose names are listed below is the fact that those listed at the right are bringing in "THAT" one new member, in this case the person whose name & address appear at the left. Smacks of a Pyramid Club? Yes, it does in a way but how else can we keep growing with a MINIMUM effort on the part of all?.....



Capt Donald W Fisher, 14th Engineer Bn, APO 358, SF, Calif (Lt Col Harry T Shiveley) ... Maj Charles V Graft, Jr. 1104 Laird Blvd, Lawton, Oklahoma (Lt Col Harry T Shiveley)... Mai Sigmund Lenic, 8th Army Trans Sec, Avn Div, APO 301, SF (Lt Col Harry T Shiveley)... Lt Lawrence E Corser, 12 Atkins Ave, Cortland, New York (Capt Michael Cullen). . Lt John J Palmerton, 483 Odell Avenue, Yonkers, New York (Capt Michael Cullen)..... Lt Dom J Saraceno, 159 Wahington Street, Norwood, Massachusetts (Capt Michael Cullen). Mr. Ellsworth I Sawyer, 439 West Miller, Newark, New York (Capt Michael Cullen)..... Lt Gen Anthony C McAuliffe, Hq, Seventh Army, APO 46, NY (Capt George E. Thayer)..... 2d Lt Bernard Bruns, 908 West Dean, Killeen, Texas (Lt Edward H Aldridge)..... Capt Elmer D Huffer, Hq & Hq Co (Air Sec), 1st AD, Ft Hood, Tex (Lt Edward H Aldridge). 1st Lt Samuel S Walker, 30th FA Group, APO 165, NY, NY (Capt William F Armfield)..... Ist Lt Klein J Leonard, Avn & Met Dept, AEPG, Ft Huachuca, Ariz(Capt J. B. Shively)..... 1st Lt John M Hood (NG), 10 Hawthorne Road, Dover, N.H. (Capt Howard W Stiles)...... Ist Lt Richard W Gilmore, 155 Becker Street, Manchester, N. H. (Capt Howard W Stiles)... Col Gordon J Wolf, 3510 Arnold St, Cincinnat 26, Ohio (Lt Col Robert R Williams)...... 1st Lt Merle W Dameron, Aniak, Alaska (Lt Colonel Raymond E Johnson)...... 1st Lt John T Smeaton, Dillingham, Alaska (Lt Colonel Raymond E Johnson)...... Lt Donald Armstrong, 459 Duane Street, Redwood City, Calif(Lt Paul R. Curry)...... Capt Thomas J Willson (USAR), 6 Manning St. Lexington, Mass (Capt Michael Cullen)..... Maj Frank R O'Black (AF), 1142nd S/A Sqdn, APO 168, NY (Capt Robert J Lessard)..... M/Sgt Burt J Watson, 7689th Hq & Hq Co Avn Plat, APO 168, NY (Capt Robert J Lessard)... M/Set Paul E Bedford, 7689th TAAM Det. APO 174, NY, NY (Capt Robert J Lessard)..... Pfc Anthony J Aloisio, 58th Med Det (Hcptr Amb), APO 541, NY (Capt Robert J Lessard)... Maj Bernard E Carlson, 207 Sauk Trail, Park Forest, Illinois (Lt Robt D. Williams)..... Mr. Vladimar V Dvorak, 2536 S. Millard St. Chicago 23, Ill (Lt Robert D Williams)...... Mr. Larry Rich, Route 3, Box 311, Excelsior, Minnesota (Lt Robert D. Williams)...... Lt Harold F McDonald, 1st Bn Air Sec. 2nd Armd Cav, APO 114, NY (Lt Jerome F. Bowen) Sgt John F O'Grady, Det#2,1122d ASU, Mass-NG Adv Gp, Ft Devens, Mass (Maj L. H. Caldwell) Lt Albert F Smith, 109 Ganahl Place, Fort Bragg, N.C. (Capt Joseph F. Kunz)...... -Lt Gerald F Franciscovich, 174 Bonner Place, Fort Bragg, N. C. (Capt Joseph F. Kunz). -Lt Jerry R Keebaugh, 115 Sharp Drive, Fort Bragg, N.C. (Capt Joseph F. Kunz)..... -Capt Phillip G Blair (NG), c/o 167th FA Bn, Vancouver, Wash (Capt William R. Sharp).... -Capt William L Duncan, Hq Co, CCB, 2nd Armd Div, APO 185, NY (Capt Ivan M. Storer). -Capt George W Roberts, 14th AFA Bn, 2nd Armd Div, APO 185, NY (Capt Ivan M. Storer). -Lt Paul Bankit, 14th AFA Bn, 2nd Armd Div, APO 185, Ny, NY (Capt Ivan M. Storer)..... -Maj Herbert M Luckfield, 229 Beebe Avenue, Ft Eustis, Va (Maj Amore V. Juliano)...... -Lt Dewell O Thrall, Hq Co, 332nd Engr Gp (C), Ft Leonard Wood, Mo (Lt Paul W. France) -Lt George R Hockett, 10 Hyde Park Drive, Hutchinson, Kansas (Lt Paul W. France)..... -Capt Edward R McCarthy, 11th Abn Div Air Sec, Ft Campbell, Ky (Lt Frank Nadeau)..... Lt Robert M Carlisle, Jr, 8006th AU, Hq, KComZ, APO 234, SF (Capt Wm J. Cleveland)... Capt Elmer V Merritt, 6th Trans Co (Heptr), APO 20, SF, Calif (Maj William G. Kilmer). Mrs. Marjorie L Merritt, 733 Pioneer Drive, Abilene, Texas (Capt Elmer V. Merritt).. Lt Byron L Clark, 103rd EOBC, Stud Off Co, Fort Belvoir, Va (Lt Story C. Stevens).... Lt Joseph B Hughes, 103rd EOBC, Student Off Co, Fort Belvoir, Va (Lt Story C. Stevens). . Lt Paul D Sontag, 103rd EOBC, Student Off Company, Ft Belvoir, Va(Lt Story C. Stevens), . Lt John R Ellis, 103rd EOBC, Student Off Company, Ft Belvoir, Va (Lt Story C. Stevens). .

#### MORE NEW SUBSCRIBERS

Capt O. G. Mullins, G-3 Section, TIC (Aviation), Ft Benning, Ga (Capt Fred N. Till)..... Lt R. P. Swann, G-3 Section, TIC (Aviation), Ft Benning, Ga (Capt O. G. Mullins)..... Lt Morris G Cook, 7th Avn Co (Prov), APO 7, SF, California (Capt Lesco Kaufman)..... SFC Clarence C Green, III Corps Air Section, Fort Hood, Texas (Lt Edmund L. Fuchs).... Lt Col Henry H McKee, GSDF Avn Sch, MAAG-J, APO 500, SF (Mrs Ruth Gillespie)..... Lt Don D Jaynes, 4th Armd Div Air Sec. Fort Hood, Texas (Lt Edmund L Fuchs)...... M/Sgt C. J. Dimeo, 4th Armd Div Air Sec, Fort Hood, Texas (Lt Edmund L Fuchs)..... Set Charles H Schultz, 4th Armd Div Air Sec, Fort Hood, Texas (Lt Edmund L Fuchs).... Capt Fletcher D Grentzenberg, S & F. Army Avn Sch, Ft Sill (Maj Clifford J. Kalista).... Lt Dan Rosenson, Transportation Avn Sec. Fort Eustis, Va (Capt Afton Dare)..... Capt Newt D Butler, Army Avn Sec, Hq. 7th Army, APO 46, NY (Maj Lloyd O. Borgen).... Capt Maurice A Wilson, 184 Ganahl Place, Fort Bragg, N.C. (Lt Robert W. Koepp)..... Maj Leroy M Northrop, 2257 10th Street, Douglas, Arizona (Capt Jowarren B Shively)..... Capt John E Stanis, Avn & Met Dept, AEPG, Ft Huachuca, Ariz (Capt Jowarren B Shively). Capt Joseph E Allinder, Route #5, Washington, Pa(en route OS) (Maj George G Tillery). . . Lt Elmer W Konrad, KComZ Flt Det, 8006th AU, APO 234, SF (Lt Robert Carlisle)..... Capt Walter E Spriggs, 71st Trans Bn (Heptr), Ft Riley, Kansas (Maj Walter S. Makuch). . Lt James O Poulnot, 304th Sig Bn Air Sec, APO 301, SF, California (Lt. I.N. Binjo)..... Lt Robert E Katzbacher, 304th Sig Bn Air Sec, APO 301, SF, Calif (Lt James O Poulnot)... Lt Otis H Kirk (NG), 2605 Larchmont Drive, Baltimpre 7, Md (Maj William Graul)...... Capt William D Mathias, 640 Downing Street, Denver Colorado (M/Sgt Pete Stern)..... Capt Donald E Treat, Box 988, Gary Air Force Base, San Marcos, Tex (Lt Bill Board). . . . . Lt James P Grimstad (NG), Box 692, Hettinger, N. Dak, (Maj George G. Tillery)...... Lt William M Johnson, 313th Sig Support Bn, Ft Geo G Meade, Md (Maj George G. Tillery). Lt John T O'Keefe (NG), 545 Launcelot Rd, Jackson, Miss (Maj George G. Tillery)...... Lt Charles M Priem, 52 Cook Ave, Lawrenceburg, Ind (Maj George G. Tillery)....... SFC Paul Simons, en route to ZI on PCS (Capt Robert J Lessard)..... Sgt Bruce G Hartsell, 4th Armd Div Air Section, Fort Hood, Texas (Lt Edmund L. Fuchs).. Capt William V. Apple, 2215 Williams, Lawton, Oklahoma (Lt Robert W. Koepp)...... Lt William V Ginn, Staff & Fac, Army Avn Sch, Ft Sill, Oklahoma (Lt Robert W. Koepp).... Capt Homer Robbins, Staff and Faculty, Army Avn Sch, Ft Sill, Oklahoma (Lt Robt W Koepp) WOJG Leon L Rogers, 2425 C Avenue, Lawton, Oklahoma (Lt Robert W. Koepp)...... Capt Denuir Sizemore ("10 Most Wanted") (Lt Robert W. Koepp)...... Capt Arthur J Brzoska, 10 North 28th Street, Lawton, Oklahoma (Lt Robert W. Koepp).... WOJG Robert K Halsey, Staff and Faculty, Army Avn Sch, Ft Sill, Okla(Lt Robert W Koepp) Lt Marvin H Fletcher, 9411th TU Aviation Unit, Ft Monmouth, NJ (Lt Donald J. Wiegman). . Lt Richard D Harrell, 9411th TU Aviation Unit, Ft Monmouth, NJ (Lt Donald J. Weigman).. Lt Wayne I Stephens, 103rd EOBC, Stud Off Company, Ft Belvoir, Va (Capt Story Stevens). Lt Bill A Brown, Route 2, Hardesty, Oklahoma (Capt Story C Stevens)...... Lt George F Deihs, Jr, Hq Co, 6th Armd Div, Ft Leonard Wood, Mo (Lt Paul W. France).. Lt Dean R Paquette, Hq Co, 332nd Engr Gp (C), Ft Leonard Wood, Mo (Lt Paul W. France) Capt Carroll S Rogers (USAR), Mansfield, Missouri (Lt Paul W. France)...... Mr. Robert W Rack, 3799 Malaer Drive, Sharonville, Ohio (Lt David Chatfield).......... Maj Jack Tinnin, TUSAG, Arty Sec, APO 206-A, NY, NY (Lt Col James L. Townsend).... Capt Gerd D Rogers, Hq, 36th FA Group, APO 162, NY, NY (Capt Carl H. Loveland)..... Lt. J. R. Stroud, 36th FA Group, APO 162, NY, NY (Capt Carl H. Loveland)..... Capt Robert J Standley, Hq. 18th FA Group, APO 162, NY, NY (Capt Carl H. Loveland).... Capt Donald P Baugh, Hq, 593rd FA Bn, APO 162, NY, NY (Capt Carl H. Loveland)..... Lt Wesley A Weyhrauch, Hq. 593rd FA Bn, APO 162, NY, NY (Capt Carl H. Loveland).... W/O Glenn E Spaulding, 9203rd TSU, TRADCOM, Ft Eustis, Va (Maj James R Hodge).... Capt John T Berry, AFFE Fit Det, 8026th AU, APO 343, SF, Calif (Capt James A. Smith). Lt James A Guion, AFFE Flt Det 8026th AU, APO 343, SF, Calif (Capt James A. Smith)... Lt A. J. Fewsmith, Jr., Avn Co, 4th Armored Div, Ft Hood, Texas (Lt Harvey C. Mayse). Capt Lucien C Benton, Avn Co, 4th Armored Div, Fort Hood, Texas (Lt Harvey C. Mayse). "ARMY AVIATION," November, 1954 Page 27

Capt Lavern M Whiteside (USAR), 8115 Terrace, KC, Missouri (Capt Virgil Henson)..... Capt Melvin L Kirby (USAR), 108 W. Lindburg, Pittsburg, Kansas (Capt Virgil Henson). Maj Robert M Webb, Hq, Army Avn School, Ft Sill, Oklahome (Maj George G Tillery).... Lt Daniel Marsh (NG), 34 Latona Court, Buffalo, New York (Capt Michael Cullen)...... Capt Harry W Weber (NG), Box 355, N. Tonawanda, New York (Capt Michael Cullen).... Lt Lawrence V O' Flahavan(NG), 29 Hobmoor Ave, Buffalo 23, N. Y. (Capt Mike Cullen), Pfc Willard R Martell, Ava Sec, Hq Co, 7th Army, APO 46, NY, NY(Mai R. H. Murphy), Pvt Franklin L Watson, Avn Sec, Hq Co, 7th Army, APO 46, NY, NY(Maj R. H. Murphy). Pvt Harold D Thompson, Avn Sec, Hq Co, 7th Army, APO 46,NY, NY(Maj R. H. Murphy). Pvt Joseph E Waller, Avn Sec, Hq Co, 7th Army, APO 46,NY,NY(Maj R. H. Murphy). Pvt Lyle A Staffeld, Avn Sec, Hq Co, 7th Army, APO 46, NY, NY(Maj R. H. Murphy). Capt Lloyd A Watland, 71st Trans Bn (Hcptr), Ft Riley, Kan (Capt Glenn M. Ebaugh)... Capt Francis T Hill, 8th Army Flt Det, APO 301, SF, California (Maj F. J. Stevens) . . . . Capt Donald S Muttoni, 8th Army Flt Det, APO 301, SF, California (Maj F, J, Stevens), . . Lt Raymond J Tourtillott, 1st Sig Co,1st Inf Div,APO 1, NY,NY (Capt John W Roush)..... Capt-Billy B McPhail, 500 N. Kings Hwy, Alexandria, Va (Lt James C. Crouch)...... Mai Willie W. J. Barrios, Hq. Fifth Army Avn Sec. Chicago, Ill (Lt Colonel Jack Blohm). Capt W. G. Reid, 407 North 5th Street, Lawton, Oklahoma (M/Sgt Pete Stern)...... Lt Louis P Larue, Avn Sec, 4th Armd Div, Ft Hood, Texas (Capt Dewey V. Crofoot)..... Lt. Thomas R Smith, 2204 Walding Street, Lawton, Oklahoma (Lt John L. Yunker)...... Capt J. Dudley Gardner, Idlewilde, Covington, Virginia (Lt Robert T Tigrett, Jr (NG).... Mr. Hans Weichsel, Jr., PO Box 482, Bell Acrft Corp (Hcpt-Div), Ft Worth



If you said, "Pittsburg, Kansas," you step to the head of the class. This contract installalation was the "lock horns" point for many of our old-time AA's. With no barracks on the field, the students did all of their worrying in a hotel in the booming metropolis, Picture was taken in late '44 and depicts many L-2's (Aeroncas) and L-4's (Pipers) on the field. Now that we've had our "first" STRIP TEASE, how about sending in a snapshot of an old-time installation or a combat strip that proved to be particularly rough. Give us the LOWDOWN on how your unit operated into it, and after giving everyone a crack at the picture on Page 25, we'll print your solution on Page 28. There's no TEASE without the STRIP so send one in, (We'll return it),



PIASECKI BANANA IN AN ASSAULT MISSION (H-21)



# The 'Eyes' Have It!

at's not the "ayes," but the "eyes" that have it...We refer, of course, to the countless mber of personnel in Army aviation who have ready access to this publication and who not choose to support it...THEY have it wrapped up "lock, stock, and barrel."

rmally, we'd wait until the December issue to summarize where we've been and where a publication we apparently are going... But the matter is pressing and we have no dee to depress you or ourselves by reading it during the "Happy Holidays" next month...

the beginning we sincerely thought that the current expansion of Army aviation had alred the "One Big Happy Family" days of the forties and that an unofficial AA publication wild be both beneficial and well-endorsed... To miscalculate as we apparently have is regivable; to continue in the face of the "Warning" and "Stop Signs" is foolish, and above if we are to retire from the scene shortly, we'd rather not retire as a "fool."

e' ve already picked up one rating from this publication, that of Senior "Wolf Crier." e' ve cried "Wolf" so loud and so often we' ve even got the Shaggy Beast saying, "For d's sake, shut up!" The few people that we' ve had the pleasure of meeting through the blication seem awed on meeting us and not finding a red-eyed, sobbing, and black becked individual. They seem surprised when we extend our hand and it does not hold a pping wet "Crying Towel."

though it has taken us 18 months to discover it, it appears as if the majority of the comissioned and non-commissioned personnel in Army aviation will not individually support unofficial publication... It is too easy to read someone else's issue each month...

hat apparently will go over and go over BIG is an official FREE publication....We're instrung from the start in that we've got bills to pay and this means subscription fees, his publication is not being run at a profit, nor was it ever our intention to profit at the pense of the subscribers...Any "extra" funds resulting from circulation economies, we been and will continue to be applied to better paper, more pages, more photos and e like...Nor will any loss be suffered by subscribers should it be necessary for us to also pro-rated refunds in December of '55...

Ith 1,700 individual supporters we can continue to publish a "pamphlet" similar to the se you are now reading... It is impossible to publish an authentic magazine with this nount of support, however, and if we're to be saddled with a pamphlet the product is uly not worth the effort expended.

e have tried to analyze why people support one thing and do not support something else.

e have pursued every means available to encourage and foster new support - AA Cericates; capitalizing subscribers' names; thanking supporters in print; ACES CLUB lisings; ACES Certificates; ACES photos; printing what we have received; limiting "PCS," longratulations," and certain other features of the publication to subscribers; sending fividual letters to potential supporters (231 by carbon-copy count); and mailing 1,263 lividual "Complimentary Issues" to potential members of which 183 joined us. In adion we resorted to a "Bag One" campaign in early '54 with a disappointing 6% return at the recent "90 Day Plunder" with an equally discouraging 7% participation.

e more we thought about it, the more confused we became... At first, we thought it was two dollar subscription fee... But we have fifty-seven Pfc's and Privates who buy the blication and still manage on \$78-\$99 a month... Then we thought it was the legibility.

We bought that IBM Executive and despite the fact that we have to condense the equivalent of 110 pages of double-spaced copy down to 32 pages, we still think the resulting issues are legible...

When you're grasping for straws, you get foolish ideas, and getting a foolish idea, we thought that perhaps a great many non-subscribers felt that the publication would be in better hands if it were editored by an "active duty" editor..... But if you look at things realistically, how long would an UNOFFICIAL publication last if it were put together monthly by AD personnel? The Staff is certain to PCS either separately or collectively year in and year out and the periodical would certainly lack stability and consistency...

If unofficial, it would have to be supervised after duty hours, probably in the evenings, and if its profit possibilities were almost nil, honestly now - would it ever get started? As a Reservist our chances are better than even that we'll be operating with the same forwarding address in the future and won't be asking you to send your "copy" to Yokahama for 30 months and to the Presidio for the next 30....

If we then discount the cost and personalities, what accounts for the half-hearted endorsement? It can only be one thing. It's easier to read someone else's issue than it is to sit down for a few minutes and write out a name, an address, and a check. Everybody else reads the copy of Esquire in Operations, why not "ARMY AVIATION" too?

In crying "Wolf" for the last time, we'll make our last appeal....We've prepared a "100% Subscription Support" Award Certificate for '55 which is described on an inside page..... And still feeling that the most certain way that we can steadily grow and thrive with a minimum of effort on the part of all, we've inaugurated a "Chain Gang" listing with this issue.. The size of the resulting "one gets one" Pyramid Club will quickly determine if we sink or swim together come December of '55.

I know that you won't find this type of editorial in the big slicks; it would be out of place..

But we would "be out of place" if we abruptly mailed out refund checks at a later date and never said a word....We LIKE this job and have to say a word....

Your editor, Art Kesten

#### RECOMMENDED READING

INSTRUMENT MANUAL — Maj EDWARD C PODWORNY, Exec and Flt Examiner at Hq, Second Army, and the Second Army crew have compiled and published an excellent Instrument Flying Training Guide as an aid to aviators of Second Army. The book, representing 6 long months of hard work (and much of it at night), utilizes information derived from Army, Navy, Air Force, and CAA publications. The book has met with considerable demand outside of the Second Army sphere and official Second Army funding for the project has been exhausted. The Major suggests that those who desire issues contact the Army Aviation Division, G-3, D/A, Washington 25, D.C. for further information.

ARMY INFORMATION DIGEST — (October, 1954 Issue) An interesting twelve-page article on Army aviation written by Col I.B. Washburn covers the "new trails in reconnaissance, transport and communications being blazed by fixed-wing aircraft and helicopters in the combat arms and services." For those personnel who plan to address a group on the subject of Army aviation, the article is a comprehensive, factual report on the history, growth, and current status of AA and should be a great help. Individual copies may be purchased from the Superintendent of Documents, Government Printing Office. Washington 25, D.C.

#### Christmas



SOME PEOPLE ARE EASILY SATISFIED ALL THEY MAY WANT FOR CHRISTMAS IS THEIR "TWO FRONT TEETH."

BUT WE HAVE A BETTER GIFT FOR THEM! A CIFT SUBSCRIPTION TO "ARMY AVIA-TION." BY SENDING "ARMY AVIATION" TO YOUR PARENTS, YOUR UNIT C.O., A CREW-CHIEF, OR JUST A "FRIEND", YOU SEND TWELVE MESSAGES OF PERSONAL GOOD WILL.

SEND US A NOTE TO ACCOMPANY YOUR GIFT SUBSCRIPTION AND WE'LL GLADLY PASS ON YOUR PERSONAL MESSAGE TO THE RECIPIENT ALONG WITH A KODACROME CHRISTMAS CARD INFORMING HIM OF HIS GIFT FROM YOU.

THEY'LL ACCOMPANY HIS FIRST ISSUE AND WILL COMPRISE A WELCOME CHRISTMAS PACKAGE FROM YOU!

TO HAVE A GIFT SUBSCRIPTION SENT:

I am a current subscriber and wish to have a "Gift" subscription sent to the person whose name and address appear below. Please forward the enclosed message along with their first issue. ( ) Payment is enclosed. ( ) Please bill me.

TO SUBSCRIBE:

I would like to subscribe to "ARMY AVIATION" and have enclosed ( ) two dollars in cash (\$2.40, if at an APO), or a check or money order made payable to "ARMY AVIATION".

TOOLE	
RESIDENCE ADDRESS	(DO NOT LIST UNIT ADDRESS)

STATE. CITY \_

"ARMY AVIATION" P. O. BOX 99 Peter Stuyvesant Station NEW YORK 9 N. Y. Forward and Return Postage GUARANTEED' ATTAX POSTAL FT. BRAGG. N.C. DECEMBED VERIFIED 1ST CLASS GEORGE R. MCKER Capt. -AGC 0-1515789 Asst. Adjutant General

If this magazine is addressed to a member of the U.S. Military Service, whose address has been changed by official orders, it may be forwarded without additional postage. SEE Sec 43.12, page 339, P.L. & R. All mail, who ever its class, addressed to such persons, whose change of address is caused by official orders, shall be transmitted as rapidly as possible until it reaches the addressee. FORM 3547 REQUESTED for all other unofficial changes of address.