

ARMY AVIATION

OCTOBER, 1955
VOLUME 3, NUMBER 10
BELL XV-3
CONVERTIPLANE
MAKES
MAIDEN HOP
(See Page 10)



Beechcraft

SAFETY SUGGESTIONS

 PUBLISHED AS A SERVICE TO PILOTS

VERTIGO SENSE

(Condensed from Safety Suggestion Number 5)

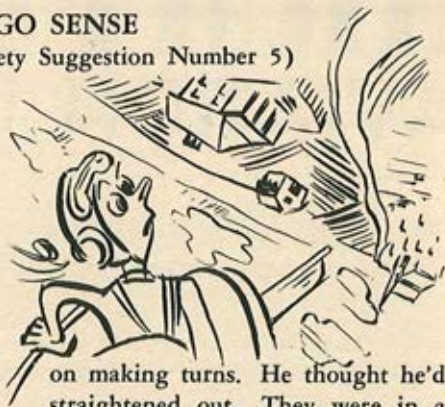
Note: This safety article is the fifth in a series to be published in Army Aviation. They are short recaps from Beechcraft Safety Suggestions which have been published as a service to pilots since 1939. A Beechcraft Customer Service Program.

A fighter pilot was flying a thousand feet above a 6000 foot overcast of broken clouds about thirty miles from home base. Spotting a hole, he dove through on contact at a steep angle, working his speed up to about 200 knots. He came out of the overcast at about 900 feet in a left bank. For some reason he thought he was in a right bank and when he tried to correct he made the left bank worse. His instruments told him he was wrong and he was able to level off in time.

The difference between the feeling and the fact spelled vertigo. The pilot felt as if he were in one attitude; actually he was in another. Vertigo is that kind of aerial confusion.

Another pilot, flying wing on a dark night, followed his leader through several very smooth turns without even knowing it. When the leader finally straightened out, the wingman was sure the leader was in a bank. Actually his own plane was flying along tilted.

A third fellow, on instrument instruction under the hood, first made some turns and then was directed to fly straight and level. But he kept



on making turns. He thought he'd straightened out. They were in a diving spiral before the instructor could take over.

The gent under the hood was flying by feel, not his instruments, when he kept on turning after he thought he had leveled off. His instruments were right there with the correct dope, but the young man put his trust in the seat of his pants.

The instruments in modern airplanes are designed to make up for the deficiencies of the human body, which is dandy on the ground but easily confused upstairs. No pilot can get along without them because his own equipment is just not good enough. If it were, people would never get vertigo.

Every tot needs his mama and every pilot needs his instruments. If he's to meet and beat vertigo, he must believe what the instruments say. He's got to believe in them the way he used to believe in Santa Claus. And they will never let him down by turning out to be only papa, with whiskers.



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greater mobility

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PIONEERING: New Flight Principles
Advanced Propulsion
Methods

Watch Hiller pace the industry in new developments.



HILLER HELICOPTERS PALO ALTO, CALIFORNIA



ARMY AVIATION MAGAZINE

OCTOBER, 1955

VOLUME 3 — NUMBER 10

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COVER PHOTO: FT. WORTH, TEX.—Bell XV-3 convertiplane flies for the first time at Bell Aircraft Corporation plant here. After vertical take off in Army tilting rotor type convertiplane, Bell's Chief Pilot Floyd Carlson maneuvered about in every direction as a helicopter.

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Advertisers in This Issue

Beech Aircraft Corp. - Hiller Helicopters - Piasecki Helicopter Corp. Pan American World Airways - Haydock, Schreiber, Mitchel & Watts

USAR Recall Program

WASHINGTON, D.C.—A very limited recall program for Reserve Officers who possess certain critical MOS is announced in Department of the Army Circular 135-9, dated 7 July 1955.

This recall will be accomplished on a voluntary basis and of interest to the Army aviator who may have an old friend who could qualify for the recall are the following MOS branch:

Artillery, MOS 1981, title—Army Aviation Officer; Signal Corps, MOS 1981, title—Army Aviation Officer; Signal Corps, MOS 1066, Helicopter Officer; Transportation Corps, MOS 1981, Army Aviation Officer; Transportation Corps, MOS 1066, Helicopter Officer.

Voluntary application subject to the following restrictions should be submitted through channels to The Adjutant General, Department of the Army, Washington 25, D.C., ATTN: AGPR-D, in accordance with SR 135-210-1:

a. Applicants must be able to qualify for retirement under the provision of Title II, Army and Air Force Vitalization and Retirement Equalization Act of 1948, prior to attaining the age of 55.

b. Applicant must not have been released from active duty because of (1) Involuntary release program of FY 1954-55; (2) Category denial; (3) Retirement; (4) Promotion passover; (5) Elimination under the provisions of AR 605-200; (6) Court-martial; (7) Security or loyalty reasons; and (8) Resignation in lieu of elimination.

Ed. Note: Although it is not mentioned above, "company grade" officers are preferred. We know that there are many ex-active duty pilots now serving in the USAR or NG who desire active duty. Please talk this "program" over at every opportunity so that the grapevine will carry it into the far-away places. We must again stress the word, "limited," so if you have a friend who's interested tell him to submit the papers PRONTO.)



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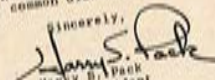


Gentlemen:

When hurricane Diane brought torrential rains to the northeastern states on 28 August 1955, the devastating floods which resulted wrought havoc to vast areas. Literally thousands of people were stranded by the rapidly rising waters, and many were in immediate danger of drowning.

All of the armed services did heroic life-saving work with their helicopters, but the Army H-21's performed a major portion of the flood relief operations. The outstanding manner in which this mission was executed was given appropriate recognition when the Honorable Charles C. Finucane, Under Secretary of the Army awarded a unit citation to the 609th Transportation Company (Helicopter) at the opening of the 609th Transportation Show in Philadelphia on 3 September 1955.

We at PHC would like to take this opportunity to commend all of the individuals in Army Aviation who came to the aid of the community in this period of common disaster.

Sincerely,

 Harry E. Pack
 Vice President

(Official U. S. Army photos)





PAN AMERICAN WORLD AIRWAYS SYSTEM

TELEPHONE: Olympia 615500

Office of Chief Pilot
Idlewild International Airport
Jamaica 20, New York

September 22, 1955

Gentlemen:

I write this letter for insertion in your magazine with the thought in mind that some of you may be interested in career openings which are now available with this Company. As you will have heard, Pan American World Airways has recently enlarged its fleet to include the Douglas DC-7 and as a result, we should be interested to receive applications from any person who has the following qualifications:

20 to 30 years of age inclusive
Two years of college or the equivalent
200 Hours
CAA Commercial License

Although an instrument rating is required before you are permitted to function as a pilot, it is not mandatory to have the instrument rating upon application.

Being interested in aviation, you undoubtedly realize the international scope of the airline, its leadership in the air transportation field and the team spirit which has made our Company "THE WORLD'S MOST EXPERIENCED AIRLINE". We are proud of this caption and the potentials for the future.

Please address your enquiries to us which will be considered confidential and handled promptly.

Very sincerely,

C. S. Vaughn
C. S. Vaughn
Chief Pilot
Atlantic Division

World's Most Experienced Airline

PAN AMERICAN WORLD AIRWAYS

The utilization of civilian contract institutions for primary flight training of cargo helicopter pilots is amplified in . . .

Congressional Testimony

Mr. Flood. You may proceed, General.

General Adams. The next project is 2241, "Tuition at civilian institutions (except medical)." The fiscal year 1954 expenditures were \$457,573. The fiscal year 1955 estimate was \$532,000, and the fiscal year 1956 estimate is \$2,569,000.

I pointed out yesterday in the record that the largest single item in this was the \$1.8 million for the primary flight training of cargo helicopter pilots to be accomplished by a contract with civilian flight training institutions.

Mr. Flood. With respect to that statement, I direct your attention to page 138e of the justifications. In the center of the narrative I find this phrase—*parallel the system now used by the Air Force for their primary fixed wing pilot training requirements, it is considered that this means of accomplishing the training should be utilized.*

General Adams. Yes, sir.

Mr. Flood. Is it not so that during the war, much to the surprise, I think, of the American public, nearly all of the fixed wing pilot training was done under contract with civilian flight training institutions instead of the Air Force training their pilots themselves?

General Adams. Yes, sir, and it is still done that way. It is more economical. The primary flight training, which is just learning how to fly an airplane and before they introduce in it the military aspects of flying, can be quite well done by the civilian flight training schools, and the military continue to use that method and find it more economical. The only place the Air Force conducts fixed wing pilot training with its own personnel is at the Gary Air Force Base, San Marcos, Tex.

Mr. Flood. Not many Americans know that was done during World War II and that it is being done now. I do not think the American people have the faintest idea that all this training work done during World War II was done by private contract.

General Adams. A lot of it was.

Mr. Flood. It is amazing. And the chief reason is that it is more economical. Is that good reason enough, that it is more economical?

General Adams. Yes, sir.

Mr. Flood. Is it just as good?

General Adams. Apparently the Air Force

are satisfied with it. It is only the Army fixed wing pilot training that the Air Force conducts with their personnel, that is, primary training.

Mr. Flood. There are many of us up here who are just as economy minded as anyone, but at the same time we must be convinced, when you talk about something being more economical, that it is just as good, that it is just as good from the standpoint of the trainees; just that it is more economical is not enough.

General Adams. The Air Force take their people, as soon as they have finished their primary training, and begin teaching them the military aspects of flying. That is the reason we would like to do it.

Mr. Flood. You repeat that the reason for this increase between fiscal year 1955 and fiscal year 1956 in the estimates is largely this primary flight training of cargo helicopter pilots?

General Adams. That is the principal reason. That accounts for \$1.8 million out of the total figure of \$2,569,000.

Mr. Flood. Why do you emphasize cargo helicopter pilots?

General Adams. They are the men we are training to fly the heavier helicopters.

Mr. Flood. When you check out a pilot in category A, is he not checked out in all categories?

General Adams. No, sir. Helicopters are just like airplanes, the light ones do not require as much training as the heavier ones. It is the same trouble the Air Force has in checking out a pilot from a 2-engine ship to a 4-engine ship.

Mr. Flood. The analogy is not good because the Air Force have a multiple engine problem.

Colonel Allcorn. We have twin engine helicopters and in addition we have helicopters that have tandem rotor systems against single rotor systems, and the flight characteristics of the tandem rotor system helicopters are slightly different from those of the single rotor system helicopters.

Mr. Flood. Come up here, Colonel, and tell us something about helicopters with jet engines, cargo helicopters, the converter types, what we are doing with them, what the British are doing with them. Tell us about that.

(Continued on next page)

Testimony
before the Subcommittee of the Committee
on Appropriations, House of Representatives

Congressional Testimony

(Continued)

Colonel Allcorn. The helicopter program in the Army is expanding in the cargo helicopter field at this time, and we plan to have within the Army helicopters of multi-engine design, turbojet multiengine design, as well as the utility helicopter, which is about a 1,500-pound cargo lift.

Mr. Flood. What is your job?

Colonel Allcorn. I have been in the Army aviation program since it started in 1942.

Mr. Flood. Where did you get your wings?

Colonel Allcorn. I was trained as a rated Army aviator by the Air Force.

Mr. Flood. You were in the Army at the time of this unification bill, is that it?

Colonel Allcorn. Yes, sir. I have been in the Army aviation program since 1942, as a rated Army aviator.

Mr. Flood. And you stayed in the Army end of it even after the Unification Act?

Colonel Allcorn. Yes, sir.

Mr. Flood. How did you get into this helicopter show?

Colonel Allcorn. It as a natural evolution, sir. We went from the small fixed wing into the helicopter, first in the small reconnaissance type which was used in Korea and by which we evacuated 16,000 casualties.

Mr. Flood. Do you have a separate air branch in the Army?

Colonel Allcorn. No. All Army aviators belong to 1 of 7 branches of the Army, that is, the 3 combat branches plus the Transportation Corps, Engineers, Signal Corps, and MSC.

Mr. Flood. But there is no single Army air command?

Colonel Allcorn. No, sir.

Mr. Flood. Should there be?

General Adams. We do not know, sir.

Mr. Flood. Are you looking at it?

General Adams. Yes, sir.

Mr. Flood. What about it? Do you want to say something about that?

General Adams. We are studying the problem. We are trying to see what we should do in aviation. We know how to use quite a lot of aircraft.

Mr. Flood. Let me ask you this, am I wasting time talking to you as an education man about this? Should I talk to somebody else?

General Adams. No, sir. G-3 is charged with the coordination of aviation activities within the Army and exercises supervision over it under the Chief of Staff.

Mr. Flood. Who is the proper officer?

General Adams. General Gavin.

Mr. Flood. He is coming here Monday.

General Adams. Yes, sir. I am the No. 2 man.

Mr. Flood. Then I have the right man.

General Adams. Yes, sir.

Mr. Flood. Off the record.

(Discussion off the record.) . . .

Mr. Ford. I notice this primary flight

training of helicopter pilots is going to be done on a contract basis.

General Adams. Yes, sir.

Mr. Ford. Will the contract be awarded on a bid basis?

General Adams. We do not actually let the contracts. G-4 does that.

Colonel Allcorn. It will be done on a bid basis.

Mr. Ford. Open competitive bidding by a number of qualified flight training schools?

Colonel Allcorn. Yes, sir.

Mr. Ford. Will there really be sincere competition?

Colonel Allcorn. Yes, sir. A matter of fact, it is known the Army plans to do this and there have been quite a number of operators who have even submitted tentative proposals.

Mr. Ford. You are not drawing up the specifications so that the bidding will be limited to one particular operator?

Colonel Allcorn. No, sir. I think the contractor will be required to furnish a facility.

Mr. Ford. You will use his facility?

Colonel Allcorn. Yes, sir, and there are many of them available.

Mr. Ford. If he provides the flight facilities, what do you do, or what does the Army do, about living quarters while the students are in attendance?

Colonel Allcorn. The contractor also provides living quarters, classrooms, and all the Army provides are the helicopters, gasoline, and spare parts. The Army provides a small detachment which, in effect, checks quality control. We control the quality of the product.

Mr. Ford. This will be a year-to-year contract?

Colonel Allcorn. Yes, sir. That is our plan.

Mr. Ford. That is all, Mr. Chairman.

Testimony by:

Rep. Daniel J. Flood, Pennsylvania
Maj. Gen. Paul D. Adams, OAC of S, G-3
Lt. Col. Ford E. Allcorn, Army Avn Div, G-3
Rep. Gerald R. Ford, Jr., Michigan

Citation

PHILADELPHIA, PA.— Charles S. Finucane, Under Secretary of the Army, honored the 509th Army Helicopter Company of Fort Belvoir, Virginia, for their rescue and supply missions during the recent floods in the eastern States.

The presentation of a special Department of the Army unit citation was made to Major Edward E. McCollum, company commander of the 509th, at the opening ceremonies of the National Aircraft Show at International Airport.

Operating Piasecki H-21s, the 509th flew 189 hours during the emergency, evacuating 220 persons and hauling 45,570 lbs. of food, medical supplies, and other cargo.

As all of you in the U.S. are aware, distribution of our new Jeppesen Airway Manual (TM 11-2557) is virtually complete. The enthusiastic reception given this manual by all aviators has been gratifying. I must stress, however, that the next step is up to the personnel in the field. The ultimate success or failure of this program is largely dependent on the receipt by the Army Aviation Flight Information Division (AAFID) of accurate and timely information concerning Army and National Guard Activities and facilities. To accelerate the flow of information, AR 95-14 authorizes direct contact between field activities and AAFID. In addition, to simplify transmission, business reply postal cards (Cap'n Sharp) have been supplied with each Airway Manual. No matter how it is done—by postal card, telephone, teletype, or letter—active cooperation by field activities is essential for an effective Army Aviation Flight Information Program. . . .

I have gotten indication that there is a certain amount of resentment among Army aviators towards the program giving aviation training to certain senior officers. I am told that some aviators feel that the inclusion of senior officers as rated aviators will have an adverse effect on their own careers. I wish to lay this ghost right now, if I can.

It is a continuing and urgent endeavor of this office, in association with G1 and CMD, to get for the aviator an even break as respects grade allotments on TOE's and TD's; to get for him a proper allotment of positions on higher staffs; to arrange for him to have opportunity for command of ground units; to get him an even break on selection for service schools. All of this is designed to provide that the aviator shall have a fair and equal chance for selection to the highest ranks and best positions in the Army.

It is essential to this concept that the aviator be integrated fully into the rest of the Army, for only by such integration will it be possible for him to operate in fair competition with his fellow officers. And his right to compete on a fair basis must not be compromised by insistence, on his part, for special consideration by reason of his being able to fly an airplane.

So, the Army aviator must rid himself forever of any feeling that by reason of getting his wings he thereby establishes an inviolable seniority in aviation, or a lien on the desirable assignments calling for knowledge of aviation matters. The aviator must never be afraid of competition in his field, as he asks for the right to compete in the larger field. It should be noted, parenthetically, that armored officers do not get upset by reason of transfer of other officers into the branch.

To attain proper stature, Army aviation must never assume the attributes of a closed corporation. The Army aviator is first an Army officer, and then an aviator. It is in the first category—that of an Army officer—in which he must compete with all the other

A Fair and Equal Chance...

officers of the service. If he has the necessary stuff, he should not fear the result.

I want career aviators to be informed of a forthcoming regulation on one of the educational benefits in the Army. GI has completed action and a regulation implementing the "final semester program" should be distributed in the near future. Personnel who can complete requirements for a bachelor's degree through six months residence instruction at an accredited college or university are eligible to apply.

Under the Final Semester Plan officers can attend the school of their choice. However, the officer will receive only his regular pay; school expenses and travel for officer and dependents will be borne by the individual.

Career Management Division has advised me that some qualified officers have not attended their branch associate advanced course merely because they have not applied for this training. Career aviators are reminded that they should indicate a desire for advanced schooling on the annual preference card, by formal application, and by personal letter to the basic branch in career management. Attendance at associate advanced courses may occur between duty tours or while on TDY from present assignment.

Along this line of increasing individual potential to the service, aviators should take advantage of opportunities to obtain ground duty. Since there is still no definite regulation authorizing rotation, individual initiative to obtain ground duty and still retain flying proficiency is the best alternative. There are numerous occasions for captains and senior lieutenants to assume command of a company or battery or work as an S-3 merely by selling the idea to the battalion, regimental, or higher echelon commander. A willing attitude has its rewards—one of these is improved aviator-commander relationships. In addition, a letter to the basic branch in career management may assist in securing the ground experience while retaining flying proficiency. A career branch for aviation is still a long way from realization, so don't wait for this program to consider your personal requirements for ground experience in command and staff assignments . . .

With best wishes,

HAMILTON H. HOWZE

Brigadier General, GS

Chief, Army Aviation Division, G-3

(Ed. The above is excerpted from Gen. Howze's Letter # 4 to the Aviation Officers of the major commands.)

*Cursed by many and welcomed by others,
an AA project that has been incognito
for five months is back with us again . . .*

The Return of "IT"



Yes—like the Son of Frankenstein, the Nephew of Jesse James, and the Revenge of Tarzan, "IT" too has returned! You actually didn't believe for a minute that IT could go out of circulation, did you? Especially when we blew twenty-three bucks to get IT into circulation. Fat chance!

Talk about dinning people? We've been writing din letters galore on IT and have wheedled, cajoled, and threatened to get a direct line on IT. We get an E for Effort but a Z for Direction. While we were mailing almost daily inquiries to the Midwest in the mistaken belief that it had come to grief in this sector, in came a phone call from Bob Keyes who informed us that he came across IT in the living room of a KLM ticket agent in Johannesburg, South Africa.

Bob, incidently, is an ex-30th Topo AA, who now flies with Pan American. He promised—at the expense of alienating current amicable American-Dutch relations—that he would sever IT from its mantelpiece location in South Africa. Or at least, liquefy it loose with some Haig & Haig.

We hope that IT comes winging back soon for we're anxious to discover just how IT wound up in South Africa, and we're even more anxious to bring IT to you.

Some 70-odd persons in twenty-four different installations had the opportunity to pass judgment on this AA project in this publication. We hope that they have maintained silence during its absence for until IT receives complete approval from Army aviation personnel throughout the globe IT is a project that had best be kept under cover. We'll do our best to head IT your way for YOUR comments.

(For an explanation of why this has been set in such heavy type and takes so much space, turn to the "Randoms" editorial appearing on page 31.)

COVER STORY

FT. WORTH, TEX.—First flight of the Bell XV-3 convertiplane was revealed by the U.S. Army following USAF Safety Flight Inspection Board approval of the revolutionary craft for flight testing.

Flown for the first time by Bell's Chief Helicopter Pilot Floyd Carlson, the Army XV-3 rose straight up from the ground to an altitude of 20 feet and maneuvered about in every direction as a helicopter. Military men watching the initial flight demonstration said that the new craft was "impressive" and performed very well for this early stage of the program.

Later in the exhaustive flight test schedule,

numerous flights will be made during which the rotor-propellers convert from the helicopter to the airplane position and return.

According to Bell engineers the conversion process is a smooth operation requiring from 10 to 15 seconds with no loss of speed or altitude. The pilot can safely stop or reverse the conversion at any point and maintain stable flight with the rotor-propellers in any intermediary position.

Today's helicopter seldom is capable of more than 110 mph speeds while the convertiplane can travel cross-country as fast as a DC-3 and, when it gets to its destination, any clearing serves as an airport.

*A Jane-of-all-Trades and an efficient
WAC control tower operator, SFC Pinkney
Battled "Diane" and is prepared to meet . . .*

The Rest of the Gals



FORT EUSTIS, VA. (Special)—If hurricane Karen, who may be embryonic in a low pressure area in the Caribbean, ever gets started, a WAC control operator at Felker Heliport here could be in for another tough job.

She spent 96 hours straight keeping tabs on Connie and 60 watching Diane.

During her two marathon stays in the helicopter airport's control tower, Specialist Third Class Wanda E. Pinkney of Fort Worth, Tex., gathered data on the other two ladies during their hectic sprees.

Describing her feelings during the storms she said, "From where I sat it was like being on a mountain not knowing what was below—that is, if you were about to jump. Being there by myself; listening to the wind and rain pounding against the glass enclosed tower was the tense part."

Specialist Pinkney is the top-ranking enlisted person of the heliport control tower staff.

"The data she compiled," according to Colonel Frank C. Quinlan, commanding officer of the Aviation Group, which operates Felker Heliport, "is a basis for studies to determine what steps should be taken at given points in future storms."

Specialist Pinkney's report contained wind velocities and directions, ceilings, precipitation, readings, visibility, and field conditions.

Quinlan lauded her work. "She is an

outstanding tower operator with mature judgment," he said.

Specialist Pinkney admitted that once during the storms she was "right scared." Connie's first 50 mile per hour gust had carried sand from the ground and blasted it against the tower's pressurized window glass. "I wasn't looking for anything like that," she said, "and it got to me at first."

The veteran of 12 years WAC service is an aviation Jane-of-all-trades. She is a CAA licensed pilot, a CAA radio and telephone operator, and an Army qualified link-trainer instructor. She has studied twin engine transition and commercial flying at the Aerial Enterprise School, Fort Worth, Tex.

Once she even took 2½ years of pre-medical study at the University of Southern California.

About her future plans, she said, "This may be crazy, but I dream of having some kind of combined television-aviation company of my own. I think everybody could learn more about aviation through television. Take those hurricanes, for example. Televising a 'live' hurricane from an aircraft would really make a show."

What about her recent stormy adventures? "It was some thing like flying. There was a relationship with nature I'd never felt before, with God always at my side. It was as if the whole world had opened its doors to me." (PIO, Ft. Eustis).

ABOVE, LEFT: All communication media were used by Specialist Pinkney, in addition to her own instruments, in gathering data on hurricane Connie and Diane. She maintained a weather map and kept a log of the storm path and actions. The photographer caught this picture in the dim light of the control tower windows as Diane raged outside. RIGHT: Both Connie and Diane threatened the helicopter airfield seriously enough that all aircraft were stacked in hangars. Here the parking operation has just begun. Glare from the windows is deceptive as Diane's overcast has already set in and her torrential rains are expected at any moment. (U.S. Army photos; PIO, Ft. Eustis)

Cessna's CH-1 helicopter while establishing an indicated altitude of 17,600 feet in a series of altitude flight evaluation tests . . .

Lands Atop Pikes Peak



Cessna's Chief Helicopter test pilot, Jack Zimmerman, flying a Cessna designed CH-1, successfully landed and completed hovering tests atop Pikes Peak, which is an official 14,110 feet. This is the first time that any flying machine has ever landed atop the peak. The flight took place September 13, 1955. He landed exactly at 7:00 A.M., Mountain Standard Time. After an easy landing on the peak, Zimmerman conducted a series of hovering demonstrations with a Captain Knowles of Fort Carson as passenger.

To fully exercise the CH-1's hovering ability, the pilot took aboard first one passenger, completed hovering test and then loaded aboard the second passenger. He successfully hovered atop the peak with a total of three people aboard. After this, Maj. General Van Houten, Commanding General of Fort Carson, climbed aboard and the pilot took off, gained approximately 1,000 feet of altitude above the peak, and returned the General to his post at Fort Carson.

Evaluation Tests

Earlier in the week, the CH-1 was flown from Wichita, Kansas to Fort Carson to conduct a series of altitude evaluation tests. In one phase of the program, Pilot Zimmerman with Captain Knowles flew the CH-1 to an indicated altitude of 17,600 feet over Colorado Springs. At completion of the test at

Fort Carson, the helicopter was flown to Camp Hale for additional tests. The elevation at Camp Hale is 9,180 feet and located approximately 18 miles northwest of Leadville, Colorado.

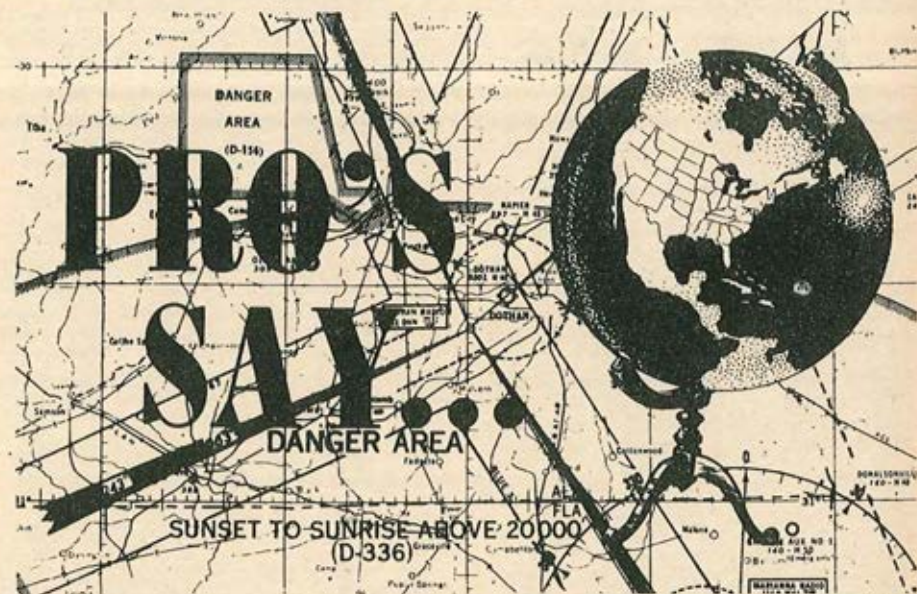
Following experience of hovering tests at Camp Hale, Pilot Zimmerman, with Captain Knowles serving as military observer, demonstrated normal operational landing on Horn Silver Mountain, altitude 11,300 feet, Ptarmigan Hill, altitude 12,154 feet, and on Sugar Loaf Peak at 12,567 feet.

The unusual performance was also demonstrated at Camp Hale when the CH-1 pilot hovered the aircraft with full fuel tanks (60 gallons), and four persons aboard. This in itself is considered a noteworthy achievement by the military since airplane and helicopter operations are normally suspended during the Summer months due to the extreme turbulent conditions and altitude which prevail in the Camp Hale area.

Upon return from Camp Hale, the Pikes Peak landing was made as a final step in the overall evaluation program.

In June of this year, the CH-1 completed the CAA certification program which demonstrated the unusual performance characteristics allowing this machine to safely operate at higher altitudes. As of this date, the CH-1 is the fastest certified helicopter in the U.S.

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



★ Inquiries

FORT RILEY, KAN.—Major Atkisson, the Commanding Officer of the 14th Army Aviation Company, wishes to acknowledge receipt of many personal letters from individual officers desiring to transfer to this company. Individual interest in the unit is certainly gratifying. However, the Major wishes to advise these officers that assignment to the 14th is strictly in the hands of D/A and there is no way that he can aid them in obtaining a transfer.

Speaking of manpower, the 14th wishes to extend to qualified fixed-wing mechanics in Fifth Army area an invitation to transfer to this organization. We are still critically short of 671.10's in the grade of SP2 and below. Desired are men with L-20 experience. Same old story, lots of chiefs and no indians!

In as much as this company is the first of its kind, we thought some of the readers may be interested in its organization. The Company is broken down into a Co Hqs., a Maintenance and Service Plt., and three Flight Platoons. The M & S plt. is further broken down into a plt. hqs. and three M & S sections. Each M & S section will be assigned to support a flt. plt. This makes each flt. plt. self-sustaining from a maintenance aspect when the platoon is operating separately.

Each Flight Platoon is comprised of fourteen 1981's. The platoon leader has three flight leaders, each of which heads a flight of two A/C. It is the 14th's intention

to have a maintenance and operations officer for the platoon in the flight leaders. These officers will understudy the company maintenance and operations officer and coordinate with them when the company is operating as a unit. When a flight plt. is operating separately, these officers will be able to perform their maintenance and operations functions on a platoon level. YC, Lt. Albert J. Barber.

★ Signal Support

FORT HUACHUCA, ARIZ.—Of interest is the activation of the 416th Signal Aviation, headed up by a Major (present slot occupied by Capt. Fred Swabb), five Captains and forty two lieutenants. Equipment consists of twelve Beavers and eighteen H-19's. The company will support the various signal installations in this area and run navigation tests in evaluation of Army navigation and control systems. We are presently fighting the problem of the usual growing pains associated with a newly activated unit with ten officers present for duty, five aircraft, thirty seven men and requisitions out the well known Kazoo.

We expect to provide some interesting news as we get into our mission and I'll try to keep you advised. Sincerely, (Capt.) Rem Buehman.

P.S. Our current roster includes Capt. Fred C. Swabb (CO), Remick T. Buehman (Exec), Harry O Pierce (Maint), and Joseph P. Smith (Ops); Lts. Ralph C. Button (Asst Ops), Arnold H. Buxton

(Asst Maint), Jimmy D. DeLoach (Asst Maint), William A. Jugel (Asst Supp), Robert E. Shirey (Supp O), and Lt. Paul L. Westerfield (Safety & Motor O). SFC Richard J. Brisette is Line Chief.

Effective July 4th, 1955
our address changed to:
"ARMY AVIATION"
Westport, Connecticut

... And Bottlesher Too!

HANFORD, WASH.—FLASHBACK: May, 1955. Rocky Rhodes comes home from "Applejack" and leaves 3 days later PCS to 3rd Inf Div, Ft. Benning. Day before his departure YC becomes AO, Group Special Svcs O, and Group Hq Btry Comdr. Now therefore I hereby lay claim to being the only red-leg flyboy with a full-time AO job, a full-time ground unit command (roughly 140 assigned and attached, rising above 200 at times as replacements are processed into Group), and an additional duty which really should be full-time in the particular situation which we have here. In addition, I am in charge of the 5th AAA Group's so-called Transient Billets, which amounts to a free hotel for Group personnel on "R&R" from our isolated desert positions and averages around 200 "guests" per day. In none of these duties do I have a commissioned assistant or subordinate. I'm a member of the Group Safety Council, member of the Post Officer Candidate Board, and Assistant Post Claims Officer for 5th Group. Within my battery, of course, I can claim innumerable titles from Supply Officer right on down the line. Believe me, if you've never been a BC you cannot imagine how many programs and drives the Army has going.

However, I've managed to average about 30 hours a month since April. Have an L-19 which Capt. Rawlins, Ft. Lewis, so

kindly lets me keep, and an H-23 which is currently grounded by CG Army Six. As a result of trouble in Alaska they're checking tail rotor gear box castings. Recently flew Lt. Gen Mickelsen, CG of Army Antiaircraft Command, my most distinguished customer to date at this post.

Two of the boys in the section—M/SGT Edward J. Weidenbach and Pvt. Bunyan L. Brown—have applied for helicopter pilot school. Several others in the Group are taking physicals. If only one of them would come back! So long as we're one pilot short we're 50% under strength. It's pretty rough, really. I read of outfits with 50 pilots or more, H-21's, companies of Otters, convertiplanes, air shows, pilot training programs, instrument schools, interesting trips (that cotton-pickin' Russ Johnson, for example), and I can't even get some old homesteader to help me run up my borrowed L-19. Ah, but this is good country out here, gents. I can stand it a while longer. YC, (Capt.) Johnnie Kerns.

BELOW: Club shot of 13th Trans Co personnel. REAR ROW: L. to R.: CWOs Vaught and Stefani; WOs Dye and Evans; CWO Pauli; Lt. Beverly (151st); WOs Tidmore, Cook, Ganey, and Ellis. FRONT ROW: CWO Burroughs; WOs Carson, and Seguin; Lt. Birk; Capt. Harris, Maj. Mitchell; Capt. Kunz; Lt. Ganevski; and WOs Reimer, Meyers (151st) and Irvine. (Photo submitted by CWO Burroughs). (Story on p. 20).



867—SHIRLEY, SHAY, Sfc., Sig. RA, 1008, Aviation Branch, T555, Camp Gordon, Ga., (ICCF), FWM-MEM, W-Rosie D-
Olivia 3.

868—SHONERD, GEORGE D., Capt., TC, 1981, Wright Air
Dev. Cen., Box 7042, Area "B", Wright-Patterson AFB, O.,
(Cargo Hcptr Proj Engr), AA-SR-CA-CC-CI-FG, W-Edith, D-
Norma 17, S-Jim 15, S-David 6.

869—SHOWERS, ROBERT W., SFC, Inf, NG, 1008, 125 Main
St., Palmyra, Pa., (OP-LC), FWM-HUM, W-Lucille, S-Robert 8,
(54-HUM-Prom to SFC).

870—SHUMWAY, LESLIE E., Capt., Arm, AD, 1981, Army Avn.
Adv. Army NG Hangar Berry Field, 1
(Advisor, Tenn-NG), AA-HU-LG-CP, PCS-

871—SIGLER, CHARLES B., Jr., 2/Lt., Engr, AD, 1981, 521st
Engr. Co., 30th Engr. Gp., Presidio of San Francisco, Calif.,
(AA), AA.

872—SIMEI
Linden Ave.,
W-Ernestine,

873—SIMMI
Hq. Co., 4th I
AM-LP-CML-C
3, D-Pamela

874—SIMOI
(AAR), Ft. R
D-Margaret ;

875—SIMPS
OCAFF Flight

876—SINGER, MERLE L., WOJG, TC, AD, 1066
Co., (Hcptr.), Ft. Riley, Kansas, (AA), HU-HC,
LoRayne, D-Debra 1.

877—SINGLETON, JAMIE W., SFC, Arly, NG
Read Ave., W. Warwick, R.I., (LC), CP-FWM-L
D-Lynn 3, D-Kathy 1.

878—SINGLEY, GEORGE T., Jr., Capt., TC, AC
Ave., Leedom Estates, New Castle, Del., (EO), J
LG-CC-CML-CSL-CH-CI, W-Gene, S-George III 9,
S-Robert 4, D-Barbara 4.

879—SISBARRO, JOHN R., 1/Lt., Sig, AD, 1066
(Opr.), Co., 17th Sig. (Opr.) Bn., APO 189, N.Y.
AA-HU, PCS-28, W-Dolores, (54-Prom to 1/Lt).

880—SKIMIN, BOB, Capt., Arly, AD, 59th FA Battalion, APO
189, N.Y., (AO), AA-LG, PCS-12, W-Norma, (54-Prom
to Capt).

881—SLATER, WILLIAM S., Jr.,
Flt. Sect., Vienna, Command, AP
FWM-MEM, PCS-10, W-Clara, D

882—SLEVIN, DARRELL C., 1/Lt., MSC, AD, 1066, 57th Med.
Det. (Hcptr. Amb., B.A.M.C., Ft. Sam Houston, Tex., (EO), AA-
HC-HU, PCS-1, W-Betty, S-Timothy 6, D-Cynthia 4, (54-Prom
to 1/Lt).

883—SLOTT, CHARLES A., Capt., TC, AD, 4823, 8066th AU,
APO 613, S.F., (OO), SR-AI-LP-CSL-CI, W-Dorothy, D-Barbara
Jean 5 1/2, D-Mary Ellen .

884—SLUMPF, CARL F., Maj., TC, AD, 1981, 1st Logistical
Command, Fort Bragg, N.C., (AO), AA-AI-HC-HU-LG-CC-CSL-
CH-CI, W-Virginia, (54-Prom to Maj; AI).

885—SMILEY, WILLIAM D., Pfc., Sig, US, 1008, 229th Signal
Support Co., Camp Gordon, Ga., (ICCF), FWM, PCS-4, (54-
Prom to Pfc).

886—SMITH CARROLL W. Jr., 1/Lt., Arty, AD, 1981, Army
Avn. Br., G-3, Hq. AAA & GM Cen., Ft. Bliss, Tex., (SO), AA,
3, S-Kerry 2.

887—SMITH, DONALD E., 1/Lt., Arly, AD, 1981, 2nd Aviation
Co., Fort Lewis, Wash., (AA), AA, W-Elaine, D-Cheryl 5,
D-Janice 3, (54-Prom to 1/Lt, AA).

888—SMITH, DONALD A., 1/Lt., Engr, AD, 1066+, 1566-F
(AA), AA-

1955 Yearbook

"WHO'S WHO"
IN
ARMY AVIATION

NAMES!...
ADDRESSES!...
MOS!...
BRANCHES!...
RATINGS!...
PROMOTIONS!...
PHOTOS!...
JOB TITLES!...
FAMILIES!...
KEY AA'S!...

892—SMITH, KENNETH J., Capt., TC, AD, 4823, 303 Waskow
Ave, Killeen, Tex., (Maint Off), AA-SR-AI-HU-
H-CI, PCS-4, W-Vida, S-Kenneth 5.

LYMOND L., 1/Lt., Sig, AD, 1981, Army Avn.
south, N.J., (AA), AA-CC-CSL, PCS-107, W-

CHARD C., Capt., Arm, AD, 1981, Aviation
d Cav. Regiment, APO 696, N.Y., N.Y., (EO-
54-CC-CSL-CH-CI, PCS-8, W-Louise, D-Kath-

ICHARD D., Capt., Arm, AD, 1981, Qtrs.
on St., Ft. Knox, Ky., (Stud, Admd Adv # 1),
5-6, W-Iris, S-Jeffrey 4, D-Susan 2, (54-

896—SMITH, ROLAND C., Capt., Arly, NG, 1981, 2136 N. E.
42 Ave., Portland Ore. (Maint Superv, EO-OO), AA-HU-IE-CC-
tclpr Instr, W-Melva, S-Michael 8,

M., Maj., Arly, USAR, 1981, 520
oca, N.Y., (AO), AA-SR-LSIII-CP, W-
Eleanor, D-Eleanor 14.

898—SMITH, THOMAS C., 1/Lt., MSC, AD, 1066, 274th Med.
Det. (Hcptr. Amb.), APO 46, N.Y., N.Y., (Asst OOI), AA-HU,
PCS-18-28, W-Barbara Ann, S-Brill 7, (54-AA, Son Born-Prom
to 1/Lt).

The Yearbook
Including a Personal Listing
\$1.00 Postpaid

Questionnaire - '55 "Who's Who" Yearbook

Detach this four-page form from your issue by lifting the staples in the centerfold below.

Use the listed abbreviations below and complete the applicable items in the boxes shown. All information is voluntary. An additional questionnaire is found on the fourth page of this form and may be used by a friend who desires a listing and Yearbook. He need not be a subscriber to the monthly publication.

IMPORTANT: Mark those items in which a change occurred during 1955 with an asterisk; example: Jones, John A., Capt*, Inf., 1981, etc.

COMPLETE THIS

Last Name, First Name, Middle Initial			Rank/Grade	Branch	Component	Primary Mos.					
Current Mailing Address											
Job Title	Ratings Held			PCS	W						
S	D—	Age	S	D—	Age	S	D—	Age	S	D—	Age

1 Last Name, First Name, Middle Initial**2 Rank or Grade**

Col	Lt Col	Maj	Capt
1/Lt	2/Lt	CWO	WOJG
M/Sgt	SFC	Sgt	Cpl
PFC	Pvt	Mr	Other

3 Branch of Service

Arty	Inf	Arm	Engr
Sig C	TC	MSC	Other

4 Component

RA	Regular Army
AD	USAR on Active Duty
USAR	U.S. Army Reserve (Civilian Component)
NG	National Guard
Civ	Civilian

5 Current Mailing Address

- Address as of February 1st when the Yearbook will be placed into circulation.
- List address at which you desire to receive personal mail.
- Abbreviate where possible all unit and geographical designations (St, Ave, Blvd, Ft, Bn, Sqdn, Sect, Hcptr, Det, etc.)

6 Current Job Title**Commissioned:**

AO	Aviation Officer
GS	General Staff
CO	Commanding Officer
EX	Executive Officer
AD	Administrative Officer
EO	Engineering Officer
MO	Maintenance Officer
FE	Flight Examiner
FI	Flight Instructor
GI	Ground School Instructor
OO	Operations Officer
SO	Supply Officer
PT	Plans & Training Office
AA	Army Aviator

Enlisted:

AD	Administration
SU	Supply
LC	Line Chief
CCF	Crew Chief, Fixed-Wing
CCH	Crew Chief, Helicopter
LK	Link Instructor
GR	Ground School Instructor
OP	Operations

7 Ratings Held**Commissioned:**

AA	Army Aviator
SR	Senior Army Aviator
LD	L-Pilot, Denton, Texas
LC	L-Pilot, Civilian Ranks
LE	L-Pilot, Enlisted Ranks
LF	L-Pilot, Wichita Falls
LG	Army Aviator, Gary AFB
LP	L-Pilot, Pittsburg, Kan.
LS	L-Pilot, Ft. Sill
LW	L-Pilot, Waco, Texas
HC	Army Cargo Hcptr Rating
HU	Army Utility Hcptr Rating
AI	Army Instrument Rating
AM	Army Multi-Engine Rating
AX	Army Fit Examiner Rating
FS	AF Single-Engine Rating
FM	AF Multi-Engine Rating
FG	AF Glider Pilot Rating
NS	USN Single-Engine Rating
NM	USN Multi-Engine Rating
CA	CAA Airline Pilot Rating
CC	CAA Comf. Pilot Rating
CH	CAA Helicopter Rating
CI	CAA Instrument Rating
CMI	CAA Multi-Engine, Land
CSL	CAA Single-Engine, Land
CMS	CAA Multi-Engine, Sea
CSS	CAA Single-Engine, Sea
CP	CAA Private Pilot Rating
ME	Maintenance Course, Eustis
MS	Maintenance Course, Spartan

Enlisted:

LC	Line Chief
CCF	Crewchief, Fixed-Wing
CCH	Crewchief, Helicopter
FWM	Fixed-Wing Maint Course
HCM	Cargo Hcptr Maint Course
HUM	Utility Hcptr Maint Course
IRM	Instrument Rep & Maint
MEM	Multi-Engine Maint Course
RRM	Radio Repair & Maint Course
TW	Tower Operators Course

8 Permanent Change in Station shown in Months (Optional)**9 First Name of Wife****10 Children**

Circle S-Son or D-Daughter and show age to nearest half year.

Detach this four-page form by lifting staples

DUPLICATE QUESTIONNAIRE FOR A FRIEND!

HE NEED NOT BE
A SUBSCRIBER TO
"ARMY AVIATION"

Last Name, First Name, Middle Initial			Rank/Grade	Branch	Component	Primary Mos.
Current Mailing Address						
Job Title	Ratings Held				PCS	W
S D— Age	S D— Age	S D— Age	S D— Age		S D— Age	

I have enclosed \$..... at \$1.00 per copy to cover the cost of.....yearbooks.
Please send the copies to the address appearing on the Questionnaires.

Please send.....additional Questionnaires to me.

SIGNATURE

Detach this four-page form by lifting staples and submit the four-page sheet.



ABOVE: Members and guests attending a Reception and Luncheon following a recent meeting of the Helicopter Council at Washington D.C.—L. to R.: James Callison, Pogue & Neal; Don Ryan Mockler, Director, Helicopter Council, AIA; Charles Kirchner, Asst to the President, Kaman Aircraft Corp.; John F. Victory, Executive Secretary, NACA; Charles J. Lowen, Deputy Administrator, CAA; Don R. Berlin, President, Piasecki Helicopter Corp.; Brig. Gen. Hamilton Howze, Chief, Army Aviation Division; J. E. Leonard, General Manager, Helicopter Division, Cessna Aircraft Co.; Joseph Stein, NACA; I. C. Peterson, Director, Technical Service, AIA; G. W. Fey, Washington Rep, Sikorsky Aircraft; Albert J. Redway, Jr., Washington Rep; McDonnell Aircraft Corp.; Jean Ross Howard, Asst. to the Director, Helicopter Council, AIA; Robert W. Oliver, Pogue & Neal;

H. S. "Bud" Baer, Aeronautical Training Society; L. E. Williams, Washington Rep, Piasecki Helicopter Corp.; Col. A. B. McMullen, Executive Director, NASAO; J. E. Beighle, Sales Manager, Sikorsky Aircraft; Lt. Gen. J. M. Gavin, Deputy Chief of Staff, USA; Warren Rockwell, Washington Rep, Hiller Helicopters; The Hon. Frederick B. Lee, Administrator, CAA; L. Welch Pogue, legal advisor, Helicopter Council; Claude B. Friday, President, NASAO, and Director, Bureau of Aviation, New York State Department of Commerce, Albany, N. Y.; Dewitt Ballew, Information, AIA; Rear Adm. J. D. Barner, USN Ret., Washington Rep, Gyrodyne Company of America, Inc.; Avery McBee, Director, Public Relations, AIA; Sid Shannon, Helicopter Division, Cessna Aircraft Company; and Mrs. Margaret Tabor, Council staff secretary.

★ Disappointment

FORT RILEY, KAN.—The 14th Army Aviation Company is purring right along despite the fact that we were acutely disappointed in the knowledge that the De Havilland Aircraft factory is still on strike, delaying the delivery of our Otters considerably. We understand now that it may be the first of the year before we get to see one.

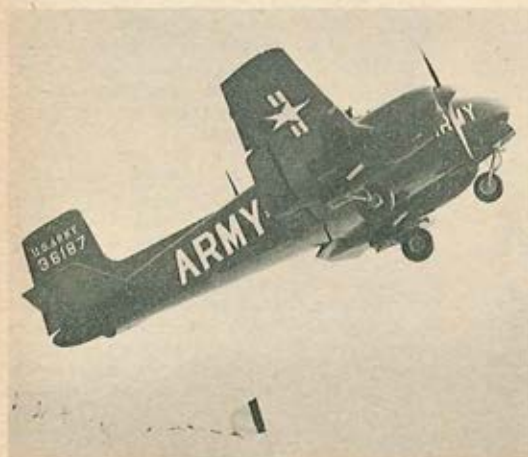
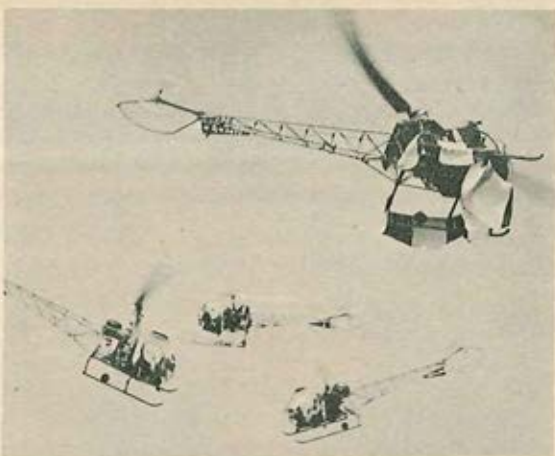
New officers are arriving every few days. The new arrivals include Maj. Frederick O. Gauthier from Governors Island, N. Y.; Capt. William J. Cleveland from FECOM; Lt. Alexander G. Fewsmith from Ft. Hood; Lt. Kenneth Niederbrach from Camp Gordon; and Lts. Frank J. Kakuk, William D. Melton, Marvin M. Morgan, James H. Paul from FECOM.

Our Engineering Officer, Capt. Drummond, is leaving for the Avn Maint Off

Course at Ft. Eustis, Va. Capts. Campbell and Smith and Lt. Moran have received quotas for the instrument course, reporting 20 Oct. Capt. DuPont is leaving for 115 days TDY at Ft. Bragg in connection with "Exercise Sagebrush". All officers of the 14th have been alerted that they are subject to participate in *Sagebrush*.

This organization now has two L-17's and one L-19 assigned. In addition, an L-20 is on loan to the company so that the pilots can maintain their proficiency.

Maj. Atkisson and the pilots of the 14th wish to express our sincere thanks to Col. Downing of the 30th TOPO in Alaska for the information supplied to us on the Otter. In answer to a plea for information concerning the Otter, Col. Downing promptly forwarded a complete file of information, covering virtually all phases of operation involving the Otter. We gratefully acknowledge receipt of this useful information. YC, Lt. Albert J. Barber.



WHERE WERE YOU, TOM?

Elizabeth Drive
Westport, Connecticut
October 15th, 1955

Dear Tom . . .

I knew you'd chicken out on me . . . I had a double all booked at the Ben Franklin and then you didn't show. . . I had no objection to killing *our* fifth with the rest of the boys on the 8th floor but I didn't like paying for that *empty* bed the next day . . . you'd better have a good reason, chum.

You missed a fine Air Show, Tom. . . Reading about these new aircraft is one thing; seeing 'em in action is another. . . D/A didn't spare a thing. . . In fact, I think they cleaned out Rucker and a few other posts and flew everything up to Philadelphia International. . . Talk about precision. . . You'd have felt proud as they ticked off their part of the show on the nose . . . good commentary too. . . Felt sort of timid when I drove into the airport with my pilfered *VIP* sticker but I was proud of that Army Aviation decal on my rear window when I drove out. . . It sort of took the edge off the traffic jams and the way Philly rolled in the carpet instead of out.

What did Army do? Everything in the book and then some. . . Evacuations, wire-laying, message pickups, para-drops, short field work, a dead-stick landing, barrier takeoffs, the works. For precision, they had the Square Dance Team cutting capers and this year Hattie and Harriet were decked out in skirts. . . As an ex-member of the Square Dance team, Howarth, I know this new-found modesty will please you. . .

You should have heard that crowd give a *gulp* when they started the autorotations . . . when that 6½-ton H-21 autorotated about 30,000 Adams' apples went up and down in unison. Remember ol' Eldred Bourne with the 11th Airborne? He's a Wogee now and as Bozo, the Clown helicopter he actually rolled out the barrel and then stood it up ON END with his skids. . .

Coordination? . . . It was there. . . The whole show followed a script and revolved around a simulated enemy attack on Philly. . . They flew in the troops, the artillery, laid the smoke, dropped the wire, ferried in the brass, suffered a counterattack and then POW! . . . The little L-19 called for an atomic shell and in it came! . . . I swear they had thousands *running* for the rest rooms when that CLAP went off and the mushroom cloud appeared. . . That really brought down the house . . . the boys in blue with their jets and even a nearby carrier were anti-climactic. . .

From personal experience, I know you're an ol' pyrotechnic from Sendai beach party days. . . I finagled the ingredients of the Army's "Little Peachy Atomic Shell" from one of the PIO boys. . . Don't know how you're fixed for cash but if you're STILL hot for disturbing blanket parties, here goes: White phosphorus, 100 lbs (try Sears); Petroleum Compound, 1760 lbs (don't scream—you saved *something* on the hotel room); Primer cord, 500 lbs; TNT 30 lbs; C3 (a highly explosive putty), 5 lbs. Think that comes to 2,395 lbs without the dash of grenade which puts the FIERY red in the FIERY red cloud. Your biggest problem will be to find beach parties in Indiana but being the practical joker you are (the double cost \$12.80, you crumb) I know you'll probably *dislocate* a few Indiana lakes.

The fellows *really* put out in Philadelphia and you're a disgrace to Army Aviation for not checking in. . . Don't use that "old Buick" routine this year. . . I'll accept your immediate airmail answer.

Art

We're commuting now!



—and don't forget—2 boxes of envelopes, the 3¢ stamps, etc...



You DIDN'T send in the birth notice, I see!

★ Lucifer The Cat

KOREA—The 13th Transportation Company (Helicopter) APO 358, is tops in helicopter companies. We have better personnel, machines, maintenance and morale (considering our geographical location) than any unit, bar none. Hence our motto.—We have done so much with so little for so long; *now we do anything, anywhere, anytime with nothing.*

For those who are expecting to travel east in the near future and who desire to complete the minimum time and return to U.S. Terra-Firma, here are a few reasons why an assignment to this unit would be most pleasant: a) A No. 1 Officers Mess & Club, b) No. 1 NCO Mess & EM Club, c) No. 1 Dayroom, d) No. 1 Shower Facilities, e) No. 1 EM Mess, f) No. 1 Quarters (All Quonsets or Jamesways), g) No. 1 Operational and Maintenance Area, h) No. 1 Swimming Pool (Best in Korea).

Needless to say, "THANKS" to all former members of the 13th Trans Co (Hcptr) who laid the groundwork so that each member in his turn could improve and carry forward the tradition of making this the *Riviera* of Korea.

We have with us a No. 1 Maintenance unit, the 151st who is commanded by Lt. Beverly and assisted by WO Bartholomew, with a fine group of EM.

New arrivals to this unit—Capt. Kunz, WO's Pampel, Mallow, Dailey, Ganey, Evans, Ellis, Cook. *Newly departed*—Lt. Law, Lt. Pittman to Ft. Bragg, WO's Alston, Pryor, Carsten, to Ft. Sill, Vauht, Pauli, Trudeau, Martin to Camp Rucker.

Lucifer the cat will keep you posted on all important changes, good, bad and otherwise on operations and personnel within this area. Letters to Lucifer, 13th Trans Co., APO 358, San Francisco, Calif., will get prompt results on information desired. YC, Capt. Forrest C. Harris, Exec.

★ Sharpshooter!

We had the pleasure of being visited by Colonel Wells, Department of the Army Safety Inspector. A great amount of valuable and new information was gained by this section on accident reporting. . . . Lt. Col. Booth has just returned to take over the reins again after successfully completing "chopper school".

The Armored Center Skeet Shoot was recently held and top honors were taken by Army Aviators. Capt. Harvey (Doc) Hawley (3rd Armored Division AO) came through again this year by taking top honors, breaking 98 out of 100. Col. Booth took Class AA Champ, breaking 97 out of 100. There were forty-five (45) shooters in the meet, three (3) of which were Army Aviators. Never let it be said that aviators cannot handle a gun as well as a throttle.

Pilots are coming and going here at Fort

Knox. Capt. Berry will be off shortly for four (4) months TDY, preparing for SAGEBRUSH. Captain Treat is attending The Armored School. Several pilots from other stations are presently attending The Armored School. Among them are Capt. Jack Cranford, Capt. Jack Kluever and Capt. Charles Grandelli, who is assigned to Board #2 and will remain here after completion of school.

A maximum effort will be made to qualify our pilots here with an instrument ticket as soon as possible.

The summer training at Camp Breckinridge, Kentucky, is about over for this year. The Armored Center Aviation Section furnished three aircraft, three mechanics and one pilot as liaison officer to the National Guard and Reserve Units from April through August.

The topic of conversation here is OPERATION SAGEBRUSH. Most of us here will participate in the maneuver and there should be many renewals of old acquaintances of pilots on this big operation. Your Correspondent, Capt. Jesse L. Wilkinson.

★ Dodging Diane

TSESS, CAMP GORDON, GA.—Aside from dodging hurricanes, not too much has been happening lately at Gordon AAF. We evacuated our aircraft to Augusta Municipal for hurricane "Diane", but, as it turned out, it was unnecessary. Actually, it seemed that here in the Augusta area the weather was better than usual while the big storms were around.

Lts. Boman and Niederbrach recently received Standard Instrument Certificates from the Third Army Instrument Examining Board. Training was accomplished locally with an LC-126 on loan from Camp Rucker. If we can keep the aircraft for another couple months, we should be able to grind out at least two more "IFR-boys."

For the past two weeks, we've had Lt. A. L. Kolbe, a Reserve Aviator, here for his annual active duty training. Due to bad weather during most of his stay, he was able to get only 15 hours flying time, but we got in a good bit of ground school to prepare him for his annual written exam. For the first time in nearly a year, we've had pilots alerted for overseas—Lt. Orlo Olson to Germany, and Lt. Jack Boman to AFPE.

On the personnel roster we have; Lt. Darwin Valz, a brand new Aviator, reporting to the 229 Signal Support Co; Lt. Colvin Newman returned from TDY at Fort Monmouth; Lt. Tom O'Connor to Rucker for Instrument School; and last, but certainly not least, Lt. Bill Berry promoted to Capt., an event which was duly (and thoroughly) celebrated. Your reporter, (Lt.) Jack D. Boman.

Submit News Copy
by the 5th of any Month!

(Dear Editor), This letter is in reply to the published letter of Gen. H. H. Howze appearing in the July issue of "AA." We do not expect anything for this effort except consideration and possibly it will give the General an insight into the views held by the so-called "peon-pilots" of the lower ranks, who, in the future may rise sufficiently in Army aviation to have a somewhat stronger voice.

In the July letter, the General stated the need for aviators to participate as platoon leaders and CO's. One of the STRONG reasons for volunteering for aviation in the Army is to depart more or less from "Gravel-Agitating" duties. We live to fly and love to fly. That's why we allow ourselves to be hazed at Gary and develop "checkitis" at Rucker.

This view was aptly put in a previous issue by a non-rated field grader who stated that he wanted to be flown by a FULL TIME pilot and not by a 50-50 pilot. True, Gen. Howze mentioned that branch participation was not to interfere with pilot proficiency but TRY to get that point across to more than a few high level CO's.

Platoon leading by aviators occurred in a recent maneuver and you never heard a more disgruntled group. This unit had its share of branch orientation and by the looks and remarks of the pilots the amount of interest aroused by the program was readily discernible.

Pilots are a funny breed. They will go to the limit on any subject pertaining to the air but as far as the latest breech mechanism on a 155 is concerned or where to employ the 3rd platoon in the attack, most of us covered that phase generally in the ranks, in OCS, or in Basic Branch School. We do not expect a non-rated Company Commander or BC to show up at our Aviation Hq and take over our maintenance or tactical operations for a week. He has his own specialty.

In reference to the General's letter where he mentions the enthusiasm and good morale displayed by the School at Rucker. We can only say that nothing but enthusiasm is rendered a visiting V.I.P. We know that Gen. Hutton has the school at heart and is very intent upon making it the best and it darn near is already BUT get to the lower echelons, the "peons," and listen to the instructors, both civilian and Army grumble. For the civilians, it's low pay and long hours. For the GI instructors, it's long hours and the fact that a good percentage would give anything for re-assignment. They have been there (Sill and Rucker) too long and many didn't want to instruct in the first place.

They have grown stale. As a result, the students absorb the bad effects. A poll on this point by high level officers will no doubt reveal "bliss" but in peon-to-peon conversations, "bliss" doesn't enter the conversation at any point. Our suggestion (for what it is worth) is to open up instructor positions on a volunteer basis. We know

A Many Sided Thing!

several men with many, many hours who would be glad to submit applications.

Concerning uniforms, we agree with the General that sloppy attire should be relegated to the garbage can but why do so many CO's frown on units having their own insignia for flight jackets and aircraft? If a man didn't feel that he was in the "fly-in'est" unit in Army aviation, he wouldn't give a darn about the outfit. However, when he feels that he is and the CO nixes the idea of distinctive insignia for the jackets or planes, then where are the little odds and ends of morale going?

Then too, have any top level AA's ever tried to fix a set of earphones over those blocked "Ridgway" field hats? These little bits of criticism are trivial, we know, but they are the things that get under the average AA's skin.

Please do not think that we have adopted the "poor downtrodden masses" attitude for we haven't but we are being forced to consider discharges after 8, 10, and 12 years' service because of many local empire builders who more or less look down on aviators. For the hundreds who are trained in aviation each year there are hundreds more discharged because of "deviation" from air activities and increasing stress on branch familiarization. We eagerly await the day we become branch immaterial or a separate air arm.

If there were somehow the General on his command inspections could get to the "little guys," all of the above would be clearly substantiated. By having lower ranking officers accompany the inspection team, "peon-to-peon" talk would be facilitated considerably and a true picture would be secured. Unsigned by 3 for OEI reasons.

(Ed. Note: Viewpoints on any subject are important if a periodical is to represent its readership and is not to be considered as a "kept" publication. However, we wish to stress that Gen. Howze renders a distinct courtesy when he permits us to reprint his periodic personal letters. These informal letters go to the Aviation Officers of the major commands. The general morale and enthusiasm of Army aviation personnel are of prime importance to General Howze and we can assure you that he welcomes your constructive opinions. With particular reference to the problems mentioned above, Gen. Howze's views are presented on the following page.)

Return Copy on the 5th

A Many Sided Thing!

DEPARTMENT OF THE ARMY
Office of the Assistant Chief of Staff
G-3, Operations
Washington 25, D.C.

The editor of this periodical sent me a galley of the preceding letter asking if I had any objection to publishing it. The three officers who wrote the letter will perhaps suspect that this is evidence that "Army Aviation" is not a free journal. It is free—the editor may print what he pleases, but apparently he felt that since I make certain material available to him, it would be reasonable to let me see in advance adverse reactions to that material.

So I asked the editor to print the letter, and this reply, together.

First, let me assure the writers that the general well-being of the rated officer is of utmost concern to the Army. My own office and that of G-1 and CMD devote much labor and thought to the matter, but I will confess in the next breath that our efforts have so far produced few tangible results. What we have done could probably have been done better; what we shall do will probably be imperfect. But though the actions of those in "high authority" may appear superficial and inadequate to the company grade officer, I will deny vociferously any charge of indifference.

In particular regard to the Aviation School: First, we are making a hard try, against obstacles, towards improving facilities and living conditions. Second, I have been made painfully aware by General Hutton of the treadmill nature of the work of the instructor; certain measures are underway which should *partially* alleviate it. Imperfect solutions? Certainly. The 3 authors should have a try at prying additional money and additional spaces out of a shrinking budget and a shrinking Army. But, nevertheless, we shall make headway.

The letter makes a strong attack against a principle which I personally espouse, that is, that a certain amount of ground training is necessary to the Army aviator.

Well, my reasoning, right or wrong, is simple enough. First, I want the aviator to be developed to the point that he is acceptable in the highest jobs the Army has to offer. Training for these high positions requires experience—wide experience, including staff and command. Where will the aviator get this? Can you imagine a rated officer (in days to come) being considered for command of a Field Army when his

highest previous tactical command was that of flight detachment?

The career program, on which many of us in the Pentagon have worked long and hard, provides that the aviator get perhaps 15 or 20% of his service with ground troops, keeping flying proficiency the while. This will not produce a 50-50 aviator, but at the very worst an 85-15 or 80-20 aviator. In addition, I am urging that flying officers be required periodically to participate in field exercises in a non-flying capacity. Perhaps the Army can use a limited number of flyers who can only fly—maybe our career program should make allowance for these, including the 3 writers. But the flyer who will do the best job for the Army is the one who knows something of the problems and difficulties which beset the combat unit, for only thus can he contribute fully and wisely to the overall effort. He must not be contemptuous of what the writers call the "gravel agitators". And *only* the flyer who knows both sides of the game can assist in the vital task of developing the great latent potential of aviation, and only he will gain the insight and wisdom necessary for the successful command of large units.

It is worthy of note that the Air Force has not gained its present stature exclusively by the *pilot* technique exhibited by Arnold and Spaatz and Cannon and Doolittle and Vandenberg and Twining and LeMay and Norstad—and others.

But the authors wish to be 100% pilots! As stated earlier, we can probably use them, to make the airplanes go—but we need others, of wider interest and wider vision, to make Army Aviation go.

Very disheartening is the inference in the letter that the low morale of the authors is transmitted to the students at Rucker. By this device a disgruntled junior officer can put Army Aviation over a barrel. Perhaps I draw the wrong inference—I hope so. In any case, there is no doubt that we have got to pull together if we are to surmount all our difficulties; if some members of the team, through "poor morale" or otherwise, are undermining the efforts of the majority, we shall be seriously weakened thereby.

Finally, let me say that I retain great faith in the character and courage and skill of the Army aviator. I know that he needs and deserves help. He will get some—if it is inadequate, it won't be for lack of trying on the part of those who represent him in the Pentagon. In the meanwhile, I must plead for a reasonable show of patience and understanding—and continued faithful effort to improve the caliber of Army Aviation in all its component parts. The road may be rocky and hard, but we are still moving.

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

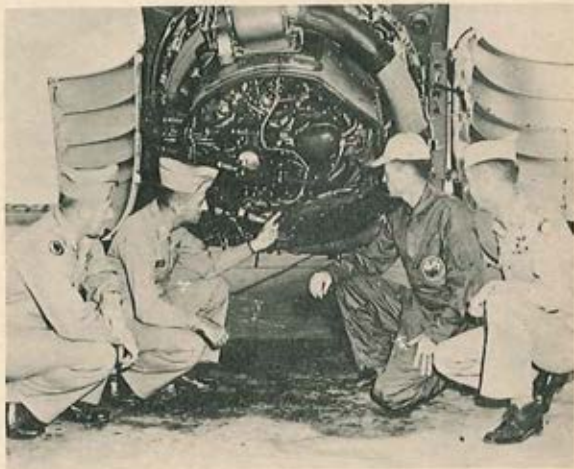
SUBMIT NEWS COPY BY THE 5th

PIX



THE OLD AND THE NEW: Mr. Sam White (left), 64, oldest active Alaska bush pilot, briefs new Army Aviator 2nd Lt. Robert R. Chedester, 22, on the fine points of aerial navigation in the Arctic. A veteran of over fifteen years of Arctic flying, Sam stopped logging flying time after hitting the 9,000 hour mark. Seen in the background is the 1929 Bellanca currently used by Sam to haul supplies for United States Coast and Geodetic Survey crews at Umiat, Alaska.

TALKING IT OVER! Looking over the motor of an H-34 Sikorsky helicopter at Post Field, Fort Sill, Oklahoma are (left to right): Maj. Harold J. Bieber, CO of the 110th Trans (Hcptr) Co; Maj. Carl F. Slumpff, CO of the 587th Trans (Hcptr) Co; WO Homer B. Allison of the 587th TH Co; and Capt. John C. Hunter, CO of the 284th TH Co. (US Army Photograph).



FECOM—The only Company in the Army that can boast two Majors in its organization is the 6th Trans Co (Light Helicopter) after the recent promotion to Major of Captain Elmer V. Merritt, unit executive officer. Shown in the picture is Major Merritt receiving his first gold leaf from the Company Commander, Major William G. Kilmer. Major Merritt, a Senior Army Aviator with more than 3000 hours in Army aircraft, has been an Army pilot for over 12 years. (Photo submitted by WO William J. Stejback).

★ Surveillance?

FT. BENNING, GA.—Changes in the Company Personnel Roster of the 3rd Inf Div Comb Avn Co continue. Here is this month's . . . Welcome to Lts. Deliere, Brendlinger, and MacLennan, all of the MSC (chopper only): also Lts. Wamp, Ellis, and Honeycutt from FW School, Camp Rucker. Capt. Goulding back from 30 days leave wearing the hats of Intelligence and Training Officer now. Back from Chopper School are Capt. Wood and Lts. Levinson, Walker, Long, and Sauberan. The company will soon lose Capt. McCarthy to EUCOM—a blow to the newer sabers who came to depend upon his parental guidance. Also leaving is Lt. Scudder to Adv Armd course, Knox, and Lt. Fletcher to Vehicle Maint Course here at Benning. Hearts and flowers to Lt. Robinson and his bride; also taking the big step in August is Lt. Stephens (Comm. Officer).

Lt. Turner, one of our few remaining bachelors, seen coming back in a trance each week-end from Atlanta, Georgia. Likewise Lt. Guerra is said to be keeping close surveillance on the cashier's desk, Main Officers Club. The Cerebral Palsy Foundation of Columbus, Georgia recipients of \$227.00, the result of a donation competition staged by Officers and EM of the company; idea conceived and umpired by Capt. Rhodes (Executive Officer) and M/Sgt. Eggers (1st Sgt). Capt. Weaver and 1st Lt. Dawson received letters of commendation from Major General Hayden L. Boatner, 3rd Infantry Division Commanding General in connection with the operation of the Division Aerial Observers School which they conducted. Your correspondent, Lt. Douglas S. McDonald.

★ End of Mission

Although most of the continental United States sweltered in the throes of a heat wave, the Aviation Section of the 30th Engineer Group in Alaska experienced the frigid onset of the Arctic winter during August. August was the crucial month for survey operations. While good flying weather quickly deteriorated, survey operations were officially closed in the Kotzebue area by "B" Flight, commanded by Maj. Parris C. Welch, on 13 August and the retrograde movement to the ZI was started. Further north at Umiat fog, rain, and snow showers hampered flight and survey operations until the end of the month when the last picture point was classified and the final angle turned.

The Retrograde Movement

Preparations for the movement of the 33 Hiller H-23's and the 6 Sikorsky H-19's (plus all the fixed wing aircraft) were begun early in August. As each individual H-23 helicopter was phased out of the operation it was prepared for transhipment to Ladd Air Force Base via Douglas C-124.

Pro's Say...

The H-19's were readied for the ferry hop between Umiat and the POE at Anchorage. Plans call for all helicopters to be returned to CONUS aboard the CVE U.S.S. Esperance.

On 27 August six of the fixed wing aircraft were given the green light to be returned to the United States via the inland route through Canada. Two Otters piloted by Capt. John G. Duke, co-pilot 1/Lt Robley W. Smith; and Capt. Richard Roberts, co-pilot 1/Lt Charles B. Sigler, completed the journey in two days.

Two Beavers flown by Maj. H. Thomas, co-pilot 1/Lt James F. Greer; and 2nd Lt. John F. Grace and co-pilot 1/Lt Frank Wilson also left Ladd on the 27th but didn't arrive in San Francisco until the 29th. Also departing Ladd on the 27th were two L-19's piloted by Capt. Jack J. Nelson and 1/Lt Bill Gabella. Hampered by stiff headwinds and heavy turbulence the two Love One Niner's finally chugged into Crissy Field on 2 September.

The second wave of aircraft to negotiate the 3,000 mile homeward trek were dispatched from Ladd 3 September. The Beech L-23 was piloted home by Capt. James E. Montgomery and Herb R. Eder. The rest of the flight was composed of one Otter, two Beavers and two L-19's. Piloting the Otter was Capt. Elswick Newport, "A" Flight Commander and Capt. Frederick E. Raymond. At the helm of the Beavers were Capt. Story C. Stevens and Capt. Harper K. Morris. Assisting them were 1/Lt. Bill Gurley and 2/Lt. Aaron C. Lilley. A few hours after the Otter and Beaver arrived on the 6th of September the two L-19's, flown by 1/Lt Herb Johnson and 1/Lt Ken Fletcher touched down at Crissy Field.

The remaining seven of the fixed wing aircraft are scheduled to depart Alaska for CONUS within the next two weeks to officially windup the movement of organic aircraft from the Arctic.

Promotions

Maj. Parris C. Welch, "B" Flight Commander, from Captain. Capt. Jack J. Nelson, from First Lieutenant. First Lieutenant's Ken Fletcher, W. F. Gabella, and John W. Weinhardt from Second Lieutenant.

Schools

Departing soon for Instrument ("Twin Fan") School at Camp Rucker are Capts. John G. Duke, William C. Weaver, and 1/Lt Vern Sawvell. Your Correspondent, Lt. William F. Gabella.

SUBMIT NEWS COPY

BY THE 5TH OF ANY MONTH

PERMANENT CHANGES OF STATION

- 37) Baker, Harold L., Capt. IAGS, Brazil Project, APO 676, N. Y., N. Y.
 *84) Beu, Kenneth N., Lt. 30th Engr Group (Topo Surv), Ft. Scott, Calif.
 99x) Bollard, John A., Maj. Army Aviation School, Camp Rucker, Ala.
 111) Bowden, W. D., Lt. Col., MAG, Cambodia (Phnom Temb) Box S, APO 74, SF
 132) Broadhurst, Edward C., Maj. Hq, 8th Trans Bn (Heptr), Fort Bragg, N.C.
 175) Cantlebury, Lee R., Maj. 1430 North 23rd St., Lawton, Oklahoma
 178) Carpenter, Paul E., Lt. P.O. Box 2514, Fort Huachuca, Arizona
 194) Chambers, Stanley L. 1721 Liberty, Lawton, Oklahoma
 198x) Cherne, Milton P., Capt. 106 Fairview Drive, Ozark, Alabama
 *200) Chin, Bak Y., Lt. 97th Sig Bn (Oper), Msg Cen Co, APO 46, NY, NY
 *208) Cochran, Clyde D., Lt. 564 E. 40th Place North, Tulsa 6, Oklahoma
 243) Curry, Paul R., Lt. 937th EAC (IAGS), Fort Clayton, Canal Zone
 249) Darrrough, Glenn E., Capt. 3461st S.U., ARMAV, Camp Rucker, Ala.
 *259) Day, Emil R., Capt. San Shade Trailer Pk, Enterprise, Alabama
 278) Dodd, William R., Capt. 9261st TU, TCAACO, Wright-Patterson AFB, O.
 317) Ericson, Vincent H., WOJG 1st Stud Off Co, T-School, Ft Eustis, Va.
 *323) Farris, Thad L., Capt. Hawaii-NG Adv Det, Fort Ruger, Oahu, T.H.
 334) Flint, Robert W., Lt. 521st Engr Co (Topo Avn), Ft. Scott, Calif.
 342) French, John C., Mr. 2619 Agate Street, Harrisburg, Pennsylvania
 355) Gates, Frederick R., Capt. P.O. Box 88, Pres. of San Francisco, Cal.
 356) Gauthier, Frederick O., Maj. 14th Army Avn Co (FWTT), Ft. Riley, Kan.
 415) Hammack, Earl J., Capt. 45th Trans Bn (Heptr), Ft. Sill, Oklahoma
 435) Hawkins, Julian A., Maj. 966 Shelburne Road, Burlington, Vermont
 439f) Heath, Phillip C., Maj. Hq Co, 1st Bn, 2nd Armd Cav, Ft. Meade, Md.
 465) Hough, Gerald L., Maj. TOAC #9, T-School, Fort Eustis, Virginia
 479) Ingram, James E., Maj. 1004 N. Lexington Street, Arlington 5, Va.
 521) Kelley, Everett S., Capt. Hq, A & GMC Army Avn Sect, Ft. Sill, Okla.
 539) Knowles, Robert B., Capt. 2010 Oriole Ave., Colorado Springs, Colo.
 583) Light, Morgan C., Maj. TCAACO, Wright-Patterson AFB, Ohio
 589) Lopshire, Richard L., Lt. Route #2, Emmett, Idaho
 602) McCourt, Keith D., Maj. AHPTC #4, Gary AFB, San Marcos, Texas
 615) McSpadden, Billy M., Lt. SOC, The Armd Sch, Box 253, Ft Knox, Ky.
 630) Martin, James E., Capt. 111 Harpers Drive, Warwick, Virginia
 655) Muller, Donald L., Capt. 3420th S.U., Fort Bragg, North Carolina
 676) Morgan, Marvin M., Lt. 14th Army Avn Co (FWTT), Ft. Riley, Kan.
 681) Morrow, Charles, Capt. 4050 SU, A & GMC, Fort Sill, Oklahoma
 733) Owen, Roy W., Maj. Hq, Army AA Command, Ent AFB, Colo Springs, Colo.
 740) Parker, Carl E., Mr. Gabrielstraat 55, Arnhem, Holland
 762) Phillips, William G., Capt. 2nd Inf Bn, 2nd BCT, APO 81, NY, NY
 848) Sabiston, Thomas J., Maj. AA Off, G-3, USARCARIB, Ft. Amador, C.Z.
 857) Sharp, William R., Capt. 7737th SAATD, APO 46, New York, N. Y.
 880) Skimin, Robert E., Capt. Hq, 10th Spec Forces Gp, APO 108, N.Y., N.Y.
 923) Stewart, Walter B., Mr. 516 Butternut St NW, Washington, D.C.
 990) Turner, Carl J., Lt. Comb Avn Co, 3rd Inf Div, Ft. Benning, Ga.
 993) Usher, William F., Capt. Botsford Hill Rd, Sandy Hook, Newtown, Conn.
 995) Valdez, Isidro S. Jr., Maj. 284th Trans Co (Lt Heptr), Ft. Sill, Okla.
 1013) Wallace, Robert S., Capt. RD #6, Appleman Road, Erie, Pennsylvania
 1019) Wangerin, Clarence J., Lt. RFD #2, Aberdeen, Maryland
 1059) Williams, Robert R., Col. CONARC Board #6, Camp Rucker, Alabama
 1074f) Wood, Billy, Capt. 93rd TAAM Company, APO 46, New York, N.Y.
 Burns, Sumner C., Lt. 220 Ocean Avenue, Apt 18, Long Branch, N.J.
 Capelle, Donald G., Lt. 547th Engr (C) Bn, APO 175, N.Y., N.Y.
 Conroy, William J., Lt. 29 Shoshone Avenue, Buffalo, N.Y.
 Christiansen, Arthur A., Capt. Hq & Svce Co, ARMAV, Camp Rucker, Ala.



PERMANENT CHANGES OF STATION

*Cowles, Donald W., Lt. Box 505, Camp Rucker, Alabama
 Cox, Rowland E., Capt. Comb Avn Co, 3rd Inf Div, Ft. Benning, Ga.
 Daman, M. L., Lt. Col. 9265th TU Trans Sup & Maint Comp, St. Louis
 Dameron, Merle, Lt. McGrath, Alaska
 Detwiler, Harvey C., Lt. 130 E. 22nd Street, Chester, Pennsylvania
 Dowdy, George L., Lt. 937th EAC (IAGS), Ft. Clayton, Canal Zone
 Eckert, Kenneth R., Maj. Hq. 11th Abn Division, Ft. Campbell, Ky.
 Ellis, John R., Lt. 6th Armd Div Air Sect, Ft. Leonard Wood, Mo.
 Fewsmith, A. J., Lt. 14th Army Avn Co (FWTT), Ft. Riley, Kansas
 *Fountain, G. L., Capt. 1508 Hwy #168, Carver Gardens, Williamsburg, Va.
 Harris, Glynn M., Capt. 937th EAC (IAGS), Ft. Clayton, Canal Zone
 Honeycutt, Weldon E., Lt. Comb Avn Co, 3rd Inf Div, Ft. Benning, Ga.
 Howse, John B., Lt. 124 Deer Avenue, Ozark, Alabama
 Howell, Garnett, Mr. 1515 Oak Drive, Dothan, Alabama
 *Hughes, Joseph B., Lt. 6th Armd Div Air Sect, Ft. Leonard Wood, Mo.
 Jarvis, Ronald, Lt. 304 Churchhill Court, Apt 3, Elizabethtown, Ky.
 *Johnson, Carl O., Lt. Comb Avn Co, 3rd Inf Div, Ft. Benning, Ga.
 Kakuk, Frank J., Lt. 14th Army Avn Co (FWTT), Ft. Riley, Kansas
 Kishi, James S., Capt. Army Avn Detachment, Fort Belvoir, Va.
 Lefever, Charles W., Lt. Col. 119 Marine Avenue, Balboa Island, California
 *Lincoln, Kenneth L., Lt. Hq & Svce Btry, 216th FA Bn, APO 175, N.Y.
 Lindsey, Maurice J., SFC 4320 McKinley Avenue, Tacoma, Washington
 Mather, Glenn B., Lt. Apt 6-3, Hoosier Courts, Bloomington, Indiana
 *Melani, Joseph F., Mr. 603 Roslyn Road, Warwick, Virginia
 *Nichols, Herschel R., Capt. Hq, Fifth Army, Chicago 15, Illinois
 Plumly, Ben J., Mr. 415 American Natl Bank Bldg, Beaumont, Texas
 Razez, Claude L., Lt. Hq Troops, Central Comd, 8002 AU, APO 613, SF
 Rettinger, Richard F., Lt. RD #1, c/o HP Rettinger, Winfield, Pa.
 Roberts, John F., Capt. 1st Off Stu Btry, TA & GMS, Ft Sill, Okla.
 Russell, Earl L., Jr., Maj. Qtrs 376-B, Fort Lewis, Washington
 Sauberan, Robert L., Lt. Comb Avn Co, 3rd Inf Div Ft. Benning, Ga.
 Scheer, James H., Maj. Trans Arctic Gp, APO 23, New York, N. Y.
 Sheppard, Orval H., Maj. TOAC #9, T-School, Ft. Eustis, Virginia
 Simcox, Rose, Mrs. 1509 N. Parton, Apt. 1, Santa Ana, California
 *Simmons, John L., Pfc. Hq Btry, 36th FA Gp, APO 162, N.Y., N. Y.
 Smith, Loyce N., Lt. Hq Btry, 40th FA Bn, 10th Inf, APO 162, N.Y., N.Y.
 Stanford, Harold L., M/Sgt. 90th TAART, Sharpe Gen. Dep, Lathrop, Cal.
 Stanley, Samuel E., Maj. AA Adv, Wisc-NG, P.O. Box 65, Butler, Wisc.
 Stebbins, J.H., Mrs. 8 Glenwood, Nyanza Park, Tacoma 99, Washington
 Stellingwerf, Patricia E., Mrs. 733 Chester Road, Covina, Calif.
 Tanner, Robert L., WOJG 2263 Kings Road, Jacksonville, Florida
 Tilley, Victor M., Lt. Route #4, Box 227C, Petersburg, Virginia
 Van Zante, Howard H., Capt. Box 501, Camp Rucker, Alabama
 Walker, William A., Lt. Comb Avn Co, 3rd Inf Div, Ft. Benning, Ga.
 Ward, Charles F., Jr., Capt. Avn Co, III Corps, Ft. Hood, Texas
 Weaver, James T., Capt. 3412 South Second Street, Springfield, Illinois
 Welch, Wilford W., Capt. Hq & Svce Co, Camp Rucker, Alabama
 *Willard, Elliot A., Capt. 216 Grimes Street, Fort Bragg, N. Carolina
 * Ex-10 Most Wanted!

PRIMARY CLASS 55 J-P THAT GRADUATED 19 AUGUST AT GARY AFB: SITTING: Lts. E. D. Richards, G.W. Hopkins, Jr., B. M. Knight, E. J. Lord, J. W. Anderson, Jr., H. L. Turner, B. D. Amundson, J. L. Schwartz, H. A. Paladino, W. I. Baker, R. T. Larson, W. L. Morris, III, J. I. Ransbotham, B. D. Collins, T. Mukai, K. C. Stanley, and 1st Lt. H. G. Harvey, Jr.

KNEELING: Lts. C. R. Bledsoe, R. S. Sands, K. E. Gandy, J. W. Ford, F. D. Dunkel, P. V. Schreck, Jr., V. E. Largesse, R. W. Rogers, R. B. Smith, Jr., L. A. Brown, T. E. Mathison, N. E. Stockton, M. E. O'Hara, J. E. Whitelaw, W. C. Lingo, and W. L. Davis.

3RD ROW: Lts. D. R. Keenan, A. R. Boswell, T. L. Payne, D. W. King, M. E. Fouts, W. H. Demmons, R. E. Lenzini, H. L. Brem, Jr., R. J. Webster, R. C. Stafford, A. G. Hyden, R. P. Plamondon, J. H. Walker, G. D. Cooper, D. A. Stewart, J. K. Kimberlin, and J. C. Baldus.

4TH ROW: Lts. J. R. Butler, R. E. Lee, Jr., R. Pagan, R. S. Briones, O. E. Bolhofner, E. J. Hall, D. J. Hattaway, J. C. Burns, E. R. Woods, J. C. Taylor, C. M. Putnam, Jr., I. R. Jones, A. M. Avrit, J. R. Dickinson, and D. D. Thompson. (Photo submitted by Maj. Francis J. Stevens, USAF Photo.)

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WHO JOINED US
WITHIN RECENT WEEKS . . .

Paul E. Needles
Newton C. Cox
William H. Davis
Dwayne L. Petersen
Albert W. Thomas
John E. Piper
Ernest J. Eska
Warren G. Shepherd
Willis L. Waters
Ramon M. LeDoux
George L. Fox
Sammy F. Countryman
Bill J. Choate
John E. Ahern
James H. Paul
John J. Jenkins
Dirck Brendlinger
Harry M. Deliere
Robert V. Dunn
James F. Lockhart
Loren Carl Strange
Edward J. Helm
W. D. Sanders
Lewis J. Neville
Forest L. Hall
Benny L. Himes
Thomas B. McCord
Don R. Heath
Marion H. Kinon
Ralph G. Moeller
Armour L. Smith
Jack D. Joiner
Milton Lang
Joseph V. Turner
Quay Jorgensen
Charles A. Herndon
John O. Covin
David L. Carson
Gerald L. Peabody

Roy C. Caudle
Dalton J. Smith
Charles R. Sandidge
Glenn T. Feilke
Harry K. S. Tom
F. A. Copeland
Charles E. Nicholls
Seaman J. Molkenbuhr
Ronald J. Jarvis
Donald E. Finney
Herbert A. Bryant
Clark A. Burnett
Allen T. Carey
Paul L. Westerfield
Bernard D. Collison
Edward G. Binkelman
Rcyal C. Fisher, Jr.
David L. Boivin
Alman I. Butler
Asa C. McCrannie
T. L. Jordan
C. N. Snow
Oliver C. Gill
Herbert N. Hunt
Claude L. Razey
Richard H. Sharpe
Walter J. Werner
Charles A. Hail
John M. Kalina
Phillip J. Hoebler
James V. Tufty
Thomas E. Anderson
Billy R. Montgomery
Jack W. Branning
Thomas K. Fogler
James D. Hays
Joseph L. Parente
R. J. Johnson
Richard P. Hatton

Wilson C. Parker, Jr.
Carl Faulkner
Teedy R. Boyd
Evelyn Atchison
Jack Snipes
Ervin L. Billman
Louis Lenart
Rodney Kyle
William Schwartz
Harry E. Rawlings
Douglas L. Hutchens
Gerald W. Carpenter
John M. Karber
George R. Cote
Walter A. Ratcliff
James G. Barry, Jr.
Donald E. Boling
John F. Franz
Thomas R. Page
James E. Ross
Jose A. Guerra
Douglas S. McDonald
David F. Fletcher
Harold Pate
Elmon Thomas

WOs

Leonard Small
William K. Fischer
H. F. Kiltredge
Luama W. Mays
Harold D. Herring
Burnie B. McRea
Craig R. Burroughs
George J. Holton (CWO)
Donald R. Joyce
Henry C. Davis (CWO)
Harold I. Brown
Charles N. Allred

M/SGTS

Wilbur L. Hogan
Clarence G. Nobles
F. J. Bennett
Earl K. Andrews
SFCs
Eugene V. Carpenter
Harry H. Charters
James S. Smith
Elmer Van Voorst
SERGEANTS
Lynn T. Hazlett
C. J. Shelbourn
Pervis J. Pearson
Harold S. Murray
CORPORALS
Robert Neal
Edward W. Laupert
Ross Swanson
David R. Gertin
PFCs
Lewis A. Sanders
Daniel F. Walter
William C. Tilson
Michael A. Molina

Have you a friend listed here on whom you do not have a current address? Send us a stamped, return-addressed envelope and we'll forward his address to you within a day....

★ Profiting

FECOM—The extensive training program undertaken in the 7th Aviation Company is nearing its final stages. The company consisting of three flights, Able, Baker, and Charlie, had each flight complete its separate field problems. These problems started with Baker Flight being the guinea pigs. Their mistakes were in turn passed to Able Flight and a definite improvement in tactical operations resulted. Last week, Charlie Flight took advantage of the cumulative errors and eliminated many difficulties in employing their aircraft on missions.

These problems were definitely fine experience for both flight leaders and individual pilots. The three months of extensive training will culminate in the entire company being employed in a field exercise in simulating support of the 7th Infantry Division. We

know that the Company will do a commendable job in its contribution to the fast-growing field of Army aviation.

Pilots recently rotating were Lts. Joe C. Bruer and Charlie F. Johnson, both of whom are reporting to ARMAV to become instructors. YC, Lt. Perry T. Brasuell.

Lucky Fins for October

106 203

558 705

Are You Flying One?

★ Earning It!

FT. BRAGG, N.C.—By way of review here's some news from Bragg, mostly about the 580th Trans Co (Hcptr) at Simmons AAF... Smith Lake AAF became Simmons AAF on 21 June '55 as Mrs. Simmons unveiled a plaque naming the field in honor of her late husband, WOJG Herbert W. Simmons, Jr., who was killed in a helicopter crash at Ft. Bragg on Nov. 3rd, 1953.

Maj. Gen. Joseph P. Cleland (CG of Ft. Bragg), speaking at the ceremony, paid high tribute to the memory of WO Simmons, who was a member of the 509th Helicopter Co. Enclosed is a snapshot of the plaque and the flight line of H-21s. The construction of permanent buildings and a tower is progressing at a steady pace. When completed, Simmons AAF should rank among the most modern Army fields in the country.

Typical of our mission here was a recent go-around. The 580th sent 6 pilots and 3 H-25's on TDY to Belvoir to participate in the recent "Operation Alert," evacuating key government officials from the Pentagon to

But Captain, CMD did order you back to Helicopter School in '51!

secret bases while under a mock A-bomb attack.

After the operation they flew to Ft. Eustis to help present a Transportation Combat Support Problem given by the T-School for the USMA Class of '57, ROTC students, and high service and government officials. Pilots on this mission were WOJGs Ray E. Sovia, Hubert L. Crowe, Rex C. Flohr, Marvin C. Little, and Donald R. Joyce. Also our crew chief, SP-2 Albert Fennell, who did an excellent job with 3 ships.

At present, most of the pilots of the 580th are on TDY to the 82d Abn Div "Sky-Cav" unit preparing for "Exercise Sagebrush" to be held at Camp Polk as you know. Between Exercises, Demonstrations, flood duty, normal training, and what have you, we can't kick about inactivity. Your correspondent, WOJG Donald R. Joyce. (Ed. The flight line and plaque photos are found on the opposite page.)



Randoms

It finally happened! We've been sailing blissfully along for 2½ years and *thirty-two* consecutive issues with news copy to spare. Always present was the horrible thought that this is a 100% *voluntary* publication and that perhaps one month the *volunteers* would submit insufficient copy to fill the issue. As we said, it happened! We clawed at the mailbox every day and it yielded nothing but Change of Address Cards.

We *sweated* more profusely each passing day. By layout time, we had about seven pages of copy and were faced with *twenty-five* stark naked pages to fill. Would you like to be in our shoes? We've accepted good cold American cash in exchange for a monthly issue and even the screams from Formosa would be heard if we returned you a 7-page *Bulletin*.

Where is the unit pride we've tried our best to instill? Where are our missing correspondents? Where is the official news this

publication badly needs? *Everybody* can't be on leave or can they?

We will repeat our often made promise to you. We are here to serve you in whatever way we can. If in publishing your unit report we raise the morale of those mentioned—well and good. If we happen to reunite two widely-separated friends by the extensive use of unit stories—well and good. But we can't do either if the poop isn't submitted.

The alternative—and it is a *horrible* one—is that your editor will have to fill *ALL* blank pages with his personal brand of information, and I use the word, "information," reservedly. Eventually, I would have to draw upon some personal WW II experiences and I have no desire to enlighten if not displease, The Publisher in this respect.

So please—let us know what *YOU* are doing in your unit and *WHO* is doing it.

This publication was established on a "personal" basis; don't let the PIO's, manufacturers, Public Relations men, and SR's take over the entire publication . . . Your editor, Art Kesten.

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

★ **First Year**

CAMP RUCKER, ALA.—The Army Aviation School celebrated the end of its first year of operation here in mid-September. The School moved from Fort Sill, Okla., where courses of study in Army Aviation had been taught since 1942.

This post became the Army Aviation Center, permanent home of the Army Aviation School, in early 1955. Since it opened here, the number of courses open to officers and enlisted men of the Army ground forces has increased to 13.

More than 2000 officers and enlisted men will graduate this year from the school as aviation pilots and maintenance personnel.

A recreational camp for this post will be opened on the Florida coast of the Gulf of Mexico this week. Located on Santa Rosa Island, about one mile from Destin, Fla., the camp is on the Eglin AFB reservation.

The camp, open to officers and enlisted men and their families, will accommodate about 90 persons at one time. It has a mess, facilities for swimming, fishing, and boating, and boats can be rented for deep-sea fishing.

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