

ARMY AVIATION

JUNE, 1955

New

New to the Army Aviation scene is Transcendental's Model 1-G Convertiplane. Now being flight tested at Bellanca Field, New Castle, Del., the craft recently flew with rotor assemblies tilted 35 degrees forward from the helicopter vertical position. William E. Cobey, company president, reports the 1-G has chalked up more than 100 convertiplane flights for a total of 60 hours logged time, including 20 hours forward flight.

N. N. Van Nostrand, 1-G test pilot, has flown the craft without vibration as high as 3,500 feet, has reached a 115 mph speed as a helicopter, and recently completed a ferry flight of approximately 25 miles.

Company officials expect the 1-G to eventually reach a speed of 150 mph in forward flight and claim that with new larger-prop versions now in the blueprint stage, 250 mph will be easy to attain.

The Model 1-G is powered by a 160 h. p. Lycoming piston engine. Twin rotor assemblies are mounted on each tip of its 21-foot all-metal wing.

For air transport operations, company officials claim the new Transcendental convertiplanes now being designed will perform within 10 percent efficiency of any comparable-size, propeller-driven airplane in forward flight and will handle a payload of 22 percent of gross weight which compares favorably to that of present-day helicopters.



Beechcraft

SAFETY SUGGESTIONS



PUBLISHED AS A SERVICE TO PILOTS

Note: The BEECHCRAFT Safety Suggestion Program was originated in 1939 as a service to pilots. Approximately 300,000 pieces of individually-addressed mail containing Safety information have been sent to pilots. First publication of several safety ideas has been made in this BEECHCRAFT series.

Short recaps of these now-famous articles will be published in ARMY AVIATION as a part of the BEECHCRAFT Customer Service Program.

Have you ever wondered why well-equipped transport airplanes sometimes crash just below the top of a mountain peak when all equipment appeared to be operating properly?

BEECHCRAFT Safety Suggestion No. 4 provides a possible answer to this question.

The pressure type altimeter indicates an altitude based on atmospheric pressure for standard conditions of temperature and still air. The tests conducted by Beech Aircraft Corporation with a specially prepared test vehicle, as shown in Figure 1, below, prove that reduced atmospheric pressures on the *downwind* side of cer-

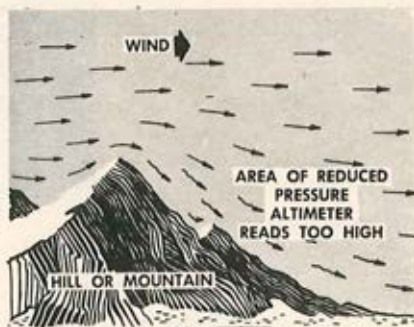


Figure 2

tain shaped mountains, Figure 2, cause an altimeter error of as much as several thousand feet under certain temperature and wind velocity conditions.

Be especially careful when crossing rough terrain in an UPWIND direction, on instruments. Watch that altimeter error—be sure you've allowed for possible pressure reduction on the *lee* side of the hill or mountain. If you don't, you may join those who "missed clearing the top by only a few feet."

Figure 1





HILLER DEVELOPMENTS
...designs for
greater mobility

PRODUCING: Army H-23
Jet Powered YH-32

PIONEERING: New Flight Principles
Advanced Propulsion
Methods

Watch Hiller pace the industry in new developments.



HILLER HELICOPTERS PALO ALTO, CALIFORNIA

ARMY AVIATION

100% Units

Five or more Rated Personnel

The units below are all 100% subscribed to "Army Aviation." If you have 100% of your rated personnel with us 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.

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
9th Signal Battalion (Opr)
Headquarters, First Army
N. Y. Mob Des Det # 1
17th Signal Battalion (Opr)
TCAACO

Avn. Dept., T-School
16th Signal Bn.

NOTE

With the exception of news submitted for the July '55 issue, all correspondence should be sent to the publication's new address: "ARMY AVIATION", Westport, Conn.

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RENEWALS

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

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● Urgent

A recent letter from the Office of the Chief of Staff, Department of the Army, stressed the need for a higher application rate for flight training. The expansion of the Army Aviation Program to meet the Army's current demands for mobility and dispersion necessitates an input of 200 officers per month into the Aviation Flight Training Program during FY 1956.

Since experience has proven that one-third of all volunteers are unacceptable for flight training under current requirements as set forth in AR 905-96, this will require an overall application rate of approximately 300 volunteers per month. Extended on a yearly basis, 3,600 officers or 9% of all eligible lieutenants in the Army are needed if the proposed expansion is to be accomplished.

The communication also stressed that quality is a factor as well as quantity. While newly commissioned officers will continue to be accepted for flight training, it is important that the greatest increase in the application rate occur in the field of lieutenants with troop experience. Unit commanders should be brought to realize that the temporary loss in unit efficiency due to officer turnover will more than be compensated by those advantages that will

accrue to the Army as a whole upon the achievement of a sound Aviation Program.

(Ed. Aviation Officers and Army Aviators at all levels should be aware of the complexities that are synonymous with this planned expansion. Currently rated officers are encouraged to do their part to further the Aviation Program by talking "Aviation" at every opportunity with eligible lieutenants in their respective units.)

● Transport Aviation

Training Circular No. 1-7, dated 29 March 1955, outlines the employment of Army Transport Aviation. Appearing below are points of interest excerpted from this TC: Combat support is the primary function of Army transport aviation; service support is an additional function. The organization discussed in the TC applies to the present structure for transportation helicopter battalions and companies. Fixed-wing transport aircraft companies and battalions will be activated and included in this organization as the aircraft become available.

Four (4) Trans Hcptr Bn Hq and Hq Detachments are authorized per field Army; twelve (12) Trans Hcptr Companies are authorized per field Army. Each Trans. Co. (Helicopter) is authorized 21 cargo helicopters with the H-21 and H-34 designated as Light type (1½-ton payload); the H-37 as medium type (3-ton payload); and the H-16 as Heavy type (5-ton payload). Fixed-wing transport aircraft companies will be equipped with aircraft such as the De-Havilland Otter (U-1).

Command relationships place staff supervision of the Army transport aviation unit with the Army Aviation Special Staff section of the supported unit. Detailed information should be obtained directly from TC 1-7.

RIGHT: Forty H-23B's of the 30th Engr. Gp. arrive at Fairbanks by flatcar. They were further transported by Alaskan Air Command C-124 aircraft to two locations above the Arctic Circle. (Photo submitted by Col. Wayne E. Downing, Commander, Task Force, Alaska).



Bell Awarded Job of Building Army 'Copter

Firm Wins Contract For All-Purpose Craft In Design Competition

WASHINGTON, Feb. 15 —

The Department of Defense announced today that the Air Force will award a contract to the Bell Aircraft Corporation of Fort Worth, Texas, for the development of an Army utility helicopter designated by the manufacturer as the Model 212.

The Army will utilize this helicopter for air evacuation duties, general utility missions and as an instrument trainer.

The Bell design was selected for further development from among design proposals submitted by eight aircraft manufacturers. Announcement of the design competition was made in February 1954.

The initial phase of the contract will provide for preliminary engineering and the construction of a mock up at the Texas Division of the Bell Aircraft Corporation at Fort Worth, Texas. Current plans call for a later contract to include procurement of a limited number of the new utility helicopter for test evaluation.

Bell's design proposal provides for a lightweight, closed cabin, single rotor aircraft. The aircraft will have a payload of 800 pounds, cruising speed of 100 knots, a hovering ceiling of 6,000 feet, and a 1,500 feet per minute rate of climb.

BELL

XV-3



BEHIND THE HEADLINES

This is the first of a series of reports to you on helicopter developments at Bell Aircraft Corporation. Much of the news hits the headlines first, for example the newspaper account on the left of the new Army utility helicopter. But there is an even bigger story behind the headlines.

We were pleased that our design has been selected for development as a front line evacuation machine. This division fully recognizes its responsibility to the military in continuing to provide helicopters capable of performing a variety of vital missions.

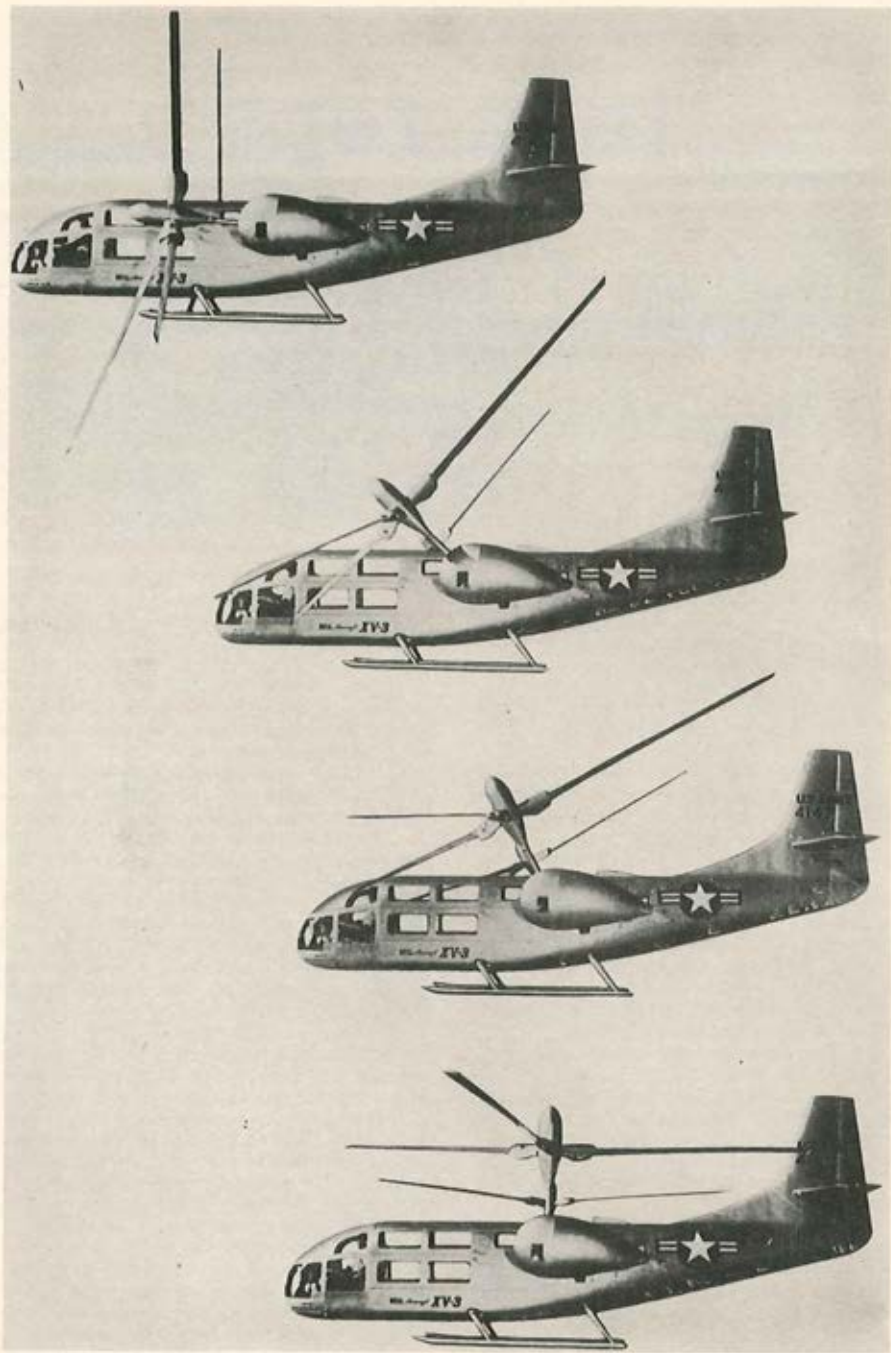
Bell helicopters serving in Korea are credited with evacuating 18,000, an achievement for which Army Aviation can take a major portion of the credit. It is our hope that the D-212 will continue this tradition of service.

For more than 10 years we have been building quality helicopters, which have accumulated nearly two million hours of proven performance. The Model D-212 is the most recent example of our dedication to the job of perfecting and delivering the most efficient and safest helicopter possible.

Harvey Gaylord
Vice President

BELL *Aircraft* CORPORATION

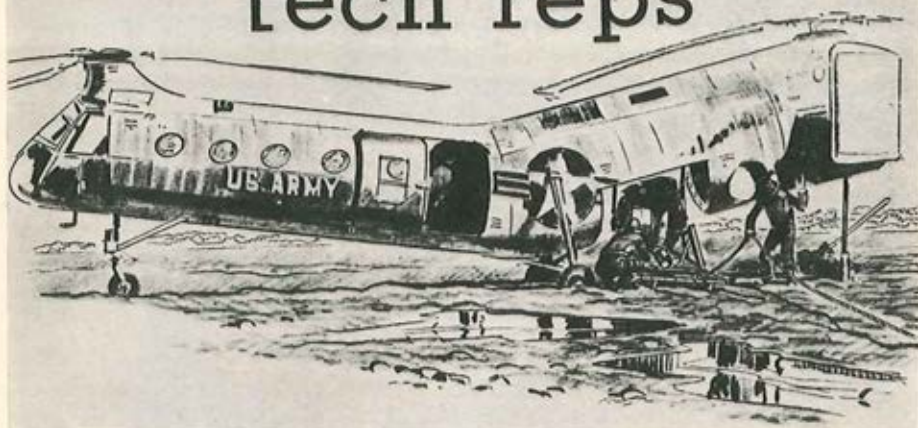
HELICOPTER DIVISION * FORT WORTH, TEXAS



Bell XV-3 convertiplane demonstrates how it changes from a helicopter to an airplane. Combination rotor-propellers mounted near the wing tips tilt forward 90 degrees after takeoff for high speed

flight. Conversion is completed in 10 to 15 seconds without slowing down and while still climbing. Bell Aircraft's Texas Division is developing the hybrid aircraft for the U. S. Army.

"tech reps"



On 13 December 1954 an H-21C helicopter flying a routine mission was forced to make an emergency landing at Ironton, Ohio. The landing was o.k. but the place wasn't. The helicopter slowly sank into the oozy ground. It finally stopped, but not until the wheels and landing gear were submerged in the mud.

After the pilot talked with his unit commander it was decided what equipment would be required to get the engine out of the helicopter and onto a truck. This information was telephoned back to Wright-Patterson Air Force Base. A day later a truck bearing the needed equipment reached the spot where the crippled aircraft lay. A technical representative of Piasecki Helicopter Corporation arrived at the same time. With the "tech rep" working as a member of the team, the maintenance men proceeded as follows:

As the rain poured down, men dug slippery mud from under the tail of the helicopter so that a tail jack and planking might be forced into position.

With little space to spare, the engine dolly was slipped under the helicopter on 1" scrap planking. The engine was then lowered onto the dolly.

After much shifting and sliding, the dolly with engine intact was rolled from under the helicopter. The front end of the dolly was hooked over a sled affair constructed from 6" x 6" x 3' pieces of timber fastened together.

A hoist truck—the type used by auto agencies—was employed from a garage in Ironton. The truck remained on the road, winching the engine across the muddy field on the sled. After the engine reached the roadside, it was found that the truck's hoist would not raise it far enough to get it onto the stake body Air Force truck.

The engine was then towed along the road for approximately 300' to a stream bed with a four-foot vertical bank on the roadside. Next, the stake body truck was driven into the stream and against the bank on the road side. With the help of the hoist truck, the engine was then man-handled onto the Air Force truck.

It took approximately six hours in a pouring rain to get the engine from the helicopter and onto the truck for removal to Wright-Patterson Air Force Base. The work was greatly hindered by the fact that the road was very narrow. When a car came along, someone would have to drive into a field, where the vehicle would bog down and have to be pushed out. The story had a happy ending however. When the new engine was installed, the H-21C left its muddy berth under its own power.

Because of the special conditions involved, there were no written instructions to cover the situation confronting this pilot. However, the personnel involved, by using a little imagination, ingenuity, and know-how, were able to get the helicopter flying again. Needless to say, the aircraft manufacturer's representative, by working as a member of the team, aided materially. The technical representative, like a doctor, is available "on call" on a 24-hour basis. Also, like a doctor, he can make more professional recommendations than the corner druggist because of his specialized background on his company's equipment.

A technical representative is employed by the aircraft equipment manufacturer. In the case of some contractors, his services are furnished to the government as a part of the equipment contract. Normally, however, separate contracts for technical representative's services are negotiated.

For example, suppose a new and com-

plicated piece of equipment is delivered to a field unit. No one connected with the unit knows how to operate it. In such an instance, the unit would ask that a "tech rep" be assigned to instruct operators and maintenance men in the operation and maintenance of the item. If special problems arise regarding maintenance or modification of aircraft—problems which cannot be resolved by published technical instructions or available civilian or military personnel—a "tech rep" may be able to solve them.

If your outfit is in the U. S. or overseas, a "tech rep" is usually available. Requests for technical assistance should be forwarded through channels in accordance with SR 750-95-10 to Transportation Corps Army Aviation Field Service Office, 420 Locust Street, St. Louis 2, Missouri.

● Beasts?

FT. SILL, OKLA.—Just a very short communique to let all know that the 45th Transportation Battalion (Hcptr) is in business at good old FSI. The Battalion is commanded by Lt. Col. Charles Ernest with Major William R. Mathews as Executive.

To date, we have received two of the monsters which were ferried from the factory by WO's Anthony Cominos and Harry Fletcher, who took the factory transition course. The Battalion is scheduled to receive another 46 of the beasts by August 1955. The pilots who flew the 34's from the factory had nothing but the highest praise for the beast. It looks as though Sikorsky has turned out another fine machine. Cordially, Lt. William P. O'Connor.

Besides the above named pilots, we have some men from Forts Benning, Bragg, Eustis, Riley, Overseas and some newly rated aviators. They are Captain James V. Lowe, Lt. John H. Dunham, Lt. Donald

R. Moore, Lt. Clinton F. Kern and the following Warrant Officers, Ralph R. Jackson, Raymond Woodruff, Vance Hill, John Bruce, Richard Seefeldt, Winford P. Hamm, John Foley, Richard Parsons, Arthur Moen, Walter Smith, Leonard Sims, James Schumaker, Frank A. Thompson, Billy I. Wester, Patrick W. Collette, Eugene C. Fish, John C. Gray, Quiney E. McPhail, Donald R. Heyden, Fred Burk, James E. Koenne, Gordon D. Gessell, Thomas E. Smotherman, Henry C. Davis, Ralph R. Jackson, Homer Stevenson, Robert J. Mathis.

(ADDITION)—We're mushrooming. At least, it's safe to say we're growing fast. So far there is the 587th Trans Co. (Maj. Sullivan), the 110th Trans Co (Maj. Aten), and the 154th Trans Det. We're all very busy trying to get things set up so that when our H-34s arrive we will really be able to go at that training program. To date, we have Two 34s and three 23s but by the time this report is read, we'll no doubt have many more aircraft. . . . Several of our people have been to the factory at Bridgeport for checkouts and maintenance school and still others have received a few hours as co-pilots, including myself.

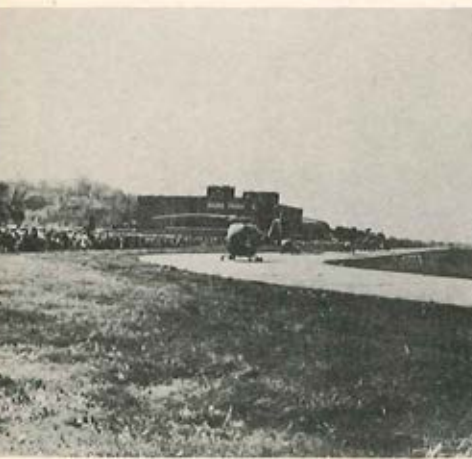
Mr. Walter Smith (now away at the Factory Maintenance School) and myself are acting as "recruiters" and we hope to send both a Big Clobber and regular news items from this growing segment of AA. . . . YC, WO Raymond A. Woodruff, 154th Trans Det (CHFM), Commanding.

QUICKIE—A note of interest to all readers waiting for the call to chopper school. Beginning with our class (55-K), all men asgd east of the Mississippi flew Bell H-13's and those west spent all of their time in Hiller H-23's.

. . . Lt. Dennis R. McMahon

500th L-20 delivered
to US Armed Forces
Accepted by
Capt. L. W. Papuzynski
(MATS), Dover AFB
Delaware





Eleventh A.H.S. Forum

More than 900 civilian and military dignitaries representing all sections of the helicopter industry attended the Eleventh Annual Forum of the American Helicopter Society held in Washington, D. C. during late April.

The three-day Forum was highlighted by morning and afternoon sessions at which various industry representatives presented technical papers. Significant emphasis at this year's Forum was placed upon the commercial aspects of the helicopter with forty separate firms having exhibit booths and static displays.

The Hon. Fred B. Lee, Administrator of Civil Aeronautics, guest speaker at the Honors Night Dinner of the AHS, outlined the steps necessary to make rotor-craft attractive to a travel market of 133,000,000 short-haul passengers a year.

The Dr. Alexander Klemin Award, established in 1951 by Frank N. Piasecki to honor the memory of Dr. Klemin, an outstanding engineer in rotary-wing aeronautics, was presented to Bartram Kelly, Chief Engineer, Helicopter Division, Bell Aircraft Corporation, "for notable achievement in the advancement of rotary-wing aeronautics."

The Captain William J. Kossler Award, established by the AHS to honor the memory of Capt. Kossler, U. S. Coast Guard aviator and early advocate of helicopters in Coast Guard operations, was presented to Carylyle C. Agar, Chief Executive, Okanagan Helicopters, Ltd., "for greatest achievement in practical application or operation of rotary-wing aircraft, the value of which has been demonstrated in actual service during the preceding year." Both presentations were made by Adm. J. P. W. Vest, USN, Ret.

A stag "Pioneers' Night Dinner" served as the backdrop for the lampooning of the "shadow" side of the helicopter industry by members of the aviation press. The 1955 Forum also served as the birthplace of the newest and most exclusive international aviation organization—the "Whirly Girls," an organization of the thirteen feminine rotary-wing pilots in the world.

Climaxing the 11th Annual Forum, an Air Show was held at nearby Anacostia Naval Air Station at which virtually all of the existing military rotary-wing craft were demonstrated and then placed on display for the general public.

Elections

The American Helicopter Society elected the following members to hold

office during 1955-1956: For President: Col. William B. Bunker, USA, Secretary: Joseph Mashman, Bell Aircraft Corp. (Buffalo); and Treasurer: Hans Weichsel, Jr., Bell Aircraft Corporation (Texas).

Regional Vice-Presidents elected for the 1955-1956 term were: New England: Robert T. Wood, Kaman Aircraft Corp.; Mid-East: Frank K. MacMahon, Piasecki Helicopter Corp.; Southeast: Maj. Gen. Frank A. Heileman, USA, Ret.; Midwest: Alb C. Ballauer, Parsons Corporations, Southwest: Owen Q. Niehaus, Bell Aircraft Corp. (Texas); and West Coast: Raymond A. Young, Douglas Aircraft Corp.

● Eyes . . . Right!

FT. RILEY, KAN.—The 71st Transportation Helicopter Company literally rolled out the carpet recently for their Commanding Officer, Lt. Col. Gerald H. Shea, who returned from a 52-day Special Weapons Course at Ft. Leavenworth, Kansas.

As part of the "Welcome Back, Colonel" ceremonies, a review was held in honor of the Colonel with the 93rd Hcptr Co. and the 80th Hcptr. Fld. Maint. Det. taking part with music furnished by the 10th Infantry Division Band.

During Col. Shea's absence, Maj. Byron Sheppard, Director of Rotary-Wing Instruction, served as Acting CO. (PIO Release, U. S. Army Photo, Ft. Riley).

FORUM PHOTOS

Upper Left: Manufacturers' exhibit room at the Mayflower Hotel, Washington.

Upper Right: Maj. Gen. Paul D. Adams presents a Certificate of Award to W/O Billy Wester for his record-breaking flight in a Sikorsky H-39 helicopter.

Center Left: Adm. J. P. W. Vest, USN, Ret. presents the Dr. Alexander Klemin Award to Bartram Kelly, Chief Engineer, Helicopter Division, Bell Aircraft Corp.

Center Right: The Hon. Fred B. Lee, Administrator of Civil Aeronautics, addressing the Honors Night Dinner assemblage.

Lower Left: Flight line at Anacostia NAS where 5,000 viewed the Helicopter Air Show.

Lower Right: The public gets a close look at the helicopter industry.



ALL ABOARD!
30th Engineer H-19
touching down on the
USS Windham Bay.
The carrier, Boxer,
is in the background.

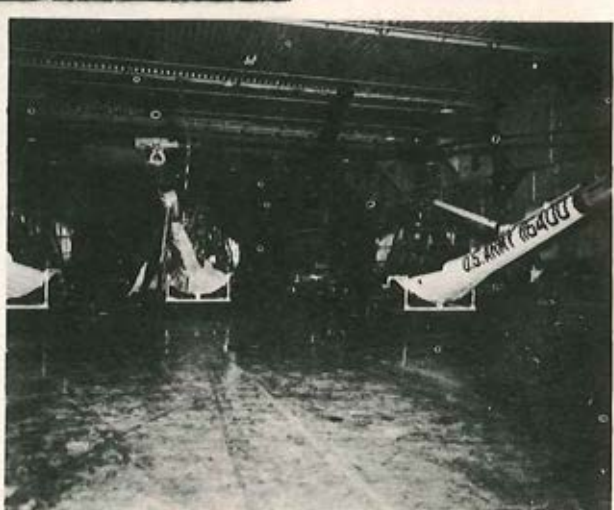
**(Right) H-19 with blades
folded atop one of the
ship's elevators.**



**(Left) Down the hatch
with but 2" clearance.
Not a scratch!**



**(Right) Scene below decks
before the parking problem
became acute.
(Story on opposite page.)**



Operation Hop Aboard

PRESIDIO OF SAN FRANCISCO, CALIF.—The operation by which 30th Engineer pilots became "carrier-qualified" did not have a name, but it may just as well have been called "Operation Hop Aboard," for that it literally just what happened.

Forty-seven helicopters of the 30th Engineer Group were flown aboard the Aircraft Carrier Windham Bay for further transport to Anchorage, Alaska, and to other points north to the Arctic Circle.

Flying helicopters aboard a carrier isn't an everyday experience for Army personnel, but the pilots of the 30th flew the forty H-23's and seven H-19's aboard the carrier in 2:40 hours, which by any set of standards indicates a highly efficient operation. That breaks down to a chopper coming aboard every 3 minutes and 20 seconds.

It was a smooth operation from the word, "Go," and it even impressed the Navy who are accustomed to efficient carrier operations. In fact, the operations Officer of the carrier wound up losing quite a few drinks on the deal. He had predicted that we'd run over 4 hours but we "took him" and being a good sport, he was happy to pay off.

Coordination, of course, was the prime factor here. The Navy Ops people at Alameda NAS cooperated in every way possible in servicing the craft prior to the move to the carrier. They supplied ground transportation, parking space, a gasoline truck, and chow for the crewmen who did

the ground handling. They also provided a "standby" crash boat, medical personnel, and a communications truck.

The carrier commander, Capt. Jack Rodebush, USN, being an experienced helicopter pilot, assisted by flying an H-23 aboard. He provided crash crews, standby fire fighting equipment, a communications network, and a visual flag system for controlling approaches to the carrier . . . and "all hands" aboard the carrier pitched in and helped in every way possible. Flight Service took part in the coordination also. Fourteen separate flight plans were filed during the operation.

The "Overland" part of the Operation saw three Otters, two Beavers, and two L-19s departing for Alaska by way of Great Falls and the Alcan Highway. The remaining twelve fixed-wing aircraft departed Crissy Field for Alaska several weeks later with the last aircraft departing May 28th. This Overland flight may very well be the longest mass flight of Army aircraft yet undertaken.

This year, as you know, our mapping operations will carry us above the Arctic Circle with more than 88,000 miles of snow-capped terrain scheduled to be graphically recorded. We'll be fairly well "spread out" but the individual correspondents from the wide-spread units should have some interesting reports for the readers. Your correspondent, Lt. Donald A. Smith.

● Suggestion

FT. SAM HOUSTON, TEX.—I wish to report the unfortunate and fatal accident of Lt. James Walker on 23 March '55 while on a night cross-country flight from Ft. Sill to Ft. Hood. Lt. Walker was Commanding Officer of the 29th TAAM Company at Ft. Hood and this was his first organization since graduation from Aviation School a year ago. . . . I would like to suggest that a special Memorium Page be printed annually and contained in the May issue each year (May 30th, Memorial Day). The page would list all Army Aviators and crewmen who were killed in the line of duty, and I sincerely feel that this is the least we could do to remember those who have left us. Sincerely, Capt. William Tedesco, Hq. Fourth Army, Trans. Section.

(Ed. Following notification of next of kin, we would appreciate a communication from the applicable unit aviation officer. If such steps are taken, we can then publish an annual Memorium Page.)

● Friendly Tip

"Just a word to those planning to attend Aviation courses. . . . I would recommend taking wives, families, etc. to San Marcos. . . . However, housing facilities and conditions here at Rucker (and the surrounding area) are very poor and are not suitable for wives and families. . . . "Army Aviation" would certainly be of service to "AA's" and "future AA's" if it would publish the uniform requirements for both Gary and Rucker for ALL courses. Believe Maj. Davis at Gary could furnish the uniform info as suggested herein." Name withheld by Editor.

(Ed. Note: The above information is not in the singular. "We have received other letters in the same vein for some time. We shall try to obtain the uniform requirements for publication in the July issue. . . . The housing situation is certain to resolve itself in time and no doubt the "grapevine" will notify all of this change.)

Riley Twin Navion Conversion



Stinson Model A



Piper Apache



Stearman Trainer



Doman Helicopter



Beech Twin Bonanza



Aero Commander



Grumman Widgeon



Military AT-9



Kaman Helicopter



North American T-28B*



Sikorsky S-58 Helicopter*



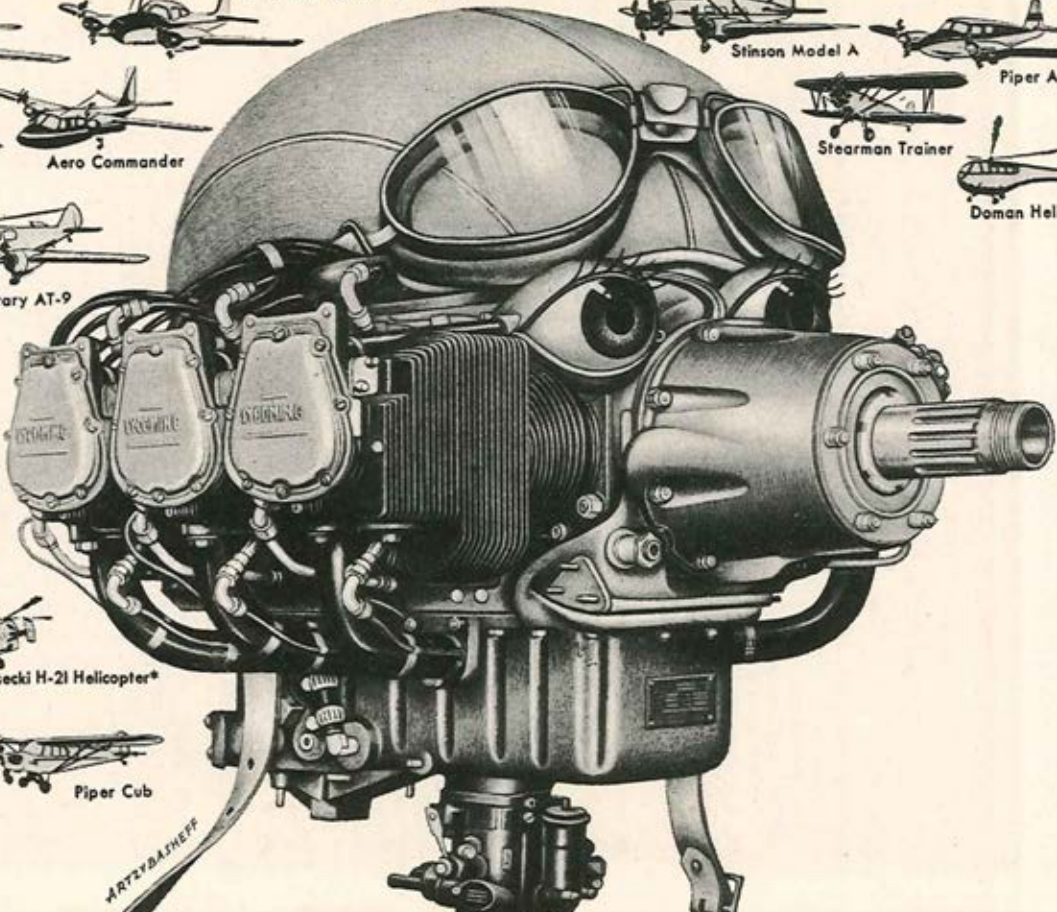
Piasecki H-21 Helicopter*



Grumman SA-16*



Piper Cub



ARTZ & SHEFF

Quotes

● NEWS OF THE WORLD NBC 7:30 PM 9 Mar—" (Ed Arnold from San Francisco) Air shape of things to come is vertical with nationally known helicopter exec Stanley Hiller jr prying open the lid of secrecy. (Hiller) Truth is there has been flying for past several mos in Palo Alto a most unconventional device imaginable. . . . (Arnold) He sees high speed takeoff transport for Army and MC troops in 10 years. . . ."

● NY HER TRIB 10 Mar (Ansel Talbert)—AIR CURRENT DISCOVERY CUTS MOUNTAIN CRASHES ". . . Investigations carried on during last four yrs by AF Research Center at Cambridge & ONR indicate any mountain range w/crests higher than 300 ft can produce vertical air currents comparable to invisible waterfalls & rapids of river . . . strong enough to cause structural failures. . . . Availability of this data has been factor in . . . safety record of last yr."

● ED DETROIT NEWS 12 Apr—"Navy's new "flying platform" is no doubt serious . . . contribution to aviation. But picture released of man standing on stove lid 8 ft off ground . . . is just not serious & that . . . is probably as well. If we are about to move in earnest into fantasy world of flying saucers . . . we'd better enjoy laugh while we can. . . . We have disturbing memory of such things as steel battleships, submarines, airplanes which began with that cute look of babyhood & outgrew it awfully fast."

● Chi TRIB 17 Apr—"FT WORTH, Apr 16—New crop of big rugged helicopters is now coming into large scale service. . . . New copters armed with extremely sensitive radar and underwater detection gear

(Cont. on opposite page)

● Notice on Job Opening

WASHINGTON, D. C.—We have an opening for an aviator in the grade of captain or major to be Assistant Military Attache in Laos, Indochinese-Federation. The officer must be instrument qualified, and in addition to being Assistant Military Attache, will fly an L-23 aircraft based at Vientiane, the capitol of Laos. In addition to flying qualifications, the officer should meet the prerequisites outlined in SR 600-147-1, dated 27 Jun 1954. Some of the prerequisites outlined in this regulation, however, may be waived if the officer is generally qualified for the position.

The tour in Laos is one year without dependents and two years with dependents. So far, however, there are no quarters available for dependents and dependent travel is not permitted. It is possible that this situation will have improved by the time the officer goes to Laos. Currently, Joint Travel Regulations list overseas station per diem allowances for this area as \$4.60 per day without dependents and \$10.85 per day with dependents. I understand there is no American-sponsored elementary or high school in Vientiane.

The officer selected will commence five months orientation training in August, 1955 at the Strategic Intelligence School in Washington, D.C. and following that will receive six months French language training, probably at the Army Language School, Monterey, California; and then, with approximately one month leave, will arrive in Laos in August or September 1956.

Officers who are interested in this tour of duty should write a personal letter immediately to Lt. Col. L. W. Leeney Chief, Army Aviation Section, Educ & Spec Tng Br, GMD Office of the Adjutant General, Washington 25, D.C. Interested officers should write, even though they do not meet the qualifications in SR 600-147-1. Officers should indicate willingness to request a new Category III in accordance with SR 600-147-1.

Necessary action will be accomplished within Career Management Division and Career Management Branches to determine whether or not the officer is acceptable for the position. Failure to be selected will have no adverse reflection upon the officer concerned. Sincerely, Lt. Col. L. W. Leeney.



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● TCAACO, Wright-Patterson AFB

There are several Army liaison offices at Wright-Patterson AFB, Ohio. The largest is the Transportation Corps Army Aviation Coordinating Office (TCAACO). This office is commanded by Col. Warren C. Hamill (non-rated) with the following Army aviators: Maj. W. H. Brabson, Chief, Engineering and Development; Maj. W. H. Gardner, Executive; Maj. H. B. Richardson, Senior Project Officer; Capt. Jim Proctor, Supply and Maintenance Officer; Capt. "Red" Alexander, Project Officer; Capt. George D. Shoner, Project Officer, and Capt. Bill Luttinger (non rated), Adjutant.

In addition to the above office, Maj. Bill Edler represents the C.G., CONARC on Army aviation, and Maj. Pete Kelley (jumper) is the CONARC liaison officer on Airborne matters.

The Signal Corps is represented by Maj. "Rex" Lee (non-rated) on Army aviation engineering matters and by Mr. Roose' on supply matters.

The Quartermaster General also has a representative, Lt. Col. Harlan Hendrick (non-rated), and the Chief of Ordnance has Lt. Col. W. W. Holmes (non-rated), representing him on matters dealing with the Air Force. However, these matters do not deal with Army aviation.

Before describing the missions and functions of the Army aviators at Wright-Patterson AFB, it is well to determine the Air Force mission at this base. The Air Force does not maintain technical services as does the Army. The responsibility for programming, planning, purchasing, contracting, supply, maintenance, service engineering and monitoring of contracts for the Air Force is delegated to the Commander, Air Material Command (AMC), Gen. E. W. Rawlings, whose headquarters is at Wright-Patterson AFB and whose installations are world-wide. The responsibility for research, development and engineering of Air Force equipment is designated to the Commander, Air Research and Development Command (ARDC), Lt. Gen. Powers, whose headquarters is in Baltimore, Md. Gen Powers has ten (10) development centers under his command of which Wright Air Development Center (WADC), commanded by Maj. Gen. Albert Boyd, Wright-Patterson AFB, is the major center. In order to procure the best quality and quantity of weapon systems (aircraft and associated equipment), Weapons Systems Project Offices have been established at Wright-Patterson AFB. Here the AMC Project Officer and the WADC Project Officer function as a team to develop and procure the finest aeronautical equipment possible. The WADC Project Officer has at his disposal fourteen (14) laboratories manned by experts in the field of Aerodynamics, Power Plants, Propellers and Rotors, Communications and Electronics, Aero Medical Research, Aeronautical Equipment, etc.

Beginning 1 April 1955, the Transportation Corps (Tech Service in the Army responsible for Army Aviation) will have Army Project Officers to participate in and coordinate with the Weapons Systems Project Offices, the Laboratories and AMC on Army research, development, procurement, and supply and maintenance matters of Army funded programs and Air Force projects of Army interest. The Army Project Officers will be the Army "experts" on the projects to which they are assigned. They will attend Army and Air Force conferences, make routine decisions (those that do not affect funding, policy or military characteristics), and otherwise guide their projects to a successful conclusion

(Continued on next page)

● Quotes

and batteries of air-to-sea and air-to-undersea homing rocket missiles of enormous destructive capacity are counted upon to provide new levels of safety for all surface vessels against submarines, mines, and other types of seagoing enemies. . . . When the new copters have proven themselves they probably will take over entirely the shepherding of convoys. . . ."

● Unification

FECOM—Just a few words from the Aviation Section of the 2nd Amphibious Support Brigade. The 2nd ASB is the only outfit of its kind in the U. S. Army. Its mission is to provide Engineer support for a Division in an amphibious assault. As part of its TO & E, it has LCM's, barges, and tugs plus the personnel to operate them. In effect it is the only outfit with an integral air arm and navy. (*Ed. Wait'll Pearson gets wind of this. An Army unit with an Air arm and a fleet. . . . perish the thought!*)

We have an L-19 and the only float-equipped H-13 in the Far East and two pilots and three mechanics. Not the largest but the best. Incidentally, if the initials "Lt RIW" in *Ten Most Wanted* is Russell L. Wiggs, he's now a civilian employed at Boeing in Washington. VTY, Capt. Eugene P. Moser, Brig AO.

● Wheel House

HEIDELBERG, GERMANY—*Guess it's been three months now since the last report from the USAREUR "WHEEL HOUSE", so I'll try to bring all up to date. Capt "Moe" Moren has 21'd to Belvoir and three new drivers have reported in: Capt. Herschel Reynolds from 3rd Army HQ, Capt. Edward Brown from 5th Army HQ, and Capt George Thayer from 7th Army HQ.*

● Wheel House

That brings us to our full strength of 12 pilots. We have (6) L-23's, (5) L-20's (2) H-13's and (1) L-19 in the section and with field grade weather moving in the mission board is full every day. In spite of this, the section is still running between 20 and 30 hours of actual weather time each month.

Because of this, our Link and the ground school training aids are in continual use. Capt Jack Cranford, a 2-1 driver, is our training officer. He is kept quite busy giving ground school classes and riding as Standardization check pilot.

We enjoy the magazine very much and get a lot of useful information from it. It is felt the senior officers we fly might enjoy reading it also so from now on when the pilots finish reading their copy of "Army Aviation" it will be placed in the passenger compartment of each of our airplanes. We feel that by giving these officers the opportunity to read the magazine it may serve to renew old acquaintances and also acquaint them with the problems of Army Aviation today and some of its future plans. YC, Capt. Frederick W. McGowan.

● Letdowns Aplenty

FT. CAMPBELL, KY.— Our instrument training program here has been "hitting on all cylinders". In March, we rec'd an LC-126 TDY for the program. We have a link trainer and being located at a S. A. C. reserve base we can use their G. C. A. unit and all of their letdown facilities (omni and ADF). Also, we're outside of control areas and can fly local AI with the surveillance radar here at Campbell monitoring our position.

One student, Lt. Dixon set what we believe to be an outstanding record by getting his instrument ticket with 50 hrs first pilot (Cont. on opposite page)

● TCAACO, Wright-Patterson AFB

to see that Field Army gets the best equipment possible to meet established requirements in the minimum amount of time and as economically as is feasible.

From the above it can be seen that the mission of the Transportation Corps Army Aviation Coordinating Office, to which the Army Project Officers are assigned, is to coordinate for the Transportation Corps (Office of the Chief; Transportation Corps Army Aviation Field Service, St. Louis; and Transportation Corps Research and Development Command, Fort Eustis) with commanders of AMC and WADC.

The by-word of TCAACO is "service"; service to the Army in getting the Air Force to develop and buy what the Army wants, and service to the Air Force in providing the necessary answers so that it may fulfill its technical mission to the Army. TCAACO will attempt to furnish information, material or personnel for briefings on items of interest to any unit or organization from which an authorized request is received.

Although this report covers a lot of ground in a few short words, it is hoped that all readers better understand the purpose of TCAACO and how the Transportation Corps is fulfilling its research, development and procurement responsibilities in Army Aviation with its organization at Wright-Patterson Air Force Base, Ohio.

● A Brief from ARMAV

CAMP RUCKER, ALA.— Several old friends of ARMAV arrived at Camp Rucker from various points in Central and South America. They were here to ferry new H-19D's to South America for use with the topo units. The 19's are painted red and white and are the droop tail model. Needless to say, we at Rucker are envious of these aircraft and are looking forward to getting some in the near future.

Let it be known that ARMAV also has an H-34 and the only reason it was not the first to be delivered was a hold-up on the line. Our H-34 is being used to train Army mechanics and this should also be something of a first. Probably the first time trained mechanics will be available before the product is in use. This follows the new approach to aviation problems. (I think!)

ARMAV has "acquired" several civilian R/W flight instructors in the past few weeks. All branches of the services are represented and this includes three members of the original Helicopter Square Dance Team. They have recently been discharged and are now "poor" civilians, ha, ha. And they get a little ribbing here and there for that.

Noted several very minor corrections to the AA Year Book, not bit-ting you know, think its number one, but for the record: Col. Matheny is Dept of Tac & Comb Arms, Ft Sill, and Col. Harrison is now in Europe, has a MASH. "Clobbered" Capt. Langford, head of the R/W Check Flight Section who has been making tests on instrument flight in H-19's. (He says "No sweat".) And WO Dickey, a R/W Flight instructor on H-13 and 23's. Guess that's about it for now. Your Reporter, WO Paul W. Bass.

RIGHT: Bell H-13 Chopper monitoring a tank column during a recent Divisional Exercise at Fort Hood, Texas. (Photo submitted by Jack Butterbaugh, Bell Acrrft.)

● **Roundup on Fourth Army**

FT. SAM HOUSTON, TEX.—Done a little snooping around here in the Ft. Sam area and here's the latest from the wide open spaces.

With the 4th Army Aviation Section in Hq, 4th Army, we find Lt. Col. R. C. Johnson as the 4th Army AO. On his staff are Maj. T. H. Evans as Executive, assisted by Capt. H. Roy; also Maj. R. T. Blair as Chief Ops assisted by Capt. P. O. Lysne.

As a component of the 4th Army Avn Sect we have the Flight Branch here at Brooks AFB for operational purposes. With this section is Capt. F. N. Till as A. O., Lt. L. C. Caldwell as Ops, Lt. W. S. Seiber as E. O. (now at Cp. Rucker attending multi-engine and instrument school), and Lt. J. M. Wallace as supply O., Maj. Hanchey located at Cp. Chaffee, Ark., Capt. Fitzgerald located at Ft Sill, and Capt. Lysne here at Ft Sam, have just finished the big sweat and renewed their instrument tickets. Believe me, this is a feat here with either thunderstorms or a clear Texas sun.

In the Medical Field Service Sch Avn Det they're losing a key pilot and long-time buddy around these parts. Capt. Joe Bowler is slated for some good old German beer again, and it's rumored he's bound for the 63rd Hcptr Det in EUCOM. Lt. Ira L. Isch will carry the ball until a replacement comes in. The section also lost their two H-25's to Cp. Carson, Colorado, and they were picked up here by two of the WOJG's from Ft Riley, Kans.

Senior A.A. Major J. D. Davenport now attending the Medical Officers Adv course here at MFSS will complete it in May and is on orders for the Surgeon General's Office.

The 82d Hcptr Det here is undergoing the big shuffleboard and "tentatively" losing the following personnel: Maj J. W. Hammett, (A.O.) of the unit will go to BAMC Headquarters here, as Aviation Plans & Ops Advisor; Capt Larry Pfeiffer will be the new A.O. of the unit, with Capt Parkinson as Exec. Capt Stanley Scharf is on orders for the Assoc Adv Crs in June; Capt. Parkinson is tentatively bound for the Maint Crs at the Bell Factory in May; Lt Billie J. Murry is on orders for EUCOM in July and their newly assigned pilot Lt James F. Walker is really catching all the details.

The 57th returned from "Exercise Blue Bolt" none the worse for wear. The 'Boss', Capt H. E. Leach (A.O.) of the unit wants to thank the wonderful bunch of AO's at Hood for their help while there. Have two new promotions to 1st Lt in the unit. Lt Temperilli; and Lt Healy.

That's about all the "Hopscotching" from this end of A.A. and if any of y'all get down thisa way look us up. YC, Lt. Darrell C. Slevin.

● **Letdowns Aplenty**

time. Other previously non-rated pilots who have received ratings through the program are Capts. Graves and Hamilton and Lts. Dixon and Neff. Several other pilots who previously had tickets have received "renewals" through the program too.

The announcement that the division is to "GYROSCOPE" to Europe (Augsburg) really has made everyone happy; in fact, the planning charts on the Operations wall are fast being replaced by German road maps. I guess you'd call that countin' the chickens before they hatch. Lt. Owen B. Neff, PIO.

● **Buried**

CAMP IRWIN, CALIF.—Located at the back side of beyond, 35 miles south of Death Valley in the Mojave Desert of California, we're at the home of the Armored Combat Training Center. We have a small Air Section, (1) L-20, (3) L-19's and (1) H-23B. We have four pilots assigned; two present for duty and another due in this month. Capt E. O. Carr and 1st Lt. R. K. Mukaeda are presently TDY to Yakima Washington for a few weeks. Capt. J. M. Archuleta and 1st Lt. J. L. Tilby are holding the dust down. We expect Capt. Glenn Arnold here in a few more days to take over as Post Aviation Officer. YC, Capt. J. Michael Archuleta.

● **Getting "Fat"**

FT. HUACHUCA, ARIZ.—Here are a few happenings from the 90th TAART Det # 1 at Ft. Huachuca in the last month. Things here are not perfect yet, but we can see the dawn of a new day in the very near future. Our T. C. Air Supply is now in good shape with new parts arriving in large shipments at regular intervals. By 1 May we should be FAT on the parts situation.



● Getting "Fat"

Several new members to the detachment. Capt James H. Morris C. O.; from Trans Gp. Avn Ft. Eustis, Va. and Lt. Richard J. Bauman Supply & Executive, from Trans Gp. Avn Ft. Eustis, who is being transferred to Gary Air Force Base, class 55 KP for pilot training. Also Sgt. Charles F. Luiz, PFC's Robert F. Frank, George H. Dreher, Arnold L. Vaughn, Sebastian C. Smith, Pfc Harold D. James, Puts. Francis A. Damic, James A. Studer, Jackson L. Williams, John Z. Furukawa, and James B. Hutton. M/Sgt Derald H. Bolin departed for leave and shipment to USAREUR. We wish a pleasant trip to Derald, Ann, and Sandy.

Sgt Charles F. Luiz of this outfit would like it if the 25th Div. Air Sec. from 1948 to 1951 would contact him at their earliest convenience. YC, SFC Walter I. Shermer.

● Ingenuity!

CAMP RUCKER, ALA.—The American G. I.'s ingenuity is one of our Nation's most valuable assets. When it came time to replace a transmission in this Army cargo helicopter assigned to CONARC Board #5 Detachment at Camp Rucker, Alabama, the crew chief had the operation carefully planned.

The H-21C Work Horse helicopter was positioned under a limb of this sturdy oak and a chain-fall supported by the limb was used to lift over the transmission which was scheduled for overhaul. The helicopter was then moved into position under a new transmission suspended from a second chain-fall supported by a second limb. The whole operation was accomplished quickly and efficiently without benefit of a hangar equipped with overhead hoists.

Army training emphasizes the use of "field expedients" (Cont. on opposite page)

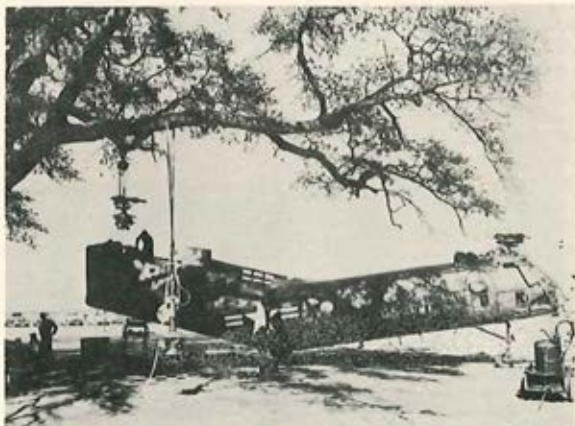
● A Convert among Pagans

UNC MAC, KOREA—I'm tired and ashamed of being called a sneak thief so here's my cash for the Good Book. We've managed to pilfer at least one copy of each month's issue and find it well worth the meager fee, if for no other reason than the retort to the "Steve Canyon" incident. Our mission here at The United Nations Command Military Armistice Commission is strictly an administrative one and despite the fact that we're the closest operative strip to the DMZ (we can only make our traffic pattern on one side of the field) we've never flown a tactical mission.

The UNC MAC is a joint armed forces command and our biggest kick occurs when we chop the power on downwind with an Air Force-type aboard and watch their eyes bug out and hands perspire as they try to locate the strip on the ground. Actually, the strip is adequate for any AA (2000 ft long, 50 ft wide) but there was one slight goof made in its construction; the surrounding rice paddies are all of a higher level than the field and during the rainy season we have a hard time keeping the local farmers from flooding us out.

Our problems here are the same as those experienced by sections all over the world; bad weather, how to stay proficient in instruments and the resupply of parts. The 8178th TAAM is doing a terrific job, keeping our planes in the air but we still have to sweat out AOC's. We're also lacking two H-13 drivers and we cordially invite anyone interested in spending sixteen relaxing months in scenic Korea to join us. Our section is the home of nine AA's, namely: Capt William Hard, AO; Lts. William Mathes, Ops; William Hilton, Maint; Herb Liedle, John McKinney, Wil Gates, Don Deis and Jim Cox. We utilize Beavers, L-19's and H-13's.

Our contributions to the Magazine will be few and far between as our operation and personnel are pretty stable, but we'll gladly provide tourist information to any Korean bound aviator interested in learning of the wonders of this enchanted land. John D. O'Donohue, Asst Ops Officer.



● More on "Pogo Stick"

IAGS, GUATEMALA CITY—Saludos! On the 29 April I flew in my L-20 to Belize, British Honduras, to meet operation "Pogo Stick". Capt J. Evans, our maintenance officer had bad luck with an engine in one of the H-19's while in Miami and Maj Sabiston left Capt Ray with another H-19 to accompany Evans after an engine change. The two are expected to join "Pogo Stick" in Managua, Nicaragua. Lt. Col. and Mrs. Baker, of Belize welcomed the officers of Pogo Stick with cocktails at their residence. Col Baker immediately led the pilots into a pleasant conversation that ended with the logging of about four hours of hangar flying.

The next day, we cranked up about 0600 enroute to Puerto Barrios, Guatemala for refueling. As usual for this time of the year, visibility was restricted to 1 to 3 miles due to heavy smoke and haze. It is customary for the Mayan descendants in Central America to burn the brush on their land after Easter to chase the bad spirits away. Apparently, it is a big success and the so called spirits turn into smoke so thick that they continue their devilishness in the sky. I wish we could do something to get even with the Indians and chase the bad spirits away from the blue.

Pogo Stick arrived in Guatemala City with much fanfare and bugle blowing. High Guatemalan officials were present to welcome the Good Will party. This was followed by a fine demonstration on the part of the pilots and then some 80 or 90 Guatemalans had the experience of riding in the H-19's. That same night Anna and I had the officers at the house for drinks. The pilots could not get over the experience of shaking hands every time they met with one of the local guests.

The next day, Saturday, the Honorable Mayor of Guatemala City, Sr. Julio Obiols, honored Lt. Col. J. Vick Jr. Exec officer of IAGS and the pilots of Pogo Stick with a luncheon at the exclusive Nimajai Hotel in Antigua Guatemala. We returned to Guate City with an hour to spare for a shower and out we went to a dinner given by the Minister of Communications and Public Works. Early Monday morning we were at the airport for another demonstration followed by the usual rides.

Pogo Stick departed soon after for San Salvador. I expect that our Director, Col. Robert Robertson, and the CO of 937th, Maj. Sabiston, will find their desks full of requests for assignment to Guate City. Maj. Robert Reisacher has already made arrangements to learn Spanish as soon as he returns to his job at OCE in the Pentagon and I'll bet that Col. Rawls is going to have trouble keeping the Major away from those Spanish lessons.

Recently we were surprised and pleased to find among ourselves one each, ARMY AVIATOR, his charming wife and their inseparable French poodle. I refer to Captain and Mrs. "Red Johnson" and pet who spent approximately two weeks as guests of Lt. Col. and Mrs. R. Pope, Infantry advisor to Guatemala. Captain Johnson is presently assigned to the National Guard Bureau in Washington, D.C. The two gents "abandoned" their wives in preference to fishing red snappers in the Pacific coast of Guatemala, and they also did some fine Alligator hunting with excellent results.

The Guatemala detachment of the 937th Engineer Company (Aviation) (IAGS), congratulates "Red" on being the first army aviator outside the 937th that has honored us with a visit. Let's see some more of you fellas soon. YC, Capt. Vic M. Hernandez.

● Ingenuity!

because units cannot maintain the mobility needed in time of war if they are bogged down with cumbersome work stands, etc. The 20-passenger H-21C Work Horse, designed and manufactured by the Piasecki Helicopter Corporation of Morton, Pennsylvania, is one of the newest and largest helicopters now in use by the Army. (PHC Release by H. Stever Tremper). (Photo on adjoining page.)

● Laminate Me!

KMAG, DET G (PROV) — Enclosed are subscriptions to "Army Aviation" for six pilots and six mechanics that are assigned to this unit. I am just bold enough to go out on a limb and state that we are the first unit in the U. S. Army to become 100% subscribers to the magazine. Correct me if I am wrong! This includes the pilots, mechanics, and the administrative personnel!! So please send along that beautiful king-size, three-color certificate that is laminated on a mahogany grain solid oak plaque ready for wall mounting! If you send it air mail I will be glad to pay the bill.

By the way, the rest of our people are Korean soldiers assigned to us for one year and if you would put out a copy of "Army Aviation" in Korean I think we could get about twenty-five more subscribers for you! Please credit these new subscribers to my "clobber card", as I want to be among the "Top Twenty" before long. Sincerely, Maj. Sam Stanley.

(Ed. Happy hunting! Sorry to report that there are no Korean linotype machines in THIS burg and you'll have to concentrate on the English-speaking peckers (of which there are many).

SUBMIT NEWS COPY

BY THE 5TH

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● Clunkers

GERMANY—Not much news from the 28th Trans Bn (AAM) except that the weather is improving somewhat and Maj. Lloyd Borgen (the IFE) has passed out the study guides for the Annual Exam—that thing sure comes around fast!

We've finally turned in all of the L-17s to the Air Force who in turn are shipping them to the States, I think.—Practically all of the replacement L-20s have been issued directly to the units. This project was handled primarily by CWO Walt Feuerstein who was TDY with the AF issuing the new Beavers direct from there rather than bring them back to our installation. I think everyone is glad that the L-17's are gone—it's been said that some of them were "Clunkers."

New AA's in the outfit:

Cpts. Harry O. Davis, Leonard T. Bolton, and Harold W. McGrath; first two from CONUS and McGrath from France. . . . Capt. Kenny Glover's wife finally presented him with a junior AA over at 2d Armd Div. Sure had Kenny sweating—the little birdman missed his ETA by about 20 days. Kenny came thru OK. . . .

Had a crowd of AA's at my place recently for a few "TALL TALES" when an unexpected but most welcome guest appeared in the company of Lt. Col. McDermott. Yes—complete with bathroom scales was Doc Harrison. Everyone immediately checked out on the scales and the majority didn't believe they were "zeroed" to begin with. Doc, as always, was pleasant company even though he was not feeling too well having just arrived from the ZI.

Before getting back to the "Studyguide," here are a few more who wish to "jern

up:" M/Sgts Edward J. Adams and Marion J. Shores and SFCs P. R. Druckenmiller and Emory C. Pittman, all of the 41st Trans Bn (AAM), APO 28, N. Y.

Noticed you left us out of the 100% crowd in the last issue—we've been in that bracket since my last correspondence. All officers here, rated and non-rated, get the Good Book. . . . Sincerely, Capt. John R. Brown.

(Ed. No doubt, no doubt. But this is ONE Award that is not going to be mailed until we get THAT Group Picture. We've extended the invitation time and time again to have units submit group photos for publication and have consistently found that AA's are a bashful lot . . . that's a tactful way to say 'lazy,' isn't it? . . . We can't force 75% units to submit anything, but in the case of the 100% units, it is "No picture, No Certificate" from here on in.)



First Aviation Section Insignia?

The aviation section of the 208th FA Gp was the first to sport an insignia is the claim of Major William H. Gardner of TC AA Coordinating Office at Wright-Patterson AFB. How about it?

According to Major Gardner, an old-time enlisted LP, the insignia shown above was painted on the ten aircraft of the 208th in May 1943. For you

myopic old Grasshoppers, the insignia shows a *Melanoplus spretus* perched on a cloud, peering with fiendish glee through a pair of binoculars. A radio is strapped to his back and he is wearing a pair of GI brogans. The circle is pierced by a belt of lightning and the words "Grasshopper Observer" appear on the outer edge of the circle.

Major Gardner also points out that each battalion in the 208th carried the same insignia on its ships, but that the colors of the lightning bolt varied to provide easy identification of units.

Proof of the date of origin of the insignia can be substantiated by the following flyboys who were in the 208th at the time: Euell True, Group air officer; Jesse Kidwell, Charlies Dwyer, Cedric Glick, Bill Poston, Carl Marsh, Robert Filby, Amadeo J. Duke and Francis Card.

(How about it? Any counter-claims? Please send them to this column, together with any old pix you can scare up. . . . Dario Politella, 485 Francis Street, Kent, Ohio.

● Reading Up

FT. BENNING, GA.—Talk running high on the new H-34 to be delivered during the month of May. Everyone here at the 506th reading all that they can on the new ship and lots of T-1 and T-5 time on the Form 1's in our H-19's in preparation for the move to Bigger and Better things.

We are now working with the newly created Army-Airborne Aviation Section testing the tactical use of the Helicopter. The stage as it stands now is on the same level with the 1940 days of the Airborne Dept. We feel the H-34 will be as big a step forward as the T-7 and T-10 "Chute" was to the jumper.

Activity here at the 506th is still running true to form. The loss of four "old timers" to the "New" 45th Bn at Ft. Sill, CWO'S Fish, Wester, Shumaker, and W/O Collette was off-set by the arrival of fresh Blood, namely CWO Knoblett and W/O's Christopher, Croucher, Chauvin, and your scribe from one of the last Cargo Classes at the "Old School" at Sill. Effective 1 May eight new arrivals from First Class, Camp Rucker.

A switch of assignments on or about 1 April found Captains Hely and Valdez playing musical chairs in that the Exec is now Ops and Ops is now Exec. You figure it out; we are still confused.

The return to civies of CWO Glenn Wheeler and CWO Joe Torma was taken in the true spirit of the loss of two fine and hard working young men. Again, thanks for job well done and much happiness and success to the new Mister's from

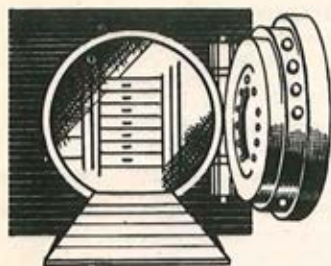
the 506th. (Capt Hely says he will only hold their openings for six months.) Last word from Joe Torma was, he and his new bride are fast approaching the west singing, "California, Here I Come". W/O Leonard A. Gifford, Unit PIO.

● Siam Reporting

Greetings from Thailand (Siam). Since the Air Section here has TWO AA's on the 64 Most Wanted List and I wound up with Lucky Fin 155 (photo in this issue), thought we'd best drop a line. . . .

We recently received two NEW L-20s, bringing our total to three. As for the pilot and mechanic strength, we have Capt. Orman E. Hicks (64 MW) who is the current Advisor to the Royal Thai Army Aviation School, and SFC Farrar. The School flies L-4s and 5s. . . . Capt. "Smilin" Jack Gerber, JUSMAG Opns Off for Thailand and AO, 1st Army Area, is with SFC R. C. Coombs. Both are Old-Timers here while the rest of us are Johnny-Come Latelies. Lt. Horace B. Beasley (64 MW), AO, 2nd Army Area with Sgt. Hammock are stationed in the rice paddies while yours truly as AO, 3rd Army Area, with SFC Munn are up north in the mountains. . . . Our primary mission here is supporting the JUSMAG personnel in the field. . . . A big "Hello" to the Gang at Camp Gordon. . . . YC, Lt. Bill Templeton.

(Ed. We hate to give the date of this report. We can only say that the oft maligned "Banana Boat" must have breezed by the boat carrying this letter.)



LOCATOR FILE

Listed below are the names of new subscribers who joined us recently. We have a "line" on their current address. If you have a friend listed below on whom you wish an address, send us a stamped, return-addressed envelope and we'll send you his address within a day.

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VOL. 3, NO. 6

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 114) Boyd, Donald O., Lieutenant. . . Ward 13, U. S. Army Hospital, Ft. Benning, Ga.
 139) Brown, R. L., Jr., Maj., Overseas Repl Sta, 1264th SU Pers Cen, Cp Kilmer, N. J.
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 255) Davis, Harry O., Captain, 41st Trans. Battalion (AAM), APO 28, New York, N. Y.
 263) Deihls, George F., Jr., Lt, TDY to Ft. Sheridan, Ill. Perm Sta: Ft. Leonard Wood
 291) Dugger, Morris W., Captain, Hq & Hq Company, 9224-5 T. U., Ft. Eustis, Va.
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 367) Giefer, Ira, Captain. . . . 5000 SU, Headquarters, Fifth Army, Chicago, Illinois
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 474) Hunter, John C., Captain, 110th Trans. Company (Helicopter), Fort Sill, Okla.
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 Freytag, Robert J., Lt., 47th Medical Det. (Hcptr Ambulance), APO 177, N. Y., N. Y.
 Greiner, Donald H., Lieutenant, Hqs, 37th Engr. Gp. (Combat), APO 165, N. Y., N. Y.
 Harris, F. G., 1st Lt. 36th Engr. Gp. (Combat) Air Sec., APO 358, San Francisco, Calif.
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 Landry, Preston J., Lieutenant, Hq & Hq Co., Trans Gp (Avn), 9224th T.U., Ft. Eustis, Va.
 Leach, William F., Lieutenant. . . . 1723 Perkiomen Avenue, Reading, Pennsylvania
 Manthei, John E., Captain. Army Aviation Section, Fort Monmouth, New Jersey



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 Morris, John O., Lieutenant, Trans. Arctic Gp. (Avn Branch), APO 23, N. Y., N. Y.
 Mosely, Douglas, Captain, Hq., 287th Field Arty. Battalion, APO 108, New York, N. Y.
 Simmons, Cecil R., W/O, 508th Transportation Co (Helicopter), Fort Bragg, N. C.
 Smith, Walter E., WOJG, 45th Transportation Battalion (Helicopter), Ft. Sill, Oklahoma
 Smotherman, Thomas E., WOJG, 45th Trans. Battalion (Helicopter), Ft. Sill, Oklahoma
 Stagers, James H., Mr., 1874 Ridge Avenue, Apartment #3, Montgomery, Alabama
 Swabb, Fred C., Captain, 416th Signal Aviation Company, Fort Huachuca, Arizona
 Woolley, Earl L., Captain, Hq., 32nd Field Artillery Battalion, APO 162, N. Y., N. Y.

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84f) Harold J. Bieber	727) Michael Olijar	—) Robert P. Ratayczak
—) Max L. Garland		995) Isidro S. Valdez, Jr.

SENIOR ARMY AVIATOR RATING

86) Maj. Yancey H. Bivings	418) Capt. Shepherd L. Hammer	514) Maj. Milford L. Juhl
641) Capt. Frederick A. Maurer		610) Capt. Frederick W. McGowan

Opposite Page

Top: Group Photo of AHATC 55-M (Graduation date, 28 May): STANDING (Back Row) L. to R.: Majors John T. Lala and Willie W. J. Barrios; Lts. William D. Miller and Robert T. Krueger; Maj. Harold E. Barnes; and Lts. Lavon Bagwell, Joseph A. Lewis, Willard H. Bennett, Jr., Harold Z. Kiggins, and Carl Selavka. STANDING (Middle Row) L. to R.: Lts. Edward L. Johnson, Robert E. Morris, Orville H. Rinne, Charles E. Dixon, Bill R. Heisel, George L. Martin, Robert D. Henderson, Ronald D. Olson, James E. Doughty, and Gerald M. Bolin. KNEELING (Front Row) L. to R.: Lt. Dan P. Panageas; Capt. Harmon Howard; and Lts. Edwin T. Brinkley, Ernest R. Weaver, Kenneth L. Ketzler, and Walter H. Royall. (Official U. S. Air Force Photo submitted by Maj. Claiborne W. Davis, Jr.)

built aircraft, the DHC1 Chipmunk, distributed through four service flying training schools of the RCAF for pre-basic flight training.

Center Right: Major Donald A. Baker, Division Aviation Officer of the 25th Infantry Division Aviation Section (Hawaii).

Bottom: Group photo of Maj. Baker's "Pineapple Patrol," pilots of the 25 Div Air Section. 1st Row (L. to R.): Lt. Jay Tipton; Capts. John Willis, Jack O. Davis, H. E. Lockhart, and D. W. Fisher; Lt. Billy Taylor. 2nd Row: Lts. Arthur Kinney, Gus Meisenheimer, Quinton Marshall, James Chappell, Kenneth Calcetera, Paul Clark, E. N. Jones, J. R. Cook, and W. J. McEvers. 3rd Row: Lts. D. W. Kinkle, K. J. Brennan, John Brown, E. E. Kitchen, Ernie Hafers, Donald Gausvic, R. S. Swinney, D. R. Dillinger, Howard Hall, J. P. Johnston, and Bob Eyeman.

Center Left: First all-Canadian designed and

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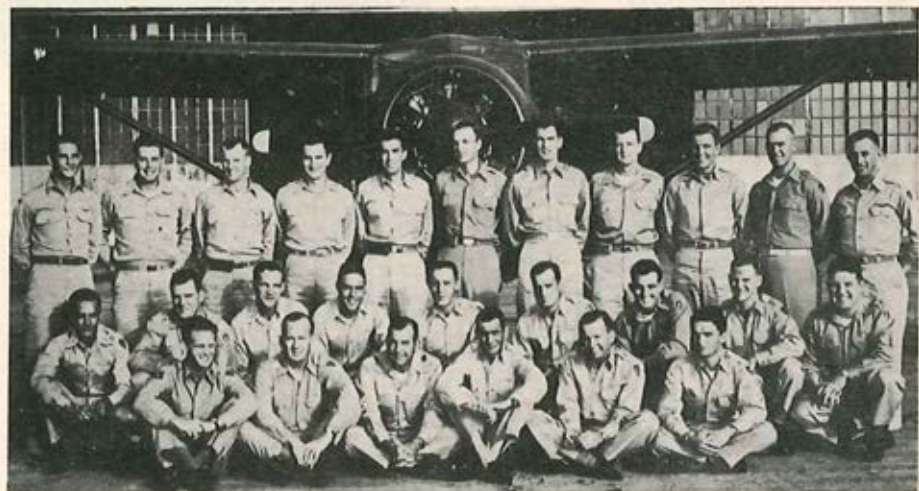
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GEORGE B. DANIELS

LP Waco, AA-51, AL, AI, AX, C, CI.



ACES CLUB



♠ Top Twenty ♠

Capt. Robert J. Lessard . .	94
WOJG Clarence M. Hulett	67
Lt. Col. Harry T. Shiveley	52
Maj. Lloyd O. Borgen . . .	46
Capt. Arthur G. Keith . . .	43
Lt. Col. R. H. Murphy . . .	42
WOJG Paul W. Bass . . .	40
M/Sgt. Thomas D. Ward	38
Mr. Jackson E. Beighle . .	37
Capt. Max E. Young	34
Maj. Gerald L. Hough . .	33
Capt. James A. Smith . . .	32
Capt. Woodrow W. Brown	31
Mr. Frank K. MacMahon	31
Lt. Klein J. Leonard	29
Capt. Charles F. Kieffer .	27
Capt. Robert E. Brizee . .	25
Capt. Michael Cullen . . .	25
Capt. Samuel E. Tillery . .	25
Lt. Col. E. P. Fleming, Jr.	24

● Back to Normal

FT. HOOD, TEX.—Since "Exercise Bluebolt" is over, the Aviation Sections have returned to their normal training days and scheduled flying missions. Here at III Corps, we have not been without our usual personnel changes. . . . Capt. Hines (Corps Arty) has returned from Instrument & Twin-E and Lt. Boyd (Corps Hq Co) is still attending Chopper School. Two pilots are due to go overseas: Lt. McDonald (Corps Arty) is slated for EUCOM and Lt. Stowell (53rd Sig) for FECOM.

Two enlisted men lost during the past thirty days were SFC Stenke (1008/1995) and Sgt. Peters (1008); both are ex-53rd Sig mechanics and both are going to EUCOM. M/Sgt. Woodward of Hq. Co, Corps, is awaiting EUCOM orders also. These men will be valuable assets to their respective aviation sections. YC, Capt. Edward M. Warzecha.

Opposite Page

Upper Left: Duplicate Lucky Fin #898. Capt. Lynn E. Dungey (71st Trans Bn, Hcptr) and PFC Roland W. Little (93rd Trans Co, Hcptr) staked out in front of the H-21C at Ft. Riley.

Upper Right: Group Photo of nine AA's who graduated Assoc. Trans. Off. Course #15 at the T-School, Ft. Eustis. "Of a total of 71 American officers in the Course, the nine listed below are all AA's, and amount to a respectable percentage of the total." FRONT ROW (L. to R.): Capt. William A. Maxwell (Wyo-NG); Capt. William F. Proncavage, Avn Gp, Eustis; Maj. Henry Wann, Eustis; and Lt. Col. Robert L. Boatright, TCAAFSO, St. Louis. BACK ROW (L. to R.): Capt. Gordon Griffith, Bragg; Lt. Col. Edwin L. Harloff, Eustis; Capt. Walter R. Trapp, Avn Gp, Eustis; Capt. Richard E. Bywaters, Avn Gp, Eustis; and Capt. Robert F. Corneil, AAS, Rucker. (Photo submitted by Maj. "Hank" Wann.)

Center Left: Lucky Fin #101—WOJG George Brinton, Jr. (r.) and Corp. Roy G. Mason, both of the 93rd Trans Co, Ft. Riley.

Center Right: Maj. Frank O. Grey (r.) and SFC Raymond O'Connor of the Illinois-NG bracketing Lucky Fin #898. First NG craft in many a moon.

Center Left: ARMAV entry, Lucky Fin #972 in the sunlight. The squinter is Capt. Landon Reid of Hq & Svce Co, ARMAV, Dept of F W Trng, Camp Rucker. (Second submission of #972).

Lower Right: A Bingo on Fin #240. Lt. Lawrence B. Corser, Jr., National Guardsmen from Cortland, N. Y., and his Sat Sun L-19.

Lower Left: Another ARMAV Fin(894). Capt. Leo E. Bergeron in front of THE L-20. Leo's with Hq & Svce Co, ARMAV, Dept of F W Trng, Camp Rucker. (Third submission of #894).

● Dwindling

GOVERNORS ISLAND, N. Y.—Manpower remains our chief problem here. Each month the mission board gets fuller and the pilots' roster gets shorter. Maj. L. Wayne Best, IFE at Hq, First Army, left us for an assignment with the 110th Helicopter Co. at Sill, and Capt. Tony DiResta left us for a slot in the Trans Sec at Army Hq. Think Maj. Hough is seriously considering checking out one of his two Boxers to alleviate the condition. Summer Camp's coming up soon and Capt. Norman Anderson (Devens) will C. O. the Camp Drum installation. He'll be assisted by Capt. Daniel Thomas (Dix), Lt. Anthony Carrillo (this Hq), and Lt. Dunne



● Dwindling

(Devens). With the departure of Maj. Best, Capt. John Beler (IFE) has picked up the full IFE load here. He's prepared lesson plans to be given to all NG-USAR pilots attending SFT at Drum. Capt. Richard Potts (TDY in Alaska last year) "feels" for the Arctic Circle crew in their Brooks Range Opns. "Rugged country," says he. We invite any and all transients to make an "Island" visit when passing by, especially pick-up crew who pick-up their Sikorskys at Bridgeport, YC, M/Sgt. Thomas D. Ward, Admin. NCO.

● Fair Wear and Tear

JAPAN—In the way of news, the 6th Hcpr Co is now stationed at Matsushima Air Base, Japan, having redeployed from Korea in December 1954. Our "beat up" H-19's, originally issued to the unit at Fort Bragg in 1952, are holding up well under the circumstances.

Our work over here consists in the main of participation in Regimental tactical exercises of the 1st Cav Division—troop hauls and supply hauls. We will spend most of May "down south" in the Tokyo area, working with the Infantry. At least the Officers and men will get some well earned R & R in Tokyo as long as their money holds out. We are now up to full strength again, after experiencing a 90% turnover in mechanics, (none of whom were H-19 trained). We began a school for mechanics in March, run by the 150th Maintenance Detachment—now commanded by Lt. Cyril B. Fuhrman.

I am due back in the States for reassignment in December, and I might add I am looking forward to it. But I guess its "rough all over"! Our Executive-Operations Officer, Capt. Earl J. Hammack, returns to the U. S. in August. He is now marking off each day as it goes by. One would think he was anxious to get home. Sincerely, Maj. William G. Kilmer.

● Difficulties

TURKEY—Worked up an article for "Army Aviation" but found that I violated Turkish security regulations in every paragraph. We will try again but it will be darn hard to do justice to the subject, factual information about the units—number of units—types—etc. You can readily see the problem—even the number of aircraft would violate security. We still do not know what "IT" is about. Believe you fail to realize how far out of touch with the Western world we are. We've been away from the main feed trough for a year now and if one KNOWS what is under discussion' it is then easy to deter-

Upper Left: WRIGHT-PATTERSON AFB, OHIO—100% all the way, members of the Transportation Corps Army Aviation Coordinating Office are shown in an indoor group photo. Seated at the desk (center) is Col. Warren C. Hamill, Commanding Officer at TCAACO. Standing, left to right, are: Capt. "Red" Alexander; Majors William C. Edler, William H. Gardner, and Bill Brabson; Capts. William Luttinger and George Shoner; Maj. Howard Richardson; and Capt. Jim Proctor. (Photo submitted by Maj. William H. Brabson, Jr.)

Center Left: FT. HUACHUCA, ARIZ.—A 100% unit, pilots of the 16th Signal Battalion (Corps) standing behind their home-made aerial marker (16 Sig). Left to right: Lt. John K. Clements, Lt. George A. Rizer, Capt. Jack D. Tamplin (AO), Lt. Charles N. Allgood, and Lt. Arland D. Boydston. Must be a happy unit. EVERYBODY'S smiling.

Upper Right: Lt. Col. Gerald H. Shea, CO of the 71st Trans Bn, Hcpr, addressing his unit at a review given in his honor. (U. S. Army photo, PIO, Ft. Riley.)

Center: Panoramic photo of the flight deck of the aircraft carrier, USS Windham Bay, reveals part of the flight of 47 helicopters belonging to the 30th Engineer Group. Besides the helicopters about 350 men were also aboard the flattop en route to Anchorage, Alaska. Two gobs stand idly by in the left foreground watching "the AHMY take over." (Off. U. S. Army photo submitted by Lt. Donald A. Smith.)

Lower Left: New "Beast" on the Ft. Sill line. Two new H-34's glisten the ramp of the 45th Trans Bn, Hcpr. (U. S. Army Photo.)

Lower Right: Coonskin does not a Crockett make. Capt. Samuel E. Tillery (DOI), Spec Missions Gp, Rucker), a fixture on the HIT PARADE with 25 scalps. The slight look of annoyance on his face is attributed to "the eight that got away last week."

mine what IT is about. . . . Best regards to the gang at GI-NY. . . . Lt. Col. James L. Townsend, TUSAG.

● Another "Platform"

WALLINGFORD, CONN.—Looks as if the aviation section of the 43rd Inf Div (CONN) has finally been accepted. We received our Army Advisor, Capt. Stanley L. Chambers, ex-Germany and VII Corps Arty. An old timer in Army Aviation, he was in Class 2, Sheppard Field, Texas; a little before my time. For a long while all we got was his mail for he was down taking life easy as a member of Chopper class 55-I. So if he owes anyone money,



● Another "Platform"

we've got him.

Lt. "Hot Dawg" Burr is really putting the outfit in shape. The latest addition is a 4-wheel platform on which to land the chopper. No longer do we have to pull the Idiot Machine in by hand. Just land it on the platform and hook the tug on. Saves many backaches. Anyone desiring plans, just write the man.

The whole unit is getting ready for our summer camp, this year at Camp Drum. We have a new pilot, Lt. Walsh, ex-AF, plus the possibility of getting another one on flying status before camp. Pretty soon, we will have more pilots than aircraft. YC, Capt. Edward Polanski.

(Ed. *Something else is new—that "Captain" shingle in front of "Polanski."*)

● Reorganization

FORT SAM HOUSTON, TEX.—We now have a Special Staff Section in Fourth Army Hq. The Flight Detachment was integrated with the Army Aviation Section on 18 April 1955 which increased the size of our section considerably. Our organization is set up with the Aviation Officer, Lt. Col. Raymond E. Johnson, the Administrative, Plans and Training and Operation Divisions here at the headquarters while the Flight Branch remains at Brooks AFB under the Opn Div. Sincerely, Maj. Russell T. Blair.

● Sandbag!

EUCOM—About time the EM of the "Old Reliable" 9th Infantry Division spoke a word or two. We have a full crew of subscribers at the present time and Capt. Max E. (SANDBAG) Young keeps 'em on the ball. As you'll note from the accompanying cartoon, new arrivals have to shell out their deuce plus forty before they even set their duffle-bag down. Rough, but effective, and the mag sure deserves the support. Hope the cartoon is used for Capt. Young hasn't seen it as yet. Might even give some of the other Division Avn Officers an idea although anybody that has to be sandbagged for 17¢-20¢ a month sure isn't a "sport."

Gotten sort of rambfing. SFC Jack F. Bollin is our Line Chief; Sgt. Chester C. (Pearshape) Parsons is his assistant; and I hold down Opns & Engineering. M/Sgt. Charles Beber serves as Div Tech Inspector. We're running a consolidated outfit, with Div Arty and Sig Co right here with Div Hq. Gives us a rather large section for this type of Division (Without an Avn Co). At the moment, we have eleven pilots and approximately 30 crewman, but this figure won't hold for we're in the

● Golden Gate

PRESIDIO OF SAN FRANCISCO, CALIF.—Now that most of our large exercises are over, we here in Sixth Army are able to breathe, and I have this opportunity to drop a quick note informing all of our recent activities. This will probably be my last letter for awhile as I am leaving tomorrow for Instrument School (no reflection on our California weather is intended.)

Early this year, we launched *Exercise Desert Rock* at Desert Rock, Nevada, and it is rapidly nearing completion at this writing. One month later Sixth Army conducted a large scale amphibious operation on the Pacific coast known as *Exercise SURF BOARD*, and on 1 May our last large scale maneuver, *Exercise APPLE JACK* started way up in Washington. For each of these exercises we formed a Provisional Flight Detachment consisting of both fixed wing aircraft and helicopters. From all reports and visits the flight detachments have done and are doing a superior job on these exercises. Our only difficulty has been "not enough helicopters." The terrain in two of these exercises is very, very rugged and it seems that since the advent of the helicopter there is just no other way to travel.

The 30th Engineer Group (that No. 1 in size unit) moved to Alaska and at Crissy Field we have plenty of tie down space for transients again, we extend a

throes of rotation. . . . This is borne out by the last bunch of Subs the SANDBAGGER sent in. Hard to tell who's where right now. We've got 'em comin' and going. Me? . . . I'm going . . . to chow. YC, Sgt Harold W. Ehlers. PS: Cartoonist is PFC Theodore Boller in case you reduce the cartoon (and his name) to a nit.

Y-e-e-s, Sir!



● Golden Gate

hearty welcome to any aviation personnel who would like to visit the city of the Golden Gate.

We have had very little change in personnel here in our Army area. A quick run-down of pilot personnel here in the Sixth Army Headquarters is as follows: Major John Gall is the Army Aviation Officer and I am his Executive, Captain Frank Jarrard and Captain William Noble in the Army Aviation TC Section, and Lt. Col. Kimmuel Blacker is the SGS of our headquarters. Our Flight Detachment supporting the headquarters consists of Captain Lee Perdelwitz, CO of the Detachment, and Captains Chester Mead, Wallace Fenn, and Robert Mowry.

All of us here enjoy the Army Aviation magazine very much and read it from cover to cover—even if it is someone else's. For the benefit of the uninformed we hope someday you will explain this "IT" business. From the comments I'm sure it must be superfine, but what the H is "IT"? VTY, Maj. George G. Tillery.

● Chatter

FT. LEONARD WOOD, MO.—A new high in Fort Wood Radio Shows was reached recently when PFC Don McComb, radio section chief of the Public Information Office, recorded an interview with 1st Lt. Dewell Thrall, an Army Aviator at Forney Field, in a helicopter about 1,000 feet above the ground. Tape recordings of the interview were featured on a recent weekly Fort Wood Show which goes to the radio stations in Missouri. (Excerpted from Ft. Leonard Wood post paper.)

● "Operation Wait"

DESERTED ROCK, NEVADA—You've all probably heard sadder tales in your active or inactive dealings with the Army but, brothers, I've got a pip. . . . On 10 March seven H-19's, three L-19's, three H-23's, and three L-20's departed Fort Hood complete with pilots, crewchiefs, and credit cards.

The original plan stated that we would go to Camp Irwin, Calif. for a "dry run" with "Task Force Razor" in preparation for a short show at the next A-bomb blast at Desert Rock, Nevada.

Somewhere enroute the plan was changed and after arriving at Camp Irwin we were immediately sent on to Hunter-Liggett Military Reservation for "Exercise Surfboard." we didn't think this was too bad a break for we would soon be back to Nevada, witness the blast, and then on to Hood and our families.

That, dear friends, was over a month ago and we're still waiting for the Big

Boom. Upon returning from Hunter-Liggett we sat at Camp Irwin for two weeks anxiously awaiting the oft postponed move to Desert Rock. Finally, on the 18th of April, we received the order and arrived here on the 21st (We tactically supported the tanks enroute.)

On the evening of the 25th, we moved up to the forward area and felt that at last we would have "the blast" on the 26th. After rising at 0300 hours we got a blast all right but not the atomic type we expected. 'Twas merely the word that the explosion would be postponed. That has been going on ever since and now it's May 1st and we're still awaiting "Apple 2" which our SHOT has been named. Naturally, we have renamed the SHOT but due to literary censorship (and the fact that some recorder named Dotty opens your mail first) I'll not mention it.

We have been rained on, snowed on, and sand-blasted. We have had the tents blown off us in a cloud of Nevada dust. We have eaten enough "C" and assault rations to give even Hercules severe ulcers. We have been cursed by every Club Officer into whose Club we staggered with sand in our eyes. We've flown HUNDREDS of reporters and photographers but have yet to be mentioned in any tabloid. We have all lost money in Las Vegas. We've done everything humanly possible to keep our aircraft running, yet we face a "Superior or Else" TI inspection a week after returning to Fort Hood. And we have gone a week at a time without a bath (no water, not lack of vanity.)

(Ed. Note: At this point, the writer became quite vitriolic and we deleted a torrid sentence or two.)

So, please, "AA" readers, no violin tunes, no chaplain's enheartening talks. All that we of the glorious 1st want is replacements. . . . Bob Koepp, 1st Combat Aviation Company.

(Ed. No doubt, the readers are aware of the many postponements that marked this particular blast. Even po' lil Las Vegas was hurtin'. The hotel owners had a Top Money Golf Tournament and its consequent entourage overlap the blast and from newspaper reports, they had golfers, pros, and hackers sharing "hot beds" with the somewhat irritable members of the press, CD officials, and what have you. Must have been a happy little place. Bob, your unique Desert Rock stationery has been put to good use.)

No Fluzzel

We weren't joshing when we said that we're getting cramped for space. No Picture Puzzle this month. We hope to resume this feature in the next issue.

random:

We certainly lived up to the name of this column last month. Nine o'clock one night, the phone jangled and over the phone Maj. Hough (Dep AO at Governors Island) jolted us with this: "Eh, boy, you'd better change your brand of benzedrine. Just did the Puzzle and instead of getting my customary 12 out of 16, I flunked. I think you pulled two big proof-reading boo-boos."

Sure enough, underneath the photo of Frank K. MacMahon, Mil. Liaison Rep at PHC, the Goof-reading came out: b) J. E. Beighle (who just happens to be the Sales Manager at Sikorsky) . . .

And then just to make certain we'd alienate ALL of the manufacturers, in picture #1 we identified a cropped photo of BELL blade tips as "a Hiller H-23."

Think we don't do a thorough job? In the Feb. '55 issue, our benzedrine let us down again. We called the Cessna jet a Cessna product on page 6 and a "Beech XT-37A" on page 4.

De Havilland's "charmed life" has 'em jittery in Toronto. They know they're due but they don't know which paragraph or which issue.

To get back to our current ulcers. . . . Bell and Hiller were too far away for our limited "expense account" but to add the "ran" to the "dumb" we ran down to Morton, Pa., hoping to shanghai the PHC issues somehow. The Post Office had a six-day jump on us so it was a cheerless ride down the Jersey Turnpike.

Mr. MacMahon's secretary greeted us: "Hi! The issues just came this morning."

"Has HE seen them?" said I, thinking of just how one makes a hasty exit with a ID card on one's lapel, an entry slip that required an "exit" signature, a buzzer door, and two burly guards at the main gate.

"No, he hasn't had the opportunity. He's in the Cafeteria. I'll take you to him."

I just had a cup of coffee while HE and I made petty talk. Figured that as long as I was in for a reaming why get it in a Cafeteria seating a thousand.

Back at his office, I turned quickly to the Puzzle and said: "This is wrong!" My direct frontal attack must have so unnerved the man on reaching into his lower drawer all that he could come up with was an "It's a Boy" cigar.

Never one to miss a trick, I politely asked: "And how is Mrs. MacMahon?"

"It's a grandson." . . . FADEOUT.

That was an explanation of how the front wheels went over me. The back wheels go over next month when we move.

As you may know, the publication moves to Westport, Connecticut next month. (*Lebensraum*.) Westport is just two autorotations away from Sikorsky. And guess who pushes a power-mower just two Connecticut blocks away from me? . . . Yep, you guessed it, Mr. J. E. Beighle.

No sense trying to borrow a cup of sugar at his back door. I believe he'd give me the whole sack.

On the whole, I think we do fairly well. Try proof-reading this stunted type with "Dragnet, Lucy, Lux, and Gobel" as a background . . . and we can't fire our dial-happy assistant. She's on a long-term contract.

Just to prove that there are other "unusual" things going on—aside from this periodical—how about that Air National Guard pilot who leveled off at 1,500 feet and then found a 42-inch snake poking his head out of the instrument panel.

"I didn't ask his pedigree," remarked the lieutenant. "At 1,500 feet, snakes are snakes to me."

We'll bet he won't sign off his preflights so fast in the future. . . . And then there's the German inventor, Friedrich Butig, who came up with a strap-on "flapping wing" that works.

Seems to me that Eddie Rickenbacker at a tender age tried the same thing. Don't know what happened to Eddie but Fred MacMurray's stand-in busted his gut coming off the barn roof in the Rickenbacker" movie.

Well, anyway, this buzzard wing *flies*. A small 1-h.p. engine flaps the wings until it's airborne and then the "Birdman" keeps it aloft by foot pedals and a hand-operated handle.

Last, but not least, a "small, two-engined Beechcraft plane plopped down at Haneda Airport" after making the 5,792-mile flight from San Francisco to Tokyo with stops only at Hawaii and Wake Island.

Unusual? The two business executives summarized the flight: "It was easy—there was nothing to it."

You'd better get those L-23 autopilots ready, fellows.

Your Editor, Art Kesten

"LUCKY FINs"

Last 3 digits on Fin. Submit head and shoulder snapshot. Crew chief MUST be included. Either the pilot or the crew chief MUST be a subscriber as of the first of the month of the date of the issue. 12 gratis copies go to first Fin# submitted.

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"Once A Year Effort"

We are anxious to bring this publication to as many Army aviation personnel as possible. A wide readership among pilots, crewmen, and Reserve Component personnel will result in many more viewpoints and a broader month to month perspective of Army aviation.

At the same time, we would like to limit our appeal for circulation help to a "Once a Year Effort" so as to increase the effectiveness of the drive, plan our expenses for the year based on the results, and not bother you with alternate month "Harruba."

As a subscriber, we ask you to help us at this point by bringing in ONE new supporter. You will not be asked to do so at any other point in fiscal '56.

As an inducement to make the "Once a Year Effort," if you will bring in that ONE new supporter we will extend your subscription for another year at \$1.50. Admittedly, this is only 50¢ below the normal subscription fee but it's the best we can do and is a sincere effort on our part to give you some tangible benefit for your efforts.

Then too, you may be just one away from making ACE and the ONE now may net you the Certificate . . . and if you and the others in your unit round up the strays, we're certain that your unit can easily go 100% and lay claim to a Kingsize Unit Certificate.

Getting that "One" a year may not seem very important to you, but it does mean a great deal to your Editor and his staff of one. The acceptance of the publication is the only way that we can tell that we're doing a good job.

Staples permitting, you should find a return envelope in the center of this issue. We hope you'll latch on to someone today and use it.

Help Needed

FT. BRAGG, N. C.—I hold the job of aircraft supply-man in my organization, and to the best of my knowledge, I plan to follow this type of work when I return to civilian status in January, 1956.

I have been familiar with supply since July, 1954 and have had no prior experience in this line. Since there are no service schools for aircraft supply, I have not had the opportunity to be school-trained and therefore, I feel the need for additional training in this particular field before I can expect to hold this type of employment as a civilian.

Before I leave the Army, I would like to participate in any correspondence courses that are available pertaining to aircraft supply so that I may be more fully qualified to perform this job. Afterwards, I would like to enter a school which would further aid me in this field.

I have the promise of a job working

in supply at the Middletown Air Depot, Middletown, Pennsylvania. My home is in Harrisburg, Pennsylvania. I would certainly appreciate any information that the readers could send me concerning correspondence courses that I could take while in the Army or schools I could attend afterwards. I would be interested in a school in Pennsylvania but I will consider attending one elsewhere. Hope somebody can help me out. Cpl. Donald L. Mangle, Hq. & Hq. Battery, XVIII Abn. Corps Arty., Fort Bragg, N. C.

In Memory

FORT BENNING, GA.—I would like to inform you of the deaths of Captain Robert F. Carter, Captain Earl J. Scott, Sergeant Herman W. Punke, and Sergeant Horace G. Conner. All four were killed when their H-19 helicopter crashed. Very truly yours, Lt. Harold T. Campbell, 3rd Infantry Division Combat Aviation Company.

"Army Aviation"

WESTPORT, CONN.

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● Act of Congress

FORT BENNING, GA.—I'm pushing a pretty passive pen this month, to say the least, since there hasn't been anything real newsy happening here at the 3rd Inf Div Combat Avn Co. . . . Now THIS is the news we've been waiting to send—In the past, my cronies and I have begged, pleaded, promised, and even threatened our few remaining "peekers" to kick in and jern up and make our DIVISION a 100% unit.

Well, we knew it would take an Act of Congress to make 'em shell out so we arranged just that. As you know the BIG pay raise came through so here we are—100%. So if you don't mind please—we'll accept our Super-Duper, solid-oak mounted, laminated, wall-mounting, space for individual autographs, 100% Award. We're waiting!

Out of all this turmoil (and it was every bit of that) comes another "ACE," namely "Speedy" Gonzales who sold our hardest "peekers," including himself. Another word is that we're sending Capt. A. B. Wood and Lts. Joe Levinson, W. B. Long, Bob Sauberan, and Bill Walker to Chopper School.

Career management has waved its wand again and Capt. Earl W. Nielsen is going to Panama; Capt. Ralph L. Crommett, Lts. Donald G. Capelle, Charles F. McGee, and yours truly are leaving for Europe; and Lt. John Radu is leaving for the 30th Topo at Scott & points north. YC, Lt. Harold T. Campbell.

★*The only safe way to destroy an enemy is to make him your friend.*

● Fishing

FT. HOOD, TEX.—Since we have received most of our T/O & E equipment and personnel, it's not like Christmas around here anymore—no new airplanes or trucks or equipment coming in every week or so. And so the 4th Armd Div Avn Co will have to be content with rumors about getting jets, VTO's, Otters, etc. However, with all the inspections we've been having our maintenance people will probably be glad to give some of our stuff back to the supply depots.

We're still bragging about the new pilots ready room that we aviators fixed up with our own little hands and pocket-books. Slanting walls, tile floors, and daring colors make it quite different from most of the army scenery here—Come in and see it if you ever fly this way.

I suppose everyone is as busy as we are completing annual minimums and boning up for the annual exam. Captain Charles Ward gave us about ten hours in the classroom on radio navigational aids when he got back from twin-engine school.

Competing heavily with these most serious studies, however, are the fish in the lakes and rivers around here. The fishing has been pretty good and appeals to most of us, except our two bachelor Lts., Fewsmith and Bouas, whose fishing is along different lines. A "Barbecue" snapshot is enclosed. Your correspondent, Lt. David A. Sanders, Jr.

★*The world is full of willing people—some willing to work, and others willing to let them.*