

# ARMY AVIATION

APRIL, 1955



# "Otters" Make Bow.....

## Hospitality

FT. SCOTT, CALIF.—Twelve pilots and a like number of enlisted men took a week of special training at the DeHavilland Aircraft of Canada factory in Toronto during the week of 7 March. DeHavilland treated us royally. Apparently, the traditional "Southern Hospitality" has been refined and enlarged upon by the Canadians.

On 14 March, a formal acceptance ceremony was held at the DeHavilland plant, during which the first six Otter aircraft, out of 90 ordered by the U. S. Army, were delivered to Major General Louis Prentiss, Commanding General of the Engineer Center, who represented the Chief of Staff, United States Army. A group of 25 officers from Washington came to Toronto for the ceremony. TV, newsreel, and other members of the press covered the acceptance ceremony, the subsequent turnover of the "Form Ones" to the 30th Engineer Group pilots, and our takeoff for San Francisco.

The first stop had to be at Selfridge Air Force Base, near Detroit, to clear U. S. Customs. We were weathered in at Detroit all day, 15 March. That afforded a good opportunity to "recover" from the Cana-

dian Hospitality. Wednesday, we flew from Selfridge to North Platte, Nebraska. Thursday, we flew from North Platte to San Francisco, approximately 1387 miles, in nine and a half hours of flying time. On the flight from Toronto to San Francisco, each plane carried two pilots, two mechanics, the tow bar, tools and wing covers that came with each plane, and a portion of the spare parts included with the initial purchase. That came to about 1786 pounds of pay load, which is the total capacity above the 215 gallons of fuel with all tanks full.

Best ground speed, and by far the best gasoline consumption, was obtained between Cheyenne, Wyoming, and San Francisco, during which period our cruising altitudes were all above 10,000 feet and, at times, up to 12,500. Best gasoline consumption was around 30 gallons an hour, which would afford nearly seven hours endurance, on full tanks. The first six Otters, which the 30th Engineer Group is to use this summer above the Arctic Circle in Alaska to support geodetic survey operations, have been designated the "YU-1". The remaining 84 ordered by the Army are to be called "U-1". *Sincerely yours, Col. Wayne E. Downing, Group AO.*

## Cover Photo

Army Aviation officers of the 30th Engineer Group (Topographic Survey) line up at Toronto, Canada, in front of the first six YU-1 "Otter" aircraft to be delivered to the U. S. Army. (L to R) Capt. Hurley, Capt. Boyer, Maj. Walters, Capt. Lawrence, Capt. Newport, Lieut. Fleming, Captains Roberts, Raymond, Duke, Welch and Yates, Mr. Russ Bannock, Director of Military Sales, DeHavilland Aircraft of Canada, and Col. Wayne Downing, Group Aviation Officer. The pilots were each given 5 hour check-outs in the large transport planes, and then flew them to San Francisco, departing Toronto 14 March 1955.

## Back Cover Photo

Aircraft mechanics of the 30th Engineer Group (Topographic Survey), who were given a one-week maintenance course, during the week of 7 March 1955, on the YU-1 "Otter" aircraft at the DeHavilland plant at Toronto, are shown with three of their instructors and the six "Otters", the first to be delivered to the U. S. Army. The mechanics, who rode in the new aircraft back to their home base at Crissy Field, Presidio of San Francisco, are: (L to R) back row: Pfc Reppen, Pfc Boyd; front row: Pfc Kuykendal, Cpl. Tilley, Cpl. Owre, SFC Barber, SFC Moriarty, Cpl. Greene, Cpl. Tomjack, Cpl. Larson, Pvt. Miller, and Cpl. Behrendt.

## Change 1

So that the "well will not dry up" and new persons in each unit will be able to qualify for the "ACES CLUB," renewals may be counted for "ACE" credit. In other words, it is no longer necessary to just collar NEW subscribers; you may check with a man whose subscription is to expire, send in his renewal, and receive ACE credit for doing so. The "ACE CLUB" listing will be published in alternate issues.

Three Arctic-Painted DeHavilland Otters in flight. Army received initial six of order of ninety U-1's. (Story on the opposite page and on Page 5.

"ARMY AVIATION" is an unofficial, non-component publication. Financially and editorially supported by voluntary subscriber-contributors. It is mailed monthly to Army aviation personnel in the National Guard, U. S. Army Reserve, Regular Army, and to friends of Army aviation. No implication must be made that the publication is an authorized Army publication.

The views and opinions expressed in this publication are not necessarily those of the Department of the Army or of the Staff of the publication. News items and pertinent items are carefully selected from all sources and should be mailed to: "ARMY AVIATION," P. O. Box 99, Peter Street Station, New York 9, N. Y.

Correspondents are asked to forward news as to have it reach the above address 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 particular passages that the writer specifies are not for publication. Additions or deletions as are made necessary by space requirements may be made. Data submitted for publication must be accompanied by a self-addressed envelope bearing sufficient postage if it is to be returned.

The editor assumes that the correspondent has not submitted any classified military information or commercial material that is copyrighted.

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The publisher will change the address of a subscriber whose the subscriber's name and specific new address appear in news copy that is submitted for publication. DA Special Orders, as published, will not be considered as a basis for the publisher changing a subscriber's address unless the sender certifies the DASO. Items will be withheld upon a DASO listing and will be forwarded upon individual confirmation.

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# "ARMY AVIATION"

VOL. 3, NO. 4

APRIL, 1955

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## 100% Units (Five or more Rated Personnel)

Army Aviation Division, G-3  
9th Infantry Division  
18th Field Artillery Group  
C Flight, 521st Engr Avn Co  
93rd Signal Battalion

Special Missions Group, AAS  
97th Signal Battalion (Opr)  
Headquarters, First Army  
N. Y. Mob Des Det #1 (USAR)  
17th Signal Battalion (Opr)

The above units are all 100% subscribed to "Army Aviation." If you have 100% of your rated personnel "aboard" and we have neglected to list your unit, drop us a note and we'll be happy to carry your unit on this permanent listing.

## By way of introduction.....

DEPARTMENT OF THE ARMY  
OFFICE OF THE ASSISTANT CHIEF OF STAFF, G-3, OPERATIONS  
WASHINGTON 25, D. C.

22 March 1955

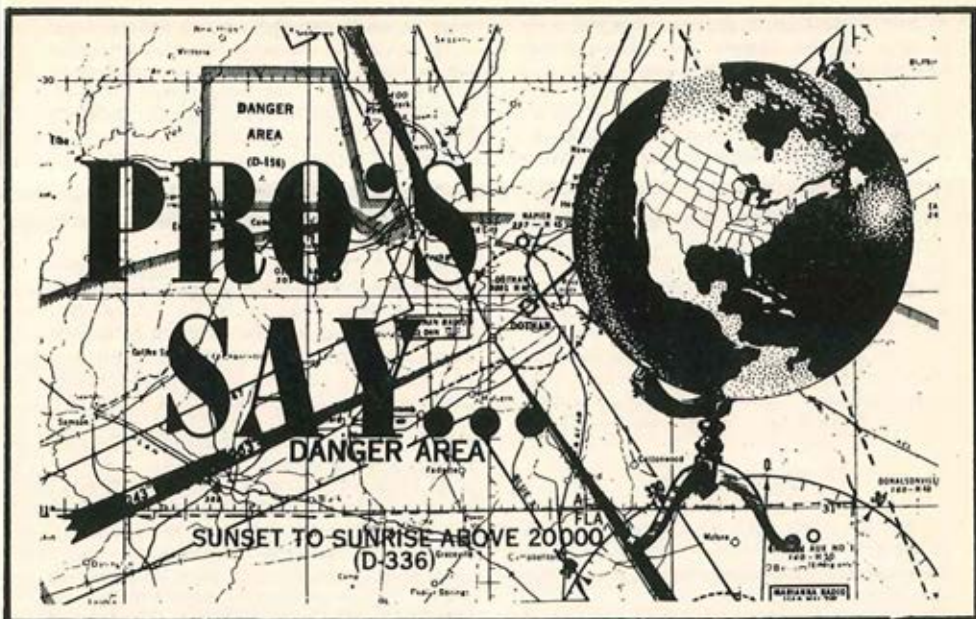
I take this opportunity to introduce myself as the first Chief of the infant Aviation Division, G-3, Department of the Army. I think it is desirable to acquaint you from the very beginning with the fact that I am a complete newcomer to aviation, having had no experience whatever in aviation matters except as a user. I am not qualified as a pilot.

Nevertheless, I am assigned the responsibility of "supervision and coordination" of the Army Aviation Program. It will be my earnest endeavor to accomplish this in a satisfactory fashion.

I am already convinced that the job is a very large and very difficult one, partly because Army aviation is fragmented so broadly throughout the staff sections, arms, and services of the Army. A successful exercise of the function of "supervision and coordination" will undoubtedly require the cooperation of all parts of the Army, and a willingness on the part of aviators and non-aviators to subordinate certain of their preferences and prejudices for the good of the whole. Individual ideas and comments, on any issue, will always be welcome, but to accomplish what must be accomplished we *must* pull as a team once policy has been laid down on any given matter.

Sincerely yours,  
HAMILTON H. HOWZE  
Brigadier General, GS  
Chief, Army Aviation Division, G-3

(ED NOTE: *The above three paragraphs are excerpted from an informal letter sent by General Howze to the Aviation Officers of the major commands. Permission of the writer to reproduce the passages has been secured.*)



**DOWNSVIEW, ONTARIO**—In mid-March, Maj. Gen. Louis W. Prentiss representing General Matthew B. Ridgway, Chief of Staff, officially accepted for the U. S. Army the first six DHC3 "Otters" (U. S. Army designated as the U-1) of an order for ninety now in production.

Mrs. Phillip C. Garratt, Managing Director of DHC, made a short speech of welcome to the twenty-five representative U. S. Army officers and some six hundred Canadian and American Government and business guests, and then turned the ceremonies over to Mr. Russell Bannock, DHC Director of Military Sales, who completed the Handing Over ceremonies and presented the Log Books to Major General Prentiss. Gen. Prentiss then inspected the 6 "Otters" and declared himself satisfied, thus enlisting the second all-Canadian De Havilland designed aircraft into the Army of the United States.

Delivered to the Corps of Engineers and painted in arctic colors (white with red wing tips and tail section), these first 6 "Otters" will be used as supply aircraft on topographical survey operations in Alaska and the Caribbean area. Subsequent "Otters" will be delivered to Army Aviation Companies for use as supply aircraft in forward areas, transporting cargo, troops, paratroops, and for the evacuation of the wounded.

Specialists in close support Army Aviation Companies had need of an aircraft capable of operating under the most primitive conditions out of any available natural or improvised strip in a battle area. Selection of the "Otter" is a tribute to its rugged design and ability. DHC3

"Otters" (U-1) were ordered after extensive evaluation by Army field forces at Fort Bragg, North Carolina.

Washington personnel attending the ceremonies at the DeHavilland plant included Maj. Gen. Louis W. Prentiss, CG, The Engr Cen; Brig. Gen. Hamilton H. Howze, Army Avn Div, G-3; Brig. Gen. Louis J. Rumaggi, OCE; Col. Harold A. Davenport, OCINFO; Col. John R. Dale, OCT; Col. Warren R. Williams, Army Avn Div, G-3; Col. Pierre V. Kieffer, OCE; Col. Robert C. Miller, OC4; Col. William R. Whitaker, Jr., OCE; and Col. Richard L. Jewett, OCE.

In attendance also were Lt. Cols. Thomas E. Haynes, George L. Lovett, and Marzelle F. Boyd, all of OCT; Lt. Col. Richard L. Long, R & D; Majors Raymond A. Brausch (OCT) and Robert W. Reisacher (OCE); and Col. Robert R. Robertson, Director, IAGS, USARCARIB.

The advance working party for the ceremonies included Lt. Cols. Robert M. Rawls (OCE) and Charles Diehl (PIO, Ft. Belvoir) and Majors Don R. George, TEC Avn Sec, and Maj. Francis X. Burgasser, OCINFO.

## A Center!

**CAMP RUCKER, ALA.**—Camp Rucker has been designated by the Department of the Army as The Army Aviation Center. Although this does not mean that Camp Rucker has been designated as a permanent post, it does indicate the attitude of the Department of the Army regarding the importance of Army aviation, according

to Brig. Gen. Carl I. Hutton, Commanding General of the Center and Commandant of The Army Aviation School.

Headquarters, Camp Rucker will be re-designated as Headquarters, The Army Aviation Center and the Center will include such major activities as The Army Aviation School, Army Aviation troop units, the Army Aviation Board, and supporting units such as the 351st Regimental Combat Team. The basic idea of the center is to elevate the prestige of Army aviation to a level commensurate with other Centers of the Army such as The Artillery Center and The Infantry Center.

The Army Aviation Center is the only center within the Army located at a post which has not been designated as a permanent installation. (PIO, Camp Rucker).

## Openings

FORT EUSTIS, VA.—The Army Aviation Division, Transportation Research and Development Command has openings for the following positions:

Mechanical Eng. GS-9	\$5060.	per annum
Mechanical Eng. GS-11	5940.	" "
Maint. Tech. ....GS-9	5060.	" "
Maint. Tech. ....GS-11	5940.	" "
Aero. Engineer ....GS-9	5060.	" "
Aero. Engineer ....GS-11	5940.	" "
AcrftEquipSpec ....GS-9	5060.	" "
Engr. Aide ....GS-7	4207.	" "
Test Engineer ....GS-11	5940.	" "
Test Engineer ....GS-9	5060.	" "

Interested personnel should write to the Commanding Officer, Transportation Research and Development Command, Fort Eustis, Virginia, Attn: Army Aviation Division. As many undoubtedly know, we have a very interesting program and offer a source of employment for personnel who

were formerly enlisted men or officers with Army Aviation training, who for one reason or other have severed their connections with the Service. *Sincerely yours, Lt. Col. EDWIN H. LEER, Chief, Army Aviation Division*

## Something New Has Been Added

CAMP RUCKER, ALA.—The Special Missions Group is a new organization recently added to the Army Aviation School. We are commanded by Maj. Milton E. Greenhagen, CE, and Capt. Samuel E. Tillery is our Executive Officer. Our mission here at the Aviation School concerns the following:—Ferrying I.R.A.N. for the L-19's and H-13's; Demonstration Team; V.I.P. Flights; Evacuation Missions; Proficiency Check-outs; Flights concerning work with Combat Developments; Supply Aircraft and Personnel for Aviation Training Films and for the Annual National Air show.

We have been very busy this month with a 7 day week, having supplied Exercise FOLLOW ME with necessary Pilots for a variety of missions. Upon termination of FOLLOW ME, our main efforts will be toward training to a high state of readiness for all assigned responsibilities.

At present it's 100%, all the way; that's the way Major Greenhagen is running his Special Missions Group. We expect more new pilots to be added to our group and we further expect to have no trouble keeping 100% in S.M.G. The following are the newly assigned officers that Major Greenhagen has recruited for 100% members of "Army Aviation": Lts. Otrie B. Barrett, Gilbert Beltram, William D. Brooks, William T. Cook, Howard A. Huntsman Jr., Pat Kessler, Walter Leach,

DeHavilland "Otter"  
(Army Designation U-1  
with Arctic Markings  
(DHC Photo)



## "Lucky Finners"

Capt. William R. Moren and Sgt. Henry T. Dombrowski, both of the 7787th AU, Headquarters, USAREUR Aviation Detachment, Duplicate on #173 (First Entry on #173 by Lt. Donald E. Mulligan, Third Army.)

Duplicate on Lucky Fin #777. (Left) 1/Lt. Allen E. Scholz, Hq Co, 1st Cavalry Div & (right) Cpl. Glen C. Hines, Air Sec, Hq Co, 5th Cavalry Regt. (First Entry on #777 by Capt. George Jarrard.)



Virgil E. Mielke, William S. Norris, and William N. Peachey.  
*Your Reporter, Lt. Howard A. Huntsman Jr.*

## "Bluebolting"

FORT HOOD, TEX.—All activities here at Fort Hood Airstrip are centering on Exercise "Blue Bolt." Although the 1st Armored Division is being tested, the aircraft of the 4th Armored Division, III Corps and organic units are to be utilized to the fullest extent. Courier and photo missions, transportation of VIP's, umpires and evaluators will keep nearly all aircraft busy throughout the major portion of each day. There are about 100 Army Aviators stationed here at the present time and their experience varies from that of the newly assigned pilots from Fort Sill and Camp Rucker to the battle tested veterans of early World War II days and the Korean conflict.

The maintenance and supply loads placed upon the supporting 29th TAAM Company and Post Transportation Supply Officer will be even heavier than those already experienced since there are 33 helicopters and 45 fixed wing aircraft organic to the above mentioned units. Additional support for Director Headquarters has been made available in the form of two (2) H-13G helicopters and pilots from Fort Sill. With our "Allies," the U. S. Air Force, above us at altitudes of 500 feet and on up, and with choppers below us at altitudes in some areas of 50 feet and on down, a "Bluebolting" we go. Could it be that the AA's at Fort Benning are experiencing the same problems and headaches? . . .

With a sigh of relief, the participating troops are now back in their respective areas on the Post. Signal Units, maintenance teams, and support units are returning daily with equipment, materials and supplies left on the reservation for communications facilities or for lack of parts. Critiques have been held, and the VIP's, special staffs, teams and groups have made reservations for their trip back to their parent units. Settling back now toward normal operation, we find ourselves confronted with the same prospect of yearly written exams, flying proficiency, etc., in addition to our other duties. Did some one say we're having a CMI-IG soon? Oh? Plus a TI by the TAAM Company. Back to normalcy? I wonder. *Your correspondent, Capt. EDWARD M. WARZECHA, III Corps*

**SUBMIT NEWS COPY  
BY THE 5TH OF ANY MONTH**



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# "Grasshopper Reunion"



A Reunion of old time "Grasshopper" pilots was held in March in the city of Washington at the home of Brig. Gen. W. W. Ford, Ret. Through the courtesy of (Col.) Robert M. Leich, an ex-9th Army Air Officer and a Grasshopper from way back, Gen. Ford's unique invitation as well as a few Polariod snapshots of the informal affair are brought to you.

**H-O-P-P-E-R-G-R-A-M** To: Colonel and Mrs. Bob Leich A.D.O.G. (Ancient and Decrepid Order of Grasshoppers) **RENDEZ-VOUS!** Crank up, take off, hitch hike, or otherwise get going and be at 2606 44th St. NW in the City of Washington at the Maison Ford on Saturday, March 5th at 7 p.m. for a "GRASSHOPPER REUNION."

**Food? We've got it! Drink? We'll get it! Just bring your shining faces and polish up all those old lies a bit. Dress? Gentlemen Grasshoppers wear pants. Lady Grasshoppers wear skirts. Or vice versa. If you still crave information, Grandpa Grasshopper will wear a dark suit, his lady a short dinner dress. Strip map follows. . . . We'll be looking for you. OFFICIAL: W. W. Ford, G.G.**

Our unofficial scribe and photographer, Col. Leich, reported that the following answered the HOPPERGRAM: Maj. Gen. and Mrs. John B. Anderson; Lt. Cols. Bryce Wilson (USAR), John Rowan, and Richard Long; Maj. Henry Wann; Lt. Col. and Mrs. Robert R. Williams; Lt. Col. and Mrs. Robert Cassidy; Lt. Col. and Mrs. J. Elmore Swenson; Lt. Col. and Mrs. Richard T. Neumann; Lt. Col. and Mrs. George Lovett; Lt. Col. and Mrs. James Gregorie; Lt. Col. and Mrs. Thomas Haynes; Mr. and Mrs. Jerry Byrd; Miss Jean Howard; Mr. Hughes; Mr. and Mrs. Thomas Piper; and Mr. John E. P. Morgan. Col. Leich further reported that it was one of those "zero-zero" days and many of the old Grasshoppers who had already sent in an affirmative RSVP sat it out in distant airline terminals.

## Photo Captions

(1) (Lt. Col.) Dick Neumann recounting a '42 crash; (2) Gen. Ford and Mr. Hughes with crystal ball; (3) "Tony" Piper; (4) (Lt. Col.) James Gregorie and "Kiki" Gregorie; (5) Mr. John E. P. Morgan and Jean Howard surveying the "Grasshopper;" (6) Cols. Swenson, Rowan, and Williams in a three-way parley; (7) Mrs. Haynes and an unidentified stranger listen with interest to Jerry Byrd (center); (8) (Lt. Cols.) Bryce Wilson and Richard Long off in a corner; (9) (Maj.) Henry Wann drinking COFFEE; (10) A smiling George Lovett and "Mike" Strok before the general re-fighting of WW II.

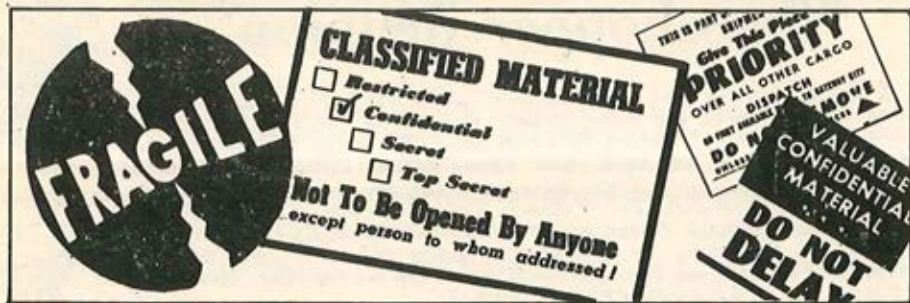
## No "Firsts"

FORT LEWIS, WASH.—We here at the 2nd Aviation Co. (Prov) would like to compare notes through this medium on the various companies around the States. We do not claim any Firsts. We do not fly more VFR hours than any other similar unit. We do not fly more IFR hours than the USAREUR Section. We ALWAYS have trouble making our minimums, just barely making them. We don't have the worry of flying over level terrain all of the time. We do not have the good flying weather of Germany 'cause we're in the State of Washington. We do not have 57 pilots; we have only the T/O allowance and that's probably why we never quite get the job done.

We do have one hangar (steam heated) and after we get one of our planes inside there is hardly enough room for anything

else. We have but two runways and for a while we thought we could claim that we were the First to have TWO 5,000 ft. runways but they only permit us to use 2,000 feet of one of them so we can't even claim that first now. Maj. Russell (the DAO) has directed that each and every Officer and EM put in 8 hrs a day and Capt. Yost (The CC) enforces this ruling. We can claim that we have the highest Savings Rate and the lowest Delinquency Rate in the entire Division but these are dubious firsts that do not even concern flying. It points out that our Enlisted members (120 of them) have an educational background of 13 years of schooling or better. In spite of all the aforementioned things, we are proud to be members of the 2nd Aviation Company (Prov) and although we claim no "Firsts," we are **SECOND TO NONE.**

We sincerely would like to swap notes and ideas with other Aviation Companies



"IT" is beginning to pick up momentum. The month of March found "IT" meeting with the approval of many rated and non-rated personnel. Unfortunately, "IT" has not been thoroughly tested and must undergo further sampling for opinion. Constructive criticisms and comments are earnestly solicited and should be forwarded to the publication address on the Forms provided. Here are a few sample comments from those who reviewed "IT" during the month of March:

Reserve Components: Maj. Langston H. Caldwell (Advisor, Mass-NG): "IT is the biggest." — (Capt.) Roy B. Conner (Comm Artist with Life/Time): "Schematically, IT has 4th dimension appeal." — Maj. Sheldon M. Smith (AO, 98th Div, NY-USAR): "I gave it considerable time and motion study." — Maj. Sam Freeman (AO, 76th Inf Div, NJ-USAR): "Huh?"

14) From Camp Rucker, Alabama, Brig. Gen. Carl I. Hutton, Commanding General: "Libby was too curious (I gave it to her)" — Mrs. Elizabeth (Libby) Strickland, Secretary to Gen. Hutton: "Ain't IT the truth!" — Lt. Col. Carlyle M. Arey (C/S, Camp Rucker): "Thomson curious too!" — Maj. A. C. Thomson (Secretary, AAS): "Got IT again!" — Capt. Robert McDonald (Asst Sec, AAS): "The cat's dead!" — Capt. Weyman S. Carver (Editor, "Aviation Digest"): "Ya never know. . . ." — Capt. Richard W. Kohlbrand (R/W Dept): "IT's hard to believe."

15) Also from Camp Rucker, Alabama, Lt. Col. James W. Hill, Jr. (Director, R/W Dept): "It exceeded my expectations." — Capt. Ellis C. Langford (R/W Dept): "Loved IT." — Capt. Edwin S. McClure (R/W Dept): "It works well." — Maj. William A. Hash (Supvr Stdz, Dept O & T): "IT will be incorporated into our Instructor Training Program."

16) Capt. Robert W. Wood (Office, Dir of Instr): "No comment." — Capt. Sidney W. Achee (Office, Dir of Instr): "Gone but not forgotten." — Capt. Joseph W. Muter (Dept of Avn Maint) returned a classified comment.

17) From the Army Aviation Section, Fort Sill, Oklahoma, Capt. John F. Roberts

(AO, 2nd FA Bn): "There's always one in the crowd." — PFC Gary Greenberger (Dispatcher, TAC Avn Sec): "IT scared me." — Capt. Colin D. Ciley, Jr. (Opns Off, TAC Avn Sec) returned a classified comment — Capt. Arthur J. Brzoska (Opns Off, 17th FA Gp): "Sure IT is." — Capt. Jesse Fitzgerald (Opns Off, 77th FA Gp): "I pulled IT's first PE at 10,000 miles." — Capt. Daniel M. Lewis (AO, 77th FA Gp): "Like in the top of a loop."

18) Also from Sill, Capt. Lewis R. Morton (AO, 598th FA): "On a Saturday I Got IT." — Capt. James F. Neeson (AO, 537th FA): "Seen two Worlds' Fairs and Cinerama. "IT" beats anything I've seen." — Lt. George F. Kish (598th FA): "In the middle of the night." — Lt. Jack E. McCroskey (537th FA): "One of the 7 wonders of the World." — Lt. Cecil G. Christian, Jr. (2nd FA): "A crazy and unique deal."

19) From Gary AFB, San Marcos, Texas, Maj. Harold E. Barnes (AO, TAC, Ft. Sill, in Student Status): "IT should happen to me and on my FIRST day of Helicopter School." — Colonel P. Sterling and Cletus Wray (USAF) reserved comment — Maj. F. V. Hooven, USAF (Dir of Army Prim Flt Tng, Gary): "IT has invaded the AF, among other things." — Capt. Claiborne W. Davis (Army Avn Advisor): "IT is hard to handle." — Lt. R. J. Lewis: "IT scared h-l out of me."

**Observation: Apparently—and judging from this month's comments—IT has taken on a gruesome aspect. But sometimes the facts do "scare" people. Statistically, IT covered 2,310 in 62 or 37.7 per which is not exactly a high-velocity average. It is hoped that "EXPEDITE" handling will raise this average in future months.**

## RENEWALS

Check your back cover. The month listed on the line over your name is your expiration issue.

**"IT COULD HAPPEN"**

**Lt. Joseph R. Gayhart, Jr.**



who are interested in doing so. Just write to the C.O., Capt. Deverne R. Yost, 2nd Avn Co (Prov), Ft. Lewis and we will give all the details on how we operate as a unit. We think we have a perfect set-up as backed by higher authority. We operate exactly as any QM Co, MP Co, Sig Co, or Recon Co in a Division. We have our own Morning Report. Supply, and we deal directly with all of the Tech Services. The Company Comdr has the right to Court Martial but he's never had to use the right.

In closing, I'd like to know what the 1st Combat Aviation Co. at Fort Hood will call themselves when the 1st Infantry Division returns to the land of the Big PX and rightfully acquires the title of the First. How about it, John Peter Westphal? Not your correspondent but . . . *Sincerely,*  
Capt. John E. Gilroy.

**SUBMIT NEWS COPY BY THE 5TH**

### **The Racetrack**

SEOUL, KOREA—Situating in a small valley on the eastern outskirts of Seoul, Korea is a small oval racetrack that now has a hardtop pavement and is perhaps the busiest Army airstrip in operations throughout the world. Officially known as A-2, to the many pilots and passengers that pass through its gates daily it is simply the "tracks". For this small airstrip is the hub of Army Aviation in Korea and supports the Headquarters of Eighth Army with Army air transportation within the confines of Korea.

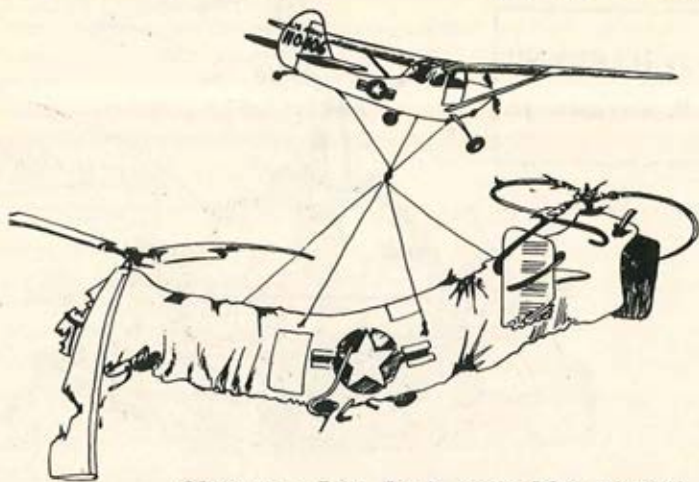
In its few years of history, this minute



**(Maj.) George B. Daniels**  
**Duplicate "Lucky Finner"**  
**on #819**

**"IT COULD HAPPEN"**

**Lt. Joseph R. Gayhart, Jr.**



**Observer: Just don't seem like justice!  
Pilot: Nope — just when we had this  
Saturday afternoon off too!**

point on the map has seen many of the world dignitaries come and go. President Eisenhower used the "track" on his visit in the fall of 1952. President Rhee and Mrs. Rhee are familiar passengers to the pilots.

Among the other notables that have landed on these furlongs are Vice-President Nixon, former Vice President Alben Barkley; Ambassador Briggs; Governors Shivers, Fine and Thornton; Secretary of the Army Pace; Generals of the Army Bradley and Marshall; Generals Taylor, Van Fleet, Ridgway, Clark, Hull, and Collins; Field Marshall Earl Montgomery of Great Britain; General Thrassivolos Tsakalatos of Greece; Admiral Joy; Cardinal Spellman; Mrs. Anna Rosenberg and many United Nations visitors, screen stars, sports stars and famous newsman.

Army aviators who served in Korea during the combat would hardly recognize the "track" today. There is still the mental hazard present on every landing and take-off but the layout has been improved remarkably in the last twelve months. This strip is 2200' in length topped with asphalt paving. At each end there is a taxiway to facilitate rapid entrance and exit from the active. These also hardtopped as are all of the parking areas. The early operations building is now the officers mess. Another operations building now contains the orderly room and supply.

Within the last month, operations was given a whopping new building that con-

tains a waiting room, VIP waiting room, operations desk and office, pilots briefing room, and three offices for the weather section. Soon there will be a link trainer installed in this building for the use of all pilots within the zone. The former ops building now contains Engineering which also boasts a new helicopter hangar for work and storage during the coming winter months. And the big maintenance hangar is still used, accommodating a number of aircraft at one time.

The following are some statistics compiled to verify our statement about the racetrack being the busiest Army airfield in the world. They cover only the first ten months of 1954. The Army Aviators based there flew 11,500 flights carrying 11,842 passengers. The strip averaged 155 landings and takeoffs A DAY and had an all time high one day in August with 351. All of this was accomplished during some of the most extreme weather that exists.

The '54 Yearbook, "Who's Who in Army Aviation," was mailed on March 28th. Because of its low cost (\$1.00) all copies were mailed by Third Class, including APO copies. If you haven't received your copy as yet, be patient... it's on the way... To keep the Yearbook current, send those Changes of Address to us as well as your promotions, Sr AA Ratings, and new offspring. We have 238 "extra" copies on hand if you'd like an additional copy.

## "Southern Alaska"

FORT RICHARDSON, ALASKA—I had already written a short piece for the mag when I received the Feb. issue and read the jab by the so called *bushman* from way up *Nauth* in Fairbanks. You are right; this summer it'll cost them damn Yankees two-bits to play our golf course and ten cents for Cabana privileges at the pool. To anyone else, it will only cost 25¢ and a dime. Here is our answer (after very careful screening by the FBI), Who, I repeat WHO, is the outfit that has a plush test hangar that will hold four fixed wing aircraft and that has heat and lights? . . . From where are the pilots who have to make three or four go-arounds before they can get into our little 2800' "bush" strip here at Fort Rich? Of course, they are used to the 10,000' strip at Ladd for small aircraft. . . . Where were those "damn Yankees" from the 4th Infantry on their so called winter operation? . . . The 53rd Inf. took part in both phases because WE had aircraft that would fly and that ARMY Hqs. could depend on. . . .

*Scene:* A cold, crisp afternoon in "Yankee Alaska."

*Place:* A large frozen lake on which a B-29 could land.

*Watching:* About 50 pilots from all branches of the service.

*Waiting:* For a "rescue plane," one L-19 from the 4th Inf. to drop rations.

*Action:* Here he comes; he's *going to land*; he does once, twice, thrice, four times and finally staggers to a stop. . . . Where are the rations? Why, they fell off some time between takeoff and the controlled crash!

*Who:* Was the pilot that embarrassed three AA's in front of all our Allies and set back Army Aviation ten years in their eyes? . . . The shadow knows! . . .

With that closing volley I rest my case,

your honor, and I didn't even mention the organization in question trying to use cleaning solvent for 80 octane; so now, gentlemen of the jury, the verdict is in your hands. . . . Us rebels from Southern California. . . . I mean Southern Alaska. . . . Enonemas and friends (if I have any left). *VTY, Capt. Bill Marsh*

## Benning Back-Breaking

FORT BENNING, GA.—While I'm still removing the pine needles and burrs from my hair and weary body, I'll try to give the readers a recap of what has taken place here with the "flower of the aviation world" since my last report. To begin with, Exercise "Follow Me" was a huge success in that the Third Division Combat Aviation Company did quite a job in giving support to the division during the entire maneuver. I sincerely believe that this company setup is quite the thing and the "good old days" of the two and three-airplane section is on the way out—those good old days are things we younger birdmen have only heard about from those who have tasted better things.

I must admit that everyone here is receiving invaluable experience in the art of getting into tight confined areas and very short strips. Our boys have been in places down in these woods that I previously wouldn't fly over at less than a few thousand feet. This strictly wasn't field grade flying even though I did see Major Webb in his zebra striped H-13 from time to time. Other than a few minor mishaps, we came out pretty well. Some of us select few got to spend just about the whole dang month in the field by being in on the Camp Stewart maneuvers as well as the "Follow Me" exercise (We *love* the woods). The company flew during the month of February a total of 1824 hours. I believe that's quite a bit of flying time, and our maintenance "experts" Cpts.

Flight Line at Fort Richardson, Alaska  
(Photo by Capt. Bill Marsh)



J. W. Rhinehart and F. L. Landry and W/O B. A. Reed believe that more than I do because they had to pull all those periodics (36). Now who else has flown that much in a month recently? (No comments, 30th Topo!)

Now we're starting back to work in preparation for the next war (Sagebrush). All us palm tree pilots that haven't done so yet are getting H-19 check-outs and all our boys are getting checked out in the L-20's. Capts. Harold Hennington, James Matlock, and 1/Lt. Joe Levinson are pushing some of our "IFR-possible pilots" through lots of instruments and trying to get some instrument tickets for them. Oh yeah, the boys had quite a promotion party last week and thanks to Capt. J. F. Weaver, Lts. Thad Wynn and C.O. Johnson, the booze was late coming in. Don't think anyone left before it got there though because they didn't!! Incidentally, we got the next day off. Lt. Dennis Whelan really did things up right this year—he just came through with twins—seven pound girls. Congrats from the Third, Dad.

*Your correspondent,*

*Lt. Harold T. Campbell*

P.S. If Bill Arledge reads this I wish he would tell Capt. Sam Kalagian that Capt. A. J. Dyer and "Casual Charlie" are forever indebted to him for playing "ST. BERNARD" to us 'po people down on "Tobacco Road."

## All The Way

FORT HUACHUCA, ARIZ.—In the Jan. issue the comment was made as to many units not having a 100% Club. Perhaps we of the 93rd Signal Bn. here will be the first. We have 100% of all commissioned personnel, including the Company Commander and the Battalion Commander, Capt. Eugene Passarelli and Maj. Edward C. Vernon respectively.

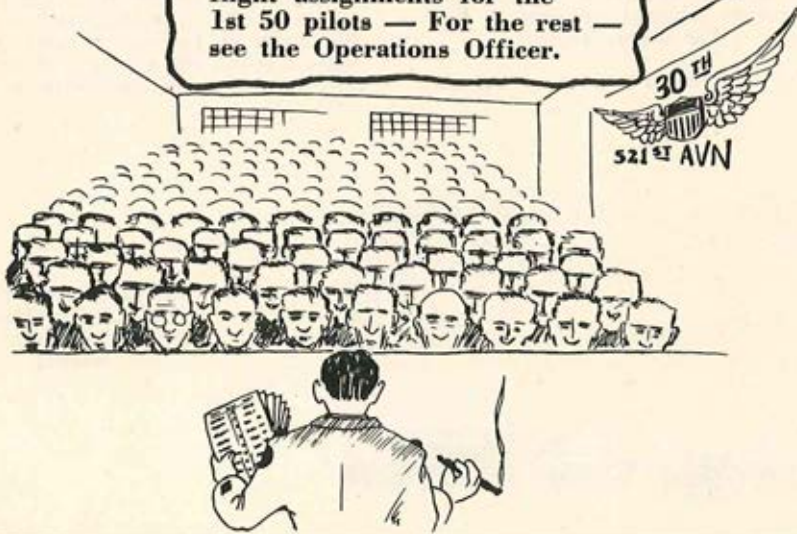
We're not a new unit, just changed our number. We are the "old 303rd Sig. Bn.," ex of Ft. Hood, and wish our friends to make note of this change. As for news, we're losing a few pilots to other stations for TDY purposes. We hear by the grapevine that a Capt. Pierce is to report in shortly and all of the fellows will certainly welcome him. We'd like to welcome back to our thriving organization our Bookworm (supply officer to all ground-pounders), Lt. Jugel, who has been on leave (recuperation we think but from what we don't know—unless it's Las Vegas).

Lt. DeLoach arrived here from Rucker with his collective pitch stick still in his hand and will TDY to Camp Desert Rock. Lt. Buxton has just returned from TDY with the Maint Section at this field and is the Proud Papa of a baby boy to which all of us here say: Congratulations on that Piece of Art. *Your Correspondent, Lt. James A. Boyer*

## THE BIGGEST?

Lt. Joseph R. Gayhart, Jr.

Now, as usual, at our morning briefings — I'll give the flight assignments for the 1st 50 pilots — For the rest — see the Operations Officer.

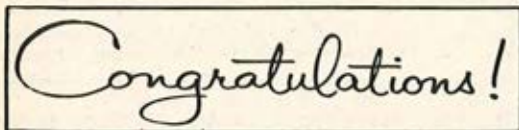


- 3) Adams, David J.....Y. M. C. A., Room 426, San Antonio, Texas  
 4) Aldridge, George W., Jr., AvnSec, 7689 Hq & Hq Co, Hq, USFA, APO 168, NY  
 95) Bounright, Robert L., Lt. Col., Assoc Trans Off Adv Crs C1 #15 till 27 May  
 109) Bourne, Eldred G., WOJG, Rotary Wing Section, ARMAV Sch, Cp Rucker, Ala  
 127) Bristol, Delbert L., Lt. Col., 553rd Field Artillery Bn, Fort Sill, Oklahoma  
 255) Davis, Harry O., Capt., 41st TAAM Battalion, APO 166, New York, N. Y.  
 268) Denhart, John F., Major.....TRADCOM, Fort Eustis, Virginia  
 291) Dugger, Morris W., Capt., Hq & Hq Co, 9224-5 TU, Fort Eustis, Virginia  
 308) Ebersole, Gene, Pfc.....146 South Main Street, North Baltimore, Ohio  
 311) Eliasson, Arne H., Major, 1st Co., 1st Student Bn, The Sch Brig, Ft Benning  
 321) Evans, James C., Captain.....P. O. Box 111, Fort Kobbe, Canal Zone  
 354x) Garfield, Warren, Captain.....113 Rosewood Drive, Enterprise, Alabama  
 380) Goodwin, Frederick C., Major.....1518 Plaza Drive, Dothan, Alabama  
 389) Greenhagen, Milton E., Major, 105 Daleville Avenue, Enterprise, Alabama  
 392) Grentzenberg, Fletcher D., Capt., Staff & Fac, Army Avn Sch, Camp Rucker  
 429) Harris, Charles B., Captain.....1503 Ash Street, Georgetown, Texas  
 462) Holstad, Jerry E., Captain, 3461st AU, Army Aviation School, Camp Rucker  
 471) Huff, Richard F., 1st Lt., 1825 Algonquin Parkway, Louisville, Kentucky  
 516) Kalagian, Samuel P., Capt., 89th Abn Field Artillery Bn, Fort Campbell, Ky  
 535) Kinnison, Lewis A., Capt., 10th Infantry Division Flt Det, Fort Riley, Kan.  
 584) Little, Robert F., Jr., Capt., 1303 Gabby Avenue, Washington, Pennsylvania  
 594) Lukert, Edward P., Jr., Lt.....3143 Kinyon Avenue, Lawton, Oklahoma  
 609) McGowan, Eugene, Lt., Hq & Svce Co, FW Dept., Army Avn Sch, Cp Rucker  
 620) Mahone, Worthington M., Capt., Flight Detachment, CONARC, Ft Monroe, Va  
 625) Marriott, L. F., 220 Plant Industries Bldg, Penn State U, State College, Pa  
 675) Moren, William R., Capt., 7071st SU Trans Sect, Engr Center, Fort Belvoir  
 710) Nicholas, R. W., Captain.....106 Semple Road, Williamsburg, Virginia  
 754) Peller, Ivan M., Capt., Hq & Svce Co, ARMAV Regt, DOI, SMG, Cp Rucker  
 773) Politella, Dario.....485 Francis Street, Kent, Ohio  
 740) Parker, C. E.....2064 Vestal Court, San Leandro, California  
 782) Prater, Robert M., Captain, 101st Airborne Division, Fort Jackson, S. C.  
 799) Ramsey, Edward L., Lt. Col., 1st Battalion, 365th Inf Regt, Fort Dix, N. J.  
 883) Slott, Charles, Captain, TC Field Maintenance Shop, Miller Field, S. I., NY  
 937) Swenson, J. Elmore, Lt. Col., G-1 Div, Army Genl Staff, Pentagon, Wash 25  
 1071) Wolff, Walter H., 1st Lt., 282 Spear Drive, Fort Bragg, North Carolina  
 Beaman, Horace E., Major, Hq, VII Corps Avn Sec, APO 107, New York, N. Y.  
 Brandon, William D., Lt., 10299 Interlaken Drive SW, Tacoma 99, Washington  
 Brooker, Clarence B., Lt., Avn Co (Prov), 4th Armored Division, Ft Hood, Texas  
 Carter, Billy D., Captain, Hqs, 663rd Field Artillery Bn, Fort Bragg, N. Carolina  
 Covington, Leslie H., M/Sgt., Headquarters Company, X Corps, Fort Riley, Kan  
 Elliott, Walter M.....Apartment #1, 843 Spokane Street, Reno, Nevada  
 Fowler, Robert M., Lt., TAAM Co, (Heavy), 8178th AU, APO 971, San Francisco  
 Foster, James W., 1st Lt.....46-C McAllister Place, New Orleans, Louisiana  
 Gullia, Theo A., 2nd Lt.....Box 1102, Fort Eustis, Virginia  
 Hall, Harold K., Captain, 41st Transportation Battalion (AAM), APO 28, NY, NY  
 House, James H., Maj., 5104 SU ADGRU, Iowa-NGUS, Lincoln Armory, Boone, Iowa  
 Ketchersid, Foy R., Captain, R/W Training, ARMAV, 3461st SU, Camp Rucker  
 Landry, Preston J., Lt., 582nd Transportation Co (AAHM&S), Ft Eustis, Virginia  
 Luster, Albert B., Lt., 582nd Transportation Co (AAHM&S), Fort Eustis, Virginia  
 McKeown, William L., Capt., IAGS, U. S. Embassy, Ciudad Trujillo, Dom Repub  
 Medford, W. D., Lt., 47th Med Det (Hcptr Ambulance), APO 177, New York, N. Y.  
 Pluta, Leo, Lieutenant.....57 Pono Street, Ludlow, Vermont  
 Reyna, Robert M., SFC., Hq Company, T-School, 9224-5 TSU, Ft Eustis, Virginia  
 Smith, Walter E., WOJG, 587th Transportation Co (Hcptr), Fort Sill, Oklahoma



"WHO'S **B** WHO"

Stansel, Paul L., Lt. . . . . Aviation Section, Godman Field, Fort Knox, Kentucky  
 Stone, Donald V., Sgt., 2nd Aviation Company (Prov), 2nd Inf Div, Ft Lewis, Wash  
 Treat, Donald E., Captain. . . . . 894th Tank Battalion, Fort Knox, Kentucky  
 Torma, Joseph S., WOJG. . . . . 843 West Colden Avenue, Los Angeles, California  
 Winkler, Frederick W., Jr., . . . . . 2628 Lorraine Avenue, Kalamazoo, Michigan  
 Woodmansee, Donald R., CWO, 152nd Transportation Det (CHFM), Fort Benning



SENIOR ARMY AVIATOR RATING

- (122) Breckons, Walter W., Captain, Avn Co (Prov), 4th Armd Division, Ft Hood, Texas
- (311) Eliasson, Arne H., Major, 1st Co, 1st Stu Bn, The School Brigade, Fort Benning
- (485) Jarrard, Frank C., Captain, TAAM Sect, Hq, Sixth Army, Presidio of SF, Calif.
- (545) Kolb, Robert W., Major. . . . . XVIII Airborne Corps, Fort Bragg, North Carolina
- (587) Lockhart, Jack N., Captain, Army Avn Adv, Calif-NG, 8030 Balboa Blvd, Van Nuys
- (640) Mattocks, Harold P., Maj. . . . . Adjutant General, PO Box 1157, Helena, Montana
- (645) Meeker, Bruns, Major, Aviation Department, Transportation School, Ft Eustis, Va
- (683) Moser, Eugene P., Capt., Headquarters, 2nd ASB, APO 38, San Francisco, Calif
- (831) Robertson, Lester C., Capt., 71st Trans AAFD Co, APO 613, Frisco, California
- (861) Shellhart, Henry D., Maj., Hq & Svce Co, AAS, Dept of Avn Maint, Camp Rucker
- Ellis, Clarence H. Jr., Major. . . . . c/o Sikorsky Aircraft, Bridgeport, Connecticut
- Hill, Francis T., Captain. . . . . CONARC, 8575th Army Unit, Fort Monroe, Virginia
- Killpack, Paul E., Captain, 30th Field Artillery Group, APO 165, New York, New York
- Noble, William H., Captain, Hq, Sixth Army Trans Sect, Air Br, Presidio of SF, Calif.
- Roundy, Paul H., Captain. . . . . Army Aviation School, Camp Rucker, Alabama

PROMOTIONS - BIRTHS

- (41) Balint, Joseph M., 1st Lt., c/o U.S. Embassy, Tegucigalpa, Honduras (To Captain)
- (286) Downing, Wayne E., Lt. Col., 30th Engr Gp (Topo Surv), Ft Scott, Pres of SF (To Col.)
- (496) Johnson, Herbert A., Lt., a Jr AA, 27 January, "Frederick Anthony," 6 lb. 12 oz.
- (828) Roberts, Charles B., 1st Lt., 38th Inf Div, Indiana-National Guard (To Captain)
- Heubner, Otto, Captain, a Jr AA, January 28, "Christopher Lee," (No W/B submitted)
- Humphreys, John W., 1st Lt., 775th Field Artillery Bn, APO 751, NY, NY (To Captain)
- Melbourne, Ralph V., 80th Transportation Det (FMD), Fort Riley, Kansas (To CWO)
- Wagner, Paul R., Major, a Junior Army Aviator, Feb. 22nd, "Jack A.," (No W/B subm.)

CHANGE 2: For five successive issues, our Masthead Page (Page 3) has carried the line entry: "Lucky Fins" . . . . . Aerial Bingo. In applying for Second Class Mail Privileges, we found that "AA" came under close official scrutiny by Post Office authorities. Bingo, the Aerial kind we play, must either possess some degree of skill or "Lucky Fins" go out the window. We maintain that a certain degree of skill is involved but we may be proven wrong. You'll know the outcome if the "Digits" disappear in future issues. In the meantime, the Masthead has been rewritten to read: "Lucky Fins" . . . . . The Search. So from now on: small print. This month: 101, 202, 303, 404. . . . .

LAST MINUTE NOTES (Lock-up Page): Sikorsky delivered the first H-34 to the Army in late March, Capt. Claude E. Hargett, AASTD, Camp Rucker, being the ferry pilot. . . AA receiving "big splash" in national publications; Colliers and NY Times both carrying the Army aviation story to the public. NY Times also carried photo of another convertiplane, the Transcendental Aircraft Corporation's entry. Looks somewhat like the Bell job. We will write Transcendental for a photo but will probably get the "hush-hush" routine. Brig. Gen. Howze (Chief, AA Div, G3) wasted little time in tackling his new job. Within a few days of receiving the assignment he was off on a tour for a first-hand "look-see." Who's Who' Yearbooks were mailed to APO & Foreign Addresses on March 28th; to ZI addresses on March 29th. It's nice to have full use of our bedroom again now that the 18 cartons are no longer present. . . Chasing Al Capp for a "L'il Abner" cover. . . he's a tough man to pin  
 (Continued at the bottom of the next page)



# ACES CLUB

Our "ACES CLUB" continues as a dogfight. As predicted in last month's tally sheet several of the lower ACES on last month's "TOP TWENTY" fell by the wayside being out-gunned by three new hatchet-men. The newcomers to the TOP TWENTY are marked with an asterisk (\*). A complete list of ALL ACES (5 to 94 Clobbers) will appear in the May issue. It just takes FOUR CLOBBERS and your subscription to join the "Hit Parade."

- (1) Captain Robert J. Lessard, 7689th Hq & Hq Co Aviation Platoon, APO 168, NY.... 94
- (2) WOJG Clarence M. Hulett, Aviation Department, T-School, Fort Eustis, Va.....62
- (3) Lt. Col. Harry T. Shiveley, 3rd Infantry Div Combat Avn Co, Fort Benning, Ga... 52
- (4) Major Lloyd O. Borgen, Hq Co, Seventh Army Avn Section, APO 46, NY, NY.....45
- (5) Lt. Col. Raymond H. Murphy, Hq Company, Seventh Army Avn Sec, APO 46, NY... 42
- (6) WOJG Paul W. Bass, Dept of Ft, AAS (Rear Det), Fort Sill, Oklahoma.....40
- (7) Mr. Jackson E. Beighle, Sales Manager, Sikorsky Acft, Bridgeport, Conn..... 37
- (8) Captain Arthur G. Keith, Hq Co, 82nd Airborne Division, Ft Bragg, N. Carolina...37
- (9) M/Sgt. Thomas D. Ward, Army Avn Sec, Hq, First Army, Gov. Island, NY..... 34
- (10) Captain Max E. Young, Hq Co, 9th Infantry Division, APO 111, N.Y., N.Y.....34
- (11) Major Gerald L. Hough, Army Avn Sec, Hq, First Army, Gov. Island, NY.....32
- (12) Captain James A. Smith, AFPE Flt Det, 8026th AU, APO 343, Frisco, Calif.....32
- (13) Col. Frank K. MacMahon (\*), Piasecki Helicopter Corp., Morton, Penna..... 31
- (14) Capt. Woodrow W. Brown, Hq & Svce Co, AAS Regt, Camp Rucker, Alabama.....30
- (15) Lt. Klein J. Leonard, 9470-5 TU, Avn & Mbt Dept, Fort Huachuca, Arizona.....29
- (16) Capt. Charles F. Kieffer, 937th EAC, IAGS, Fort Clayton, Canal Zone.....27
- (17) Captain Robert E. Brizee, Avn & Met Department, Fort Huachuca, Arizona..... 25
- (18) Captain Michael Cullen, Advisor, NY-NG, Zahn's Airport, Amityville, LI, NY... 25
- (19) Lt. Col. Elmer P. Fleming, Hq, USAREUR, Com-Z, APO 58, N.Y., N.Y.....25
- (20) Captain Samuel E. Tillery, 3461 SU, H & S Co, Spec Missions Gp, Camp Rucker.. 25

NOTE: As mentioned on Page 2, it is no longer necessary to sign up just new subscribers to receive "ACE CREDIT." If you wish, you may now count all renewal subscriptions toward your "ACE" total. If a man is about to renew and has no particular objection to your "claiming" him, send in his renewal and either pick up an "ACE CERTIFICATE" or add to your current standing. Of course, if he's NOT going to renew, you've got a little job on your hands. Just drop us a postcard giving us his wrist, ankle, and neck sizes and we'll gladly parcel post a pre-fab pillory to you with complete, easy to understand "Torture It Yourself" instructions. A three-hour exposure is recommended.

## "10 Most Wanted!"



We're holding "Returned" Issues for each of the personnel whose initials are listed below. They will be mailed to the individual upon receipt of a new address:

Cpl. EJB	WOJG CJD	Lt. JBH	Capt. RBMc	Capt. RTR
Maj. APB, Jr.	Lt. JRE	Lt. RMJ	Capt. DM	M/Sgt. MES
Lt. PHB	Capt. DWF	Sgt. CLJ	Lt. MPM	Lt. CLS
Mrs. SLC	Capt. CRG	Lt. CLK	Lt. BRN	Sfc. HHS
Capt. ERD	Maj. FCG	Capt. EBK	Pfc. JJR	Lt. WES
M/Sgt. CJD	Capt. JWG	Capt. JOL	Capt. BJN	Lt. HES
Capt. RHD	Lt. FGH	Lt. KLL	Sfc. GR	Capt. WHT
Mr. SSD	Lt. WCH	Capt. MDL	Capt. ETR	Capt. WIT

Subscriber Request: Location of Captain Thomas Tankersley.

(Continued from Page 16)

downbut we're down to a 2-s bracket on him... Col. Frank K. MacMahon (PHC) is beating a steady tattoo on our PO Box about "IT." Our quip that "IT" would eclipse the H-21's at Riley probably has him on the PHC carpet... The AF gave it the sub-sonic treatment, according to latest reports... Persistent reports that 2nd lts. are being steered off this publication. Hard to believe but we'll try to run down these reports before commenting. If true, it would seem more sporting to "run something down" by means of a signed letter..



# "Aviatore Enigmistico"



- 1) Reginald Denny built these:
- a) L-13
  - b) L-14
  - c) RQ-2
  - d) QR-4

- 2) Prime factor in AA ic:
- a) Maj. Gen. P. F. Yount
  - b) Maj. Gen. K. F. Herndon
  - c) Maj. Gen. W. M. Milley
  - d) Maj. Gen. S. D. Sturgis

- 3) A flush-mounted:
- a) L-19 belly light
  - b) L-23 nose light
  - c) L-20 belly camera
  - d) H-19 lens mount

- 4) Integral part of a:
- a) Piasecki H-21
  - b) Hiller H-23
  - c) Bell H-13
  - d) Sikorsky H-19

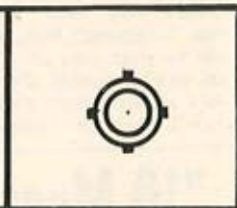
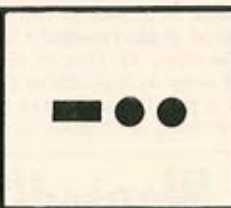


- 5) Ex-Great White Father:
- a) Lt. Col. J. L. Marinelli
  - b) Lt. Col. J. E. Swenson
  - c) Lt. Col. R. T. Neumann
  - d) Lt. Col. C. L. Shepard, Jr.

- 6) Buzz job by a:
- a) DeHavilland L-20
  - b) U-1
  - c) Cessna LC-125
  - d) UC-32

- 7) Key AA in USAREUR:
- a) Col. G. J. Wolf
  - b) Col. H. K. Bayless
  - c) Col. W. E. Downing
  - d) Col. I. B. Washburn

- 8) Tail boom of a:
- a) Bell H-13
  - b) Sikorsky H-19
  - c) Hiller H-23
  - d) Piasecki H-21

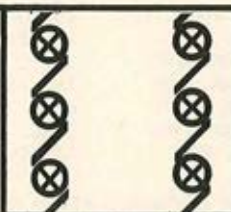


- 9) Weather symbol denoting:
- a) Moderate icing
  - b) Moderate turbulence
  - c) Moderate showers
  - d) Moderate hail

- 10) Unit insignia of the:
- a) 98th Division
  - b) 37th Division
  - c) 26th Division
  - d) Damn Yankee!

- 11) Morse symbol for letter:
- a) Q
  - b) C
  - c) R
  - d) D

- 12) Sectional map symbol of:
- a) Civil airfield
  - b) Joint Civil-Military
  - c) Military airfield
  - d) Air-NG airfield



- 13) Flashing WHITE indicates:
- a) Cleared for taxi
  - b) General warning signal
  - c) Taxi clear of landing area
  - d) Return to starting point

- 14) Visual Emergency Signal:
- a) "Use Drop Message"
  - b) "All OK - Do not wait"
  - c) "He went thataway"
  - d) "Land here"

- 15) Red border on Form denotes:
- a) "Expedite"
  - b) "Top Secret"
  - c) "Urgent Action"
  - d) "Submit 20 copies"

- 16) Vital part of a:
- a) DeHavilland U-1
  - b) DeHavilland L-20
  - c) Beech L-23
  - d) Cessna LC-125

**NEW NAME!** Was proof-reading the "untitled" page in a local pizzeria when the waiter brought the food. Spying the hodge-podge, he burst out with "Un aviatore enigmistico!" Wiping the marinara sauce from my new pink and black tie, I spouted: "Il mangiare è portato sulla table!" Didn't like the glob on my cravat but liked the "Title." Send your Guess Whats to Capt. Tony DiResta, Army Avn Sec, Hq, First Army, Governors Island, N. Y. . . . and your complaints too. Solution on Page 27.

## Sincere Hope

ASCOT CITY—We here at Transportation Army Aviation Maint. Co. (Hvy), 8178th AU., are responsible for Supply and Field Maintenance of all Army aircraft in Korea. As with all units in operation of this sort we have made many friends, both good and bad. It is our sincere hope that most of them have been satisfied with our service.

At present Maj. Robert N. Herricks is C. O. with Capt. June H. Stebbins handling the Maintenance Operation. Both are recent arrivals from CONUS; Maj. Herricks coming from the 6th Army Avn. Fld. Maint. Shops at Stockton, Calif. and Capt. Stebbins coming from Fort Sill, Okla. The other Officers presently assigned are Capt. Nevillè A. Pearson and Albert A. Johnson, and Lts. Edward M. Browne, Elmer L. Wheeler, Robert M. Fowler, David L. Crückshank, Richard T. Harrison, Paul E. Needles, Earl C. Carlson, Olaf C. Anderson, Newton Cox, and yours truly. Also WOJG William R. Haskins and CWO Watts P. Tyler.

Recently departed for the states were Maj. John F. Denhart who is enroute to TRADCOM, Capt. James V. Lowe enroute to Fort Sill, and Lt. Thomas M. Dunn to TCAAFSO. Lt. Wheeler and myself are anxiously awaiting the day when we will be civilians again. We both plan on remaining as close to the Army Aviation field as a civilian status will allow. One of our pet gripes is that more maintenance personnel should be afforded an opportunity to attend chopper school. I'm doing my best to pry a little of that precious

MPC out of these characters and get them on the bandwagon.—Your reporter, Lt. Edward J. Davis.

## Korea

HUKSONG-NI—I have had command of the 13th Helicopter Co. since 5 October 1954 and have been ably assisted by Captain Henry DeBoer, now of West Virginia National Guard as Aviation Advisor, and by Captain Forrest C. Harris, my present Exec. Lt. Walter F. Ganevsky fills the operations slot and WOJG Frank E. Pauli as Maintenance Officer keeps these tired Hog one niners in the air most of the time. Yours, Maj. Malcolm L. Mitchell

## Thanks, Milton!

FT. CAMPBELL, KY.—(Dear Editor) The below were secured by the undersigned largely in appreciation for your efforts to present to the field of Army Aviation a connecting link and for your backing as evidenced by your letter to Milton Caniff carried in the February issue. Lts. William F. Caddell, Roy K Long, Glenn B. Mather, Frank Nadeau, Ralph V. Moffett, Edward Battey, Richard G. Legener, D. D. Grube, William H. Frye, James H. Cumley, William J. Conroy, Alfred Kirchner, Theodore K. Wright, Charles L. Hunsucker, and Lawrence B. Pollard.

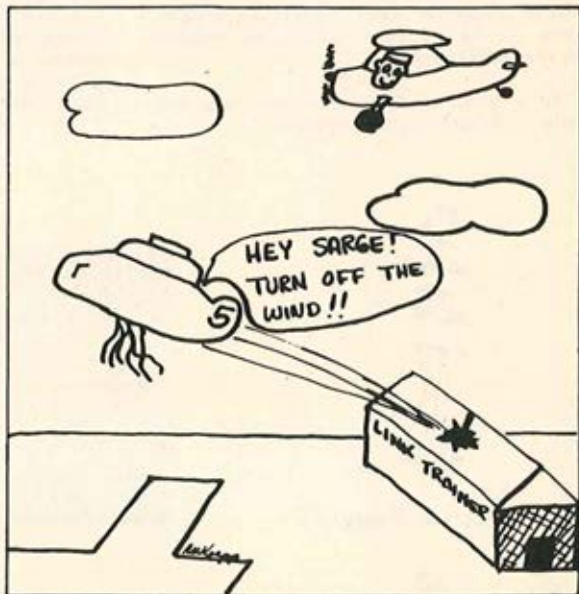
Sincerely, Capt. Harold L. Baker

## DIPUTS

Bob Koepp



GIVE IT  
A TRY



## "Mainten - Answers"

That—2 T.O. won't do a helluva lot of good in a library. Keep it at the mechanics elbow, up to date, and well thumbed.

\$\$\$

*Cannibalization is legal, if T.O. instructions are followed. That is, immediately requisition a part for the cannibalized part. Supply is only concerned with future stock levels which are determined by consumption reports.*

\$\$\$

Keep your blueprints readable by keeping them away from dirt, moisture and sunlight.

\$\$\$

*In riveting, these general rules can help you avoid trouble. Distance of rivet from edge of metal should be 2 rivet diameters. A minimum of 4 rivet diameters between rivets prevents cracking between rivet holes. Rivets should be harder than material being riveted. Increase the exact number of rivets by 15% in a repair joint to allow for bending or poor rivet work. Also, allow 15% extra in the cross-sectional area of a structural repair. This allows for rivet or bolt holes by making up for the strength lost by removing material.*

\$\$\$

Cables—a 7 x 19 cable (seven strands of 19 wires each) should not show more than 6 broken wires for one inch of length. A 7 x 7 cable should not show more than 3 broken wires per inch of length. Find those broken wires by passing a rag along the cable. Keeping the cables clean will more than triple their life span.

\$\$\$

*If the collective pitch stick on the H-23B is light or heavy, don't fool around with the bungee cord. Adjust the weights in the ballast system.*

\$\$\$

Submission of UR's one way you can help eliminate poor equipment.

\$\$\$

Incidentally, those \$ signs are a reminder that poor maintenance costs the taxpayer hard cash—me particularly. This type of material doesn't lend itself to names even though that's why I subscribe. If someone rates a big nod for a tip or a gmmick he'll get it.

Second, a complete set of maintenance (Helicopter and basic subjects) instructional pamphlets are available from AAS for the asking. Last, I'm a punk correspondent but I'll even get up early to spread the word on good maintenance. Because of this I'll submit "Maintenance-answers" monthly if you wish. Capt. Clyde J. Dillon, Dept. of Avn. Maint., AAS.

## Humming!

FORT BENNING, GA.—Things hummed here at the 506th getting ready for Operation, FOLLOW ME, which took place in the Fort Benning, Camp Rucker and Camp Stewart area. Major Howell, our C.O., hoped to put Helicopter Techniques across to the "Brass" on that one. We are about up to strength now on WOJG and Commissioned personnel, with Maj. Howell at the helm, Capt. Hely our Exec, Capt. Valdez in Operations, Capt. Maschmann in Maintenance and Capt. Aure in Training. Our Primary mission at Benning now is support of The Infantry School, and with our shortage of experienced pilots we are having quite a go as most of the problems consist of troop and Howitzer hauls, and plenty of night flying. However, credit must go to the Aviation School for turning out fine WOJG Pilots for the Helicopter Companies. Will try to send in a group picture of the company and also send some poop in each month to let the readers know how we are doing.

Sincerely, WOJG Nathan Schultz.



Solution on Page 27



**SETTLIN' WITH POWER**  
by  
**Maj. Lloyd O. Borgen**



### New Designation

FORT MONROE, VA.—Our most newsworthy news was the announcement that Headquarters, Continental Army Command would succeed Office, Chief of Army Field Forces. Capt. Francis T. Hill, a Korean returnee, reported for duty with the Flight Det. and besides flying he has the position of Supply Officer. Maj. Carl A. Colozzi, our former SO, has been named Operations Officer. Lt. Col. David E. Condon arrived and now occupies a staff position with G-4, CONARC. In the current class at the Armed Forces Staff College in Norfolk are Lt. Cols. Robert R. Williams and Alexander J. Rankin, and both have done some proficiency flying here at Walker AAF.

Maj. Colozzi and I took off on 9 Feb., for Ft. Worth. There we met Maj. Gen. William M. Miley, C/S, CONARC, who had flown out from Washington with the Honorable Frank H. Higgins, Asst. Secy. of the Army (Logistics, Research — Development). The occasion for their visit was the roll-out ceremony for the Bell XV-3 convertiplane which bears U. S. Army markings. Among the AA's I saw there were: Cols. Warren R. Williams and Robert B. Neely; Lt. Cols. Charles Ernest and Thomas Haines; and Maj. Francis X. Burgasser, and my brother, Marshall, a lieutenant (USAR) and an engineer with Bell. Bell Aircraft's Ft. Worth Division has acquired a true Texas polish to their hospitality, and their hospitality as extended to Army Aviation representatives present for the roll-out

was outstanding.

From Ft. Worth we flew Gen. Miley to Ft. Hood to RON; thence to Ft. Bliss for two nights and one day (side trip to Juarez, of course), before pushing on to Camp Desert Rock—which is not far from Las Vegas ("Lost Wages"), Nevada. After a two-day delay in the A-tests, we were forced by our schedule to start back to Ft. Monroe. We RON'd at Ft. Sill, and Post Field appeared somewhat as it had prior to the movement of the AAS to Camp Rucker since the Instrument Flight was there TDY from the AAS during the Exercise Follow Me which was going on in their Alabama domain. (Capts. Oran Jolley and Paul Roundy were among the officers in charge of the Instrument Flight and we met these worthies in Fiddler's Green). We also had a gaggle of L-19's RON here after having been "farmed out" on the same deal.

One of our L-23's has been returned from IRAN at Beech and it looks much better in its glossy finish. We also had an L-20 re-painted under the revised regulation, and it looks as good as an L-20 can look. P.S. Maj. Paul R. Wagner was passing out cigars to celebrate the advent of a son, Jack A., on 22 Feb. *Your Correspondent,*  
Capt. Guy R. Claybourn, Jr.

If you'll "bag" one new  
Subscriber . . . . .  
we can go to 48 pages.

## Whirly-Birds Lift 105

STUTTGART—One of the current activities of the 328th Transportation Company in Germany is air-lifting artillery pieces. A demonstration team of this company's H-19 helicopters and crews is performing this task for tactical units at their request. It is a technique which quickly relieves field artillery units of the problems presented by impassable terrain and bodies of water. In Korea, for example, the 69th ROK Field Artillery Bn. was lifted to new positions in a long, narrow, and deep valley that was inaccessible by road and sealed at its open end by a reservoir.

Moving a 105 howitzer and its crew by helicopter requires a coordinated sequence of separate activities. While the guns are being disassembled, an advance party is sent in to prepare the new site. Using a prearranged code, they mark spots for the pilots to place their loads. Meanwhile, it requires fifteen minutes for a gun to be broken down into four different loads. The special equipment needed, such as slings made from parachute rigging and lifting rings made of pipe sections, is readily available in the field. The gun crew with their personal equipment board the fifth ship and the whirly-birds are off with the entire section.

The flight is made in two echelons, gun carriage and trail arriving first. By the time they are assembled, the second section is in. Complete assembly requires twenty minutes. Within thirty-five minutes, plus flight time the helicopter-borne howitzers can be laid in action at their new location. *WOJG Robert P. Scott*

(The article on our company's operations was authored by WOJG Robert P. Scott, with whom you previously corresponded. I am sorry to inform you that

Mr. Scott was killed in an aircraft accident. On January 27th last, while this unit was flying a night problem, the 328th suffered the loss of two H-19 helicopters in accidents. The men who lost their lives were Capt. Charles W. Cornelius, WOJG Calvin E. Key, WOJG Nicholas C. Stellingwerf, WOJG Scott, Pfc Gene D. Hamlin, and PFC Marvin E. Mead. *Sincerely yours, WOJG Allen K. Pepin, 328th Trans Co (Hcptr)*

## Spread Thin

JAPAN—About the only news that we can give the readers at this time is that the "Cav" is scattered all over the northern part of Honshu. We have 1st Cav Air Sections at Lanier Field (Sendai), Camp Younghans, Camp Drew, Camp Fuji, and Camp Hargen. The two most widely separated ones are Camp Fuji and Camp Hargen, about 4 hours (L-19 time) between them. The closest together are Lanier Field and Camp Younghans, a 30-minute flight. From all of this you can gather that most of our flying is administrative in nature and are cross-countries between these various places.

We recently lost 3 of our pilots (Capt. Lloyd Petty to Hq, IX Corps; Lt. R. C. Jones to the 4th Sig Bn; and Lt. George Varney to the 24th Inf. Lt. Varney is now on his way to the "Land of the Morning Calm," Korea to most. The gap left by their departure has been partially filled by our two MSC boys, Lts. McTigue and A. B. Jones. I had best say that these items concern the Lanier crew and do not reflect the other stations scattered around northern Honshu. Now I won't have a broken Rotor Blade thrown at me (and we have several of them). More about the Broken Rotor Blades next time. *Your Correspondent, Lt. Allen E. Scholz.*

H-19 Bringing 105  
into Position  
(Photo of 328th Helicopter by 9th Inf. Div.)



# "Chain Gang"



Captain W. F. Winters, 3461st S. U., Army Avn School, Camp Rucker (Capt. Max E Young)  
Mr. William F. Knoll, T-School, Aviation Dept, Fort Eustis, Va. (WOJG Clarence Hulett)  
Lt. Arthur C. Boudoin, T-School AMOC # 5, Fort Eustis, Va. (WOJG Clarence Hulett)  
Capt. Todd M. Barth, T-School AMOC # 5, Fort Eustis, Va. (WOJG Clarence Hulett)  
Lt. Theo A. Gullia, Jr., T-School, AMOC # 5, Fort Eustis, Va. (WOJG Clarence Hulett)  
Capt. Richard McCormack, T-School, AMOC # 5, Fort Eustis, Va. (WOJG C. M. Hulett)  
Capt. George L. Fountain, T-School, AMOC # 5, Fort Eustis, Va. (WOJG C. M. Hulett)  
Capt. Charles McQueary, T-School, AMOC # 5, Fort Eustis, Va. (WOJG Clarence Hulett)  
Theodore J. Boller, Hq, 9th Inf Div Air Sec, APO 111, N. Y., N. Y. (Capt. Max E. Young)  
Lt. Albert Luster, BOQ # 803, Fort Eustis, Virginia . . . . . (WOJG Clarence M. Hulett)  
Lt. Preston L. Landry, BOQ # 813, Fort Eustis, Virginia (WOJG Clarence M. Hulett)  
Capt. Neal W. Sanders, 8026 AU, AFPE Flt Det, APO 343, SF (Lt James L. Gulon, Jr.)  
Lt. Franklin R. Foss, Det #31, 20th Weather Sqdn, APO 343, SF (Lt James L. Gulon, Jr.)  
Capt. Donald Platt, Hq Co, 2nd Armored Div, APO 42, N. Y., NY (Maj. Lloyd O. Borgen)  
Capt. James D. Staples, Hq, 1st Inf Div Arty, APO 1, N. Y., NY (Maj. Lloyd O. Borgen)  
Capt. Melvin D. Tate, Army Avn Sec, Hq Co, 7th Army, APO 46, NY (Maj. L. O. Borgen)  
Maj. A. C. Faison, USN Retraining Comd, Naval Base, Norfolk, Va. (Maj. Ben Elliott)  
Lt. Daniel Collister, Hq & Hq Co, 350th Inf, APO 541, N. Y., N. Y. (Capt Robert Lessard)  
M/Sgt. J. D. Ratliff, Avn & Met Dept, 9470-5 TU AEPG, Ft Huachuca (Lt. K. J. Leonard)  
Sfc Clarence E. Baughman, Avn & Met Dept, 9470-5 TU AEPG, Huachuca (Lt. Leonard)  
Sfc George J. Chiappetta, Avn & Met Dept, 9470-5 TU AEPG, Huachuca (Lt KJ Leonard)  
Sfc Martinez T. Boneta, Avn & Met Dept, 9470-5 TU AEPG, Huachuca (Lt Klein Leonard)  
Sfc Antonio R. Munoz, Avn & Met Dept, 9470-5 TU AEPG, Huachuca (Lt Klein Leonard)  
Sgt. George R. Bowman, Avn & Met Dept, 9470-5 TU AEPG, Huachuca (Lt K. J. Leonard)  
Sgt. Marvin L. Britt, Avn & Met Dept, 947-5 TU AEPG, Ft Huachuca (Lt. K. J. Leonard)  
Sgt. Howard O. Hansen, Avn & Met Dept, 9470-5 TU AEPG, Huachuca (Lt K. J. Leonard)  
Sgt. Robert F. Hrdlicka, Avn & Met Dept, 9470-5 TU AEPG, Huachuca (Lt K. J. Leonard)  
Sgt. George F. Ingram, Avn & Met Dept, 9470-5 TU AEPG, Huachuca (Lt K. J. Leonard)  
Sgt. Raymond A. McKinstrey, Avn & Met Dept, 9470-5 TU AEPG, Huachuca (Lt Leonard)  
Sgt. James T. McNeeley, Avn & Met Dept, 9470-5 TU AEPG, Huachuca (Lt K. J. Leonard)  
Sgt. Paul F. Rea, Avn & Met Dept, 9470-5 TU AEPG, Ft Huachuca (Lt Klein J. Leonard)  
Sgt. Gene N. Sparks, Avn & Met Dept, 9470-5 TU AEPG, Ft Huachuca (Lt K. J. Leonard)  
Cpl. John A. Brem, Avn & Met Dept, 9470-5 TU AEPG, Ft Huachuca (Lt K. J. Leonard)  
Cpl. Roger Brettinger, Avn & Met Dept, 9470-5 TU AEPG, Huachuca (Lt Klein J Leonard)  
Cpl. Theron L. Haynes, Avn & Met Dept, 9470-5 TU AEPG, Huachuca (Lt. K. J. Leonard)  
Cpl. Leo J. Hickey, Avn & Met Dept, 9470-5 TU AEPG, Ft Huachuca (Lt. K. J. Leonard)  
Cpl. Steve T. Kildonas, Avn & Met Dept, 9470-5 TU AEPG, Huachuca (Lt K. J. Leonard)  
Pfc. Constantino J. Greco, Avn & Met Dept, 9370-5 TU AEPG, Huachuca (Lt KJ Leonard)  
Pfc. Richard G. Hockey, Avn & Met Dept, 9470-5 TU AEPG, Huachuca (Lt KJ Leonard)  
Pfc. Byron R. Ingersoll, Avn & Met Dept, 9470-5 TU AEPG, Huachuca (Lt KJ Leonard)  
Pfc. Jerald R. Moss, Avn & Met Dept, 9470-5 TU AEPG, Huachuca (Lt. Klein J Leonard)  
Pfc. John L. Simmons, Avn & Met Dept, 9470-5 TU AEPG, Huachuca (Lt Klein Leonard)  
Pfc. Joseph J. Steinkoenig, Avn & Met Dept, 9470-5 TU AEPG, Huachuca (Lt KJ Leonard)  
Pfc. Leon T. Tyler, Avn & Met Dept, 9470-5 TU AEPG, Huachuca (Lt. Klein J. Leonard)  
Pfc. Carl A. Wegren, Avn & Met Dept, 9470-5 TU AEPG, Huachuca (Lt. Klein J. Leonard)  
Cpl. Joseph G. Holthaus, Avn & Met Dept, 9470-5 TU AEPG, Huachuca (Lt. K. J. Leonard)  
Lt. Col. T. S. Baker, Box 320, Belize, British Honduras . . . . . (Lt. Joseph Balint)  
Lt. Robert B. Beaumont, 13th Sig Co Air Sec, 1st Cav, APO 201, SF (Lt Allen E. Scholz)  
Capt. Gordon F. Otto, Hq Co, 5th Cav Regt Air Sec, APO 201, S. F. (Lt Allen E. Scholz)  
Lt. Waite H. Archer, 82nd FA Bn Air Sec, APO 201, San Francisco (Lt Allen E. Scholz)  
Lt. Harry G. White, Hq Co Air Sec, 1st Cav Div, APO 201, Frisco (Lt Allen E Scholz)  
Lt. Donald H. Metique, Hq Co Air Sec, 1st Cav Div, APO 201, S. F. (Lt Allen E. Scholz)  
Lt. Beverly C. Foshee, Hq Co Air Sec, 1st Cav Div, APO 201, S. F. (Lt Allen E. Scholz)  
Lt. J. W. Reser, Div Arty Air Section, 1st Cav Division, APO 201, SF (Lt Allen E. Scholz)  
Lt. Hal C. Lane, Hq Co Air Sec, 5th Cav Regt, APO 201, Frisco (Lt Allen E. Scholz)  
Lt. George R. Varney, Hq Air Section, 24th Inf Div, APO 24, Frisco (Lt. Allen E. Scholz)



# "Chain Gang"



Sfc. Herman W. Punke, 3rd Ind Div Comb Avn Co, Ft Benning (Lt. Col. H. T. Shiveley)  
Mr. William J. Hassan, Dunlap Lane, Blairsville RD #2, Penna. (Lt. Albert L. Smith)  
Mr. Robert G. Curtis, 3546 Oscar Street, Alton, Illinois (Lt. Gerald F. Franciscovich)  
Mr. Orville F. Durbin, Route # 1, Conception Junction, Mo. (Lt. Gerald F. Franciscovich)  
Mr. Dale A. Voss, Route # 2, Box 28, Rosholt, S. Dakota (Lt. Gerald F. Franciscovich)  
Mr. John H. Williamson, Box 6104, Star Route, Putnam, Conn. (Lt. G. F. Franciscovich)  
Sgt. Claude A. Carter, Route # 1, Hope Mills, N. Carolina (Lt. Gerald F. Franciscovich)  
Maj. Samuel E. Stanley, Det G (Prov), 8202 AU, KMAC, APO 102 SF (Maj. F. J. Stevens)  
Lt. Otrle B. Barrett, 3461 SU, Hq & Svce Co, S. M. G., Camp Rucker (Capt. Sam Tillery)  
Lt. Gilbert Beltram, 3461 SU, Hq & Svce Co, S. M. G., Camp Rucker (Capt. Samuel Tillery)  
Lt. William D. Brooks, 3461 SU Hq & Svce Co, SMG, Camp Rucker (Capt. Samuel Tillery)  
Lt. William T. Cook, 3461 SU Hq & Svce Co, SMG, Camp Rucker (Capt. Samuel E. Tillery)  
Lt. Howard A. Huntsman, 3461 SU Hq & Svce Co, SMG, Camp Rucker (Capt. Sam Tillery)  
Lt. Pat Kessler, 3461 SU Hq & Svce Co, SMG, Camp Rucker, Ala. (Capt. Samuel E. Tillery)  
Lt. Walter Leach, 3461 SU Hq & Svce Co, SMG, Camp Rucker, Ala. (Capt. Sam Tillery)  
Lt. Virgil E. Mielke, 3461 SU Hq & Svce Co, SMG, Camp Rucker (Capt. Samuel E. Tillery)  
Lt. William S. Norris, 3461 SU Hq & Svce Co, SMG, Camp Rucker (Capt. Samuel Tillery)  
Lt. William N. Peachey, 3461 SU Hq & Svce Co, SMG, Camp Rucker (Capt. Sam Tillery)  
M/Sgt. Leo H. Free, 5104 SU ADGRU, Iowa-NGUS, Boone Iowa (Major James H. House)  
Lt. Anthony J. Pietro, 937th EAC, IAGS, Ft Clayton, Canal Zone (Capt. Charles Kieffer)  
Sfc. Robert W. Carter, Hq Co, 53rd Inf Regt, APO 949, Seattle (Capt. Billie D. Marsh)  
Sfc. Robert L. Blackmon, TAMM Spec Tr, USARAL, APO 949, Seattle (Capt. B. D. Marsh)  
Sfc. Joseph Kerekes, TAMM Spec Tr, USARAL, APO 949, Seattle (Capt. Billie D. Marsh)  
Capt. James J. Brockmyer, Hq, USAREUR Com-Z Avn Sec, APO 58, NY (Capt. R. C. Fox)  
Lt. William F. Caddell, 42 King Road, Fort Campbell, Kentucky (Capt. Harold L. Baker)  
Lt. Roy K. Long, 127-B Wherry, Fort Campbell, Kentucky (Captain Harold L. Baker)  
Lt. Glenn B. Mather, 117-D Wherry, Fort Campbell, Kentucky (Captain Harold L. Baker)  
Lt. Frank Nadeau, 25 Belmont Park, Hopkinsville, Kentucky (Captain Harold L. Baker)  
Lt. Ralph V. Moffett, 52-E Wherry, Fort Campbell, Kentucky (Captain Harold L. Baker)  
Lt. Edward Battey, Army Avn Sec, Campbell AFB, Ft Campbell, Ky. (Capt. Harold Baker)  
Lt. Richard G. Legener, Army Avn Sec, Campbell AFB, Ft Campbell, Ky. (Capt. H. Baker)  
Lt. D. D. Grube, Army Avn Sec, Campbell AFB, Ft Campbell, Ky. (Capt. Harold Baker)  
Lt. William H. Frye, Army Avn Sec, Campbell AFB, Ft Campbell, Ky. (Capt. H. L. Baker)  
Lt. James H. Cumley, Army Avn Sec, Campbell AFB, Ft Campbell, Ky. (Capt. H. Baker)  
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Lt. Theodore K. Wright, Army Avn Sec, Campbell AFB, Ft Campbell, Ky. (Capt. H. Baker)  
Lt. Charles L. Hunsucker, Army Avn Sec, Campbell AFB, Ft Campbell, Ky. (Capt. Baker)  
Lt. Lawrence B. Pollard, Hq, 511th Abn Regt, Ft Campbell, Ky. (Capt. Harold L. Baker)  
Mr. Doyle E. Grigsby, 116 Forest Avenue, Enterprise, Alabama (Capt. Woodrow W. Brown)  
Capt. Jack C. Ahrens, Hq & Svce Co, AAS Regt, Camp Rucker (Capt. Woodrow W. Brown)  
Maj. James A. Shelton, 19 Virginia Hills Avenue, Alexandria, Va. (Lt. Col. Richard Long)  
WOJG Glenn W. Wheeler, 506th Hcptr Company, Ft Benning, Ga. (Capt. Isidro S. Valdez)  
WOJG Patrick W. Collette, 506th Hcptr Co, Fort Benning, Ga. (Capt. Isidro S. Valdez)  
WOJG Milton B. James, Jr., 506th Hcptr Co, Ft Benning, Ga. (Capt. Isidro S. Valdez)





# "Chain Gang"

- WOJG Clarence E. Gabbard, 506th Hcptr Co, Fort Benning, Ga. (Capt. Isidro S. Valdez)  
 WOJG Robert D. Anderson, 506th Hcptr Co, Fort Benning, Ga. (Capt. Isidro S. Valdez)  
 WOJG Robert W. Maxwell, 506th Hcptr Co, Fort Benning, Georgia (Capt. Joseph Hely)  
 WOJG Clifford F. Max, 506th Hcptr Company, Fort Benning, Georgia (Capt. Joseph Hely)  
 CWO Gordon E. Fishel, 506th Hcptr Company, Ft Benning, Ga. (WOJG Nathan Schultz)  
 WOJG Robert T. Waid, 506th Hcptr Company, Fort Benning, Ga. (WOJG Nathan Schultz)  
 WOJG LeRoy E. Brendle, 506th Hcptr Co, Fort Benning, Georgia (WOJG Nathan Schultz)  
 WOJG Guy R. Benoit, 506th Hcptr Company, Fort Benning, Georgia (WOJG Nathan Schultz)  
 WOJG Paul E. Cotton, 506th Hcptr Company, Ft Benning, Georgia (WOJG Nathan Schultz)  
 Lt. Erzell B. Miller, AMOC # 6, T-School, Fort Eustis, Virginia (WOJG C. M. Hulett)  
 Lt. Douglas E. Johnston, AMOC # 6, T-School, Ft Eustis, Va. (WOJG Clarence Hulett)  
 CWO Albert M. Holcombe, Box 34, Fort Eustis, Virginia (WOJG Clarence M Hulett)  
 WOJG Richard G. Forman, AMOC # 6, T-School, Ft Eustis, Va. (WOJG Clarence Hulett)  
 WOJG James R. Townsend, Trans Avn Gp, Fort Eustis, Virginia (WOJG C. M. Hulett)  
 Sfc. Lynvoy Alldredge, Trans Avn Gp, Fort Eustis, Virginia (WOJG Clarence M. Hulett)  
 WOJG Robert L. Tanner, 220 Quarter Path Rd, Williamsburg, Va. (WOJG C. M. Hulett)  
 Lt. Kenneth R. Porter, 564th FA Bn, Fort Lewis, Washington (Lt. Malcolm Bamford)  
 Cpl. Charles W. Cathcart, 9393 Tu Det #3, Holloman AFB, N. M. (W/O Herbert Kraus)  
 Capt. Dewey H. Smithe, Hq Co, V Corps Avn Sec, APO 79, NY, NY (Capt Arthur Clarke)  
 Capt. Eugene Passarelli, Co A, 93rd Sig Bn, Ft Huachuca, Ariz. (Lt. James A. Boyer)  
 Maj. Edward C. Vernon, 93rd Sig Bn, Fort Huachuca, Arizona... (Lt. James A. Boyer)  
 Lt. James A. Coyle, 15491 Evergreen, Detroit 23, Michigan (Captain Jack V. Davison)  
 Lt. George H. Goodfellow, 1624 Venice, Dearborn 8, Michigan (Capt. Jack V. Davison)  
 Sfc. Carlton Hubbard, Hq Co, 82nd Abn Div, Ft Bragg, N.C. (M/Sgt Leonard A McMichael)  
 Cpl. Carl Flagg, Jr., Hq & Hq Co, 325 AIR, Ft Bragg, NC (M/Sgt Leonard A McMichael)  
 Sfc. Charles H. Burke, 282 Trailer Pk #1, Ft Bragg, N.C. (M/Sgt Leonard A McMichael)  
 Capt. Eugene V. Norris, 9400 TU Army Avn Sec, Ft Monmouth (Lt Robert A Richardson)  
 Capt. Douglas F. Wainer, 9400 TU Army Avn Sec, Ft Monmouth (Lt Robert A Richardson)  
 Capt. Jean C. Paquin, 9400 TU Army Avn Sec, Ft Monmouth (Lt Robert A Richardson)  
 Lt. Joseph K. Andrews, 9400 TU Army Avn Sec, Ft Monmouth (Lt Robert A Richardson)  
 Lt. Robert J. Dornseif, Jr., 9400 TU Army Avn Sec, Ft Monmouth (Lt R. A. Richardson)  
 Capt. William L. Alford, Hq, XVIII Abn Corps Arty, Ft Bragg, NC (Capt Billy D Carter)  
 Lt. Edwin J. Heathcoe, Hq, 663rd FA Battalion, Ft Bragg, NC (Captain Billy D Carter)  
 W/O William Haskins, c/o Mrs. William Haskins, Fletcher, Okla (Lt Olaf C Anderson)  
 Lt. Richard T. Harrison, c/o Mrs Harrison, Box 47, Balmorhea, Tex (Lt O. C. Anderson)  
 Lt. Carl C. Ritz, 267 AFA Bn, 93rd FA Gp, Ft Sill, Oklahoma (Capt. James F. Neeson)  
 Lt. Boyd G. Hess, Hq, 6th Armored FA Bn, Ft. Sill, Oklahoma (Capt. James F. Neeson)  
 Mr. Elmer L. Wheeler, 1421 South 18th Avenue, Phoenix, Ariz. (Mr. Edward J. Davis)  
 Lt. Edward M. Browne, TAAM Co (Hvy), 8178 AU, APO 971, SF (Mr. Edward J Davis)  
 Capt. James S. Kishi, 8th Army (Fwd) Flt Det, 8085 AU, APO 301, SF (Lt Wm C. Carter)  
 Lt. Frank J. Kakuk, 8th Army (Fwd) Flt Det, 8085 AU, APO 301, SF (Lt Wm. C. Carter)  
 M/Sgt Richard A. Seymour, 8th Army (Fwd) Flt Det, 8085 AU, APO 301, SF (Lt W. Carter)  
 Lt. Richard T. Walker, 21 East Main Street, Fairview, Penna. (Lt. William C. Carter)  
 Mr. William B. Deegan, 1432 Harding, Detroit 14, Michigan. (Lt. William C. Carter)  
 WOJG Donald R. Woodmansee, Cherokee, Oklahoma, . . . . (WOJG Clarence M. Hulett)

\*\*\*\*\*  
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 \*\*\*\*\*

## Turning Them Out

FORT CAMPBELL, KY.—Recently picked up an LC-126 from Rucker and ran into a great many old friends. It's a tonic to visit Rucker and revive old friendships. . . . We have an aerial observer school here at Campbell of which I am the commandant. We receive 20 students for each class and the classes last one week. I personally would like to have more time to do some flying, but that will have to come later. So far, 536 students have gone through the school. *Sincerely, Capt. Hunter G. Harbison*

*(Ed. Aside from the fact that such a school offers observer qualification to a great many personnel, it also offers these personnel a first-hand knowledge of Army aviation. We can think of no better recruiting "crutch" for potential Army aviation personnel than a quick but thorough observation course. This "contact" with non-rated personnel should be pushed for all its worth.)*

## Notes From The 30th

FORT SCOTT, CALIF.—Busy time of the year for us . . . preparing to go to Alaska. . . . Baby carrier will transport helicopters to Alaska. Fixed-wing will fly up Alcan Highway . . . 15 pilots have been to Rucker for an H-19 checkout. . . . Will ferry 5 from Rucker to Frisco and 2 from Belvoir to Frisco . . . 12 pilots to DeHavilland (Toronto) to check out in Otters and to ferry Otters to Frisco. . . . All aircraft (including H-23's) have been equipped with loop radio, Low Freq. or ADF. . . . Will be setting up our own Radio Stations on which to home above Arctic Circle and in other isolated parts of Alaska where we'll be working . . . 12 helicopters and 3 fixed-wing were in Southern California for 6 weeks on a training Topo Survey in support of 3 Survey Companies. . . . Snapshot (on this page) shows an H-23 with a tail boom for another chopper as a side load. . . . Original tail boom was damaged by high winds in nearby mountains in S. California. . . . *Your correspondent, Lt. Donald A. Smith, 521st Engr Co, 30th Engr Gp.*

## Busy

BANGKOK, THAILAND—The most recent arrival to Thailand is the 29th Engr Base Survey Team with approx. 70 personnel. They're stationed in Pitsanuloke with the mission of surveying the southern part of Thailand. Atchd to them are Capt's Gilbert (AO), Moore, Francis and Mulkern (latest to arrive) and Lts. Black, Bush, Faulkner, and Charley Race (an old classmate). The majority of this crew have had Korean tours so they'll only be with us a

few months. They have 6 choppers (all H-13's) plus a 19 and 20.

The visibility here has been very bad lately due to the dry season, the burning of the rice fields causing much smoke and haze with no wind to move it out. Our AO, Capt. Jack Gerber, and his family recently returned from TDY at Clark AFB in the Philippine Islands. The big SEATO Conference was held here and kept our section on the go. Regards to "Crash" Homan of the 30th Engrs. *Your correspondent, Lt. Bill Templeton.*

**Major Fredric B. Franklin, 7th Infantry Division Aviation Company, the first "Lucky Finner" on #465.**



"STRIP TEASE"  
Ft. Richardson, Alaska

## On Top of Old Baldy

REDWOOD CITY, CALIF.—Bob Koepf's "On Top of Old Smoky" in your October '54 issue reminds me of a similar ditty we used to sing in our eight man MASH unit in Korea. Author (lyricist, if you'll pardon the expression) unknown, but I believe details and mucho history are available from Capt. Ed Ziegler, together with many more ditties; and if he doesn't remember the ditties, I do. Anyway, for what it's worth:

On top of Old Baldy  
I once tried to land  
With my feet on the rudders  
And a stick in each hand.

The wind it was gusty  
The landing site high  
But I thought, what the hell,  
Dad  
I'm not going to die.

When I started to settle  
I discovered more wires  
Than Carter has capsules  
Or Firestone has tires.

So I poured all the coal on  
That Bessie would take  
And she started to shimmy  
And her tail it did shake.

Bess bucked and she  
fluttered  
Her rotors did come.  
I was still biting washers  
Right down to the bone.

But Bell made her sturdy  
Though I thought this is it.  
All I got out of that one  
Was a seat full of . . .  
sweet violets!

No rights reserved! . . . Don Armstrong

## FNNS

WASHINGTON, D. C.—I have read the "comps" with great interest. Although I am no longer an active Army aviator, I enjoy keeping up with what is going on in this field, as well as the activities of my former associates and therefore would like to subscribe. As you may know, I have joined the staff of Aeronca Manufacturing Corp. and am thus keeping up many aviation interest. Also, we had a Reunion here in March of all of the Very Early Grasshoppers who could be reached, and a surprisingly large turnout resulted with many well-known figures present. (Ed. See P. 8-9).

Only other news here is my discovery of the FNNS, which I pass on herewith to all concerned. Together with Mr. W. T. Piper's technique on instruments, it greatly simplifies the pilot's problem. (Mr. Piper is quoted as having said, in respect to flying on the primary group, "In a stable airplane all that is necessary is for the pilot to keep the ball IN THE COCKPIT." I quite agree.)

Well, about this FNNS (Ford Simplified Navigation System). Recently, while steering my Bonanza west over considerable distances, I noticed what I suddenly realized was a STANDARD Flight Condition. The smoke on the ground was blowing directly FROM WHERE I wanted to go. Why, I thought, bother with all this magnetic heading and drift and stuff? Steer STRAIGHT INTO THE SMOKE! From then on it was easy. I hit the Rocky Mountains—well, not exactly on schedule, but squarely in the middle. Try it! Faithfully yours, W. W. Ford, Brig. Gen., USA, Ret.



POST-REUNION!

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"Start 'Em Young"  
A 1983 Army Aviator  
getting some 1955  
stick time.  
(Photo, PIO, Ft. Lewis)

---

## Solution

Taking the mystico out of the "Enigmistico": (1) c; (2) a; (3) b; (4) b; (5) d; (6) b; (7) d; (8) a; (9) a; (10) c & d; (11) d; (12) b; (13) d; (14) a; (15) c; (16) b.



## Settled At Last

BOONE, IOWA—Now that I've settled down, for a while at last, you can send "AA" to me at the Iowa NGUS, Lincoln Armory, Boone, Iowa. Left Ansbach, Germany and a fine bunch of Aviators and men under the able leadership of Capt. Wayne Woltz in September and finished helicopter class at Ft. Sill end of November 1954. Stayed over a couple of days after school at Sill for deer hunting with Lt. Col. William H. Hoge, Dept. of Gunnery and bagged a nice eight point buck on the reservation. Sgt. Lonnie L. Simmons, my old crew chief from Ansbach is at Sill and he, being a taxidermist, is mounting the head for me.

Here at the Aviation Pool at Boone, Iowa we have M/Sgt. Leo H. Free as Sgt. Aviation Advisor. Free did a similar tour in Massachusetts in 1952-53 before going to Korea. Major Milford L. Juhl, 34th Inf. Div. AO and Supervisor of Operations and Maintenance. SFC John Huss and Sgt. John Jones Fixed Wing and Helicopter mechanics. SFC William R. Buck, Supply and Operations NCO who generally keeps us all in line and out of trouble. Sgts. Roy H. Thede; Thurlow R. Deal; James B. Seiler; Cpls. Merle B. Hubby and Paul M. Lingren, are the mechanics on full time duty at the Aviation Pool.

We've a new hangar not yet complete, new operations and offices and a thriving organization. Aircraft presently assigned to Guard units of the state are two (2) H-23As, (2) L-17s, and twelve (12) L-19s. We're hoping for an L-20 before camp time 1 August. That's it for now. Let's hear from other Guard Aviation Sections.

Maj. James H. House, Advisor

## RW 54-T

WALLINGFORD, CONN.—Think "Hot Dawg" Burr is fast in joining the Guard? Well—he not only joined the 43rd Conn-NG but is now State Maint Officer for AA in Connecticut. So if anyone is looking for the "Bathub Mogul of Connecticut" he is now Chief Honcho of AA here. . . . The AA Mag is also a fast worker. We commented in our last report on the W. Va-NG and the L-19—the next day, "Hot Dog" left to pick up the plane. Now we'll try this for results. . . . How about our H-13 and L-20?

I see Jack Chapman is running the FW 54-B "Class Corners" news. Good. As a member of RW 54-T, I would like their news sent to me. Before we left Sill they all PROMISED to keep in touch—but not so. . . . Congrats on the "Canyon" outcome. It's about time we sounded off. Army aviation is not too well publicized and many haven't even heard of it. We make it a point here in Connecticut in our



Bob Koepf

local news stories to make certain they say ARMY-NG; otherwise, they will invariably put it as Air Force—perish the thought! Send the RW 54-T items to me. Lt. Edward Polanski, 63 Fairview Avenue, Wallingford, Connecticut.

## More "Hides"

DETROIT, MICH.—You've heard from our Mich-NG brothers at Div Hq (Grand Ledge, Mich.) thru Capt. Denver Sizemore, the Advisor. We visit each other occasionally to keep up on the latest and, of course, we all "live together" for 2 wks in Aug at Camp Grayling. At Detroit, we have 5 L-19's and one L-17 in hangars on Detroit Artillery Strip (see Detroit Sectional) right in back of the Detroit Artillery Armory. Since we are located in a rapidly growing residential area and having had a few complaints (even accused of operating jets off our 1,600' runways) we're trying to be good neighbors by more or less closing the strip and flying out to Plymouth, Mich. to shoot landings, etc. only using Artillery Strip for "housekeeping" and ground tng with bare minimum flying in and out. So—although we can't exactly invite one and all to FLY in—should you find yourself "landborne" in Detroit on a Mon. evening—by all means come out to Arty Strip and let us know how your "half" is living. Wish we were like the bunch up at Grand Ledge; their neighbors are corn stalks. . . . Let us know when "IT" will HIT here 'cause Buddy, we ain't getting any younger in age or grade, y'know. Capt. Jack V. Davison, Hq. 46th Div Arty. PS: Here are two more "hides": Lt. James A. Coyle and Lt. George H. Goodfellow. That makes us 60%, at least.

## RESEARCH . . . . .

(DEAR EDITOR)—I am obliged to comment about the photo number 11, which appears on page 16 of the February issue of "Army Aviation", which you referred to as "A 'Strip Tease' photo to end all 'Strip Tease' photos. Uncaptioned, undated, unknown and probably uninteresting." . . . Please be advised that the photo includes Army aircraft No. 1 and Army aircraft No. 2; the place was Ft. Riley, Kansas, the date was April 1912, and the Army aviators who piloted these craft were Lieutenants Milling, Macauley and "Hap" Arnold.

I am inclosing an additional photo which may interest the readers. Attention is particularly invited to the piece of stove pipe attached to the right side of the aviator's seat on Army aircraft No. 1. This arrangement facilitated the dropping of messages to persons on the ground intact. Without this improvisation such messages would have been subject to pulverization by the twin propellers. These first Army aircraft were not without alternate means of communications, however; the gadget which you can see is strapped to the leading edge of the wing in front of the motor was, I have been given to understand, a "wireless", which seldom worked. Sincerely yours, James B. Gregorie, Jr. Lt. Colonel, GS, Chief, Aviation Affairs Div., D/A.

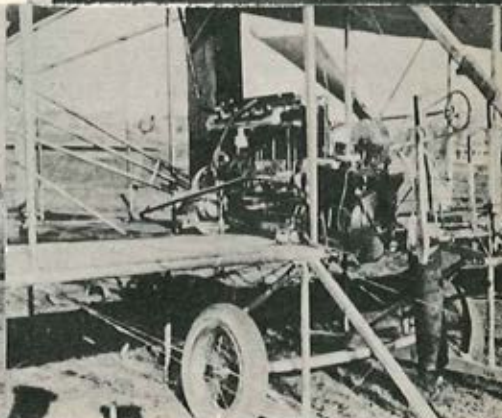
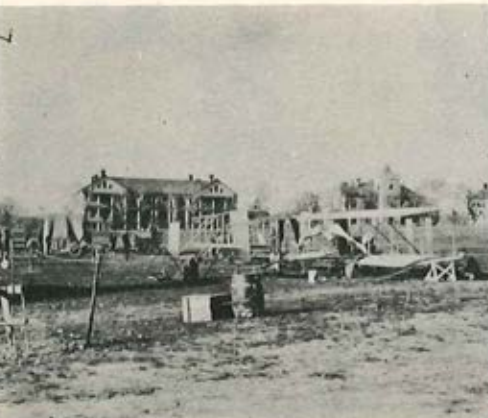
(Ed. We can just picture the number of files in the Pentagon that were up-ended to bring you this information. Good job! The Colonel is CIA material.)

(Ed. Note: Thought we had the mystery of the "Strip Tease" photo solved when another air-mail letter came winging-in. We're back where we started.)

(Dear Editor). The "Strip Tease" photo on P. 17 of the February issue does not defy identification if one happens to be acquainted with the historical background

of Governors Island. I believe the picture shown is one of a series of about 10 or 12 pictures taken on Governors Island during 1916 or 1917. The aircraft belong to a Signal unit. The actual ground location is the present golf course on Governors Island. The landing strip ran from about where the tennis courts are today in a direction that would pass just north of the permanent brick quarters that border the golf course on the southwest side. If the above is not true or nearly true, than I have been HAD. I believe the old files and records referred to above were authentic. Believe that Gen. Spaatz, retired, could possibly make positive identification. If memory serves me well, it seems that one of the young officers in a group photo in the series of pictures was identified as Gen. Spaatz. I could be wet about all of this but I sincerely believe that the "Strip Tease" photo was taken at GI-NY. (Name Withheld by Editor)

(Below) WOJG C. M. Hulett, Ft. Eustis, an "Ace" with a healthy 62 Clobbers.



## The inside story

We cannot understand why flying has lost its appeal. It's a known fact that the Air Force has met with continued difficulty in recruiting aviation cadets, the tip-off in their case being the lowering of the educational requirements for selection as an aviation cadet.

Nor has the Army had an "easy go" of it. Post newspapers have been carrying big spreads about the attractiveness of a career in Army aviation.

Oldtimers probably groan each time they run across one of these four-column appeals. It was unthinkable in the mid-forties to recruit Liaison Pilots. Quite to the contrary, it was "dog eat dog" to obtain one of the few quotas to Pilot School and the man who landed one was considered quite fortunate by his unit officers.

It doesn't seem that long ago that we were aiming the B.C. scope near the OCS hutments at Sill and heard the drone of the "string" of Cubs overhead heading West to some stage field. When they went overhead, the aiming stakes were forgotten and each candidate stared skyward and inwardly said: "That's for me." And bear in mind that L-4's were not majestic craft to view nor did their full-throated 65 h.p. create a disturbing din.

Today, Army aircraft can be classified as majestic in appearance. The horsepower is still not in the window-breaking class but utility, speed, range, and performance have all been increased two and three-fold.

And yet—there it is in print in black and white: "Join us. You'll like it. For further information, contact your recruiting officer." What has happened in these last twelve years?

Like a "third" baby in the house, we sweat over the publication, watch with pride as it grows, play with it constantly, are forever showing it to strangers, and quickly get depressed when it's not well. With this warped parental viewpoint, it is admittedly easy to go off the "deep end" and not cater to the wishes of the readers.

But there is a built-in Come Uppance or Judgment Day. That's renewal time. Although our renewal losses have actually been slight, we fret over each and every



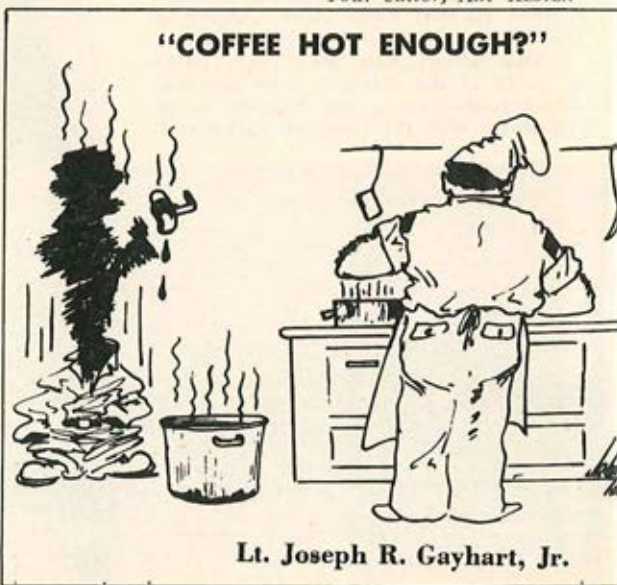
single loss. Believe us, there is nothing more disconcerting or discouraging than to have a man not renew and to be completely in the dark as to why he "dropped out."

In those instances where the renewal envelopes have not been forth-coming, we resort to talking to mirrors and kicking dogs. We love dogs so if we're missing the boat, drop us a friendly note and get us back on the right pier.

The worst thing to do is to keep your grievance to yourself and say "I'll settle their hash at renewal time." Each column in the publication is a direct result of a subscriber suggestion for we know on which side our bread is buttered. If the publication has failed you through one means or another, let us know where these failures occur and commensurate with the funds available—we'll try our best to bring you the type of magazine that you desire.

This is a long, drawn-out, verbose way of saying simply this "It's up to you to tell us to straighten up and fly right."

Your editor, ART KESTEN



Lt. Joseph R. Gayhart, Jr.

## GRENADIER!

"Grenades Away" has been whispered on many occasions by AA's on battlefronts all over the world. The cry has never been recorded on recruiting posters nor in "wild blue yonder" motion pictures because "Operation Grenades Away" has been a hush-hush deal.

The brass will tell you that the mission of AA is strictly passive. Even now, DA stresses the fact that Army aviation is not tactical aviation. But at the risk of embarrassing some proponents of passive-mission AA, here is a story which is typical of many missions engaged in by World War II AAs who heeded the call to duty.

Capt. Johnnie Kerns of Richland, Wash., was flying a solo mission on Luzon near dark one evening when he spotted a patrol of a dozen Nips. They followed a ledge on a high cliff and trailed into a clump of bushes. Except for the narrow razor-backed trail the Nips had used, the sides of the cliff dropped steeply for several hundred feet on all sides.

Kerns knew that it would be dark before he could complete a fire mission effectively. In any case, fast action was required to disrupt any activity the Nips were planning.

He reached into the pocket behind the seat of his L-4 and found a yellow smoke grenade, a practically harmless gadget whose only lethal value would result if direct contact could be made with someone's head.

Kerns insists to this day he was lucky when he was able to zero-in the grenade on the clump of bushes the Nips were using as their ostrich-hole. Bursting at bush-height, the grenade spewed its bilious-yellow smoke. The sulphurous fumes must have convinced the little brown men that their ancestors had come for a long weekend, for they evacuated their hideaway with an energy that defied the oriental belief of the nothingness of time. They tumbled head over heels down the steep slopes, erupting clouds of dust and racing with avalanches of stones and loose dirt. And their weapons came tumbling down behind them . . . light machine guns, rifles and helmets.

The G-2 report on this mission was specific: "12 enemy bruised in action, 12 enemy disarmed at the bottom of a cliff, enemy patrol neutralized at cost of under \$5 to U. S. Army Aviation."

*Dario Politella*

## Warming Up

HOLLOMAN AFB, N. M.—Seems as if business always picks up here on the first of the month. I keep trying to get a note off to "AA" on the first but no luck. Here it is only the 3rd and already I've logged 16 hours of H-13 time. Our unit hasn't changed any lately. We do have an addition coming in soon (Lt. Spaulding) who will be our FM Officer. Our EM are changing

all of the time and it's hard to keep up with them. The weather here has improved considerably and has warmed up quite a bit. It's a cool 82 degrees today. Everyone here is trying to figure out "IT." Waiting the next issue for more information. Signed up one crewchief for the mag: Cpl. Charles W. Cathcart. VTY, WOJG Herb Kraus. (Ed. Believe it or not, there are times we're "in the dark" too when it comes to "IT." We just look forward to the next issue as you do.)

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