

ARMY AVIATION

AUGUST, 1955
VOLUME 3, NUMBER 8

THE McCORDS:
AA'S FIRST
FATHER-SON
COMBINATION
(See Page 9)



Beechcraft

SAFETY SUGGESTIONS

 PUBLISHED AS A SERVICE TO PILOTS

WATCH THAT BIG PLANE TURBULENCE

Note: This safety article is the third in a series to be published in Army Aviation. They are short recaps from Beechcraft Safety Suggestions which have been published as a service to pilots since 1939. A Beechcraft Customer Service Program

Beech Aircraft Corporation has conducted extensive studies on big plane turbulence in an effort to learn as much as possible about this condition so that this information could be passed on to others.

The experiences of pilots who have encountered big plane turbulence were solicited, and more than 200 letters were received from helpful pilots all over the world. A number of these letters describing these various experiences, with illus-

trations, were published in BEECHCRAFT Safety Suggestion 8.

Basically, big plane turbulence results from wing tip vortexes and the swirling propeller wash of large aircraft as shown in the illustration below.

This illustration shows a large plane taxiing up to the terminal. A small plane is on its final approach for landing and is entering the area of turbulence set up by the large airplane which has just landed. This turbulence may remain in an area of approach for several minutes depending on the air conditions and can be extremely hazardous to landing aircraft.



To minimize the effect of big plane turbulence, play it safe.

1. Allow plenty of space between aircraft in the traffic pattern.
2. Make your approach to and landing on the up-wind side of the runway.
3. Maintain adequate flying speed well above your aircraft's stalling speed, when entering an area just vacated by another airplane.
4. Be alert and prepared for turbulence on your landing approach.



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

Another Message from...

Piasecki Helicopter Corporation

MORTON, PENNSYLVANIA
TELEPHONE: SWARTHMORE 8-4000
CABLE ADDRESS: PIMELICORP

July 7, 1955

Gentlemen:

In the March issue of this magazine, Don Berlin addressed a letter to you in which he mentioned that Piasecki Helicopter Corporation has a continuing program to constantly improve the H-21 Work Horse. My purpose in this letter is to give you a brief run-down on a couple of the more important items included in this program.

Both of these items would permit the H-21 to more nearly approach the Army's goal of all-weather, around the clock capability. The first of these is an engine governor and automatic collective pitch installation. This device would enable the pilot to give more attention to attitude and navigational presentations since he would be relieved of the necessity of constantly monitoring engine and rotor speed.

The second item of importance in improving the instrument flight capability of the H-21 is a rate damping system for stability. This system utilizes rate gyros which sense external disturbances to the helicopter, and amplified signals from these gyros energize servos which apply corrections into the control system. Hands-off flight for periods of one-half to two minutes is possible with this installation.

Both of the improvement items described above have been developed and tested on an H-25 type helicopter.

There are, of course, many other items included in our H-21 improvement program. Many of these are already incorporated into production, others are awaiting approval, and still others are in a pre-proposal status. You may be sure that we will continue our efforts to make the H-21 a better, more useful Army vehicle.

Sincerely,

L. L. Douglas
Lee L. Douglas
Vice President-Engineering

BUILDERS OF TANDIM HELICOPTERS



ARMY AVIATION

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Direct From De Havilland



Capable of rendering a high degree of mobility to the U.S. Army, the De Havilland L-20 Beaver is in itself "mobilized" by the Air Force in the pictorial coverage shown. The Fairchild C-119 Packet from Pepperrell AFB, Newfoundland, is shown above with doors wide open to accommodate the L-20 fuselage. In the photo at the left the L-20 wing section is about to be loaded aboard the Packet. Once loaded and lashed, the Beaver was airlifted to the 6611th Material Squadron, Nassarssuak AFB, Greenland.

Another item of news at DHC was the arrival of Capt. Robert J. Ogden, a ground school instructor at ARMAV, Camp Rucker. Capt. Ogden came to pick up the first orange-colored L-20. Upon inquiry, DHC learned that this particular L-20 is to be used for aerial navigation training at Camp Rucker and is painted orange because of the dense bushy terrain that surrounds this installation. Fitted with dual controls, these Beavers are used for the instrument training of new L-19 and L-20 pilots, as well as their cross-country navigational training.

Capt. Ogden is pictured at the left just prior to his departure for Camp Rucker and immediately below is a graphic illustration of the contrast between orange-colored #16793 and the normal OD craft in the background.

While hesitant to talk much about himself, DHC learned that Capt. Ogden has a most distinguished war record. The DFC with 3 clusters and the Air Medal with 19 clusters were secured during WW II duty with the 186th FA Bn and Korean duty with the 25th Infantry Division. He is now assigned to the Department of Tactics and General Subjects at Camp Rucker.

Arranging sites in a wartime geographical sequence from the sea to the battle line brought about a highly interesting Eustis . . .

... Combat Support Problem...

High-ranking military and civilian leaders were present at Fort Eustis last month to witness Combat Support Problem #19—a combat supply situation which portrayed the role of the Transportation Corps in unloading and delivering supplies to a combat army.

Utilizing troops, technicians and equipment of the Transportation Training Command at Fort Eustis, the problem was staged for over 300 dignitaries. During the six day run of the CSP, over 575 West Point cadets, 37 foreign military attaches, and 500 ROTC cadets viewed the performance.

The overall tactical situation was explained to all Combat Support Problem observers by means of a short, but highly informative play presented in the Transportation School Theater. The audience then toured the CSP sites, each of which represented a phase in the mass operation of servicing the infantry, artillery, and armored forces fighting in the North. The sites were arranged in a wartime geographical sequence, that is, from the sea to the battle line.

This first operations site was at Red Beach, along the James River. Here, water terminal units showed what is done when harbors aren't available and the Army must create its own. Landing craft of all shapes and sizes received cargo from ships anchored well off-shore and brought it to the beach, where a variety of different cranes, derricks, forklifts, and rollers were employed in loading the crates, giant containers, drums, and bombs onto trucks.

The next site was the pier at the Eustis port. Here observers could see a Terminal Command in full operation used where good harbor facilities exist. On the huge main dock, tied-up ships had every type of cargo unloaded from boxes of 30 calibre rounds to seventy-ton tanks, and every lifting device employed from shipboard booms to 100-ton, independently floating cranes. All types of ships, lighters, harbor vessels, and landing craft could be seen in operations here, as well as hundreds of Army stevedores working quickly and efficiently throughout the entire length

of the pier getting the supplies off the boats.

A diving demonstration, carried on by TC divers, took place at the pier, and illustrated underwater repair and demolition techniques.

Working inland, the Combat Support Problem #19 next exhibited TC highway operations. The scene was a truck terminal along the route to the front. Long lines of trailer trucks rolled in from the port and beach area, and dropped their loaded trailers. Then they hooked up to an empty trailer and picked up a loaded one, recently brought in from the pier. Better control of the roads to the front and selection of cargo to be carried is made possible by this dividing up of the route among different truck groups.

The last site was an airstrip located close to the front lines. The strip contained a Transportation Army Aviation Maintenance Company, equipped to repair army light planes used for liaison, reconnaissance, and artillery spotting by fighting units. It was located close to the "shooting" in order to carry out its mission of lending close support to combat forces. At the same time, it was responsible for its own defense, and gun emplacements surrounding the company areas emphasized this fact.

It was here that the Transportation Cargo Helicopters showed what they could do. In the midst of the fighting, a formation of H-21 light cargo 'copters, flying low so as to make a difficult target, came in and dispatched a platoon of fully armed



Double Duty Copter-Plane Wins Praise

Movable Blades Give Vertical Or Horizontal Power

FORT WORTH (Tex.). — A strange looking airplane with movable helicopter blades mounted on its wingtips was hailed today by Assistant Secretary of the Army Frank H. Higgins as a possible answer to the problem of military logistics.

The new aircraft, the Bell XV-3 Convertiplane which takes off and lands vertically like a helicopter and then rotates its blades to serve as propellers in forward flight, was unveiled today at the Bell Aircraft Corporation's plant near here.

More than 200 high Army and Air Force officers, civic leaders and newsmen, along with 2,000 Bell employees, saw the new craft on display at the closed showing. The plane was developed by Bell under a joint Army-Air Force contract.

"We hope the Convertiplane is going to fulfill our needs to get our soldiers out of the slush, mud and ice and enable them to get there the fastest with the mostest without being tied down to an airstrip," Higgins, in the principal speech at the unveiling, said.

Military planners are thinking more and more in terms of airborne travel and equipment to solve logistic problems, he said.

Helicopters and similar aircraft offer great promise in helping to solve the difficulty of rapid transportation of men and munitions, he added.

BEHIND THE HEADLINES

Now undergoing exhaustive tie-down tests following engine and transmission run-ins and power conversions, the U.S. Army's XV-3 Convertiplane will be used to explore the tilting rotor design for tactical use as an Army observation/reconnaissance, liaison, evacuation and air rescue craft and for future development of larger cargo/assault transports.

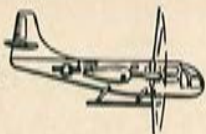
Developed by Bell and the USAF Air Research and Development Command for the U.S. Army under a joint Army-Air Force contract, the tilting rotor principle combines helicopter and fixed wing flight characteristics. Rotors mounted at the tips of a stubby fixed wing operate as conventional lifting rotors during takeoffs, landings and low-speed flight, and as airplane propellers for cruise and high-speed flight.

Conversion from helicopter to airplane configuration can be completed in from 10 to 15 seconds by tilting the rotor mast forward through an arc of 90 degrees. Emergency conversion to helicopter flight in the event of engine failure will permit safe autorotation landings.

The XV-3 program is another of Bell Aircraft's diversified activities designed to provide the military with the implements needed for successful completion of its task in war or peace.

BELL

XV-3



BELL Aircraft CORPORATION

HELICOPTER DIVISION • FORT WORTH, TEXAS

Army aviation offered an attractive career to a 24-year old lieutenant and Army aviation soon had its . . .

. . . First Father-Son Team . . .

soldiers in a matter of seconds. These helicopters are used tactically in forward areas when combat personnel have to cross a stream or other obstacle in a hurry, outflank an enemy, and speed up pursuits, breakthrough, and employment of reserves. The whirlbirds can also deliver top priority cargo, like munitions, and medical supplies, to isolated embattled units, remove casualties to hospitals in the rear, and reestablish communications.

With the end of the demonstration, Combat Support Problem #19 was complete. This CSP had as its aim, the acquainting of military and civilian authorities with the Transportation Corps' great mission of supplying the combat forces with enough material on time. By showing the capabilities of TC marine, highway, rail and air units in simulated action-under-fire, the personnel of all the participating commands believed they have successfully accomplished this aim. (PIO Release, Fort Eustis by Cpl. Emanuel Edrich.)

Cover Photo

Lt. Col. James A. McCord proudly pins Army Aviator wings on his son, Tom, at a recent Camp Rucker graduation exercise. (BELOW): The Colonel and Tom reflect on a happy future.



CAMP RUCKER, ALA.—A young second Lieutenant, stepping in his father's dusty footprints, graduated July 2 from the Army Aviation School, and for the first time in the history of Army aviation a father and son serve on active duty as army aviators.

Army aviation began a new cycle when Second Lt. Thomas B. McCord graduated from the Army Aviation School's tactics course at Camp Rucker. Just 13 years ago, his father, Lt. Col. James A. McCord, Jr., completed his Army Aviation training as a member of the third class to be held for Army aviators.

Colonel McCord is now Aviation Officer, Headquarters, Fifth Corps, stationed in USAREUR, at Frankfurt, Germany. He returned to the states to attend his son's graduation.

There is not much difference between the lieutenant's age and that of his father; the son is 24 while the father is 46, and though only 13 years separate the training which Colonel McCord and Lieutenant McCord received, there is a world of difference in training methods circa 1955 and those taught in 1942.

Lieutenant McCord's basic branch is Infantry, while his father's is Field Artillery. But there is no difference of opinion between father and son along these lines. The lieutenant attended school at the University of Tennessee, and there wasn't a field artillery Reserve Officer's Training Corps unit there.

The idea of becoming a part of Army Aviation was strictly his own, according to Lieutenant McCord. He said he knows his father had a brilliant war record, including his father's assignment as Air Officer, 1st Cavalry Division during the recent Korean Conflict.

When Lieutenant McCord finishes his thirty-day graduation leave, he also will be assigned to Europe. But he does not yet know his assignment. He would like to work with his father, but doubts that this will be his USAREUR assignment.

Lieutenant McCord, like his father, is an avid Army Aviation booster. You might even say that it runs in the family. (PIO Release, Camp Rucker.)

**Effective July 4th, 1955,
the publication address will be:
"ARMY AVIATION"
Westport, Connecticut**

Lt. Col. Robert C. Speidel in an address before 575 West Point Cadets at Fort Eustis calls the helicopter of tomorrow . . .

... A Challenge to Everyone ...



(Left): Operations Building at Felker; (R): Lt. Col. Speidel

FORT EUSTIS, VA.—“The helicopter is definitely here to stay and its capabilities have only been minutely utilized because as a simile, it is still a complex, expensive and virtually a hand made model “T” Ford, in a Jet Logistical Era,” stated Lieutenant Colonel Robert C. Speidel, Commanding Officer of the Transportation Aviation Group, in his opening address to the 575 West Point Cadets during the Aviation Group’s part of the Combat Support Problem at Felker Heliport Fort Eustis, Virginia.

He added “The Configuration of the aircraft, the power of the train and fuels, must reach into tomorrow’s pocket of ideas and application, so that an aircraft may be developed accentuating simplicity, reducing the costly maintenance factors and increasing the lift capabilities.”

Very soundly backing Lieutenant Colonel Speidel’s speech was the demonstration put on by the Officers and Enlisted men of the Transportation Aviation Group during this semi-annual mock war exercise.

Red and yellow smoke screens dropped by a “V” formation of L-19’s opened the doors of the helicopter world for the “Black Knights of Columbia”. Immediately following, L-19’s, L-20’s and H-13’s gave the cadets a preview of what was to come as they flew by the stands in single order.

Coinciding with Lieutenant Colonel Speidel’s words when he said, “It offers a tremendous and active future and a challenge to everyone in the field of logistical and modern transportation, as well as tactical employed,” the helicopter and the

men behind the “Stick showed the cadets many of its several uses.

The scene was painted with a tactical brush, an L-19 force down under enemy observation in portion of a regiment area. The purpose was to have an Transportation Army Aircraft Maintenance Company come in for the evacuation of the L-19. Also for a pick-up of the pilot and his observer.

A Piasecki H-21 Helicopter, which had received a previous message from the grounded pilot, landed, discharged a 10-man recovery team and then proceeded on its way. The team then prepared for the evacuation of the L-19.

The Cadets then saw an H-25 hover into the adjacent area to the troops, which dropped a loaded cargo sling of supplies. Later in the show the same aircraft demonstrated its pick-up ability of the same load.

After the grounded plane was prepared for aerial evacuation by the recovery team, an H-21 made a pick-up of the plane and carried it from the combat zone. The troops were then removed from the area by another H-21.

The Army’s fixed-wing L-19’s flew in many formations during the forty minute show, demonstrating message pick-ups, simulated rocket attacks and power approaches.

The West Point Cadets were then bid farewell by a formation of three Bell H-13’s which unveiled signs reading, “That’s All Folks!” (PIO Release).

Testimony before the Subcommittee of the Committee on Appropriations in the House of Representatives reveals the . . .

... Army's Tank-Killer Role...

Gen. Adams. That takes us up to the Link trainer. This is the type to be used in the round-the-clock all-weather training of helicopter pilots.

Mr. Flood. What do you mean by Link trainer?

Gen. Adams. It is a device that looks somewhat like a toy cockpit in the aircraft.

Mr. Flood. What is its purpose?

Gen. Adams. You put the student in there and there is an instructor at a nearby table with an electronic black box affair which sets out all the things that could happen to the student in the air.

Mr. Flood. Is this a stationary device?

Gen. Adams. It has a pivot to it and can be tipped sideways and forward.

Mr. Flood. I know what it is. I just want to have the record show.

Gen. Adams. Through this device a student can learn a great deal about how to handle the aircraft before he gets in it.

Mr. Flood. How long has the Link trainer been in use in any branch of the service?

Gen. Adams. A good many years. As far back as I can remember.

Mr. Flood. And you are going to use the same thing for helicopter training?

Gen. Adams. That is right.

Mr. Flood. Is that what you are talking about now?

Gen. Adams. Yes.

Mr. Flood. Are they expensive?

Gen. Adams. We have 2 units at \$30,000 each or a total of \$60,000 for the H-19A helicopter; and 2 units at \$60,000 each or a total of \$120,000 for the H-21 helicopter; and 2 units at \$60,000 each, or a total of \$120,000, for the H-34 helicopter.

Mr. Flood. Why do you not use three for half the money?

Gen. Adams. I do not quite follow you.

Mr. Flood. You want six units. What is the matter with three units? What is so magical about six? Why should it not be 10?

Who thought up six?

Gen. Adams. Those things are always related to the number of people you have to train, and that is related in terms of training hours per day.

Mr. Flood. Is this the minimum?

Gen. Adams. I think it is the bare minimum.

Mr. Flood. If this helicopter training pro-

gram is to operate efficiently this is the minimum you have to have?

Gen. Adams. At this time, yes. If we had more helicopters and were going to train more pilots, we would need more.

Mr. Flood. I am talking about in this budget.

Gen. Adams. Yes, sir.

Mr. Flood. Where does this fit in with the contract you expect to have with a private operator-

Gen. Adams. We have fixed-wing pilots that transfer to qualify for helicopters, and when they do we need to give them this in the first stages of their transition work.

Mr. Flood. This will not be made available to the commercial operator for use in his training period?

Gen. Adams. I think it would be. I think it would be useful to him.

Mr. Ford. Why does the Government buy it?

Gen. Adams. This morning we pointed out we furnish the helicopters and the spare parts and the contractor operates them and conducts the training.

Mr. Ford. In other words, this would be additional equipment the Army would provide the operator for training?

Gen. Adams. Yes. It would save us from buying real aircraft, which would be a saving, because sooner or later you will have a crackup.

Mr. Flood. It also saves manpower.

Mr. Ford. Have we gotten into blind flying with helicopters?

Gen. Adams. We are doing work along that line. As a matter of fact, we have developed interesting techniques at Fort Benning about night flying?

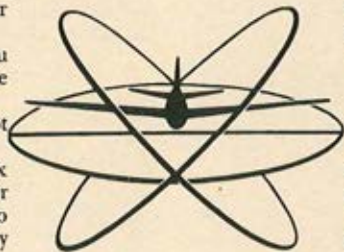
Mr. Flood. Off the record. (Discussion off the record.)

Mr. Flood. Here is the colonel who can answer your question, Mr. Ford.

Mr. Ford. Colonel, do you have blind flying with helicopters now?

Col. Allcorn. We are developing that, and actually it is beyond the development stage. It is practical and we intend to incorporate at least the capability of flying under marginal conditions and at night.

Mr. Flood. Are you going to have any armament on any of these things in the next 5 or 6 years?



Col. Allcorn. We do not feel the helicopter is any more vulnerable than the aircraft we used in Korea and we have no plan at the present time to put weapons on them to fire back at other aircraft.

Mr. Flood. Not even firearms? Do you insist on a spotter sitting out there without even a 45?

Col. Allcorn. I flew about 1,000 missions in combat and I never had any particular feeling of insecurity.

Mr. Flood. All right. That is enough for me. What about this air-to-ground missile that the Air Force has? Are you fellows thinking about equipping any of the Army aircraft at low level line fighting faced with mortar fire or ack-ack or anything of that kind?

Gen. Adams. We are working on the use of light aircraft of about the weight and size we now have in the Army as a tank killer.

Mr. Flood. This man can be a hero all he wants to, but if he is sitting out there I think he should have something even if it is just a peashooter. Why does not this pilot, if he is out there where they are throwing all this hardware around, have some sort of firearm? Are you not even

thinking about it?

Gen. Adams. If any of the aircraft starts attacking us, we will find means to fight back. But fast Air Force aircraft cannot attack it very successfully. It is too low. It can duck down low and get away.

Mr. Flood. But you know if you are going to develop an Army air wing of the nature you have been talking about, what is the next step? They are not going to have spotters in helicopters and the artillery will not be throwing rocks at them; they will shoot to kill.

Gen. Adams. Then we will fight back, sir.

Mr. Flood. Do you want to tell me more about that tank killer from low altitudes? That I like.

Gen. Adams. We are convinced we can put rockets on aircraft and kill a tank very effectively at low altitudes. We are determining how many aircraft would be involved in the Army. It shows great promise.

Mr. Flood. That is the kind of talk I like to hear.

XH-40 Makes Debut



FIRST PICTURE OF NEW ARMY COP-TER—Streamlined model of new helicopter, being developed by Bell Aircraft Corporation at Fort Worth, Texas for U.S. Army and recently designated Bell XH-40, is shown above for the first time. Low silhouette, light weight helicopter is designed primarily as a front line evacuation and instrument training craft, but can handle a variety of missions. Department of Defense rates Bell XH-40 in the 100 knot-plus cruising speed range with more than 800 lbs cargo. (Bell Release).

Photo on opposite page

ECHTERDINGEN, GERMANY—Pilot's Standardization Course, Class No. 1, receiving their certificates at Seventh Army's Aviation Training Center, Maj. James O. Townsend, Troy, Ala., Commandant, made the presentation to : L. to R.: Lts. Carlton C. Kennedy, Charles F. McGee, 1st Lt. Edward M. Pringle, and Maurice D. Gwinner (receiving certificate), Harry L. Woodward, Commandant Maj. James O. Townsend; Staff Member Capt Carroll M. Cook; Lts. Robert M. Reuter, and Weldon H. Phillips. Not pictured is student Lt. Harold F. Pyke, Jr.

Moving Soon?

Send us your new address beforehand.
This guarantee delivery of each issue.

Army aviation personnel in Europe currently undertake comprehensive transition and instrument flight training at the new . . .

EUCOM Training Center



ECHTERDINGEN, GERMANY—The Seventh Army Aviation Training Center was established at Stuttgart Army Airfield effective 1 July.

With personnel drawn from the Seventh Army Aviation Training Detachment, the new Training Center will develop and standardize flight instruction and the transition training of Army aviators.

Under the supervision of the Aviation Officer, Seventh Army, the Training Center has the added missions of increasing the instrument flying proficiency, to include the qualification and re-qualification of instrument pilots, as well as providing an Army Aviation Safety Board to review all reports of Army aircraft accidents.

All training literature and operational directives for adequate safety measures, safety reviews, and educational literature will become the responsibility of the new unit.

Proposed curricula to be advanced by the Training Center include a three-week Instrument Pilot Refresher Course and an Instructor Pilot Standardization Course. Two-week training courses include Pilot Standardization (Fixed-wing and Rotary-wing) and Organizational Maintenance and Supply.

A consolidated mess (capacity of 500), hangar, BOQ, barracks, and an Operational School Building with Classrooms and Offices provide the unit with operational facilities.

The new Training Center is under the

command of Lt. Col. B. A. Bache. Maj. James O. Townsend and Maj. Lloyd O. Borgen head the Academic and Instrument Flight Sections respectively.

STUTTGART (Added)—At long last, the promised letter now that our instrument school is being engulfed in the newly formed 7th Army Aviation Training Center. The same instructor personnel, as well as administrative personnel, are being picked up on the new organizations morning report, and I am sure will continue to carry on their jobs in the excellent manner in which they have performed their duties in the past.

After much preparation, including the commonly used Army Aviation word "scrounged", the first Army aviation Instrument Refresher Course No. 1 got underway 31 August 1954. Maj. Charles T. Anders at the controls. Assisting with the ground school instruction and doubling up as flight instructors were yours truly, Capt. Newt D. Butler, Capt. Arthur Clarke and Capt. Robert Stanfield. For equipment we had five (5) TL-19's; in three of which we had "scrounged", unmodified. Lear ADF's installed and in the remaining two, "scrounged" VOR/ILS receivers. The ADF's proved satisfactorily enough within two miles of the radio beacon to allow us to get the ADF techniques across to the students fairly well. As most of you probably know, it's the primary means of instrument navigation over here in Europe.

In the mean time we had an "ol" L-20 assigned to us and to this day I do believe we have gotten two full weeks of work out of it in the school—windows blowing out, radio trouble, inspections, etc., etc.

To this date we have conducted ten (10) courses, the first two of two weeks duration and the remainder 3 weeks, with a total of 60 students attending and 45 obtaining their tickets. In addition, 21 other pilots have passed check rides and obtained their tickets without attending the school. It may not seem like very many "bodies" but if you look back and see that there were only an average of 6 students per class, a greater output could not be expected. All in all, it's been a great experience and I've had the opportunity to meet a lot of swell guys I probably would never have seen otherwise.

Personnel-wise, our new 7th Army Aviation Training Center has Maj. Jim Townsend, Commanding and yours truly exec and president, Instrument Pilot Ex. Board. The academic section has Capts. Robert G. Culbertson, and Eugene Speakes. The Standardization section has Capt Carroll M. Cook (cotton-picker), Donald E. Bell, Albert Fern and Adrian Eichhorn. Instrument Section. Capts. Robert Stanfield (chief of section), Newt D. Butler, Blue Barron and Clifford Johnson. SFC Tuck heads the maintenance section at this time. Try to give you a further breakdown on

enlisted members. Will also try to give you a better picture of entire organization and mission at later date.

Maj. Anders "rotated" to the front office a couple of months after the first course started; Capt. Art Clarke transferred to V Corps and we had Capt. Blue Barron and Capt. Clifford Johnson join the faculty.

SFC Robert Davis, new in Army aviation circles, joined as our administrative chief, took the "bull by the horns" and hasn't let go since. (Plenty of bull around here, too). Believe he's cursed the word administration ever since. Doing a fine job, though. The other 50% of our assigned enlisted men was SFC Henry Hofsheier who has miraculously kept our three installed AN-T-18 (blue boxes) spinning despite their antiquity and scarcity of parts. He is assisted by 5 operators (ex-Luftwafer).

With only the above named enlisted men assigned, maintenance on aircraft was well handled by Lt. Col. Murphy's henchmen: Capt. Paul Griffin, Ed Stewart and Homer Johnston with Capt. Goodrich handling the electronics problems (which were many).

To get down to business, this new assignment of being connected with the Standardization Course gives me a great opportunity to "clobber" the new blood coming from Rucker overseas, as well as some "hanger onners" from other units. Note 9 enclosed Clobbers. Sincerely, Maj. Lloyd Borgen.

★ Top Article

CAMP RUCKER, ALA.—An article in Military Review magazine by Col. Jues E. Conseth, Jr., assistant commandant, the Army Aviation School, was judged best for the month of July, 1955, by editors of the publication.

Titled "Tactical Air Support for Army Forces," the article will also be considered for the magazine's annual award in 1956, according to the editors. Military Review is published by the Command and General Staff College, at Fort Leavenworth, Kans., and is considered in military circles as one of the best of service publications.

Colonel Gonseth wrote the article while attending the Army War College. He is also a graduate of the Command and General Staff College. (PIO Release, Camp Rucker.)

THULE—We understand that Headquarters, Transportation Arctic Group here in Greenland, is considering the erection of a monument at the site of the fatal accident of Lt. John O. Morris or at Morris Station. The latter site was named in memory of Lt. Morris and is the first Army outpost on the Greenland Ice-cap. Sincerely, WO Raymond C. Bowers.

Memorial

UMIAT, ALASKA—It is with deep regret that we report the death of 1st Lt. Howard B. Smith on June 24. He died from injuries received in a freak helicopter accident which took place about 120 miles WNW of Umiat on June 20th.

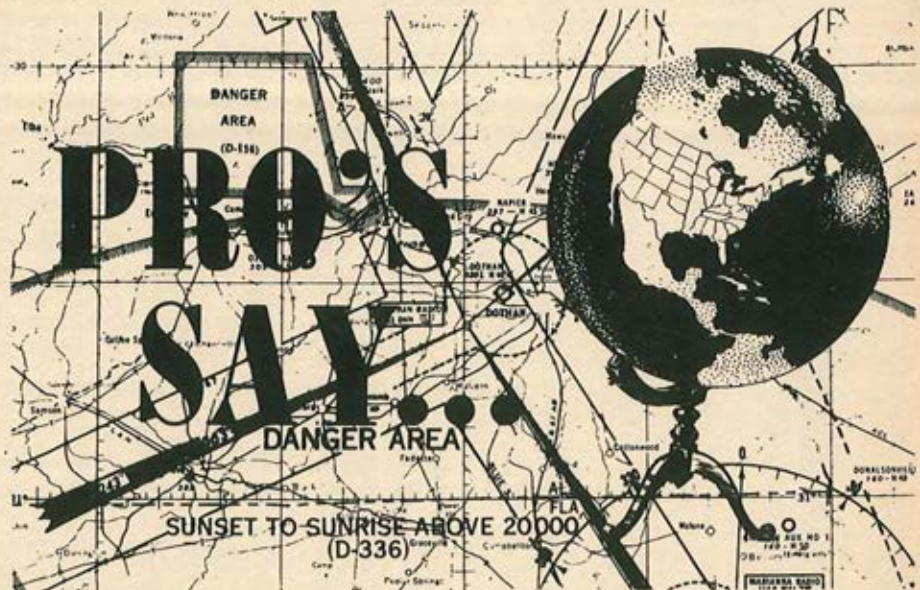
Lt. Smith was returning to a sub-camp from a survey point early in the morning to get hot chow for his crew when his H-23 struck a Great Snowy Owl. The owl sheared the tail rotor blade. Losing directional control, the helicopter plunged into the tundra.

Shortly thereafter, 2d Lt. Robert N. Jones discovered the wreckage and rendered first aid. Leaving two surveyors behind, Lt. Jones flew into the sub-camp and summoned 2d Lt. James F. Cooper and a medic. While Lt. Cooper flew to the scene of the accident with the medic, Lt. Jones initiated an aero medical evacuation in an H-19, piloted by Capt. Frederick Gates to the survey camp. From the survey camp, Lt. Smith was evacuated to Umiat in an Otter. From Umiat Lt. Smith was taken to the Base Hospital at Ladd AFB, Fairbanks in a C-46.

Lt. Smith was a native of New Jersey and an alumnus of Drexel Institute of Technology. He is survived by his wife, Mary Louise of Media, Pa. and his parents, Mr. and Mrs. George Smith of New Jersey.

A highly capable and energetic officer, Lt. Smith held the esteem and respect of the men of the 30th. His death comes as a deep personal loss. Lt. William F. Gabella.

Informal, voluntary articles on current Army aviation happenings as they occur in the line outfits scattered throughout the world . . .



FT. SILL, OKLA.—Establishment of the Army Aviation Unit Training Command at Fort Sill for transition training of helicopter pilots was announced today by the Public Information office.

The Command, which was formed from the old 45th Helicopter Transportation Bn., will provide training for single rotor transport helicopter pilots and units. The whirlybird that is to be used here is the H-34 Sikorsky, a single rotor cargo craft, capable of carrying 3,000 pounds of cargo or 14 combat-equipped troops.

From three to six companies of helicopters are expected to be used in the training program. Three companies will be here at all times. Each will be equipped with 21 H-34's. Personnel for each unit will consist of 35 warrant officers, nine officers and 97 enlisted men.

According to Lt. Col. Charles Ernest, commanding officer of the outfit, there are only two commands of this type in the Army—at Sill and Fort Riley, Kansas. The latter post is devoted to the same program of instruction on the H-21 twin-rotor Piasecki.

The first two choppers arrived here last April direct from the Sikorsky plant in Bridgeport, Conn. By the end of August, all aircraft for the Command should be here and actual training fully under way.

The Aviation Command's mission here is broken down into three functions.

One portion is to conduct a four week transition course which will train highly qualified cargo helicopter pilots in the flight technique of the new H-34.

In conjunction with this, new graduates from the Army Aviation School at Camp Rucker, Ala., who have had a minimum of training in utility 'copters, will receive an eight week flight course with the H-34 and then be shipped out as replacements to other units in the Army.

The second mission will be to train pilots, who will come here in whole aviation companies, in transition and tactics with the H-34.

The third function will be to organize and equip new helicopter companies here, such as the 587th, 110th and 284th Transport Helicopter companies that are physically present at Fort Sill at the present time.

These companies will receive recent cargo graduates from AAS at Camp Rucker. The pilots will be instructed with advanced and tactical training in the H-34, and then, in company strength, undergo an Army training program consisting of 18 weeks of instruction and five weeks of field exercises and maneuvers which will prepare them for combat readiness.

At the end of the course, the pilots will leave Sill as a company. A new unit will then be designated here to replace the departed one and the cycle will begin anew.

"The Command itself," said Maj. William R. Mathews, executive officer for the outfit, "has been augmented by 14 officers and 10 enlisted men, who will act as an instructor group, covering tactics and general subjects, flight technique and maintenance of aircraft."
(PIO Release)



THE AMERICAN HELICOPTER SOCIETY, INC.

2 East 64th Street, New York 21, N.Y.

20 June 1955

To the AA's and their Boosters:

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TEmpleton 8-3800

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The American Helicopter Society is a professional association of those interested in the design, production, operation and maintenance of rotary-wing aircraft. At its Annual and Western Forums and its Regional Meetings all the people who are interested in the advancement of the theory and practice of this rapidly expanding area of the aeronautical sciences have a chance to exchange ideas and to learn from the knowledge and experience of their colleagues.

Membership of the Society includes all the names in the helicopter field: Igor Sikorsky, Frank Piasecki, Charlie Kaman, Clarence Belinn, "Rick" Ricklefs, Carl Agar, Roul Hafner and every other important helicopter leader. At the meetings of the Society one has the opportunity to meet and appreciate these fine progressive thinkers. Additionally members are given many original papers on helicopter and related subjects and with the first of the year we will start distribution of a quarterly Journal of papers on design, development, test, operation and maintenance of heli-

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In view of the dominate position which the helicopter by its versatility and flexibility has earned in Army Aviation, I feel that all of us who support and believe in this most vital element of our modern Army will have much to gain from membership in the Society. The importance which the Society attaches to close relationships with and the support of the Army, on the other hand, is amply demonstrated by the high and important post with which they have honored me. I therefore strongly urge membership in The American Helicopter Society of each of you who is truly a supporter of the Army's important aviation program. Both you and the Society will profit.

Membership applications and further information of the Society can be obtained by addressing a request to the above address or to our genial mutual friend and editor, Art Kesten.

Very truly yours,

William B. Bunker
WILLIAM B BUNKER
Colonel USA
President

★ Contented

FECOM—Thought I'd better let you hear from me since I can no longer claim the "Birddog" moniker at Ft. Benning and I do want to continue receiving the current All Over news on my cohorts who wear the best damn wings of all the services.

I'm now a member of "Jackson Flight" (the 3rd L.A.S.) which serves I Corps Hqs here in Korea. Fellow-wingmen include Lts. Clay, Paul, Katzbacher, Jones, Leatherwood, Derrik, Williams, Spradlin, Lawson, Weide, Jenkins, Skinner, Turner, and Shields. Three of the above are departing these fair shores within the week. Just as well since all will be subjected to "The Clobber" soon.

We have a fine little strip here with our own mess, club, and all facilities close at hand. A cordial invitation is hereby extended to one and all to enjoy our hospitality. Your correspondent from Able 4, International Airport of West Uijongbu, Capt. O. G. Mullins.

★ Celebration

FORT RILEY, KAN.—Fort Riley, Kansas joined hands with Fort Carson, Colo. to assist Minneapolis, Minnesota celebrate her annual Acquaintennial this week.

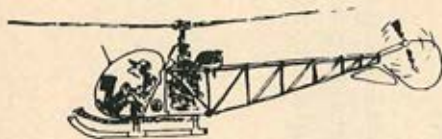
The 93rd Transportation Company of the 71st Battalion at Riley sent one of their huge Piasecki H-21-C Helicopters to the Twin Cities in late July where they were joined by a 15-man Ranger Team from the 61st Infantry Regiment of Carson.

A demonstration was put on for the public to show how the 'copter is used to fly special teams of fighting men behind the enemy lines for sabotage purposes.

Enroute to Minneapolis, during fuel stops and during the stay in the Twin Cities, the H-21-C attracted crowds and attention. It was obvious that this was perhaps one of the first helicopters of this type they had been given the opportunity to see.

A performance and fact sheet was compiled by the Public Information Office at Riley and was used to answer the many questions asked by both the public and service personnel.

Pilot of the helicopter was WOJG Ed Spencer, Co-Pilot WOJG Merle Singer, Crew Chief Sp3 Bing Quinnell. M/Sgt. Arnold Hanson of the Riley PIO and Cpl. Roy Jacobson of Riley Radio accompanied the flight to assist in passing out information. (PIO Release).



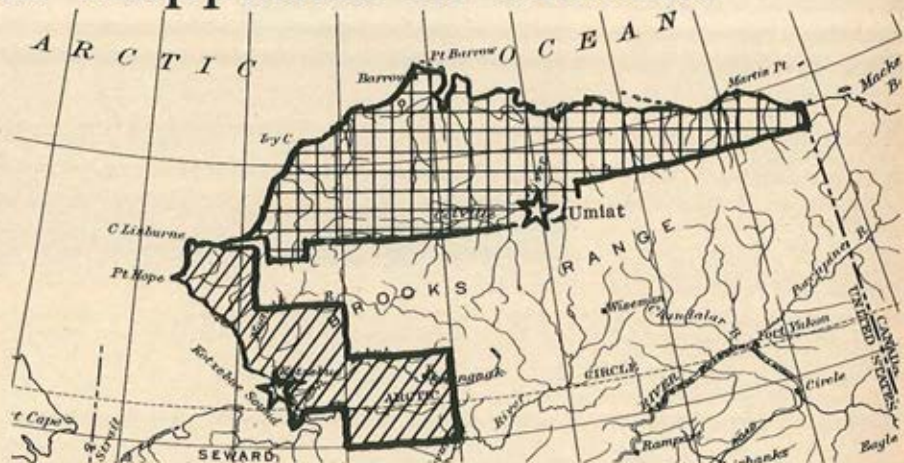
Look, Pedro—
The airplane she
is not feenish!

Si—Miguel—theez
Craazez Americanos—
so hurry to fly, they
forget the wings—
No feenish the tail!



Impressive statistics and many humorous sidelights mark the seventeen-hour working day of the 30th Engineer Group . . .

It Happened in Alaska!



LADD AFB, ALA.—Here is a clipping that might be appropriate for a bulletin board in the Chief's Office, or out at the Engineer School.

Unloading at Anchorage was as smooth an operation as the loading. US Army Alaska had us fly the helicopters some 8 miles, out to the classification yard at Ft. Richardson. They had two sedans set up to return the pilots to the ship, but since the trip by road would consume about 40 minutes, we returned the pilots by H-19 helicopter. The operation was completed between 0550 and 1030 hours, the morning the carrier arrived.

During the 6-day trip to Alaska, the flight deck was carefully measured off and marked so that 6 H-23 helicopters could be parked on the diagonal, facing the port bow. Distance and spacing were such that all six could be run up concurrently; when, the carrier flight operations officer launched them, at about 1-minute intervals, using pre-arranged signals with a green flag. Had any of the aircraft failed to start, or to check out satisfactorily, those in the rear could still take off, since each was offset to one side or the other of the one in front. All did start and get off, without delay.

Loading aboard flat cars was done with a crane. Two helicopters were put on a car. Blades, tail rotor drive shafts, and tail rotor gear boxes were removed for the rail shipment. Tail rotor assemblies were secured inside the cockpit. Tail drive shafts were secured in their respective shipping boxes which were, in turn, secured to the crossbars of the under carriage. Main rotor blades were shipped on the same train,

cradled in the original blade boxes in which they had been received from the depot. A few of the nuts worked loose and fell off. A few of the main bolts which fasten the blades in the blade grips, but most were found on the car bed. Those are common hardware, and we have replacements, but we will know enough next time to safety all such items prior to shipment.

The H-23's will be left in that dismantled condition to facilitate loading in the C-124s for the final shipment out to Kotzebue and Umiat.

The rail cars were so narrow that excessive work would have been involved in loading the H-19D's to ship by rail, so all seven were flown up here to Ladd AFB from Anchorage. They are also to be flown to Kotzebue and Umiat, respectively.

Until we arrived here, all travel between the airfield at Kotzebue and the buildings where our camp is to be had to be by dog team. A bulldozer was borrowed from the CAA there, and a road has now been cleared to the camp. The well and all lakes and streams are frozen. An M2A3 shaped charge (11-1/2 pounds of pentalite) punched a neat hole through five feet of ice in a stream south of camp. The hole was about two feet in diameter, and tapered off to around 7 inches at the bottom—ideal for pumping out water. Steam piped down into the well from an ordinary Ordnance steam-cleaner made short work of thawing out the well.

An Army U-1A OTTER airplane trip over the Brooks Range to Umiat was made yesterday. The survey battalion commander and three of his officers, plus Maj. Walters

of Group Aviation made the trip. At 10,000 feet over the Brooks Mountains, and about 100 miles south of Umiat, the homing beacon at Umiat could be heard and identified on the low-frequency receiver. The ARN-6 ADF audio receiver could pick up the sound, but the needle wheeled around and held on the station all the way in. It is mighty comforting to have that kind of equipment aboard. Temperature was about 10 above, upon arrival around 1000 hours, but warmed up almost to 32 degrees about 1330 hours. A survey of the buildings and equipment on hand at Umiat was made, and the party returned the same evening.

Mrs. Holley became ill and had to go to the hospital, so the Colonel did not come to Alaska. He apparently is not going to make it up here prior to leaving for Washington. We would enjoy having him around, but everything is going well, with all this fine bunch of officers and men working as many hours a day as there is work to do. Fortunately, there are at least 17 hours of daylight in which to get the work accomplished.

The first C-124 load for Kotzebue left yesterday, with personnel and housekeeping equipment, so we are already in business out there. An air force C-47 load has also gone to Kotzebue, and another to Umiat. Another C-124 is loaded and ready to leave for Kotzebue as soon as they can get one engine fixed that was giving them some trouble.

Wish you could be here to see the operational sites while it is still winter, but we will show it all to you when you arrive this summer. Warmest Regards, Col. Wayne E. Downing.

Movement

Six field camps were established during the first month of operations. As a result survey activity has swung into high gear. This is no mean feat considering each camp contains between 10 to 15 tons of initial equipment and supplies.

Largely responsible for the successful air operations is the new DeHavilland U-1 Otter.

Extremely versatile, the Otters are concurrently being used with both the retractable wheel-ski combination and on floats. With the ice beginning to rot on the lakes, more Otters are scheduled to undergo the transition to floats. Operating almost around the clock, the Otters and Beavers have been ranging the entire Arctic Slope area from Pt. Lay on the west coast to Barter Island in the east—and from Bettles south of the Brooks Range to Pt. Barrow on the northern shore of the Arctic Ocean.

On the Lighter Side

While on the subject of ice operations, 2d Lt. Robert



Class 55 Q-H that graduated 8 July: 1st Row, L. to R.: Lts. T. K. Wright and T.H. Holland; Capts. E. T. Schell, E. S. Bailey, and H. G. Harbison; Lts. R. L. Alleman, A. L. Junko, and J. H. Waller. 2nd Row, L. to R.: Lt. J. A. Thomas; Capt. J. F. McBride; Lts. J. W. Brown, W. H. Edwards, R. V. Moffet, E. T. Osbourn, and R. K. Long; Lt. Col. C. M. Booth; Lts. D. L. Carson, A. H. Kirchner, and R. E. Haralson; Lt. Col. J. L. Gude; Capts. G. M. Roberts and D. F. Wainer; Lt. W. W. West; Capts. R. A. Bicknell and T. J. Graves; Lt. J. A. Wilson; and Capt. S. C. Schaffer, Jr. (USAF Photo submitted by Maj. F. J. Stevens, Advisor for AA Trng, Gary AFB.)

Chedester was inadvertently cast into the role of a modern "Little Eva", dashing across the ice floes. Sitting in the movie tent at a sub-camp one rainy evening, Chedester heard a loud report and several unearthly groans in the direction of the lake. The ice was beginning to give away—fast—with his ski-equipped L-19 sitting right in the middle of it. With the ice literally cracking under him, Chedester bored off in the nick of time—not even stopping for a backward glance.

Clobber

To prove there is never a dull moment around Lat 69°22' N and Long 152°08' W, a fully loaded Air Force C-124 Globemaster had its nose gear collapse shortly after touchdown one misty evening. Fortunately, the 43 passengers and crew members were unscathed. But the C-124 came to rest in the first third of the runway with its normal three-story high tail now jutting some four stories up into the now jutting some four stories up into the

Consequently, for the next two days the AA's here brushed up on their barrier landings and take offs over the wreck—even the Otter drivers with a full 7600 lb gross load aboard. Incidentally, while the Air Force chose up sides and debated the merits of burning the hulk or abandoning it, a couple of slide rule operators quietly removed the C-124 with an ancient Affey trailer and a vintage 'Cat.

Mammoths

For those interested in paleontology, Major Phillips Melzer, "C" Flight Commander, found a Woolly Mammoth tusk in a gravel bed he used for a landing strip.

Bears

Capt. Stan Ballantyne spotted a polar bear with her cub while on a survey mission approximately 100 miles east of Umiat. At first, the mother bear ran when the

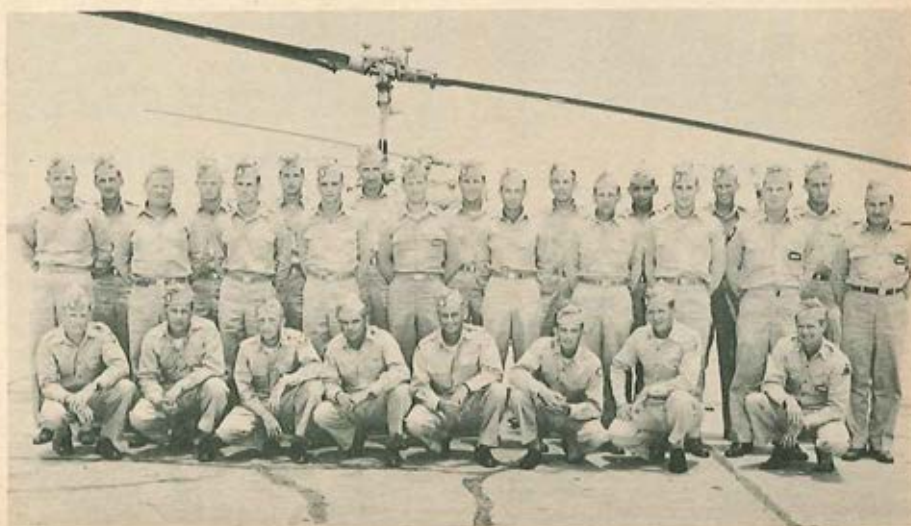
H-23 appeared in sight. But suddenly the mother bear stopped to watch the chopper hover. The cub was running far behind and didn't quite get the word—he ran smack into his momma and tumbled appetite over claws down a small slope.

Caribou

Major John J. Walters, Commanding Officer of "A" Flight, was forced down on a gravel bar in the middle of the Sagan-virtok River, about ninety miles due east of Umiat, when he experienced engine failure in a DeHavilland Otter. Major Walters skillfully maneuvered the Otter onto the gravel bar without injury or damage to the aircraft. To digress somewhat, Major Walters also reported seeing a herd of caribou that stretched for twenty miles in the vicinity of the survey site near Barter Island. Conservative estimates by Major Walters and his crew place the size of the herd at 4,000 to 5,000. Needless to say, the AA's here are readying their big game equipment for August 15, when the caribou season opens.

Statistics

For those interested in statistics—especially when they show what Army Aviation can accomplish in the line of tactical support under adverse flying conditions—here are a few figures to mull over. During the first month of operations 38,000 ton-miles were flown by the aviation elements of the 30th Group in the Umiat area alone. During the same period over 200,000 passenger-miles were chalked up. These statistics do not include "B" Flight which is operating exclusively on the extreme west coast of Alaska. In view of this, it's not unreasonable to assume that the 30th has established a new record in the field of light plane and helicopter support. YC, Lt. William F. Gabella.



★ Esprit

(Dear Editor): It is with great satisfaction that I have noted the real coming of age of your fine magazine in the June issue: I refer, of course, to the group photo of the 16th Signal Battalion Air Section. Of course, I am not prejudiced; the fact that I was a member of that section for a year and a half is purely co-incidental. But I would like to stick in a plug for an outfit that seems to excel in everything but PIO releases.

I've read of the achievements of many other units with great interest and a certain pride, but I feel that it is time some one tooted the 16th horn for them. They've done a real job, and should any one feel they're butting their heads against a brick wall in the aviation business, I'd suggest they take a look at what the 16th has achieved.

All of my time with the 16th was spent in the states: Ft. Lewis, Washington, and Ft. Huachuca, Arizona. What with the acute officer shortages in the battalion, normal ground-pounder resistance to "fly boys", and month-long sieges of gosh-awful weather (normal for Tacoma) our Ft. Lewis stay gave the section a severe beating. Bloody, but unbowed (to coin a phrase) we moved with the Battalion to Ft. Huachuca, where Capt. Tamplin was finally able to become a full time A.O.

I'm sure all the problems aren't overcome as yet, but Jack Tamplin put enough teeth in the section's bite to make it a valuable asset to the Battalion, rather than a punching bag for it when it had come off poorly in a parade. When I left, the section had acquired an arctic hut (large, walk-in refrigerator type) which a lot of hard work, co-operation, and out and out scrounging had turned into a clean, attractive operations room with an 8' x 15' map of the U.S. on its north wall. These improvements are important, but, perhaps more important is the efficient, clean-running section that has evolved along with the "eye-catcher". A rough job when you have to start from scratch.

HUH?

Dear Sir: Due to high degree of enthusiasm to encourage subscribers for the ARMY AVIATION DIGEST, recruiters have had me subscribing twice. Once by Capt. Samuel E. Tillery (about a month ago) and for the second time by Lt. Billy M. McSpadden (about 2 days ago), all of us from the same unit. If possible, I desire to have only ONE SUBSCRIPTION but for TWO YEARS. This way, you will not have to refund \$2.00. I'm looking forward to an early reply and my first copy of the ARMY AVIATION DIGEST. VTY, Lt. Harry K. S. Tom.

(Ed. Yes indeed, we've got some AA salesmen in the "Brooklyn Bridge" class; now they're selling an official publication. Don't forget, Weyman, half of that Cadillac is mine.)

Also, may I inject a few question to some possible authorities who may be wearing the civilian garb along with me: National Guard—yes, or no? Is it worth it? How does it compare with Active Reserve? Etc? Finally, one more shot—who in H-- shrinks those group shots to microscopic size? Yes, I know—economics, but cheer up: by the time the 16th sends you another shot, you'll probably have grown to LIFE-size. Sincerely, Lt. Rod Carpenter, Sig C Res).

★ Idiot Box

FT. KNOX, KY.—Our link trainers have finally arrived and are in operation, much to our delight. When, if ever, we find ourselves with so much as twenty (20) minutes free time, we go and jump in the "idiot box"—it's cool over there. At present, we are playing host to the Pennsylvania National Guard who are here for summer training. Also, we supervise and assist the Kentucky National Guard who are in training at Camp Breckenridge, Kentucky. Under our gracious hanger, you will also find men and planes of the newly Activated 3rd Armored Division, headed by Capt. "Doc" Hawley.

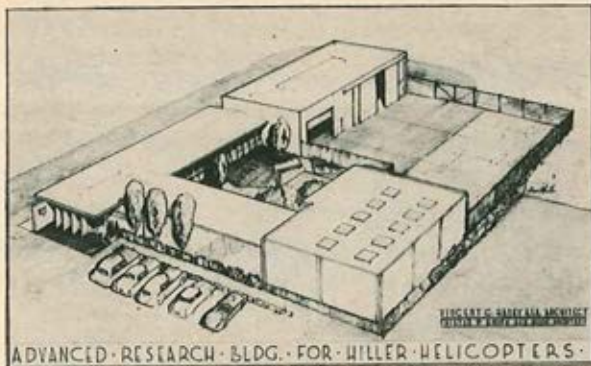
Our section furnishes aircraft to personnel attending the four (4) and nine (9) month long Armored School courses in addition to the Air Force personnel stationed here at Oak Hill Radar station. Our Non-directional homer, which has been approved, has not as yet been put into operation. So—all you transients just follow the Ohio River and you can't miss us. Drop in on us and sample our southern hospitality. (Got luscious golf courses, swimming pools, and etc., especially the etc.)

Not many characters, but—"Here's the show". Capt. James Walch departed for Cp. Rucker to be an instructor (Tactics). Lt. Al Barber sallied forth to the new Otter unit being formed at Ft. Riley, Kansas. This unit will miss their smiling faces and will honestly never be the same without them.

Capt. "EPH" Berry took and passed his instrument exam and check ride and is proud as punch of his new ticket. Our instrument program is well under way and presently six (6) willing flyboys are burning the candle at both ends and keeping the cylinders warm to get in shape to take their instrument rides. Capt. Hoveland, our check pilot (elite) is most anxious to have us through and completed by the middle of August. Capt. A. B. Quinn is still at the helm in the absence of our Aviation Officer, Lt. Col. Maynard Booth, away in chopper school. Sincerely, Capt. Donald E. Treat.

SUBMIT NEWS COPY BY THE 5TH

★ New Facility



ADVANCED RESEARCH BLDG. FOR HILLER HELICOPTERS.

Hiller Helicopters has announced the establishment of a separate new division for advanced research, according to Stanley Hiller, Jr., president of the Palo Alto, California, firm. Ground has already been broken for construction of a new facility on Hiller's 61 acre site to house the Advanced Research Division.

Primary reason for setting up the Advanced Research Division, according to Hiller, is to provide proper facilities for the increasing emphasis being placed on all types of research and development in the vertical take-offs aircraft field.

"For some time," stated Hiller, "we have been aware of the growing need of letting our scientists and research engineers work in surroundings completely free from conventional thinking of the past. Recent aircraft developments such as the wingless Flying Platform and other projects still classified, reveal the almost unbelievable possibilities of future flight, but the key to achieving what we now believe is possible lies in attaining an atmosphere in which new theories may be cultivated; and new ideas worked out.

"During the past decade, the helicopter industry has made tremendous strides, particularly in the fields of development and production. Interestingly enough, however, efforts toward fundamental research in this same period have been somewhat limited. With Hiller Helicopters' activities in unconventional, convertible and advanced VTO type aircraft, we believe it is of utmost importance that more emphasis be placed on basic and advanced research.

"The establishment of an Advanced Research Division and the construction of a facility dedicated solely to scientific activities falls in line with the company's efforts to build a balanced and integrated operation—from operations analysis, aerodynamic and metallurgical investigation, through engineering design and production."

The new facility for Hiller's Advanced Research Division is scheduled for completion by late fall. Included in the plans are separate offices for scientists and engineers, a complete laboratory and shop for the construction of experimental projects, a reception lobby, and an outside enclosed area to screen classified work. The new facility is located a thousand feet east of Hiller Helicopters' main production plant.

★ Grapevines

CHICAGO, ILL.—I'm afraid this correspondent hasn't been doing too well in sending in news concerning Hqs Fifth Army Army Aviation, but will try to catch up on all the news now.

Maj. Willie W. J. Barrios, the Army Aviation Officer, who successfully completed helicopter school and received his Senior Army Aviator rating in June, is back with us again, but not for long as he will be leaving the middle of August to attend CGSC at Fort Leavenworth. Capt. Otto W. Huebner, CO of the Fifth Army Flight Detachment, will also be leaving in August to attend the same course. We extend our best wishes to them for a successful school year. Maj. James W. Abbett, recently promoted, has been attending instrument and twin engine schools and will return to this office sometime in July. Capt. John J. Clark, who recently completed instrument

and instrument examiner schools has taken over supervision of the instrument program in this Army Area. We also have some new arrivals: Capt. Donovan M. Beadle and Capt. Orrin H. Deuel reported in the first of the year and are both attending instrument school. Capt. Flavius K. Simmons, presently attending school at Camp Rucker, will report to this hqs in the near future. Capt. Ira Giefer and 1st Lt. Gerald H. Bolin reported in last month. We are happy to have them all. The grapevine has it that Lt. Col. Lewis N. Shaffer, presently assigned as Army Aviation Advisor to the Kansas NGUS, will replace Major Barrios as Aviation Officer. We are looking forward to meeting and welcoming him to this headquarters. Your correspondent, Miss Joanne M. Ward (Admin. Asst.)

(Ed. Rapidly losing my faith in grapevines." Ours says Lt. Col. Shaffer will replace Maj. Gerald Hough as AO at Hq., First Army. We're both wrong probably and he'll wind up at ARMAV.)

★ Piasecki PH-42

A commercial version of the H-21 "Work Horse", the large, heavy-duty helicopter now in service with the U.S. Air Force, U.S. Army and Royal Canadian Air Force will be built for airline and industrial use by Piasecki Corporation, designer of the twin-rotor craft. The civil version, scheduled for initial delivery in 1956, will be known as the PH-42.

New York Airways, Sabena Belgian Airlines, and other operators are currently evaluating the H-21 as a possible replacement for their present lower-capacity helicopters. The civil version of the H-21

will seat 19 passengers. Civil Aeronautics Administration certification procedures on the H-21 are currently underway.

New York Airways personnel have already flown the H-21 and, according to Robert Cummings, Jr., NYA president, the civil version of the H-21 would offer several important advantages for inter-city commuting service.

Profitable operation of an inter-city helicopter service requires—like a bus or subway operation—that a maximum number of passengers be carried per trip and a maximum number of trips made. This in turn requires a large, fast vehicle that can be loaded and unloaded quickly and that handles easily on the ground.

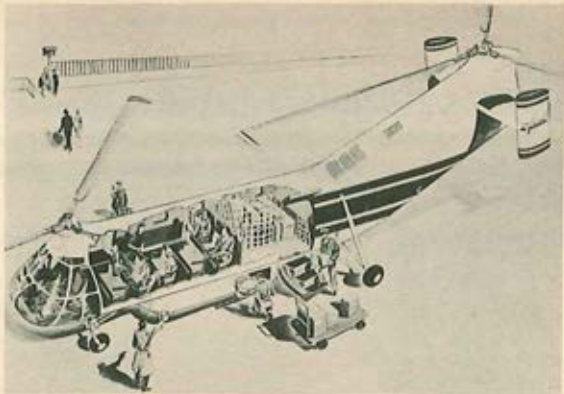
In addition to the increased seating, the H-21 incorporates several features that fill these basic requirements. It is the highest-performing helicopter now in extensive military service, with a maximum economy cruising speed of 98 mph and an alternate cruising speed of 109 mph. The passenger cabin is, for a helicopter, roomy and spacious, measuring 20 feet long, nearly six feet high, and over five and one-half feet wide. A forward door on the right and a rear door on the left facilitate loading and unloading.

One of the outstanding advantages of the H-21 is that passengers may sit wherever they desire, since no special consideration in regard to aircraft balance is required. The tandem rotor design—a lifting rotor at each end of the aircraft—makes this possible.

★ Safety First

FORT McPHERSON, GA.—Here's the news from Third Army Aviation Section: A conference on Army aviation recruiting was held on 29 June 1955. The purpose of the conference was twofold: (1) To discuss various aspects of recruiting in the Third Army Area and (2) to disseminate recruiting material. We were very fortunate in having with us Major Kennedy and Major Casner from CMD at DA. They discussed Army aviation recruiting from DA level and gave us the overall picture on recruiting Army-wide. Personnel attending were: Majors Kennedy and Casner—DA, Captains Wees—Third Army, McInerney—Fort Bragg, Lieutenants King—Ft. Campbell, Clancy—Ft. Benning, Meyer—Camp Stewart, Johnston—Ft. Jackson, and Boruman—Camp Gordon.

As part of the retirement review ceremonies for our Army commander we had on 29 July a flyby of every type of Army aircraft available in this neck of the woods. We had "V" formations in trail of the following type aircraft: C-47, L-23, L-20,



L-19, H-13, H-19, and H-25. A flying farewell to a mainstay backer of Army Aviation: Lt. Gen. Alexander R. Bolling.

Hats off to our Third Army Flight Detachment! Yes sir, a safety record hard to beat, 645,900 passenger miles since 31 July 1953 without mishap. The best month during this period—June 1955 for a big propwash of 60,000 passenger miles. We only have two L-23's, two L-20's, one L-19, and one H-13.

On a recent trip to Fort Benning to watch an Army aviation demonstration for the West Point cadets, I had the opportunity of seeing in action a one-man helicopter under development by Goodyear and also an amphibian under development by the same outfit. Everyone was impressed by both machines when flight demonstrated. The amphibian will out perform the L-19 just about. The one-man egg-beater is powered by an outboard motor of about 23 horsepower. It is pretty windy in the pilot's seat for he sits up front in the open wearing a crash helmet and a handful of instruments in between the rudder pedals. YC, Capt. Carlos A. Vrrutia.

★ Responsibility

CHOFU, JAPAN—Now that the 40th Trans. Bn. has established itself at Chofu, Japan, our present battalion set-up consists of two companies—the 46th and the 47th. The 46th (TAAM) Co. has the field maintenance responsibility of all A/C in the Far East, including Okinawa, Formosa, and Indo-China, but excluding Korea. The 47th HMS (Heavy Maint. & Supply) is our back-up support but is still in the process of organization and is functioning supply-wise only.

The 46th still retains Capt. Kincaid as C.O., Capt. Haley as Exec. & yours truly as MO. Also have with us Lts. Stahlman and Carlos. Our shop foreman and one of the best in the business is M/Sgt. Hornsby. We lost our Bn C.O., Lt. Col. Kiggins, to the States and expecting to return any day is Maj. John Elliott, former C.O. of the deactivated 8066th AU. A note of interest to the airplane drivers Stateside. We delivered the last L-17 in the Far East to the AF for shipment back home. Some Maint. Officer is due for some headaches soon. One last item. Since Col. Kiggins' departure, Maj. Kennedy Ward has assumed command of the 40th Trans Bn. YC, Lt. James C. Crouch.

★ Short Tour

FT. HOOD, TEXAS—During the summer months, our guests here at III Corps will be the 90th Inf Division (USAR), the 49th Armd Division (Texas-NG), and another unit not yet known. The first group of Reserve Officers on their two-week Active Duty Training Period were given proficiency check rides in L-19A aircraft and to those who have completed copter school, a check ride in the H-23B helicopter. These pilots have congregated here from all parts of the state of Texas. During the year, as you know, they rent civilian aircraft of certain horsepower ratings, conventional controls, etc, through approved rental agencies under the Reserve Training Program.

Participating in the 90th Inf Div phase were a group of pilots headed by Maj. Emmett G. Hendrix, Jr. (DAO). They included: Capts. William Pierson, Robert P. Andrews, Gaston W. Hanchins, Ralph M. Majors, James S. Hanna, Jr. and Willie R. Wilson and Lts. Gerald W. Carpenter and Douglas L. Hutchins.

It is gratifying to know our "Allies" in civilian status display so much interest and activity in keeping up with their flying. We sincerely wish all well in their flight training programs and hope that in the future all may be able to log helicopter time whenever the choppers are made

available. Your correspondent, Capt. Edward M. Warzecha.

★ Not by the Book

FT. RILEY, KAN.—Fort Riley's youngest unit, the 14th Tactical Fixed Wing Aviation Company, has already become an operating unit on the Post despite the fact that it is only three weeks old and will not receive its first aircraft until mid-September.

The new unit, which is the first of its type in the Army, is slated to be equipped with 21 U-1 Otters manufactured by the De Havilland Aircraft, Ltd. of Canada. When fully equipped and trained the unit with its aircraft will be capable of moving a battalion of men within a radius of 150 miles. Each plane is capable of carrying 14 combat-equipped soldiers plus a pilot and co-pilot.

As of the second week in July, the new unit had been assigned 19 officers and in following weeks it was anticipated that all 45 officers and 61 men authorized will be present for duty. Local recruiting is presently underway for qualified enlisted mechanics and officer pilots.

Major Aaron G. Atkisson, Commanding Officer of the new unit, points out that since the 14th is the first unit of its type in the Army activation and training procedures will "not be by the book" so many things depend upon the good judgment of personnel in the unit as new problems are encountered.

Looking back over the past few weeks, Major Atkisson stated that the support and assistance given to the 14th and its men has been outstanding. He went on to point out that Post organizations have literally bent over backwards to fill the needs of the new unit. In the local communities the men and their families have been readily assisted in obtaining housing and services, a factor that is essential in maintaining high unit morale. (PIO Release, Fort Riley.)

Background

On Page 5 is an advertisement sponsored by the investment firm of Haydock, Schreiber, Mitchell and Watts. One of the senior partners in this N. Y. Stock Exchange firm is Charles E. Haydock, Jr., a longtime member of the Army aviation team and now an active Reservist. Prior to his rating in '43 at Denton and Sill, Col Haydock had considerable banking experience. His WW II assignments included Aviation Officer positions with Hq, First Army; 18th Abn Corps Arty; 3rd Inf Division; Hq, Eighth Army; and AFCE. These command assignments were augmented by staff positions in G-4 at D/A and OCAFF and with the Combat Developments Group in CONARC.



"Should have a good many AAs guessing. I imagine that many have heard of it for it is one of the few curved ones in the world. Where? . . . Vienna, Austria. SFC William S. Slater, Jr."

Lucky Fins!

477

614

973

815

A March "Lucky Fin"—#749—submitted by Lt. Allen E. Scholz and picturing Lt. Donald Merique, Hq Co, Air Section, 1st Cav Div, Japan, and Crewchief PFC Dale Lohse of the same unit.



★ Range Riders

FT. HOOD, TEX.—Who said "flyboys had it made"? Here at the Div Avn Co, 4th AD, the ground duties are so numerous that flying has almost become incidental. Range details, courts-martial, company administrative and training details are keeping all the aviators here busy as bees. However, there's quite a bit of flying going on and a few cross-countries to supplement the work-a-day flights in the field each day. We'll soon have seven new aviators and can only say, "The more, the merrier." Your Correspondent, Lt. Dave Sanders.

★ Retreading

OKLAHOMA CITY, OKLA.—Things are growing here with the 45th Div Okla-NG. We now have (5) L-19's (with 3 more due in) (1) L-17, and (1) H-23, and the pleasant prospects of an L-20. Also have 10 pilots plus 7 in school (had 10 prospective pilots attending school at one time; someone was very generous with the quotas).

We also expect in the near future an additional influx of rated personnel for "retreading" (Army aviation is getting very popular with former and also current "Blow Torch Jockeys"). The 45th Div Okla-NG camp period this year is from Aug. 6 thru 20th at dear old North Fort Hood. What a pleasant prospect for the cool, cool month of August. Your Correspondent, Capt. R. J. Jeffrey, Army Avn Advisor

SUBMIT NEWS COPY BY THE 5TH



Retractable Hydro-Lift

WILMINGTON, DEL.—The first airplane to be equipped with a retractable hydro-lift—a landing gear that permits a landplane to operate from any surface, including water, snow, mud, ice and runways—has flown successfully, it was announced here by All American Engineering Company, designer of this type of landing gear.

The hydro-lift-equipped airplane, a low-wing, single-engine Bellanca Cruisemaster similar to types flown by private and business pilots, made several landings and take-offs from water, sod and hard-surface runways.

The hydro-lift gear resembles a pair of short wide skis with wheels protruding from the center. When retracted the hydro-lift fits snugly under the wing, with no appreciable effect on the performance of the airplane.

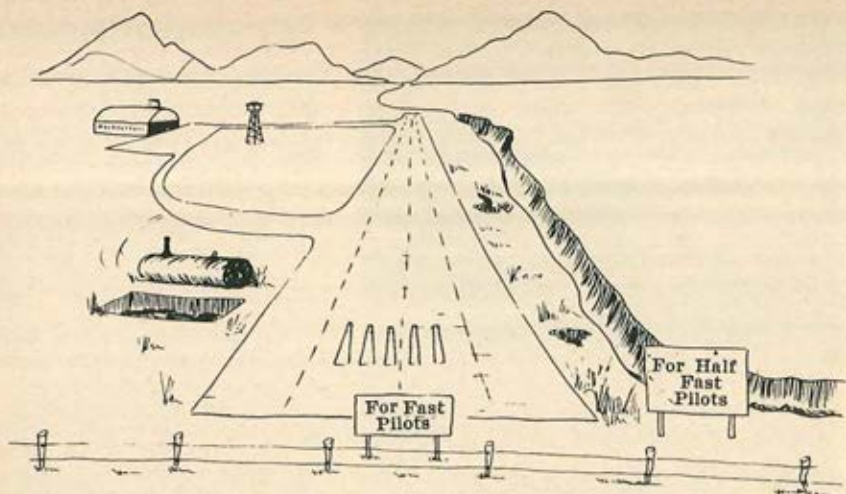
The hydro-lift principle is the same used by water skiers who skim along the water behind a motorboat. The skis on the airplane allow it to ride the top of the water at 15 miles an hour or more until the pilot taxis the airplane onto the beach or a simple wooden ramp. On take-off, the pilot reverses the procedure, starting from the beach to pick up speed before turning into the water for a take-off.

Memorial

Pictured at the right is a monument erected in memory of Captain John James Hayes and PFC William L. Pruett who were killed while on a flood observation flight last December. The monument stands at the crosswalks of the main quadrangle in Camp McCauley near the City of Linz, Austria. The inscription, written in both English and German, reads:

"In Memory of Captain John James Hayes, U. S. Army, beloved for his tireless participation in air rescue work and medical mercy flights for Austrian children. Killed at the age of 34 on 28 December 1954 with PFC W. L. Pruett, his mechanic, while engaged in a flood level observation flight to provide warning and safety information for the people of Linz."





Art: Joe Gayhart

Idea: "Anonymous"

★ Flying Fifties

STUTTGART, GERMANY—The 328th Helicopter Company passed its IG inspection, the first since the unit was activated. Incidentally, our CO is now Major Frank G. Brown, Jr. and our Exec is Maj. Norman W. Goodwin. With 32 officers in the unit (three non-rated) and two new ones to join us, we lay claim to the LAMINATION JOB. . . . Yes, we're 100% all the way. . . . We also have a Fixed-Wing Flying Club in our organization under the supervision of WOJG Allen K. Pepin. . . . They call themselves "The Flying Fifties," and are mostly EM who have a keen interest in flying. That's all for now. . . . Sincerely, WOJG Orin D. Havens.

★ Bugaboo

BOISE, IDAHO—Summer camp for pilots in the Idaho-NG has come and gone and all that we have now is a Tech Inspection in July. The big bugaboo of all AAs (the annual) was passed with flying colors and now they can all fly for another year. If any of you readers ever get out this way, drop in for a visit at Boise. We've got everything—fishing, hunting, and most anything else you are able to do. What's the dope on the Mag for the mechanics? Still in the mill? In the near future, we'll send in an article that will definitely clear up the opinion that Lewis & Clark are still running things up this way.—We have electric lights in some of the larger towns now. Sincerely, Maj. John W. Givens, AA Adv. IDAHO-NGUS Adv Gp.

(Ed. *The Mag* for Maintenance Personnel depends upon the regular and substantial submission of "copy" about EM & their doings, as written by EM correspon-

dents. We've got to "see" the copy first before we can gamble on a separate publication and little has been remitted despite repeated invitations. So—it's a question of whether or not EM actually want their own publication. We'll continue to add EM reports to this publication and split the Mag eventually if the "copy" warrants the split.)

★ Rain

LAOS, INDO-CHINA—The assignment as Assistant Army Attache to Laos is proving quite instructive. I'm doing a great deal of flying. The weather is difficult most of the time with visibilities usually at 1-2 miles. However, with the rainy season starting visibilities should improve. YC, Maj. Leland Wilhelm.

★ Hustling

FORT SILL, OKLA.—We're hustling around here with the summer training of the USAR, National Guard, and ROTC underway. Plenty of flying here at the 93rd Gp Air Section. No sweat on aircraft utilization. Capt. Martin and Lt. Miller (USAR Pilots from Ft. Worth) are now flying with our Group, having taken leave of their jobs at Convair for a few weeks. A lot of rumors floating around about *Operation Sagebrush* here in Fourth Army. Sounds like a long stay outdoors. Here's a list of our pilots: Capt. Smoky Stover (GP AO); Capt. S. Nelson, Lts. B. Hess, V. Parker, K. Ritz, L. Cranmer, D. Maclay, and J. Henderson. By the way, I hear that "IT" is subversive. YC, Lt. James A. Henderson.

(Ed. "IT" was not subversive; "IT" was subversive and two Light Colonels did the submerging.)

PERMANENT CHANGES OF STATION

- 4) Aldridge, George W. Jr., Capt., Avn Section, Hq, 32d AAA Brig, APO 125, N. Y.
 12) Anders, Charles T., Maj., Hq, 7th Army Aviation Section, APO 46, New York
 26) Aschoff, John F., Maj., Command & General Staff Crs, Ft. Leavenworth, Kan.
 30) Atkisson, Aaron G., Maj., 14th Army Aviation Co. (FWTT), Ft. Riley, Kan.
 54) Barron, Floyd T., Captain, SAATD, 7737th Army Unit, APO 46, New York
 86) Bivings, Yancey H., Jr., Maj., 9997th TU, The Army Maint Bd, Ft. Knox, Ky.
 101) Bolton, Leonard T., Capt., 45th Trans Co (TAAM H & S), APO 28, New York
 116) Boyer, James A., Lieutenant, 9561 Decker Avenue, Anaheim, California
 119) Bragg, Charles C., Lieutenant, 427 Grove, East Lansing, Michigan
 168) Cadmus, George W., Capt., Career Mgmt Br, OCSIGO, D/A, Wash, 25, D.C.
 185) Casner, Lewis E., Maj., AA Sec, Educ & Spec Tng Br, CMD, TAGO, DA., Wash.
 199) Childers, James E., Captain, Headquarters Co, Seventh Army, APO 46, N. Y.
 201) Christiansen, E. W., SFC, Box 39, Howard Air Force Base, Canal Zone
 242) Cummings, Richard H., Captain, 1918 Wilson, Ames, Iowa
 271) Dickinson, Donald P., Capt., Army Avn Intel Agen, Main Navy Bldg, Wash, 25
 279) Dome, John R., Lieutenant, Box 46, Fort Kobbe, Canal Zone
 294) Dunaway, Paul D., Capt., Headquarters, 284th FA Battalion, Ft. Campbell, Ky.
 329) Finley, Thomas O., Captain, 3461st SU, Army Avn School, Camp Rucker, Ala.
 355) Gates, Frederick R., Capt., 521st Engr Co (Umiat), APO 731, Seattle, Wash.
 361) Gerlach, Frederick L., Lt., 313 East Broadway, Missoula, Montana
 367) Giefer, Ira, Capt., Fifth Army Hq, Flight Detachment, Fort Sheridan, Illinois
 380) Goodwin, Frederick C., Major, 1518 Plaza Drive, Dothan, Alabama
 385) Grandelli, Charles M., Capt., 8576th DU, Bd No. 2, CONARC, Fort Knox, Ky.
 427) Harlan, James M., Captain, 125 Charles Street, Fort Eustis, Virginia
 436) Haydock, Charles E., Jr., Mr., 120 Broadway, New York, New York
 495ff) Johnson, Edward L., Lt., Hq & Hq Co, 2d Bn, 3rd A C R, APO 696, N. Y.
 506) Jones, Charles W., Captain, 114 Naomi Drive, Dothan, Alabama
 512) Jordan, William M., Captain, P.O. Box 582, Camp Rucker, Alabama
 521) Kelley, Everett L., Captain, 4050 SU, Artillery Center, Fort Sill, Oklahoma
 542) Kochmanski, Albert F., Captain, 9111 Columbia Avenue, Detroit 39, Michigan
 557) Lambert, Sanders R. Jr., Lt., 663rd Field Artillery Bn, APO 331, S. F. Cal.
 571) Leeney, L. W., Lt. Col., Off of the Secretary of the Army, D/A, Wash 25, D.C.
 604) McDonald, Joseph E., Lt. Col., OC of SA, 8525th DU, Washington 25, D.C.
 637) Mathews, William R., Major, 45th Trans Bn (Helicopter), Fort Sill, Okla.
 642f) Meacham, Gordon F., Captain, 110th Trans Company (Heptr), Ft. Sill, Okla.
 659) Miller, Raymond A., Major, Aviation Sec, Hq, Third Army, Ft. McPherson, Ga.
 658) Miller, Lewis, Lieutenant, 69th Signal Battalion, Ft. George G. Meade, Md.
 668) Montgomery, Homer T., Captain, Headquarters, 35th Engr Bn, APO 36, N. Y.
 671f) Moore, Claude J., WO W-1, 509th Trans Co (Heptr) (H-21), Ft. Belvoir, Va.
 688) Mullins, O. G., Captain, 3rd Light Aviation Section, APO 358, Frisco, Cal.
 757) Perez, Angelo A., Sgt., 7th Light Aviation Company (Prov), APO 7, S. F.
 762) Phillips, William G., Captain, 1907 Andrews Street, Lawton, Oklahoma
 765) Pigeon, Carl R., Captain, 9135th TU, Det #1, QM School, Ft. Lee, Va.
 776) Poulnot, James O., Lieutenant, 3444th SU, Hq & Hq Battery, Cp. Stewart, Ga.
 795) Pumphrey, A. T., Captain, Hq, Seventh Army Avn Section, APO 46, N. Y.
 818) Rhodes, Ellsworth T., 3rd Combat Aviation Company, Fort Benning, Georgia
 862) Shepard, Claude L., Lt. Col., Det R, 8202d AU, KMAC (G-3), APO 102, S. F.
 864) Sheppard, James Y., 5805 Hanover Avenue, Springfield, Virginia
 902) Spaulding, Glenn E., WOJG, 4 Kingwood Drive, Warwick, Virginia
 903) Speakes, Eugene H., Captain, SAATD, 7737th Army Unit, APO 46, N. Y.
 917f) Stephens, Wayne I., Lieutenant, 1605 Grove Street, Berkeley 9, California
 961f) Thompson, John W., Lieutenant, 524 East Lee Street, Enterprise, Alabama

(Continued on Next Page)



★ ★ Permanent Changes of Station ★ ★

- 979) Townsend, James O., Major.....SAATD, 7737th Army Unit, APO 46, New York
 998) Van Pelt, Roderick G., Mr., Army Avn Flt Info Div, Main Navy Bldg, Wash, 25
 1004) Velayut, Henry C., Jr., Capt., 6000 SU, Det #3, 6th Army Flt Det, Pres. SF
 1023) Warner, Joe B., Lieutenant, 521st Engr Co, 30th Engr Gp, Ft. Scott, Calif.
 1025) Warp, Orlando A., M/Sgt., AA Facil, NJNG, Linden Airport, Linden, N. J.
 1051) White, William G., Lieutenant, 24th Signal Battalion, Fort Devens, Mass.
 1053) Whitman, Paul R., Lt., 1st FA Bn (Obsn) Air Section, APO 358, Frisco, Cal.
 1056) Wiegman, Donald J., Lieutenant, 411 East Watts Avenue, Enterprise, Ala.
 Bishop, Donald H., WO W-1, 509th Trans Co (Hcptr) (H-21), Ft. Belvoir, Virginia
 Blauert, James D., Captain.....14th Army Aviation Co (FWTT), Fort Riley, Kansas
 Bowdoin, Arthur C., Lieutenant, TAAM Co, 8178th Army Unit, APO 971, S. F. Calif.
 Brem, John A., SP 3/C, Hq & Hq Company, V Corps (Air Section), APO 79, N. Y.
 Brown, Woodrow W., Captain, 587th Trans Co (Helicopter), Fort Sill Oklahoma
 Butler, Newt D., Jr., Captain, SAATD, 7737th Army Unit, APO 46, New York, N. Y.
 Chamberlain, Walter J., Capt., Hq Company, III Corps Aviation Sec, Ft. Hood, Tex.
 Clayton, Curtis E., WO W-1, 509th Trans Co (Hcptr) (H-21), Ft. Belvoir Virginia
 Crouch, Jacob C., CWO, 6th Transportation Company (Lt Hcptr), APO 547, S. F.
 Culbertson, Robert G., Captain, SAATD, 7737th Army Unit, APO 46, New York
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 Dimeo, C. J., M/Sgt., Headquarters Co, VII Corps Aviation Sec, APO 107, N. Y.
 Dotts, Neil T., Lieutenant, Box 92, Medicine Park, Oklahoma (Post Office Notice)
 Elliott, Walter M., M/Sgt., 3rd Light Aviation Squadron, APO 358, S. F. Calif.
 Engghousen, Thomas L., Mr.,Gibson City, Illinois
 Figueroa, Josue, SFC, 521 Engr Co (Topo Avn), 30 Engr Gp, Ft. Scott, Pres. of SF
 Ford, Eddie L., Lieutenant.....503 East Watts Avenue, Enterprise, Alabama
 Fowler, Robert M., Lieutenant, E & P Group, T-School, Aviation Dept, Ft. Eustis, Va.
 Frost, Dorothy B., American Red Cross, 3275th AF Hospital, Parks AFB, Calif.
 Frye, Lucius C., CWO-2, 509th Transportation Co (Hcptr) (H-21), Ft. Belvoir, Va.
 Fuchs, Edmund L., Lieutenant.....813 S. Duane (c/o E. H. Fuchs), El Reno, Okla.
 Guequierre, J. C.,800 North Sunset Avenue, Manhattan, Kansas
 Hoeltzel, Norman E., Lieutenant, Hq, 29th FA Battalion, 4th Inf Div, APO 39, N. Y.
 Holcombe, Albert M., CWO, 30th Transportation Company, APO 34, New York
 Holder, Reeves A., WO, AMOC #8, Transportation School, Avn Dept, Ft. Eustis, Va.
 Isabell, James C., Captain, AFF Hcptr Pilot Crs Cl #1, Gary AFB, San Marcos, Tex.
 Johnson, Clifford E., Jr., SAATD, 7737th Army Unit, APO 46, New York, N. Y.
 Martin, John J., Major, AR COM, MAAG, Japan, APO 500 San Francisco, Calif.
 Moeller, Ralph G., Lieutenant, 34th Engineer Battalion (C), Fort Lewis, Wash.
 Morrill, George H., Lieutenant, 353 South Dougherty, Fort Bragg, North Carolina
 Murry, George S., Lieutenant, Hq Company, 3rd Battalion, 3rd ACR, APO 114, N. Y.
 Muschott, Daniel E., Lieutenant, Company A, 24th Signal Bn, Ft. Devens, Mass.
 Oterson, Vincent, Lieutenant.....P.O. Box 485, Camp Rucker, Alabama
 Payne, James C., WO W-1, 509th Trans Co (Hcptr) (H-21), Ft. Belvoir, Virginia
 Prouty, Richard W., WOJG, 93rd Transportation Company (AAM), APO 46, N. Y.
 Quick, John A., SFC, 247th Trans Company (Hvy) AAM, APO 613, S. F. Calif.
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 Roseberry, Robert A., Capt., H&S Co, Dept of Comb Dev, ARMAV Cp Rucker, Ala.
 Sizemore, Denvir, Captain.....214 East Jefferson, Grand Ledge, Michigan
 Smith, Henry L., Captain.....2047 College View Road, Manhattan, Kansas
 Sontag, Paul D., Lieutenant.....R #5, Box 722, Tulsa, Oklahoma
 Stanley, Sam, Major.....Route #1, Waveland, Indiana
 Strange, Loren Carl, Lieutenant.....1512 White Avenue, Killeen, Texas
 Thomas, Edward A., Lieutenant, Hq Btry, 78th Armd FA Battalion, APO 185, N. Y.
 Thompson, Bernard D., Jr., Captain, 2d Infantry Div Aviation Co, Ft. Lewis, Wash.
 Vassey, Lyman W., Lieutenant.....1006 Northwest Avenue, Junction City, Kansas
 Warren, Bernard Jr., Lieutenant, 153rd Trans Det (CHFM), Ft. Belvoir, Virginia

NOTE: "PCS" is a monthly column published as a subscriber service. So as to facilitate mail, we would appreciate subscribers remitting a RESIDENCE or QUARTERS address, rather than a unit address. It has been found that Army Postal Personnel repeatedly return mail to the sender when mail is addressed to a UNIT and the addressee leaves his unit for a short period of TDY.

100 Most Wanted!

With a continuing growth in circulation, the Lost and Not Found Column ("Ten Most Wanted") must be overhauled. From the extensive List below you can gather that we have a multitude of AA subscribers who buy but do not claim. All are LOST and if you have knowledge of their specific address, we'd appreciate a Postcard Tracer from you. . . .

Colonels

Adams, Lorenzo
Moses, L.

Lt. Colonels

Hankins, Curtis L.
Harrison, Rollie M.

Majors

Bolding, A. P.
Brown, Robert L., Jr.
Chase, Jean L.

Captains

Beach, William J.
Davenport, Robert E.
Day, Emil R.
Downes, Thomas W.
Frandsen, Donald P.
Farris, Thad L.
Fountain, George L.
Gebauer, Charles R.
Gillespie, Harrington
Gilbert, Leslie H.
Goodwin, John W.
Harris, Glynn M.
Hopkins, Paul F.
Kale, William A.
Langston, Jesse O.
McFeeters, Robert B.

Nygren, Burdette J.
Parks, Robert H.
Pitt, Walter C.
Ratcliff, W. A.
Sims, Claude
Spaulding, James F.
Stacy, John F.
Steele, Clyde K.
Willard, Elliot A.

Lieutenants

Bajec, Joseph R.
Bauman, Richard J.
Beu, Kenneth N.
Bowman, Howard N.
Brown, Jack W.
Chin, Bak Y.
Cochran, Clyde D.
Cook, Johnny F. Jr.
Cowles, D. W.
Duckworth, Richard
Fouts, James R.
Edwards, William H.

Eisele, Robert P.
Ellis, John R.
Gerlach, Frederick L.
Hall, William W.
Harris, Herbert L.
Harvey, Walter C.
Hassebroek, DeWayne

Hughes, Joseph B.
Humes, Richard A.
Jensen, Frank L.
Johnson, Carl O.
Kelly, C. L.
Kendall, Auburn D.
Lincoln, Kenneth L.
Marsh, Daniel
Mayberry, Gail D.
Morrill, George H.
Nichols, Herschel R.
Shirey, Robert E.
Siegert, Charles L.
Simmons, Earl H.
Sorenson, Wallace E.
Stuart, Harvey E.
Waid, Richard H.
Whelton, Joseph P.
Whitman, Paul R.

Warrant Officers

Baird, Wilfred S., Jr.
Dye, Charles J.
Gesell, Gordon D.
Wheeler, Glenn W.
M/Sgts
Baker, Donald A.
Ratcliff, J. D.
Shelly, Malcolm E.
Watson, Thomas E.

SFC's

Ferguson, Stanley K.
Green, Clarence C.
Jackson, O. E.
Johnson, Clifford L.
Rech, Gustav
Socky, Henry H.

Sgts

Cox, Floyd C.
Janzen, Karl H.
Sparks, Gene N.

Corporals

Bell, Edward J.
Gay, John
Haynes, Theron L.
Hickey, Leo J.
Squerra, Julian C.

PFC's

Franklin, Billy R.
Ingersoll, Byron R.
Moss, Jerald R.
Rebson, Joseph J.
Simmons, John L.
Tyler, Leon T.

Privates

Kindrick, Joe P.
McConnell, Guy

Friends

Melani, Joseph F.

Randoms

July, '55 is a month we'll not quickly forget. It was the month in which we promised delivery of the "100% Award" and fell through on our promise. Our voluntary Review Board took one look at the first draft of the Certificate and black-balled it. Six nights of work down the drain. The second draft passed the Board and it should take soon.

Then too, July, '55 was M-Month for us . . . Moving month. Didn't realize that closet could hold so much junk. . . . Naturally, we packed and crated many of the items we needed for the "layout" of this issue and the fuming and cussing reached a high crescendo constantly. Just got organized in the new office (the basement) when THE publisher loused up the coordination. Yup, everything was in its place when she ordered in the painters. And so everything went back into the boxes again. Again, the crescendo.

Another pleasant occurrence? The plumber forgot to connect the dishwasher drain to the sink drain pending the arrival of the

dishwasher. The result? A flooded basement (office) and me with a 6-month dry-basement guarantee. This guy Blandings had nothing, absolutely nothing on me.

I could go on and on and on. Yes, we needed the lebensraum badly. Well, we have it now. Did you know that lebensraum smells like fuel oil, wood shavings, camphor balls, and dank concrete?

I sincerely hope that you will get this August issue sometime in August or at least, early September. Let's just say that we STARTED it in mid-July and it was a ratrace from then on. We have our linotyping done at a 2-machine shop. One of the linotypists returned to the "old-country" during late July. . . . Our printing house went on split-vacation status during late July adding to our difficulties. . . . We are sincerely sorry that this August issue is late in coming to you but we tried our best. . . . As it is, we're starting on the September issue just as soon as the August crop is deposited at the bulk weighing station. . . . We're going to have to rig up some gizmo to water the lawns while we're typing away in the basement. . . . Problems. . . . You've got 'em and we've got 'em. . . . Your editor, Art Kesten.

Clank Stories . . .

Dario Politella

ability of commercial light aircraft for Army field operations during the summer of 1941. On 15 July 1941, Wann flew his Piper Cub from Fort Bliss, Texas to the area where General Innis P. Swift was putting his First Cavalry Division (real horses) through maneuvers. After bouncing to a landing on a rough, boulder-strewn strip, Wann taxied to lunch with the General, his deputy, General Bradford, and his aide, Lt. Lassiter. About a half hour later, when they had consumed a pre-war GI sandwich, a soldier approached the General, saluted, and offered a radio message just received: "Sir, the airplane is on its way."

The General, Wann reports, considered it a huge joke that the slow Cub had out-flown the radio message, and he mentioned how the Cub had "bounced like a Grasshopper" when landing.

After lunch, with Lassiter as his passenger, Wann flew back to Bliss. Later that afternoon, a radio message from General Swift called for another "Grasshopper". But the code name was puzzling until Wann remembered the luncheon conversation and realized that the General referred to the Cub.

The name stuck throughout World War II, as you old-timers will recall. But this author and neo-historian is not convinced that the "Grasshopper" tab originated with General Swift. We have a rankling of memory that some old-time artillery officers observing British air observation operations in England before 1941 brought back the term with them.

How about it? Is there a reader on this page who can pursue this subject for us 'way back to the first instance?

Send your documented information to Dario Politella, 485 Francis Street, Kent, Ohio.

★ Work and Play

THAILAND—The aviation section here has really been hopping the last three months. Our Maint Off, Lt. Horace B. Beasley, has been keeping three L-20's flying long enough to average nearly 200 hours per month. With only three pilots, that's going some.

However, we still manage to take some time off. Capt. Jack H. Gerber (AO) has been on leave to visit India (visiting the Taj Mahal) and also down the Malayan Peninsula to Penang. Lt. Bill Templeton has been on leave to New Delhi. Capt. Orman E. Hicks and SFC Edwin C. Munn have both been to the Philippines to meet their families and accompany them back to Bangkok. Your correspondent, Lt. Bill Templeton.

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