

# ARMY AVIATION

*January, 1956*



# Beechcraft

## SAFETY SUGGESTIONS



PUBLISHED AS A SERVICE TO PILOTS

### WINTER WEATHER HAZARDS BEWARE OF SNOW FROST ICE SLUSH

*Note: This safety article is the seventh 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.*

Frost forms over an aircraft when it is left unhangared on a cold frosty night. This "hoar frost" weighs only a few ounces and looks innocent, but will cause a tremendous loss of lift and sometimes will double the stalling speed of the airplane. As a result, many airplanes covered with "hoar frost" have run off the end of the runway without flying, during an attempted take-off; or have spun out of the first turn. No take-off should ever be attempted with frost, sleet, or any snow present on the top surface of the wings, or any accumulation of frozen mud or slush on the lower surfaces.

Icing on aircraft affects them in two ways. First, the ice adds appreciably to the weight of the craft; second, ice destroys partially or entirely the flow pattern around the wing surface and adds resistance.

When ice accumulates on the propeller, even in minute amounts, the propeller is unbalanced and vibration will set in. *If sufficient ice forms on the propeller, vio-*

*lent vibrations will occur with the probability that the engine will be rendered more or less useless. Icing fog frequently forms on propeller blades during taxiing and engine run-up on cold foggy mornings.*

Icing of the rime type occurs in all clouds whose temperatures are below 25°F and in freezing rain when temperatures are excessively low. There is no clear-cut boundary temperature at which clear icing ceases and rime icing begins; rather, there is a broad zone of temperatures in the middle and low 20s during which both kinds form. When temperatures are very slightly below freezing, clear ice predominates but at lower temperatures more rime ice forms; between these two extremes the ice is actually a mixture of the two.

Carburetor icing is a much more common problem than external icing of wing and fuselage surfaces; in fact, at the proper level, it can occur on practically any day of the year. Fortunately, ice accumulation within the carburetor is easily prevented or controlled when ordinary precaution is taken. If ice in sufficient amounts is allowed to form in the carburetor, the fuel supply will be stopped and engine failure will result.







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*Cessna*



*Aerial ferrying of H-21 assault helicopters by U.S.A.F. Globemaster transports will provide a highly mobile striking force . . .*

## Anytime, Anywhere!



The aerial ferrying of H-21 assault helicopters by giant Globemaster transports is under study as a means of sending a highly mobile striking force to virtually any part of the world within hours instead of days, it was revealed by Maj. Gen. Chester E. McCarty, Commander of the 18th Air Force, U.S.A.F.

Tests by the 516th Troop Carrier Group at Sewart Air Force Base, Tenn., with a Piasecki H-21B Workhorse, the heavy-duty helicopter now in service with the U.S. Air Force, U.S. Army and Royal Canadian Air Force, showed that the large helicopter could be partially dismantled in a few hours and stored in the C-124 Globemaster without need for overhead cranes or other heavy equipment. It was the first time that a helicopter as large as the H-21 had been made air transportable.

In a tactical Globemaster-Workhorse operation groups of Globemasters, ferrying both troops and helicopters, could provide a striking force for assault operations in remote parts of the world in a minimum of time.

The Globemasters would land at an air base nearest the combat site, the H-21s unloaded and assembled in a few hours, and

the assault troops flown by helicopter to wherever they are needed.

In pointing out the importance of this operation, General McCarty said, "Airlift of H-21s in C-124s permits utilization of the big rotary wing craft in remote areas where they have never flown before, delivery being made in hours instead of days. In emergencies, the time differential may be critical . . . our five squadrons of helicopters are now air transportable to any point in the world where they are needed by the speediest possible method of transportation."

In tests conducted under simulated emergency conditions, the Globemaster-equipped 63rd Troop Carrier Wing was alerted simultaneously with the helicopter unit. While a C-124 Globemaster was enroute from its South Carolina base to Sewart Air Force Base, the H-21B was prepared for shipment by rapid disassembly of the 50 ft. fuselage into two sections. When the C-124 arrived, the helicopter was loaded aboard. A few moments later the Globemaster was headed for the final destination with its helicopter load, only five hours from the time of the alert. At the destination the helicopter was unloaded and flying eight hours later.

ABOVE: The forward half of a Piasecki H-21 assault helicopter is shown being loaded aboard a U.S.A.F. C-124 Globemaster at Sewart AFB, Tenn. The H-21 can be dismantled for aerial shipment by Globemaster in about 4½ hours. (PHC photo and release).



Recent flood disasters in the northeast highlighted the use of rotary-wing craft as evacuation vehicles but there's still . . .

## Room for Improvement

The recent flood disasters in the northeast accentuated the value of the helicopter in evacuation missions. At the same time, certain disadvantages were clearly brought to light during these operations.

As a National Guard helicopter pilot assigned to the 43rd Division, Conn-NG, I took an active part in the 60 hours of chopper time logged during the disasters.

My feeling of pride in taking part in these missions was considerably dampened by the knowledge that I could have performed a better job if the circumstances were altered.

Our biggest headache is in the fact that items of sorely-needed equipment (para-drop equipment, wire-laying equipment, etc.) are not available for issue or for training. It was a little late to scrounge for these items when the disaster hit. We have had requisitions in for over a year and are still awaiting their issue.

### Shortcoming

A decided shortcoming was the complete lack of air to ground communications. We had no contact with ground troops due to our inability to get the Infantry radio sets. Requests for help were relayed by State Police radio to Hartford and then from Hartford via Pratt and Whitney Tower to us. A PA system (capable of quick hook-up as an accessory) would have remedied many situations where roof-clingers needed instructions.

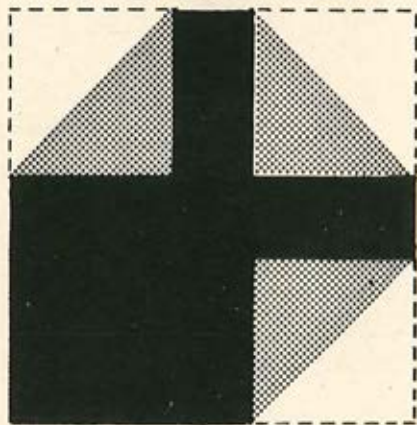
I do not wish to wax commercial but those military copters that are not equipped with some form of winch arrangement should go begging. We had choppers *without* winches. The flood pushed many homes under trees. Try dropping a rope into the water and then floating the strand to the house. It's a frustrating experience. And when contact is made it is almost impossible to hold the rope in bare hands at *either* end.

### Vulnerable

Provisions should be made where one State may borrow aircraft from another for disaster use. Through burned out cylinders and a freak accident we lost our two choppers. With both on AOCIP indefinitely we're not in an enviable position should another disaster strike. I hope that the respective Governors will work out a loan arrangement should the occasion arise.

There's a big difference between actual rescue work and official sight-seeing rides. Granted that certain reconnaissance missions are essential sightseeing should be kept under close scrutiny. This is particularly true in these days when every chopper is needed for rescue and there aren't enough to go around.

By Capt. Edward Polanski



Helicopter pads in each town are a must. A program for marking these pads and checking them out in potential disaster areas is desirable. They should be well publicized so that civilians know their location and can proceed to them upon direction.

Orienting CD and police officials on air-ground communications, visual signals, and the *capabilities* of the aircraft is an extensive project but the Guard is subject to recurrent disaster duty so why delay on this point?

The two organizational difficulties we encountered, the lack of a combined air section and pilot duty in a ground capacity, are subjects for re-examination. A pilot should not command truck convoys while his hangar-parked aircraft is badly needed.

It would be extraneous to say that all NG units could use the larger choppers, rather than the reconnaissance jobs but I'll be extraneous. It would also be extraneous to say that the RA should not concentrate its newly-formed helicopter companies on just a few posts. They can pursue their *full* training program in strategically located posts. The absence of one—just one—helicopter company in the northeast was felt and I'm certain the statistics would have been different if the Workhorses and the Mules were only 150 miles away, instead of 350-500 miles away. And from the long term CD standpoint this also makes sense.

I learned a great deal during this emergency situation. I hope others did too.

(ABOUT THE AUTHOR: Capt. Edward Polanski is currently assigned to the 43rd Infantry Division Aviation Section, Connecticut-NG).



*Design becomes reality as a flight demonstration in Philadelphia and the unveiling of a mock-up model in Fort Worth join together in two . . .*

## Widespread Debuts



FORT WORTH, TEX.—Tomorrow's helicopter is on display today at Bell Aircraft Corporation's plant here.

Identified as the Bell XH-40, winner of the Army's utility helicopter design competition, the single-rotor, turbine-powered craft is capable of matching the climbing performance of WW II fighters and the speed of many of today's light airplanes.

A detailed, full-scale mock-up model of the radically different military helicopter was unveiled late in November, more than three months ahead of schedule, to a 7-man Mock-up Inspection Board and some 70 AF, Army, Navy, civilian advisors and observers. Called the only new helicopter on the horizon by Bell Aircraft officials, the 6-place, closed-cabin XH-40 incorporates many revolutionary features successfully combined with time-tested systems.

Designed for frontline service, the new Bell helicopter is of low silhouette, compact configuration, exceeds the load-carrying abilities of current light cargo helicopters of equivalent performance, and has all major components arranged for easy replacement and repair in the field without special tools.

The first helicopter to provide in-flight blade tracking, the XH-40 features all-metal rotor blades, a new rotor hub design and the incorporation of a free-wheeling turbine engine resulting in significant savings in weight, wear and maintenance time. Bell engineers predict that the XH-40 will be the first helicopter to have a 1,000-hour flight period between overhauls, compared to the present-day major overhaul period of 600 hrs available only with the Bell H-13.

Other unique features designed into the helicopter include permanent work platforms and hoist mountings, built-in hub wrench, and simplified structural breakdown for quick and easy field maintenance and repair.



PHILADELPHIA INTERNATIONAL AIRPORT—The world's largest turbine-powered helicopter—the 40-passenger YH-16A "Turbo Transporter"—was flown here in early December in the first public demonstration of the huge craft.

Designed and built by Piasecki Helicopter Corporation for the U.S. Air Force's ARDC, the YH-16A is powered by two YT-38 shaft turbines—gas turbines whose power is harnessed to turn the Turbo Transporter's two giant rotors, rather than to provide thrust. Allison Division of General Motors is the designer and builder of the turbine engines.

The YH-16A, which weighs over 16 tons, has a top speed of approximately 150 mph. Its fuselage, which is 77½ ft. long, is large enough to accommodate three jeeps. Each of the 3-blade tandem rotors of the Turbo Transporter measures 82 ft. in diameter.

Similar in size and external appearance to its sister helicopter, the piston-engined YH-16 which flew two years ago, the new YH-16A is faster, can carry greater loads, is easier to fly and maintain, needs no warm-up and provides greater comfort for passengers and crew—all as a result of the use of gas turbine powerplants.

During recent flight tests, the aircraft demonstrated its ability to fly and maintain altitude with normal loads with one of its two engines purposely shut off.

Like its piston-engined predecessor, the YH-16A was built by Piasecki as part of a heavy cargo program designed to answer a military requirement for a 5-7 ton capacity cargo or troop-carrying helicopter. Data gathered from ground and flight tests of the new YH-16A are being used in building a third transport helicopter of even greater payload and a higher speed. Designed to carry 69 troops, the YH-16B is expected to be the production version of the Turbo Transporter.

867—SHIRLEY, SHAY, Sfc., Sig. RA, 1008, Aviation Branch, TSESS, Camp Gordon, Ga., (CCF), 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., (Carg Hcpr 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., Polmyra, Pa., (OP-IC), FWM-HUM, W-Lucille, S-Robert 8, (S4-HUM-Prom to SFC).

870—SHUMWAY, LESLIE E., Capt., Arm, AD, 1981, Army Adv. Army NG Hangar Berry Field, (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 2

875—SIMPS OCAFF Flight

876—SINGER, MERLE L., WOJG, TC, AD, 1066 072d Tnns. Co., (Hcpr.), Ft. Riley, Kansas, (AA), HU-HC, LaRayne, D-Debra 1.

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

878—SINGLEY, GEORGE T., Jr., Capt., TC, AD Ave., Leedom Estates, New Castle, Del., (EO), 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, (S4-Prom to 1/Lt).

880—SKIMIN, BOB, Capt., Arty, AD, 59th FA Battalion, APO 189, N.Y., N.Y., (AO), AA-LG, PCS-12, W-Norma, (S4-Prom to Capt).

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

882—SLEVIN, DARRELL C., 1/Lt., MSC, AD, 1066, 57th Med. Del. Hcpr. Amb., B.A.M.C., Ft. Sam Houston, Tex., (EO), AA-HC-HU, PCS-1, W-Betty, S-Timothy 6, D-Cynthia 4, (S4-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—SLUMPPFF, 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, (S4-Prom to Maj); All.

885—SMILEY, WILLIAM D., Pfc., Sig, US, 1008, 229th Signal Support Co., Camp Gordon, Ga., (CCF), FWM, PCS-4, (S4-Prom to Pfc).

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

887—SMITH, JENNIFER E., 1/Lt., Arty, AD, 1981, 2nd Aviation Co., Fort Lewis, Wash., (AA), AA, W-Elaine, D-Cheryl 5, D-Janice 3, (S4-Prom to 1/Lt, AA).

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

1955 Yearbook

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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)-CC-CC-CSL-CH-CI, PCS-8, W-Louise, D-Kath-

ICHARD D., Capt., Arm, AD, 1981, Qtrs. ion St., Ft. Knox, Ky., (Stud, Adm Adv # 1), S-6, W-Iris, S-Jeffrey 4, D-Susan 2, (S4-

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

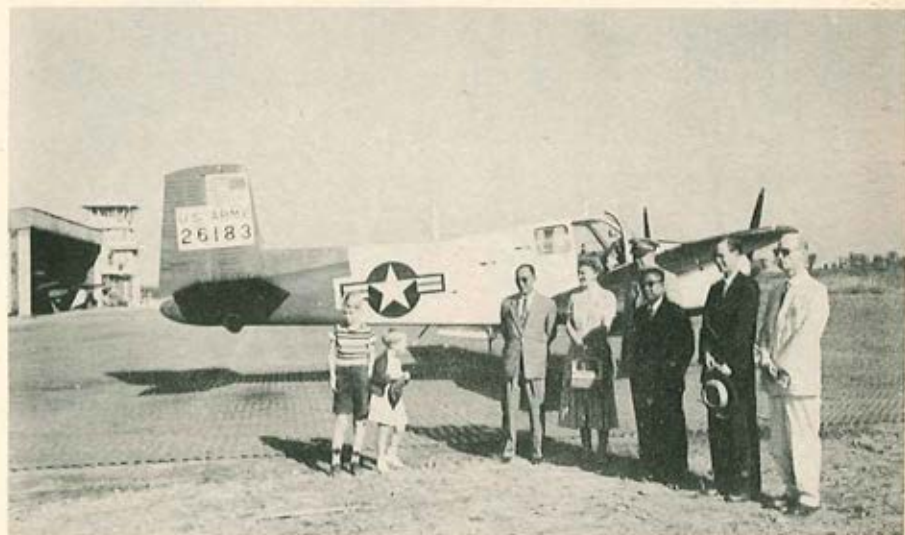
M., Maj., Arty, USAR, 1981, 520 aca, N.Y., (AO), AA-SR-LSIII-CP, W-Eleanor, D-Eleanor 14.

898—SMITH, THOMAS C., 1/Lt., MSC, AD, 1066, 274th Med. Del. (Hcpr. Amb.), APO 46, N.Y., N.Y., (Asst OOO), AA-HU, PCS-18-28, W-Barbara Ann, S-Britt 7, (S4-AA, Son Born-Prom to 1/Lt).



Operating from primitive Laotian strips  
and often landing within 4 miles of China,  
an Army L-23 provides our Embassy with . . .

## Day by Day Utility



Office of the Army Attache  
American Embassy  
Vientiane, Laos  
25 November 1955

Dear Editor: I enjoy reading each copy of *Army Aviation* since many of my best friends are associated with Army aviation and this field has a great future. The L-23 assigned to this post has been a life-saver. Since Laos has no railroads and limited roads, this country could not be covered without a small aircraft. In addition to reconnaissance and passenger work, this particular aircraft has a logistical mission and often carries loads of food and high priority cargo for the Embassy and the Attache office. The aircraft has been AOCP only 9 days since February 1955. This record has been made possible by excellent spare parts support from the 40th Transportation Corps Battalion, Chofu Japan. The crew of M/Sgt. James Dorman and SFC Joseph Loncar keep it in excellent mechanical condition.

The use of L-23 type aircraft should receive careful study with a view to replacing many of the Air Attache planes which now service Embassies around the world. This would, in many cases, preclude the assignment of several additional Air Force personnel who are now assigned to Embassies to service and pilot the Air Force aircraft.

Sturdy, and possessed of sufficient short-field characteristics for most primitive air-

strips, this plane has been landed by the pilot, Major Wilhelm, on sod airstrips within 4 miles of China, 400 yards from Communist-dominated Pathet-Lao fortifications, confident, in case of trouble, that we could get off in a hurry and around the hill.

The ability to fly and climb on one engine inspires confidence on 4 or 5 hour long flights over country that can best be described as mountainous Korean-type terrain covered with Amazon type jungle. There is no better class of aircraft for our mission.

Enclosed is a note written by Ambassador Yost to Major Wilhelm and a picture made just before the flight mentioned in Ambassador Yost's letter.

Donald B. Gordon  
Lt. Colonel, GS  
Army Attache, Laos

American Embassy,  
Vientiane, Laos,  
October 26, 1955

Dear Major: I want to thank you for the important service you rendered in transporting Prime Minister Katay Sasorith of Laos, the British Ambassador, the Thai Minister, and myself to Chiangmai and back last weekend. All of our guests were very much pleased with the trip and with the performance of the aircraft. It was a very useful step in strengthening American prestige in this area.

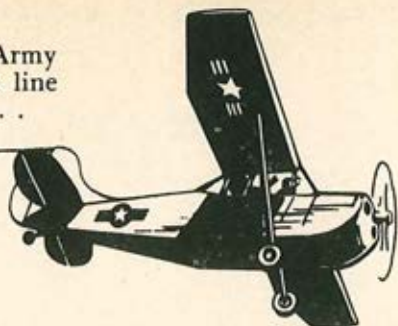
(Continued on next page)

ABOVE: Vientiane, Laos. L. to R.: Pictured in front of the Army L-23 are Ambassador Yost's children, Thai Minister General Samai, Mrs. Charles Yost, Laotian Prime Minister Katay, Maj. Leland F. Wilhelm, U. S. Ambassador Charles Yost, and British Ambassador Lord Talbot.



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

# PRO'S SAY



## ►► THINGS A-POPPIN'

FT. KNOX, KY.—Since our last report, things have been a-poppin' here at the Aviation Section. Now, there is a time when all pilots must brag a bit, but instead of doing it individually, we do it *collectively*. First of all, we have two (2) Link trainers and trained operators and soon we will have our own non-directional homer here on the field. To top all of that, we have most of the signal equipment at Fort Knox in our control tower. We have eleven (11) receiver-transmitter units; included is a UHF set for our ever-growing airmen. And—just a word of caution to all you Junior Birdmen who might come to see us—speak slowly and wisely, for we also have a tape recorder up here and it doesn't miss a thing. NO OTHER AVIATION SECTIONS CAN MAKE THESE STATEMENTS. So—remember "fellers, for a treat instead of a treatment, drop by to see us and we will give you the works!"

Had a few chiefs, but not many Indians, so Lts. Hoebler, Walker, Turner, Werner, Porter, H. C., and McKinney from the Far East; Gandy and Goodwin, fresh out of flight school, have been supplied to fill the demand. We got another feller, CWO Davis, who is doing a bang-up job in supply. We also have our own flight surgeon, Capt. Orin L. Rogers, who spends half of his time in our Operations listening to our ailments.

Then, of course, there is a bit o' sadness among us, for our great and illustrious Operations officer, Capt. Paul E. Porter, is departing for Cambodia (we believe it to be a part of Lower Slobovia). There are still a lot of pilots and mechanics we haven't met. The 11th Armored Cavalry Regiment is still on "Exercise Sagebrush", but we are making great plans to give them a hearty welcome when they return.

Our social life during the Christmas season will be going great guns. We will start the festivities by having a rip-snorting birthday party for Lt. Col. Booth, who by the way, is our CHIEF Chief, and a going-away-party for Capt. PEP. Our most important event of the season will be a party for thirty-five (35) under-privileged children from the Louisville area, sponsored by the Aviation Section. All of us have been having a few light moments preparing to give them a

good time here under the "big-top". Santa, we are sure, will be good to them, for all of us young'uns have been good. Your correspondent, Lt. John W. McKinney. ◀◀

## ►► QUICKSAND

FT. BENNING, GA.—As of this writing the 3rd Avn Co is enroute to their home station (Fort Benning) after six weeks of maneuvers on *Operation Sagebrush*. While on *Operation Sagebrush* five officers of the 3rd Combat Aviation Company, 3rd Infantry Division received orders for overseas assignment; they are Capt. James W. Rhinehart, (Far East); Lts. Michael L. Baldasare, (Alaska), Felix J. Bessler, (Alaska), James A. Thomas Jr. (Europe), Robert L. Sauberan (Far East). *Bon Voyage!*

New arrivals for the Avn Co include Capt. Ben Durall (Korea), Lts. Rodney Turner, (Korea), Robert Patton (Sch), John Harris (recall to active duty), Robert McElory, (Sch), Larry Baughman (Sch), Donald Bausler (Sch), Ralph Rawline (Sch), & Donald Andrews (Sch).

While on *Operation Sagebrush* Lt. Col. Harry T. Shiveley, Div Avn Officer, had the misfortune of almost losing his jeep in quicksand but with quick and able assistance from one of the 506th Hcptr. Co. H-34's they managed to pull it out before it completely disappeared. Thanks again to the 506th Hcptr. Co! Your correspondent, Capt. Charles W. Cummings. ◀◀

## ►► UTILITY (Cont.)

I might add that this is merely the latest example of the frequently demonstrated utility of maintaining an L-23 aircraft at the American Embassy in Vientiane. Because of the almost total absence of communications, other than air, in Laos, the presence of this aircraft has enabled me and the members of my staff to circulate throughout the country in a manner that otherwise would have been impossible. The aircraft itself has proved well adapted to the difficult terrain of this country. We are most appreciative of the action of the Army Department in assigning and maintaining this aircraft here.

Sincerely yours,  
Charles W. Yost  
American Ambassador



## ★★ THE BIG LIE

STUTTGART, GERMANY—It seems the Seventh Army flight detachment has been without a correspondent for some time so perhaps I'd best start from scratch. Most of our flying consists of transportation for Army Hq. Due to the German weather a good portion of our flying is AI. I won't make any statement as to how much we do because just as sure as I do Heidelberg Flt Det will come right along with a bigger lie so I'll just say that we do a whole batch. At least none of us have any trouble getting minimums without the use of a hood. You *haven't* lived until you get an ATC clearance from a French Control unit.

We've had some very interesting trips to such places as Paris, London, Hamburg, Vienna, Holland. Of course, places such as Nurnberg (Hello to Ace Drummond) Munich and Frankfurt come up every other day. Grafand Vilsec, we don't mention. (To Geo. DuPont: Ausburg is still there. When are you coming back?) To those who are familiar with Stuttgart, they now have a TV ant. on top of a Gashauss just south of Stg. alt. 2266 ind.; just another hazard on low visibility days. Omni is still on a test basis over here; at least no approved let downs have been published that I know of.

We have at this time three L-23's, three L-20's, two L-19's and four H-13's. Due to the fact that we operate from a combined military and civilian field our facilities are very good. Hard surface, 5900. ft. Beacon, ILS and a DF station has just gone into operation.

Our CO is still Lt. Col. Ray Murphy; OO, Maj. T. C. Jennings; Eng O, Capt. Homer Johnston; Tp Supp, Capt. Weldon Britton; Tech Supp, Capt. Mel Tate. The remaining pilots are Capts. Chick Childers, Bill Wiltse, Blue Barron, Bob LaHaie, John Goodrich, Maj. O'Connell and yours truly.

I realize that if we don't write in you can't print it so I hope that my letter will help to get AA back where it used to be with all sections swapping ideas and digs, etc. By the way, if Bill Koons should read this, why the hell don't you write once in a while? YC, Capt. Ed Ziegler.

## SPECIAL ISSUE

The February, '56 issue will be devoted to the Army Aviation Center and the Army Aviation School. A separate invitation has been sent to each department head inviting him to submit an article on his department, its missions, and its personnel. So that readers are kept current on their friends at this installation, we plan to publish a complete subscriber address list of the personnel at Fort Rucker.

## ▶▶ FAST PACE

FT. SAM HOUSTON, TEX.—Here at Ft. Sam things have been moving at their usually fast pace for Fourth Army Avn Sect Flt Branch personnel. During the recent flood and emergency at Tampico, Mexico, several of us got nice trips to the Gulf of Me-he-co, with Lt. "Woody" Seiber spending the most time down at the flood-stricken port. We loaded our "G" model H-13 into an Air Force C-119; Lt. Seiber and SP3 K. G. Browning, the crew chief, into one of our L-23's and off to a Mexican holiday they went. "Woody" made numerous evacuations and was pilot for Col Mercado who was 4th Army's representative to the disaster committee.

Oh, bliss and quiet! Both the 57th and 82nd Med Det (Hcptr Amb) have gone to "Sagebrush". We miss their smiling faces and witty comments, but the great silence they left behind is golden. . . . We have a new TC Army Avn Supp Chief for Hq., 4th Army: Lt. Col. D. F. Cassidy, who just arrived from the 8th Army. Another new arrival from the Far East, Lt. J. W. Baxendale, is away at Rucker learning to fly in CLOUDS. A third new face is that of Lt. A. S. Hawkins, our new C. G.'s Aide, who wears new wings. . . .

Your reporter just became a graduate of Capt. Fred Till's instrument course (NR 56-1) and now can fly in CLOUDS. I now have orders to attend Twin-fan school in January; hope to see some of you birdmen in Alabama. Your reporter, Lt. J. M. (Jack) Wallace. ◀◀

## ▶▶ AFTERMATH

EUCOM—We've settled back to a normal routine after *Exercice Cordon Bleu*. In this exercise V Corps Arty units flew a total of 239:15 flying hours in our four aircraft (a Beaver, two Birddogs and an H-13E). In addition, we have made several cross-counties in the Beaver—one to Copenhagen and one to London. However, the shortage of L-20 spare parts has curtailed our cross-country flying drastically. (Ed. Note: *The parts should be on their way soon. Grapevine says the DHC strike is over.*)

Our personnel roster has changed somewhat since our last correspondence. Maj. Lee R. Mettlen (AO), Capt. Lowell Mikles (OO), Capt. Robert H. Webb (Maint O), and yours truly as Supp O comprise the Section. Our crewmen include SFC Arlie D. Keister (Sec Ch); Sgt. Arnold Murray (Asst); SP-3 Donald Watts and PFCs James Gielsleicher, De Vone Felty, and Ronald Kobayashi (Mechs), and Pvt. Jordan Hott (Clerk-Typist).

By the way, chum, we're all subscribers to AA so we awaiteth the Certificate. YC. Roy C. Jones. ◀◀

(Ed. On the way! Over!)



# Exercise Sagebrush

## ▶▶ LAUDABLE

ARMY AVIATION DET. (PROV)—*Operation Sagebrush*—Ft. Polk, La.—While the Aggressor forces are quickly being reduced to shambles under the relentless pursuit of the U.S. forces, the neutral Army Aviation Detachment is preparing to disband its unique organization after a highly successful operation.

A gleaming of the mass of data accumulated to date reveals some highly significant and interesting statistics. Chief among these is the outstanding safety record chalked up by the members of the Detachment. Inclusive of 30 November over 4,633 aircraft hours were flown in support of *Operation Sagebrush* without a single accident occurring. Up to the same date 2,000 passengers were carried over a distance of more than 300,000 miles. Considering the fact that Detachment aircraft operated on and out of almost every tactical strip in the maneuver area, the safety record compiled reflects credit to all hands involved in the operation.

### Honor Roll

The Honorable Wilber M. Brucker, Secretary of the Army, and his party were among the notables who utilized Detachment aircraft. Mr. Brucker and his party were flown in U-1's, L-20's, H-19's and H-23's while on an inspection tour of the Aggressor and U.S. forces. Other distinguished names present on the Detachment passenger lists included: General O. P. Weyland, General Dahlquist, Lt. General J. H. Collier, Lt. General Parks, Lt. General C. D. Edelman, Lt. General D. V. Johnson, Lt. General W. G. Wyman, and Lt. General Sigliana of the Italian Army.

### General Howze Visits

One of the highlights of the maneuver was the arrival of Major General Hamilton F. Howze, Chief of Army Aviation, on 30 Nov. General Howze inspected the Detachment organization and conducted an aerial recon of the various tactical strips via H-23 helicopter and L-19 aircraft.

### No Panic Award

The "No Panic Award" of the month goes to Capt. Robert F. Young and Capt. Harold L. Howell of the 521st Engr Co for bringing a DeHavilland U-1 Otter down safely after a complete engine failure at an altitude of 200 feet. On 15 October, while performing a low level equipment drop at Ft. Benning, the oil impeller assembly failed causing oil to flood the induction system of the engine. Capt. Young, and his co-pilot, Capt. Howell, coolly initiated emergency procedures. With great skill Capt. Young maneuvered the Otter into Decker strip, approximately one-half mile from the drop zone,

and landed the aircraft without incident. Also aboard the aircraft were three paratroopers. Congratulations, Capt. Young and Capt. Howell for a job well done.

### New Otter Pilots

The 14th Army Avn Co may not have any DeHavilland Otters as yet—but they've just acquired five *bona fide* Otter pilots. The 30th Avn Sec teamed up with the 14th to give transition training to Maj. Aaron G. Atkisson; Capt. James D. Blauert, William J. Cleveland, and Robert J. Lessard, and Lt. Albert J. Barber of the 14th.

### Retrograde Movement

All Detachment aircraft departed for their parent units in early December. All 521st Engr Co aircraft were ferried to Stockton Field—including both the H-23 and H-19 helicopters. Since this will be the last report before the operation closes out and the members of the 521st, 14th Army Avn Co, 1st Inf Div Avn, 8th Inf Div Avn, and 310th TC Sq (AF) go their separate ways, I know I'm speaking for all the members of the 30th Engr Gp when I say that our close association with these units has been a pleasurable one. Without the enthusiasm and co-operation of the units and the individuals involved, it is doubtful whether the Detachment could have accomplished its mission. To all members of the Detachment, and to Army Aviators everywhere—A VERY MERRY CHRISTMAS AND A NEW YEAR FILLED WITH HAPPY LANDINGS. Your correspondent, (Lt.) William F. Gabella. ◀◀

## ▶▶ BLUE HORSES?

FORT POLK, LA.—Greetings from *Exercise Sagebrush* here in Louisiana . . . SKY-CAV, the Provisional Recon Troop of the 82nd Airborne Division, is justly proud of its symbol: the flying blue horse on a red over white background and the traditional "yellow ribbon" of the cavalryman, a yellow scarf worn by all members of the troop.

When the time came to choose a mascot for SKY-CAV, the task proved exceedingly difficult for blue horses are scarce, believe me; you just can't get one any more, not even a re-tint from Mobilgas.

CWO James M. Lyell (on TDY to SKY-CAV from Ft. Eustis) solved the mascot problem by bringing his pet bear cub, *Chopper*, to Fort Bragg and presenting it to Lt. Col. Leo Schweitzer, the SKY-CAV Troop Commander. *Chopper*, an eight month old, 75 pound Brown Bear, immediately took to helicopter riding. After a short orientation ride, he made the long flight from Fort Bragg, N. C. to Fort Polk, La. in an H-23. Being used to new concepts, we in SKY-





**NO MIRAGE:** Miss Rita Smith, Secretary at the Sixth Army TC Aircraft Maintenance Branch, in a pose that stopped more than the propeller. (Ed. Hope it was taken during the lunch hour for the tool-dropping must have been considerable.)

accepted a bear mascot as being quite normal. Incidentally, *Chopper's* appetite was enormous. He ate everything. There was a time down here during which we would have liked to have fed him falcon, but this is another story. Will try to send you some photos of *Chopper* soon. Your correspondent Don Joyce. ◀◀

### ▶▶ NICE TO BE BACK

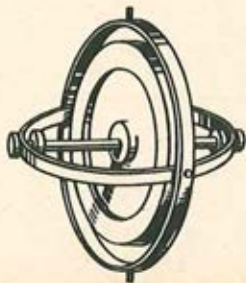
FORT RILEY, KAN.—First news from the Air Section, 1st Inf Div, presently in the final stages of Gyroscoping to Fort Riley after 13 consecutive years of duty in Europe. On 25 Aug '55 the 1st Division AO assumed responsibility for operation of all divisional aircraft here at Marshall AAF. We are operating on a centralized basis while maintaining tactical integrity, which is affording us better administration, maintenance, and utilization of aircraft than previously experienced with a decentralized set-up.

Air activity for the section, insofar as fixed-wing is concerned, is limited to necessary service flights and a tight schedule of training flights with a view toward meeting our annual requirements. This is necessary due to 7 of our 12 L-19's having been placed on TDY to *Operation Sagebrush*. Report from the crew at Fort Polk indicates much activity in that area. The rotary-wing people are getting in their fair share of time with requests for various missions coming in from units of the division.

Key personnel within the section are: Maj. William T. Schmidt, DAO, Capt. Barton F. Richards, OO; and Capt. Earl K. Woolley,

EngO. Other members of the crew are: Maj. John W. Roush, who will be departing, in the near future, to attend the Advanced Course at Fort Benning; Capts. Robin M. Barrett Jr., John O. Cunningham, Raymond G. Smith, James R. Watson, Edward P. Valaer, Donald P. Baugh; Lts. John E. Armstrong, Ronald D. Anderson, Fletcher H. Barnes, James L. Bentley, Harbin A. Constance, Daniel A. Lenz, Aris L. Long, Charles B. Peach, James S. Terrell, Lloyd K. Adams, Alfred R. Smith, Roy A. Hudson, Robert R. Moe, George O. Blakely, and yours truly.

Five of our AAs not yet returned from Germany are Capts. Wilford A. Baugh and Richard Rusk; and Lts. Theodore D. Benson, Albert L. Knight, and John R. Smith. Our congratulations go to Mr. Irving M. Radding, our Tech Supp Off, upon his recent promotion to CWO. We hope, in the very near future, to be able to report 100 percent subscription to AA by all Army Aviators in the section. Your "Big Red One" correspondent, Lt. Bob George. ◀◀



# JOINING US!

Santa was good to us! December, '55 saw 221 readers join us as new subscribers, some of whom are listed below. If one is a friend and you haven't got his address, drop us a note. We'll get you together again!

## MAJ. GENERAL

Olmsted, George H.

## LT. COLONELS

D'Elosua, Ramon F.

Harrison, Rollie M.

Davis, Richard M.

Bowen, James D.

Borden, Walter J.

## MAJORS

Howell, George H., Jr.

Bowen, Clifford O.

Schmidt, William T.

Zeppenfeld, Bernard M.

Ohihovich, John

## CAPTAINS

Schlotterbeck, Walter B.

Griffin, Paul E.

Lechner, Roy J.

Thomson, Oliver C.

Perry, Marlin H.

Moseley, Lonnie L.

Montee, Matthew A.

O'Hara, Daniel

Hurst, Thomas N.

Magney, Evan F.

Cretin, Theodore D.

McClure, E. S.

Konvica, Henry

Ogden, Robert J.

Becker, A. H.

Connaway, Charles E.

Ward, Marion F.

Richards, Barton F.

Cunningham, John O.

Baugh, Donald P.

Valaer, Edward P.

Hawkins, William J.

Hurst, Robert H.

Sawyer, John L.

Crichton, William G.

Petersen, Kermit

Yeats, Robert

Ruffin, James A.

Paxman, Ralph S.

Reed, Hubert N.

Reynolds, Herschel E.

Kapec, Andrew J.

## LIEUTENANTS

Kelly, Ralph G.

Stoverink, Robert I.

Steffanson, Richard T.

Orr, Jerry C.

Reuter, Robert M.

Gomolchak, Leo A.

Phillips, Weldon H.

James, Stanley L.

Arnet, Robert A.

McDonald, Richard P.

Daniels, Tolbert A.

O'Meara, Edward J.

Graham, John A.

Humphrey, Marvin E.

Reed, Henry K.

Nichols, James H.

Schwartz, William W.

George, Robert C.

Moe, Robert R.

Long, Aris L.

Bently, James L.

Blakely, George O.

Boyle, Dennis M.

Ottley, John K.

Van Harne, Arthur R.

Strain, Robert E.

Flickinger, Robert E.

Patterson, John F.

Forester, Boyd B.

Callaway, Charles P.

Donatucci, Gerard A.

Gibson, Richard C.

Hay, Edward M.

Lytton, John

Morrow, Boyd E.

Scott, Robert W.

Shields, James R.

McMahon, Gordon W.

Krantz, Fred W.

Inman, Phillip W.

Laumeyer, Norman G.

Jackson, Robert M.

Foreman, Gordon L.

Chaves, Robert E.

## CWOs

Kemp, James M.

Schnell, Edward E.

Hine, Robert L.

Marks, Harold E.

## WOs

Perry, James M.

Helt, Billy R.

Weihelt, Aubrey J.

Wells, Howard, Jr.

Hyde, Jack K.

Cooper, Richard S.

Edwards, Robert D., Jr.

Brazil, John E.

Gaines, William G.

Brenner, David A.

Dunbar, Robert J.

## M/SGTs

Freer, Ralph G.

Ellsworth, Kenneth M.

## SFCs

Hartzheim, James E.

Hanks, Donald M.

Voyles, Billy E.

Quick, William W.

## SERGEANTS

Johnson, Richard L.

Smith, James R.

Smith, Bobbie J.

Banker, Paul E.

Allen, Harry, Jr.

Grogan, George T.

Case, Harold R.

Cunningham, Frank R.

Ogletree, Clarence

Shortman, Edward F.

## CORPORALS

Owens, Winston

## SP-3s

Johnson, Willis D.

Alford, Leslie A.

Baryon, Harold J.

Schucht, John A.

Jackson, William M.

Tullis, Joseph H.

Hewett, Hilary

Hofberger, James J.

## SP-2s

King, Harold J.

Serrano, Candelaria A.

Dick, Jerry L.

## PFCs

Hannon, Howard S.

Keane, Robert L.

Pike, Don L.

Sjojen, Roger E.

Smolik, Marlow D.

Meyers, Robert W.

## PRIVATES

Hall, Dewey H.

Boggs, Henry J.

Ficher, Billy G.

Archer, Phillip W.

Partin, Charles G.

Thompson, Howard E.

Holte, Marshall W., Jr.

Ashby, Ronald D.

Faist, Robert K.

Saba, George S., Jr.

St. Hillaire, Vincent F.

Seabourne, Charles W.

Seymour, William L.

Trimble, Frank C.

Barber, William J.

Davis, James E.

Dorminey, Jack R.

Lell, Charles

Millikan, Maurice E.

Morgan, Norman J.

Parente, Lee J., Jr.

Renay, Alexander G.

Ruetsch, Robert E.

Stallard, Norman G.

Welshons, Harold L.

Brown, Arthur F., Jr.

Cummings, Paul M.

Marshall, William H.

Vohringer, Ralph A.

Bishop, K.

Currier, Mathew D., II

Fabiny, Eugene S.

Kempf, Kenneth K.

## PRIVATE-2s

Broussard, Layon D.

Neel, Jack S.

Newlin, John E.

## FRIENDS

Liebold, Henry C.

Donaldson, George E.

Shiveley, Mrs. Harry T.

MacDonald, P. (Gdyr)

Altoscan Company

Rollings, W. P. (Bell)

Richardson, R.W. (Gdyr)

Fairchild Aircraft

Rawlings, Mr. & Mrs.

Sieving, I. C.

CO, Joliet Arsenal

Johnson, R. (NW Aeron)

Smith, Miss Rita A.

Templin, George B.

Bregen Eng&Devel Corp

Stanford Res Engin Lab

Kaplan, D. H.

Bishop, Donald H.

Miller, Ward

## ▶▶ OLDTIMER

ATLANTA, GA.—Happy to join up! The publication is very interesting and fulfills a longstanding need. We will retain one copy in our office, and will pass the other copy to the members of the Air Section of the 81st Infantry Division (Reserve), of which I am

Aviation Officer. It was my good fortune to be Aviation Officer of the 81st Infantry Division during World War II. The publication will enable me to follow the progress of Army Aviation and Army Aviators. I wish you continued success. Very sincerely yours, SOUTHERN AIRWAYS COMPANY, Jess Childress, Vice President.



Here's the year-end list of *Most Wanted* people. We are holding ALL of their back issues for them. In each case no notification of a change of address was received but the POs and APOs returned their issues "Unclaimed." If you have knowledge of their specific address would you please drop us a card? We'll *deeply* appreciate it . . . or if they are in your unit or a nearby unit, tell 'em to let us know their address. We'd like to send them their issues and fulfill our obligation.

#### COLONELS

Adams, Lorenzo  
Moses, L.  
**LT. COLONELS**  
Hankins, Curtis L.  
Morrow, Thomas O.  
Wilson, John L.

#### MAJORS

Bolding, A. P.  
Currin, Jack  
Harbison, Hunter G.  
Kolb, Robert W.  
Thomas, Daniel C.  
Tugman, Robert F.

#### CAPTAINS

Barrett, Ernest F.  
Black, Charles S.  
Casper, Willie H.  
Coffman, Jack  
Duell, R. H.  
Erickson, Floyd C.  
Funchess, Kenneth N.  
Gibson, Joe B.  
Gillespie, Harrington M.  
Langston, Jesse O.  
Lewis, Charles J.  
McCormack, Richard  
McDermott, Anthony L.  
Miller, O. O.  
Morris, William J.  
Phillips, E. W.  
Reese, Neil  
Roberts, Richard O.  
Scharf, Stanley L.  
Scott, Eugene H., Jr.  
Sherbert, Henry G.  
Stacy, John F.  
Steele, Clyde K.  
Swilley, George R.  
Teague, Jerry L.  
Whitmore, Lucian R.

#### LIEUTENANTS

Abowd, George T.

Adams, Edward E.  
Ambrosic, Thomas  
Bagwell, Lavon  
Bajec, Joseph R.  
Baldasare, Michael  
Baker, Felton M.  
Batley, Edward  
Baumann, Richard J.  
Billman, Ervin L.  
Bragg, Charles C.  
Burrill, James R.  
Carey, Allen T.  
Collier, Thomas W.  
Collister, Daniel  
Cook, Johnny F., Jr.  
Dickey, James H.  
Dotson, Larry  
Downes, H. Finley  
Drolar, Harry W.  
Greer, Bobby D.  
Hall, William W.  
Harrell, Richard D.  
Harvey, Walter C.  
Hickman, Wallace L.  
Jacquot, Robert H.  
Johnson, Richard A.  
Jugel, William A.  
Kendall, Auburn D.  
Lefebvre, Bernard R.  
Legener, Richard G.  
Lewis, Donald J.  
McEver, Walter J.  
Martin, William R.  
Mayberry, Gail D.  
Miller, Richard L.  
Montgomery, Billy R.  
Norgren, William M.  
Peachey, William N.  
Prosser, Eugene K.  
Ross, James E.  
Shanks, Richard E.  
Sloan, Charles R.  
Smith, Herbert M.

Sutton, Harold L.  
Thompson, Raymond T.  
Waid, Richard H.  
**WOs**  
Boird, Wilfred S., Jr.  
Blackburn, C. (CWO)  
Clower, L. P. (CWO)  
Eastman, Everett A.  
Ericson, Vincent A.  
Hayes, Argyle A.  
Wadsworth, D. (CWO)  
Windham, Willie H.  
**M/SGTs**  
Adams, Edward J.  
Baker, Donald A.  
Molloy, Ralph F.  
Nobles, Clarence G.  
Shelly, Malcolm E.  
Watson, Thomas E.  
**SFCs**  
Ferguson, Stanley K.  
Fisher, Herbert W.  
Garrett, V. G. (SP-3)  
Green, Clarence C.  
Jackson, O. E.  
Johnson, Clifford L.  
Moon, Robert C.  
Sockey, Henry H.  
Tingwall, Theodore I.  
**SERGEANTS**  
Arrington, James  
Badgett, Raymond A.  
Bowman, George R.  
Britt, Marvin L.  
Carrillo, Alberto  
Cox, Floyd C.  
Hansen, Howard O.  
Hartsell, Bruce G.  
Janzen, Karl H.  
Montgomery, Ralph M.  
North, Arthur B.  
Rogers, Charles J.  
Seay, Ellis B., Jr.

# Flew The Coop!

Screws, Otis  
Shepard, James A.  
Sparks, Gene N.  
**CORPORALS**  
Bell, Edward J.  
Bell, T. E.  
Brettinger, Roger  
Byrd, William D.  
Gay, John E.  
Haynes, Theron L.  
Hickey, Leo J.  
Holthaus, Joseph G.  
Klidonas, Steve T.  
Means, James W.  
Sguerra, Julian C.  
**PFCs**  
Bannerman, Carl J.  
Bradshaw, Harold D.  
Canty, Melvin W.  
Greco, Constantino J.  
Hyleman, John E.  
Ingersoll, Byron R.  
Moss, Jerald R.  
Palizzi, Norman V.  
Rebson, Joseph J.  
Tyler, Leon T.  
Whitman, Max C.  
**PRIVATEs**  
Clemens, John W.  
Jeffas, Jack  
Johnson, Jimmie  
Kindrick, Joe P.  
McConnell, Guy  
Price, Kenneth  
Thomas, N. C.  
**FRIENDS**  
Budy, Staley L.  
Cornelius, Mrs. P.  
Foster, G.  
Frost, Miss Dorothy  
McPherson, Williams  
Lost Battalion:  
170 Subscribers!

## ►► CHAFING

GERMANY—Your ex-ZI reporter is now picking up the pieces at the 3d Armd Cav Regt here. . . . Our 2d Bn rundown has yours truly as AO, Lt. Sanders (Maint), and Lt. Miles Everett (Asst Everything). SP-3 Roy Branden (Line Chief), and Crew Chiefs SP-3 Edlund and Quinn complete the group. . . . *Gyroscope* recently switched the other two units that shared the field with us and we're certain to get the same cooperation from the two new units. . . . We have a

German *Glider Club* that flies off our field. They're only supposed to fly on weekends but lately they've been out regularly trying for altitude records. The club is mostly made of ex-*Luftwaffe* pilots and although I don't know much for their *Luftwaffing*, I do know they can hold their own in gliding. Since Sept. the weather has been wonderful on the ground but very poor for flying and although we like Germany, between the bikes, the motorcycles, and the ox-carts we're sure anxious to fly. Your correspondent, Lt. Edward L. Johnson. ◀◀



# Sagebrush

## ►► TALLY SHEET

FORT HOOD, TEX.—Hq, III Corps—"Sagebrush" is over. Army aviation played a tremendously important role in this maneuver. Commanders at all levels were favorably impressed by the ability of Army aviation to gather information, transport key staff officers and move cargo. The III Corps Avn Co with the III Corps Arty Avn Det, 1st Armd Div Comb Avn Co, 3d Inf Div Comb Avn Co and 921st Engr Gp Avn Sect assigned as Corps Troops, flew approximately 3200 flying hours, (200 at night) during the tactical phases, (12 days). This in itself is a commendable accomplishment for Army aviation considering the weather, the sometimes very short fields, and in the 3d Div, a 24-hour-a-day operation. Total flying time for all Army aircraft (*friendly and enemy*) in Louisiana for the 45-day maneuver period should run close to 15,000 hours. We tried some no organizations, new concepts, and new equipment; some we liked; many things we found require changes.

General conclusions offered by III Corps are: a) The Avn Co concept is sound and will provide the desired support. b) We need better communications in the aircraft and on the ground; particularly, ground to ground. c) The Cargo Helicopter has tremendous capabilities but must be placed in the category of a tactical vehicle rather than logistical vehicle. d) There is a requirement for air traffic control but it must be by the Army and must have 100% effective identification-capability or 100% effective ground to ground and air to ground communications.

e) Air traffic control must be approached on a big scale and with the proper staff, trained personnel, and adequate equipment to give it a chance to accomplish the desired mission. f) The Army must have a high-performance photo reconnaissance capability. g) The Combat Aviation Company at the Division level must have two things: (1) Field Maintenance capability and a 15 day stock level of parts, and (2) It must be organized for maximum combat efficiency and utility. This requires one fixed wing aircraft (preferably of the L-19 and two types of helicopters, reconnaissance and utility with consideration to replacing the H-19 with the H-34 to provide even greater utility. h) We must have better trained aviation mechanics or more of them. Recommended changes to TOE's should use TABLE 1 SR 310-30-15 as a minimum.

As you know, the 1st Armd Div has moved to its new home at Fort Polk, La. They liked Louisiana so well they decided to stay. . . . The Fort Hood traffic pattern will be somewhat less crowded, at least for the

immediate future with III Corps Artillery, 4th Armd Div, 53rd Sig Bn and Post TAAM Det being our remaining Aviation Units. We have good facilities at Fort Hood with some new buildings for link and classrooms and a re-surfaced runway.

Last, but certainly not least, I enclose our "Sagebrush" safety Posters which were prepared for the Corps AO by Lt. Bob Koepp, of the 1st Armd Div. I like to believe they did emphasize the more important safety factors for field exercises and except for ground fire hazard coverage accomplished their purpose very well in this exercise. ◀◀

(Ed. No room for posters this month. Will appear in Feb.)

## ►► FULL DECK

FORT BENNING, GA.—It's over and every one survived *Sagebrush*. 21 of our 506th Trans Co's H-34s left; 21 returned. While on *Sagebrush* we found a new use for the H-34. Now, when you're mired in mud in a jeep, just call 506th "Road Service" and we'll bring the rope. Ask Lt. Col. Shiveley; he probably won't renew his AAA membership next year. . . . OS orders arrived for Capt. Wilber Brown (with us only a short time); CWO Robert Waid, the new handle meaning a pay raise for Bob; and Europe will be lucky when the *Happy Frenchman*, W/O Fred de Sibert, arrives in February.

More Junior AAs! Here: 3 Dec to W/O & Mrs. Bob Maxwell, a boy, William John and in Kentucky, Nov 55, to W/O & Mrs. Robert Anderson, a boy. . . . People are leaving for the Holidays just as fact as the leave forms can be typed (and it ain't fast enough for some!) We'd like to extend a belated Christmas Greeting to all from the 506th with the Best Wishes for the coming New Year. Your correspondent, (W/O) Len Gifford. ◀◀

## REMEMBER WHEN?



# "Army

VOL. 2, NO. 12

## ARTICLES

Army Aviation School (Rt OCAFF Flight Detachment USARFANT and MDPB, Hawaii-NG, USARPAC, at Headquarters, Third Army OCAFF Board #5, ASTD Eighth Army Flight Detachment Ten Commandments Ft Leonard Wood Aviation USAREUR Flight Detachment 93rd Helicopter Battalion Infantry Center Aviation 17th Signal Operations Battalion 1st Combat Avn Co, 1st Ar "Oh Yeah" Medical Detachments, Ft S "Clear" Fort Riley Cross-Country

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

The views and opinions expressed in the publication are not necessarily those of the Department of the Army or of the Staff of the publication. News items and pertinent photos are earnestly solicited from all sources and should be mailed to: "ARMY AVIATION," P. O. Box 59, Peter Stuyvesant Station, New York 9, N. Y.

Correspondents are asked to forward news to us to have it reach the above address by the 15th of the month. The editor reserves the right to quote all or part of any material that is submitted to the above address, except those particular passages that the writer specifies

DECEMBER, 1954



## ►► NEW FACES

EUCOM—The month of November brought two new faces and a promotion to Army aviation personnel of the Hq and Hq Co, V Corps. We are happy to welcome Capt. Robert B. Mowry, who comes to us from the Presidio, and M/Sgt James Papachriston, our new admin specialist. Our former Ops and Maint NCO, M/Sgt Grant L. Ray, is now sporting Warrant Officer bars, and we are hoping to keep him as our Aircraft Tech Inspector.

Lt. Col. McCord and Major Rogers attended Seventh Army's first Aviation Officers Conference at Stuttgart Army Airfield on 22 Nov 1955. The Conference will be held monthly and will afford Aviation officers of major units an opportunity to present their problems and to be brought up-to-date on the latest developments in Army aviation.

V Corps was well represented at the Seventh Army L-23 academic course at Stuttgart recently. Major Corby, Capt. Boyd, Hill and Hancock, and Lt. Neville attended the three-day course and are now awaiting a call to return for completion of flight transition.

All of us in the V Corps Aviation Section wish to extend our greetings to you and yours for a very Merry Christmas and a Prosperous New Year. Sincerely, Capt. James W. Hancock. ◀◀

## ►► HILL HOPPERS

KWANG-JU, KOREA—Well . . . it's been one year since we started hill-hopping here at old Kwang-ju and it's been one year without an accident. . . . We're justly proud of this record compiled by the KMAG Flight Section and here are the statistics to back it up: 1,587 missions flown; 186,677 miles flown; and 56,655 pounds hauled. Maj. Harold E. Barnes (ex AO at the AA & GM Center at Sill) is now Senior Advisor and Lt. Francis A. (Buz) Sawyer is the Unit AO. Lts. Noeding (OO), Curtis (Maint), Young (Supp), and Mosher (asst to Maj. Barnes) complete our 100% crew. YC. Buz Sawyer. PS: Photo next month. ◀◀

## ►► BIG THINGS

FORT BELVOIR, VA.—Big things have been happening here at Fort Belvoir. The Aviation Detachment of Davison Airfield was redesignated Davison Army Air Field Command and is now our superior headquarters with Lt. Col. Edwin H. Leer in command. The 153rd Field Maint Det is now a part of this command and is no longer attached to the 509th. 1st Lt. Lewis J. McConnell commands the 153rd.

We've been doing quite a bit of flying lately. We finally received the last of our 21 H-21Cs, and Capt. Walter E. Banker,

# Pro's Say

## Active Service Aviation

our Maintenance officer, has been able to furnish us a very impressive list of flyable aircraft daily. We've also had some very important missions, the most notable occurring 1 Dec '55 when twenty nine of the country's most important people were flown to Camp David, Md., for a meeting with President Eisenhower.

The passenger list included Secretaries Dulles, Wilson, Humphrey, Quarles AF, and Thomas (Navy). Military notables included Lt. Gen. Weible, AC of S, US Army; Gen. Twining, C of S, US Air Force; Gen Shepherd, Comm, US Marine Corps; Adm. Burke, Chief of Naval Ops., and Col. Goodpastor, White House Staff Secretary. Everything went off without a hitch and nothing but praise was received from these people in high places.

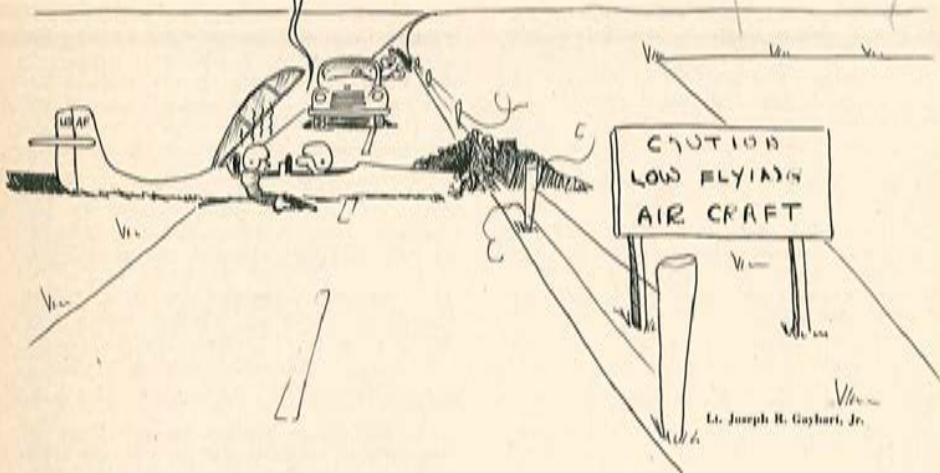
Lt. Richard C. Cauble was in charge of the mission, and he did a *fine* job (He makes out my efficiency report). The other officers and EM who participated are as follows: CWOs Claude J. Moore and Clarence E. Shafer; WOs Charles R. Brown, Robert D. Edwards, Sr., Marvin D. Ficklin, James C. Payne and Howard Wells, Jr.; Sfc Joseph F. Brent; Sp-2s Lonnie R. Mock, Robert C. Wells, and Robert K. Wolfe. WO Donald T. O'Banion and Sp-2 Lloyd L. Gross handled communications at Camp David.

The unit has 10 officers attending H-21 transition school at the present time who should have completed the course by press time. They are: Capt. Clair E. Heinbach; WOs William D. Austin, James E. Aldridge, Donald C. Beachnaw, Mike H. Berry, Harold L. Boyd, Robert W. Buechter, Horace P. McCulloch, Elmer R. Northern, Jr., and Edward L. Stevens. YC, (WO) Donald H. Bishop, Jr. ◀◀

LONDON, ENGLAND—Army aviation in the United Kingdom, consisting of two pilots, two Beavers, and three mechanics, is now in the midst of its annual battle with the weather. At present, our L-20s can't accommodate enough crystals for IFR operation in the London Control Zone. Plans are afoot to increase crystallization which will allow us to file IFR. So far this month we've had five days of VFR conditions.

We are based at RAF Hendon, in London, along with the US Navy, and Royal Air Force. All of our supply support comes from the Air Force so we really have a NATO type set-up. The stork left Capt. Ted Cretin a little girl, Debra Ann, last month. YC, Capt. George W. Aldridge, AO 32nd AAA Brigade. ◀◀

A SMALL, INSIGNIFICANT POINT  
SMEDLEY..... BUT..... RATHER  
SHORT, H M M M M M P





## ▶▶ A KNOCKOUT!

Crissy Field, Presidio of San Francisco, Cal.— Since I have been appointed correspondent for Hq, Sixth Army, I would like to bring the readers up to date on our activities.

We take unique pleasure in welcoming one of our better secretaries to the ranks of AA subscribers. We believe she is either the first or second secretary to subscribe to AA. She is Miss Rita Smith, of the Sixth Army TC Aircraft Maint Branch, and works for Capt. Frank C. Jarrard (the lucky stiff). Miss Smith (photo enclosed) has been with Army aviation for over 5 years and is a real aviation enthusiast. The Sixth Army Avn Sect has taken great pleasure in dubbing Miss Smith "The Sweetheart of Sixth Army Aviation". She is 5' 3", weighs 117 lbs., is 23, and unmarried. (I might add from a personal observation a "Real Knock Out".) She has plenty of people here to keep her company, so *NO FAN MAIL, PLEASE!*

Our front office has undergone a few changes the last month. Maj. J. D. Gall left around the first of Nov for the Far East. Maj. G. G. Tillery is now holding down the Air Officer's slot for Sixth Army and also has orders for the Far East to leave around the first of the year. Capt. L. E. Perdelwitz is Exec Off to the Sixth Army AO. Capt. Perdelwitz is an Instrument Examiner and spends a lot of his time at the strip giving training, check rides, etc. (He just became a father for the *third* time (all boys), David Alan, 5 lbs. 1 oz. He has given up on girls, a Real Woman Hater.)

## PHOTOS AT LEFT

TOP, LEFT: Now becoming a permanent part of Army Antiaircraft Command activities, helicopters were initially used in reconnaissance flights to help inspect possible NIKÉ guided missile sites. Col. Dallas F. Haynes (pointing at map), who is 30th AA Group Commander, is shown with his executive officer, Lt. Col. Bernard J. Drew (kneeling) and Maj. Clyde E. Wertz (right foreground) with helicopter pilot, Lt. Robert M. Jackson, discussing a proposed route to be taken on a reconnaissance flight. Ent AFB, Colorado Springs, Colo. (USAF photo).

TOP, RIGHT: Frank Faranda, (left) Vice President of De Lackner Helicopters, Mount Vernon, N. Y., showing De Lackner "Heli-vector" controls to a more than interested passenger. U. S. Army is negotiating the purchase of twelve "Rotorcycles" for evaluation tests.

LOWER, LEFT: 100% Group, 4th Inf Regiment Crew at Fairbanks, Alaska. L. to R.: Standing: Lts. Donald Melaven, Oliver J. Miller, and Fred Yamagata. Kneeling: Lt. Walter Duke, Capt. Hubert A. Thompson, Jr., and Lt. Gordon W. McMahon. Missing: Lt. Jack R. Kalmbach. (Story on opposite page).

LOWER, RIGHT: Piasecki H-21 helicopters of the 509th Transportation Company stationed at Fort Belvoir taking part in the VIP lift to Camp David, Maryland. (Story on P. 21).

## CLASSIFIED

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IDENTO-TAGS — Your name, rank, serial number, US Army, and AA wings stamped in bright shining silver on black leather. \$1.00 each. 3 for \$2.75, 6 for \$5.00. Thompson & Kellar (Oregon-NG), P.O. Box 5271, Portland 16, Oregon.

Maj. J. D. Gillespie is the CO with Capt. H. C. Vineyard as Exec and Opns Off, Capt. J. L. Cecil, Maint Off, and Capt. W. J. Fenn, Supp. Lt. London Evans is Asst Supp with TI & E and other duties in addition. Yours truly is Asst Opns and Trng Off. We also have an allocation for two more officers.

We have 33 enlisted men and I understand this is the first time we have been up to par in this respect. SFC G. C. Rule is the 1st Sgt., with SFC G. C. McPherson as Maint "Honcho". SP 2/c C. T. Sheaks is in Opns with Sgt. W. H. Jackson in Admin. Last but not least, SP 2/c H. R. Buck in Supply. Your correspondent, (Lt.) Robert M. Jackson. ◀◀

## ▶▶ MOOSEHORN

LADD AFB, ALASKA—Don't start talking temperature readings to us! We'll go under you with degrees to spare . . . and if you get too close for comfort, we can always stretch a point . . . this is Bunyan country, you know!

We are now fully into our winter operations which include the use of skis and winter cowls, and involve hard starting, icy wings, and the necessity of wearing about 25 lbs of extra Arctic clothing. January brings with it *Operation Moosehorn* to take place at Big Delta, Alaska. The 5th Inf from Ft. Lewis will be coming up the Alcan Highway to take part in the maneuvers and will join the 53rd Inf (Anchorage) and our 4th Regt (Fairbanks) in the overall Operation.

Next month we will lose three members of our 7-member section to the warm southern states of N. C. and Ky. Capt. Thompson (after a TDY stint at the Inf Adv Ctrs) goes to the 82d Abn, Lt. Walter Duke goes to Knox, and Lt. Fred Yamagata is heading Statesward but doesn't know his assignment as yet. Replacements are expected by March—three lucky fellows!

We went 100% as per photo enclosed. Our one remaining holdout provided a last-ditch struggle but when threatened with banishment from the cracker-barrel circle around the Ol' pot-bellied stove, he graciously provided the necessary pittance. We intend to stay 100% and will give the "cold treatment" to the new three when they arrive. . . YC, Lt. Donald G. Melaven, 4th Inf. ◀◀



## 100% AWARD

By this time, the units listed below have their "100% Subscription Award Certificates." They measure a BIG 17" by 17" — plenty of colors — ribbon and official seal — and have sufficient space for each of the unit subscribers to affix their John Hancock's. If all of the rated pilots in your unit or all of the crewmen in your unit are subscribers and you have a minimum of ten subscribers, drop us a note and we'll mail one to you pronto, pronto in this case meaning just as soon as our hand-letterer fancies up your job.

If, by chance, you have 36 or more subscribers in your unit, we'll laminate the Certificate on a solid-oak, mahogany-finish plaque for you after you first have the opportunity to personalize it with your signatures.

Army Aviation Division, G-3  
TCAACO, Wright-Patterson AFB  
Special Missions Group, ARMAV  
Headquarters, First Army  
Headquarters, Third Army  
Headquarters, Fourth Army  
Headquarters, V Corps  
V Corps Artillery  
USAREUR COM-Z Aviation Section  
USARFANT Aviation Section  
2nd Division Aviation Co. (Prov.)  
3rd Division Comb Aviation Co.  
4th Armored Division Aviation Co.  
9th Infantry Division  
Transportation Arctic Group  
Aviation Department, T-School  
K MAG, Detachment G, Avn Section  
18th Field Artillery Group  
Holloman AFB Aviation Section  
Idaho-National Guard  
9th Signal Battalion (Opr)  
16th Signal Battalion  
17th Signal Battalion (Opr)  
41st Transportation Bn (AAM)  
93rd Signal Battalion  
C Flight, 521st Engr Avn Co.  
Regt Hq Co, 4th Inf Regt  
Post Aviation Section, Camp Irwin  
NY Mob Des Det #1 (USAR)

## LAST CALL

We've extended the deadline on the submission of "Who's Who" Questionnaires to February 1st, our last extension. We need a thousand *paid* listings to publish the Annual. Don't procrastinate the Yearbook out of existence!

**SUBMIT COPY  
BY THE 5TH**

## ACES CLUB



## TOP TEN

- 1 WOJG Clarence M. Hulett, Ft. Eustis.....213
- 2 Capt. Robert J. Lessard, Ft. Riley .....114
- 3 Mr. Jackson E. Beighle, Sikorsky ..... 72
- 4 Maj. Lloyd O. Borgen, 7th Army ..... 60
- 4 Capt. Max E. Young, 9th Inf Div ..... 60
- 5 Lt Col. Harry T. Shiveley, 3d Inf Div .... 53
- 6 WOJG Orin D. Havens, 328th Trans Co 49
- 7 WOJG Paul W. Bass, ARMAV ..... 46
- 8 Capt. Arthur G. Kelth, 45th Trans Bn .... 44
- 9 Lt. Col. Raymond H. Murphy, 7th Army.... 42
- 10 Capt. Woodrow W. Brown, 587th Tr Co 40

*(Ed. That's not a typographical error. "Mac" Hulett has 213 clobbers. From what we hear he has everyone at Eustis behind him and a gun, ping-pong ball type, under his teaching stand.)*

## ▶▶ GOING CONCERN

MIDDLETOWN, PA.—Just received a PCS and as you note, I am now the OIC, Det. #12, in the Trans Supp and Maint Comm Liaison Office here at Olmsted AFB, Middletown, Pa.

"This is a going concern". The mission of this Detachment, simply stated, is "service to the customers" in the logistical support of Army aviation. At this point, I would like to invite any and all of our many customers to drop in for a visit and discuss any problem areas encountered in this field.

This is the largest Detachment in support of Army aviation in the Transportation Supply and Maintenance Command, Middletown is prime for 32 Air Force property classes and 5 zonal classes used in the support of Army aviation. Mr. Carl Meyers, Chief of Maintenance Division, this Detachment, by unanimous vote, was elected the PIO and will submit items to you prior to the 5th of each subsequent month until further notice.

Good luck and best wishes for continued success in the publishing of *Army Aviation Magazine*. May it continue to grow and serve as a media of information for Army aviation and Army aviators. Best regards, Lt. Col. Robert L. Boatright. ◀◀



## Caption This One!



There's little doubt about the proper captioning involved here. It isn't "The Turn-out at the Army Static Display in Philly" or "Gary Fledglings Inspect Utility Craft."

A more appropriate (and correct) caption would be: "D-Day in New Guinea," De Havilland Day. . . .

Your faithful friend, the Beaver, really gets around and in this De Havilland PR photo and release you will find an interesting story. . . .

"A star of countless Arctic rescue missions and numerous forays into the Arctic unknown, the Beaver has now been cast in a prominent role in the tropics.

In the Southern International film, "Walk Into Paradise," the Qantas Beaver performed a dual role: as a pack mule in getting equipment to location, six thousand feet up to the beautiful Asaro Valley, and as a featured actor in the film.

New Guinea, known as a land of steaming jungles, high plateaus, and crocodile-infested lakes and rivers, required that hundreds of pounds of equipment be moved to "location" by chartered aircraft since there are *no* roads

to the remote areas of the interior. Without aircraft it would have been impossible to make the film.

Qantas (and KLM in neighboring Netherlands New Guinea) use Beavers extensively for chartered flights to the interior where airstrips are small and often improvised. "Walk Into Paradise" will be released on a global basis next year." End of PR release.

"Improvise" is an understatement. . . . In the scene pictured above some of the 12,000 natives who participated in the production created an air-strip in a colorful ceremony by *trampling down* the 20-foot high kunai grass (and if this photo didn't require a reduction, you'd easily note the kunai grass in the background looks every bit of 20-feet high.)

We can just hear the comments: "Poor beggars! No clothes! Probably paid off in theatre passes!" Don't waste your tears! They're in a movie; you're not; and just to jostle you out of your sympathy, they have it licked another way. Detroit 14 degrees, Chicago 16, Cleveland 9, Butte -7, Richmond 11, Reno 3, etc., etc.

★★ WHO'S WHO: The deadline for the '56 "WHO'S WHO in Army Aviation" has been extended to February 1st. The date is being extended to assure the maximum number of listings. Should you desire either a duplicate personal questionnaire or additional unit questionnaires, please send us a postcard "flyer" and we'll be most happy to send them to you. ★★



# Pro's Say

## Active Service Aviation

### ►► IN THE BLUE

FORT BELVOIR, VA.—Davison Army Air Field Command.—On October 7th The Army Aviation Detachment at Davison Field was redesignated as the Davison Army Air Field Command. Since that date, the Command has been growing fast as you can see by the following statistics:

During the month of Oct the Avn Det stacked up 1,160 hours flown; 1,419 takeoffs, 1,425 landings\*, and 96,000 passenger miles flown. During 1952 the hours flown averaged 353 per month; the hours flown in '55 averaged 1,160 per month; an increase of 304 per cent.

VIP flights in '53 numbered 312 whereas in '55 we flew 948 VIP flights; another increase of 304 per cent.

This activity is being accompanied by a modest building program at Davison and we hope to provide details and photos at a later date.

A breakdown of our Staff Personnel assigned reveals: Lt. Col. Edwin H. Leer, CO; Capt. Stanley W. Arnold, S-1 & S-2; Maj. Elmer E. Shaner, S-3; and Major Clarence L. Villimez, S-4 (all of the Davison Army Air Field Command).

Maj. Ralph F. Warren is CO of the Avn Det with Maj. Edward E. McCollum, CO of the 509th Hcptr Co and Maj. Ralph L. Sandberg, Maint O. Lt. Lewis J. McConnell commands the 153rd Cargo Hcptr Maint Det which provides maintenance support to the 509th. Your correspondent, Capt. Raymond C. Chapman.

*(Ed. The increasing utilization of Army aviation by DA personnel is adequately borne out by Capt. Chapman's statistics above. However, we're curious about the discrepancy between the landings and takeoffs (\*) Six aircraft must have been RONning Sept. 30th when the statistics started in Oct. '55.)* ◀◀

### ►► FLAPS!

FORT McPHERSON, GA.—The aviation section at Third Army fought *Sagebrush* long before the exercise actually took place. During the long months of preparation, we fought many problems of equipment and personnel of many provisional units organized for the exercise such as SKY-CAV and the 500th TC Group and also the equipping of the 506th Trans Co with H-34's and one platoon of the 580th Trans Co with H-21's and crews.

After departure of all units from the Third Army area to *Sagebrush*, we had quite a lull on flaps and nothing exciting happened to speak of. However, with the mock war

over, all good things must come to an end and we are once again in the thick of it with the disbanding of provisional units and the return of borrowed equipment, aviators and mechanics.

*Hats off to Maj. Howell and his crew in the 506th Trans Co. We have never seen an aviation outfit function like this one when under pressure and short on time. This unit completed receipt of their brand new H-34's one week before they reported to Sagebrush. Ferrying of the ships, pulling acceptance inspections and packing to move out involves around the clock work and they did it. They made it back home from the mock war with 21 H-34's flying and no mishaps. We must realize they were working with a machine that had never been to the field with a tactical unit.*

Maj. Carl F. Wilkerson joined our pencil-pushing corps after his promotion many moons ago and Capt. Dale R. Wees took his place with the throttle jockeys at Fulton County Airport. Maj. Raymond A. Miller is our Deputy AO, and has been at his new job since Maj. Luther B. Botts left us to go to C & GS.

Capt. Carlos E. Urrutia has transferred to the Corps of Enigneers and is leaving the section here (enroute to Europe via the Engineer School) while Lt. Donald F. Mulligan will join the pencil pushers after he attends Instrument Examiners Course in Jan. We received our 100% *Certificate and* have it displayed on the Bulletin Board here in the office. Sorry we don't have the required 36 scalps to get the certificate laminated but you can't say we didn't try! That's all for now! Your correspondent, Capt. Carlos E. Urrutia. ◀◀

### ►► SWITCH

EUCOM—We picked up a name change (Friends—please note!) On Nov. 7th the 93rd TAAM Co was redesignated the 591st TAAM Co and the following personnel started to tear up their pre-printed Christmas cards:

Cpts. Afton Dare, Charles V. Carney, and Charles C. Fox; Lts. Maurice D. Gwinner and Wendell K. Krantz; CWOs Robert E. Tully and Haskell L. Tinnen; and WOJGs Richard W. Prouty and James L. Hoffman.

As usual, we having our customary share of maintenance problems but our crew is solving them in rapid shape here at TAAM. I'm sincere when I say that we have some of the best maintenance personnel that I have ever had the pleasure of working with. They really put out!

Included in our crew are M/Sgts Tommie L. Haney (1st Sgt), James H. Jones (Shop Foreman), and Rhoades McCutchens; SFCs Herschel D. Cude, Jesse H. Culberhouse, and Donald A. Sampson; Sgt. Henry S. Larce; and SP-2 Paul B. Miller.

We are 100% with *Army Aviation* await the package. YC, Capt. Afton Commanding.



(Dear Editor:) I particularly enjoyed Col. R. R. Williams' article in the November issue. His article covers a point that has been discussed among pilots many times. The benefits derived from senior officers coming into Army aviation are many. I have often thought that we would still be flying Cubs if senior officers had not become pilots after World War II.

The quality and quantity of ranking officers coming into Army aviation today leave me with one thought: "Our cup runneth over." These men have the rank and the ability to develop the great potentials of Army aviation and to establish a career program for pilots that is not a "blind alley."

Jack S. Avant  
1st. Lt. ARMOR

(Dear Editor:) I enjoyed the articles covering the Congressional hearings in Army aviation. I'm looking forward to information and comments on the current SKY-CAV and Army aviation mission discussions between the Army and the Air Force. In a small way such topics are a daily item of discussion at this base and on this job.

Francis J. Stevens  
Major, Artillery  
Advisor for AA Trng.  
Edward Gary AFB

*(Ed. The comments on SKY-CAV may be classified but we hope our mailbox proves otherwise. We're certain that the "meat" of the current Army-AF discussions will never appear in print, just the final outcome.)*

(Dear Editor:) Seeing some of the other fellows "get it off their chest" I'll do likewise . . . I have a strong gripe to register (and please note that I said "gripe" and not "complaint.") In the Army if you have a complaint you are not supposed to send it in to a publication. You are supposed to submit your complaint, its justification, and your recommendations through channels in a military letter. Or, if worse comes to worse, there's always the IG. But a publication, never. . . .

Not so with gripes—those mild protests that would be bucked back with the first endorsement—they're for publication. . . . My gripe? . . . I am a current AA with four years of active Army service behind me. . . . Prior to this Army service I had five years of full-time Navy flying duty. I have 3,720 flying hours, all military, and better than half of it in multi-engine craft.

The question is: Do I qualify as a Senior Army Aviator? Under the current regulations, I'm technically KO'd. They specify seven years of Army service.

I do not begrudge a Senior Officer donning his Senior wings when he reaches the 1,000-hour mark but I do think that on the basis of professional experience I qualify also. And do not think for the moment that this is not a sore subject with scores of ex-AF and ex-Navy pilots who now fly for the Army.

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# A Many Sided Thing!

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## Letters to the Editor

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All of them are well past the flight time requirements and many are 3,000 hour or better pilots.

All we ask is that a fair and equitable regulation supplant the present fiasco. Recognize our Navy or AF active duty time and credit it toward the seven year requirement. By doing so, you will remove a long-standing point of irritation. Ex-Navy.

(Dear Editor:) I noticed with some concern that a woman is the owner of *our* magazine. I reserve the right to withdraw my support the first time the publication shows any sign of not being a man's magazine. Keep the fashion ads out! I like it the way it is. What gives? P.G.

*(Ed. There's money involved in this magazine—subscriptions, advertising, etc.—and wherever money is involved you will find a woman. However, this horse—pardon, woman—is responsible for all of the tedious, boring, routine work attendant to the publication—bookkeeping, filing, recording, changes, correspondence, complaints, stencils, and finances, naturally. On the contrary, your editor has the stimulating, ever-changing task of layouts and artwork. As they say, the workers go home with the money and the boss goes home with the headaches. The lady can be the boss.)*

(Dear Editor:) As the wife of a very Senior Army aviator I have occasion to read *his* magazine from time to time if what I do can be called reading. Honestly now, do you think it's appealing to the pilots' wives? I read the photo captions, scan PCS, and then lay it down—permanently.

Women control 87% of the money, it's said. Don't you think you would be given a substantial circulation boost if you devoted a few pages to womens' news? I'm certain that you will find that women (who write most of the checks anyway) will renew more promptly and are more apt to change an address.

You are passing up a considerable amount of support by publishing a man's magazine. I'm certain that most of your current subscribers would skip the womens' pages completely but *our* support would help you bring all a better publication. Sincerely Mrs. J. W.

*(Ed. The boss agrees, of course, but we wonder. We have invited EM to submit news (you will see none); we have invited NG-*



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# A Many Sided Thing!

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## Letters to the Editor

*USAR pilots to submit news (some invitations are answered); we have invited key AAs to submit articles (busy, busy, busy); we have invited Maintenance news from TC sources (a current blank); we have encouraged Fort Rucker news (another blank). These discouragements may be temporary for by constantly improving the "product" we believe they'll eventually be proud to have their articles appear in "AA." Yet, these invitations were extended to men to contribute to a man's magazine. Under the circumstances it is difficult to believe that women will flood us with sufficient news to fill a page or several pages, but we could be wrong. We do recognize the circulation benefits that would be derived but then again how many other men would feel as P. G. does above? You've got us on a fence!*

(Dear Editor:) I'd like to put forth an idea and I'm most happy to sign my name to it. . . . Let's call it a "Home Away From Home" Listing. . . . Many times, pilots on cross-countries suffer RON difficulties. Although in many cases it's simply a matter of being caught without a toothbrush or a razor, in many other instances it is poor accommodations, a warmed-up hamburger, and no one to talk to.

I'd like to suggest a listing of volunteers who would treat transient AA personnel to transportation, entertainment (home type), home cooking, a good sack, and good company. For instance we could pick up pilots who dropped in at Williamsburg, Va. or Ft. Eustis, or nearby fields, and look after them so that they would enjoy their stay in pleasant surroundings. So many times friends of ours have flown in and hunted for us but never found us and left without establishing contact.

However, the offer doesn't just go for friends for I'd like to make new ones. I know that some will snicker at this and say "That fellow doesn't know when he's well off," but if the "Home Away From Home" idea was generally accepted by the majority of AA personnel, no one would be unduly stuck in the true sense of the word and we would no longer have to fume and fret in barren barracks or eat cafeteria hash in dismal silence. If you like the idea, stand up and be counted by letting Art know you have an Open House. Sincerely, (WOJG) C. M. (Mac) Hulett, Avn Dept, T-School, Fort Eustis.

## ▶▶ ALERTED

FORT LEWIS, WASH.—We of the 2nd Aviation Company (Prov) (Webfoot) are readily maintaining our combat readiness (control desired) by a series of field problems. We successfully completed our initial ordeal despite 6 inches of snow and 20 degree temperatures; not a single case of frostbite and landing on ice was a great refresher on rudder pedals. Wheel No brakes!

At the present time the Company is running its own instrument school. Capt. W. H. Cox is in charge. They have seven students, of which one has received his ticket and the others are in process of taking final checks. The Division has been alerted to move to Alaska in the summer of '56. The present plans are to send Div HQ and supporting units plus two R.C.T.'s. This will mean that our Aviation Company will be split up.

The following list of our pilots are expected to "Gyroscope" with the Division units going to "USARAL": Capts. Joseph B. Cooper, William H. Cox, and Orville I. Lober; Lts. William H. Williams, James O. Rymus, Bruce R. Volk, James M. Nolan, Charles E. Smith, Howard N. Bowman, Robert N. Magnuson, and yours truly. Also expecting to go are Lts. Marshall E. Dixon, Lionel A. Jackson, William D. Brandon and Darrell F. Rishel. There are a number of other Officers who have volunteered to go with the Division.

Capt. E. E. Johnson and Lt. W. D. Brandon rushed to "Sagebrush" in their Hillers. They left GRF on the 13th of October and were expected to arrive in Louisiana on 20 November, flying all the way. Both Aviators were expected to develop "high freqs" at that time. Your correspondent, Lt. Roy L. Miller. ◀

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## SENIOR AA'S

- Brig. Gen. Carl I. Hutton
- Lt. Col. Conway L. Ellers
- Major Louis H Aten
- Major Raymond I. Clement, Jr.
- Major Jerrold R. Mills, Mo-USAR
- Captain William L. Barker
- Capt. Eugene J. Fody
- Captain William M. Hart, Kan-NG
- Captain Eugene F. Henn, Minn-NG
- Captain Irwin J. Kersey
- Captain Hugh W. Ketchum
- Captain James F. McBride, Tenn-NG
- Captain Orval W. Rollins
- Captain Samuel C. Schaefer, Jr., Pa-NG
- Captain Joseph G. Schaller, NY-NG
- Captain Vincent P. Schumacher, Cal-NG
- Captain Clifford F. Shaffer
- Captain Edward T. Shifflett, Md-NG
- Captain Vernon R. Simpson
- Captain William G. Skullev, Mass-NG
- Captain Edward A. Zapolsky, NI-NG
- 1st Lt. Andrew C. Erbeck, NJ-NG
- 1st Lt. John T. Seesing, Mo-NG



## ►► PRIDE AND JOY

GRAND PRAIRIE, TEX.—The *Lone Star Division* (Tex-NG) wishes to extend an invitation to all AAs to stop in for a friendly TEXAS visit and service whenever in the Fort Worth-Dallas area, Grand Prairie Airport is what we call "home". Just tune your low freq. receiver to GPR (407)—the field is a mile east of the homer.

Our latest pride and joy was the delivery and installation of a Link Trainer. There should be "no sweat" on getting instrument time this year for 49th Armored pilots.

The pilots of our unit attended and enjoyed the program presented by Capt. Billy Foust and Lt. Floyd Tiemann of the mobile Army Aviation Instructional Team from Fort Sill. They are on a tour of the Southwest selling Army aviation to the National Guard and Reserves.

We recently received another L-17, bringing our multi-passenger aircraft to two. Of course, we still claim that our first, and only, L-17 for so many years is the *best* looking and *best* flying one in the Fourth Army area.

We congratulate Lts. Bill Cady and Bill Nichols on winning their wings and welcome them back into the Unit. Lts. Charles Arnold and Tommy Shelton left recently to begin their training to become AAs while Lt. Milikin Jones reported to Gary on 10 Nov for 'Copter School and Lt. Cecil Strickland left for Rucker to begin a refresher AATC. We are looking forward to their return and all their "Hair Raising" experiences. Lts. Joseph Waller and Larry Flowers are presently enjoying a short tour with *Operation Sagebrush*.

Yours truly has been logging plenty of cross country time. This is the season for our Division's Command Inspections. And our division commanders enjoy flying—need I say more. YC, Lt. Clarence A. Lucas. ◀◀

## ►► SPLIT DIVISION

NEW ORLEANS, LA.—Seems like it is about time for a bit of information from the Aviation Section, 39th Inf Div (La-NG). Many AAs have visited our installation at New Orleans either officially or otherwise in the past few years, but for those that haven't, you are cordially invited. We don't expect you to spend all of your time with the Aviation Section when you do visit with us because you must get down to the Crescent City for a spell. (Even your wives would enjoy the many things that New Orleans has to offer.)

The 39th Inf Div is a split division between Louisiana and Arkansas; therefore, the only time the Aviation Section trains as a unit is during the summer encampment at Ft. Polk, La. We have tried for many years to be rated as a unit at summer camp, so we

# On Guard!

## Civilian Component Aviation

had our wishes fulfilled last August at Ft. Polk by being rated daily as all other units were.

Our training program has been progressing through the years, but we are still hampered in our efforts by not having instrument equipment to fully train our aviators. We now have (8) L-19 aircraft, (1) L-17A aircraft and (2) H-23A helicopters. We use the L-19 with a hood installed for instrument training, and the L-17 is being modified for instrument training until an L-20 aircraft is assigned to us. We are using Link trainers assigned to the Naval Air Station during regularly scheduled drills to get everyone acquainted with procedures involved in instrument flying. By the way, we have had superior cooperation with the Naval Air Station in the use of their four Link trainers.

Our 100% technical inspection was completed by a team from Ft. Hood on 10 Nov. The unit received a superior rating and I feel most of the credit should be given to M/Sgt. Jerome A. Graham and SFC Martin P. O'Neil, as they have many years in the fields of maintenance and supply respectfully.

We presently have 13 Army Aviators asgd to the Division in Louisiana; Maj. Adolph N. Brocato (AO); Hq Co. Capt. Luther C. Ward, and Lts. Javy Pertuit, Henry E. Chenet Jr., Benjamin F. Long, and Marshall Vass; 935 FA Bn—Capt. William S. Overson, Lts. Rex B. MacQueen, Lt. Cecil A. Welch; 141 FA Bn—Capt. William D. Basham, Lt. Elmer R. Drouant; 156th Inf Regt (Lafayette, La)—Capt. Caliphor J. Sellers and Lt. Frank H. Segura. All of our units in New Orleans are filled up with enlisted mechanics, and we are recruiting mechanics for the 156th Inf Regt in Lafayette La at the present time. We just welcomed two "AA" from active duty within the year—Lts. Segura and Vass. We hope to be getting more from the AD ranks in the near future.

And last but not least, yours truly is leaving for Germany in Feb '56 (without a replacement in sight). However, Sgt. Louis J. Ponticelli Jr. (the Aviation Sergeant Advisor) will continue to advise and assist the unit until such time as another Army Aviation Advisor is assigned. YC, Capt. E. E. Drane, Advisor. ◀◀

SUBMIT NEWS  
BY THE 5TH



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# On Guard!

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Civilian Component Aviation

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►► **UNIQUE OUTFIT**

LONG BEACH, CALIF.—The 177th Transportation Co. (Army Aircraft Maintenance)—USAR. We have been in existence nearly two years at Municipal Airport here. Being the only "TAAM" unit in the Sixth Army area makes us a unique group in Southern California. Lack of Army Aircraft facilities in our area causes us to expedite every means possible for training.

We are eagerly looking forward to multiple-drill weekend training. This will allow us to train two full 8 hr. days once each month. We now work & train with Scott Aero Services at Long Beach Airport during our weekend drills. During this time we do top overhauls, fabric work, & relicensing

of BT-13s, Cessnas, Piper & Beech aircraft. Enthusiasm is terrific. We have been at or over cadre strength ever since activation.

We supported the 96th Div. Air Section during the 1954 Summer Camp at Hunter Liggett Military Reservation. 1955's Summer camp was conducted at the Sixth Army Field Maint. shops at Stockton Calif. The RA Officers & EM made us feel as we were back on active duty. We were extended every courtesy & we really felt at home.

Several of our EM have attended service schools and some of the Officers & Enlisted Men have considerable experience in aircraft manufacture & Line Maintenance, but a huge gap exists between Lockheed Constellations, F-100's, and C-124's and L-19's, L-20's, and H-23's. The bulk of our people work as mechanics. (Aircraft-Automotive-Telephone Co-Construction) & two of our SGT's own & operate their own restaurants.

Our Operation Theory: *Take one good soldier; give him the best training you can offer; Result: One good USAR Aviation Mechanic.* YC, (Capt.) Thomas C. Young, Commanding Officer. ◀◀

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BELOW: 94TH INF DIV (Mass-USAR): Standing, L. to R.): Cpts. Arthur Andersen and Tom Willson; Maj. Jim Murphy; and Capt. Don Boynton. Kneeling: Capt. Nelson Hermance and Lt. Pete La Sonde. Missing: Lts. Arthur Meyer and Walt Welti (Utah).



★★ WHO'S WHO: The deadline for the '56 "WHO'S WHO in Army Aviation" has been extended to February 1st. The date is being extended to assure the maximum number of listings. Should you desire either a duplicate personal questionnaire or additional unit questionnaires, please send us a postcard "flyer" and we'll be most happy to send them to you. ★★





## PLEASE NOTE!

"PCS" is a Change of Address Column intended as a Subscriber Service. It enables subscribers to post their Changes of Address before 4200-odd other subscribers, many of whom are personal friends and many of whom have lost track of the person submitting the PCS. In our behalf the column serves as an acknowledgment that we have received this NEW address and that subsequent issues will be sent to the new address. We urge all subscribers to avail themselves of the "PCS" column by simply remitting their new address on Army or Post Office Change of Address Cards. Home addresses, rather than unit addresses, are preferred.

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 Avery, Maurice C., Lt.....AIFT, P.O. Box 191, Phoenix, Arizona  
 Barkley, James R., Capt.....OCT, Army Aviation Division, Washington 25, D.C.  
 Benson, Theodore D., Lt.....Hq Btry, 33rd FA Bn, 1st Inf Div, Fort Riley, Kan.  
 Bishop, William H., Mr.....Waterview Road, Yorktown, Virginia  
 Boatright, Robert L., Lt. Col.....Det #2, TSMC, Olmsted AFB, Middletown, Pa.  
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 Brisette, Richard J., SFC.....416th Signal Aviation Co, Fort Huachuca, Arizona  
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 Cantwell, Franklin D., Lt.....Rt #2, Lenoir City, Tennessee  
 Clarke, William T., Lt.....Hq Det Psychological Warfare Co, Fort Bragg, N. C.  
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 Cunningham Russell W., Mr.....1333 Fenwick Street, Morgantown, West Virginia  
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 Gilroy, John E., Capt.....MAAG Section, APO 74, San Francisco, California  
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 Hiatt, Fred, Capt.....1109 Kimbro Loop, Apartment B3, Fort Belvoir, Virginia  
 Hill, R. E., Capt.....P & T Office, The Signal School, Fort Monmouth, N. J.  
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 Medcalf, Rex M., Capt.....Headquarters Co, 2nd Inf Regt, APO 29, NY, NY  
 Mitchell, Erwin M., Capt.....US Army Sect, JUSMAG, APO 206, New York, N. Y.  
 Mohr, James R., PFC.....97th Sig (Oper) Bn, Msg Cen Co Avn Sec, APO 46, NY  
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 Mueller, Ruth, Miss.....B-110 Carroll Homes, Ozark, Alabama  
 Nichols, Frank S., Capt.....Hq & Svc Co, ARMAV Regt, Fort Rucker, Alabama  
 O'Keefe, John T., Capt.....Rt #5, Lake Catherine, Jackson 6, Mississippi  
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 O'Toole, Donald J., Capt.....2525 Mission, Topeka, Kansas  
 Patton, Karl S., Maj.....Route 2, Comanche, Texas  
 Pauley, Warren P., Maj.....2nd Scout Bn Advisor Detachment, Bethel, Alaska  
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Russell, Earl L., Jr., Maj.....	Quarters 376-B, Fort Lewis, Washington
Sauer, Donald H., Mr.....	309 East 7th Street, Bloomington, Indiana
Siegert, Charles L., Lt.....	232nd Signal Company, Fort Huachuca, Arizona
Simmons, Earl H., Jr., Lt.....	1220 N. Beachwood Drive, Hollywood 28, California
Swink, Paul C., Jr., Capt.....	3038 Grenada Drive, Columbus, Georgia
Templeton, William M., Lt.....	Fayetteville, Tennessee
Thompson, Kenneth R., Lt.....	Co O, TES, 9829 TU, 8th EOBC, Box 1769, Ft Belvoir
Tillery, George G., Maj.....	To Formosa on 5 January (Expected PCS)
Vineyard, Dolman W., Capt.....	AFB, San Marcos, Texas (By Army APO)
Waldron, Gerald L., Lt.....	Army Aviation Section, Hq, 2nd Army, Ft. Meade, Md.
Walter, Frederick K., Capt.....	TSMC, 12th and Spruce Streets, St. Louis 2, Mo.
Welch, Parris C., Maj.....	Hq & Svc Co, Army Avn Regt, Fort Rucker, Alabama
Woolridge, Reginald H., Capt.....	Building H-45-A, Fort Lewis, Washington

#### Brief....

"Returned from the Piasecki YH-16A show quite enthused. We got there just in time for the flight dem (enjoying same) after which we joined our hosts for lunch. General Gavin was an enthusiastic speaker after lunch, then had to make a commercial plane connection to continue on a previously arranged tour.

General Howze was also in attendance as was an eager group of key AAs who numbered about thirty. We passed up a tour of the plant and were on our way back to Washington via AF Convair (C-131) about 1415 hours. It was a nice day, a good demonstration and debut and the steaks were choice. . . .

In case other AAs saw the Deputy Chief of Army Aviation title given Maj. Gen. Hayford in the Sikorsky organ, he is, or was, (he retired 30 Nov), Deputy Chief of Transportation, not Deputy Chief of Army Aviation. . . .

Had a letter from my predecessor here at OCINFOE, Maj. Francis X. Burgasser. Burg said he was sorry he wasn't too well at the writing. He had arrived in Korea and was asgd to the 24th Comb Avn Co (Prov) as CO (a job he is surely going to love) but before he could meet his crew he hurt his back and is now in the prone position in a hospital. Sends his cheerie "Hello" to all. Get well cards should be sent to APO 24. . . .

Maj. Horace E. Beaman, OCINFOE

## On Guard!

### Civilian Component Aviation

#### ►► SPOILED!

DETROIT, MICH.—70th Inf. Div. USAR. At present three pilots are active in the Army Aviation Program (Reserve) Maj. Davenport, Capt. Leitner and yours truly. For the past several years we three have managed to make our minimum flight requirements. The facility we use is the Wayne County Flying Service Inc. located at Wayne Major Airport (approx. 3000 acres, and I do mean better than 4 square miles of airport). It seems that some of its runways go half way to Chicago and that's not bad after remembering some of our strips on Leyte. Aircraft flown by the three of us are Cessna 140's and Class II time is in Cessna 170's. YC, (Capt.) Al Kochmanski. ◀◀

P.S. I would like to hear from some of the LP's that served on Leyte (Oct. '44 to March '45), on Okinawa (April '45 to September '45) and (September '45 to January '47) in Korea.

#### ►► NEEDLE AND BALL

BOSTON, MASS.—94th Inf. Div. USAR. Our outfit went on a 48 drill schedule as of 1 July 1955. As the divisional units are spread throughout the state, so are the AA's to a certain extent and this leaves much to be desired for group training. However, all pilots attended unit meetings as well as performing individual flying.

In the Boston area we have commenced our Instrument Flight training in conference type discussions. Some small bit of book learning is accomplished in this way and considerably more is picked up in actual flying. For all of us who have not been too close to this type of "confusion", it works fairly well and the more we try it the more interesting it becomes. It is amazing how much "needle, ball & airspeed" flying scoffs at the old "seat of the pants" school—it makes for excellent disciplined flying.

Our section has grown lately and now consists of seven AA's assigned and one attached from Utah. Also, our T/O has changed and gives a promotion to the AO—a very welcome change but it still leaves many very senior captains with no promotion in sight.

We would like to publicly thank the AA's and EM of the 26th Inf. Div. Mass-NG for going out of their way to assist us in our flying and for the best maintained equipment we have seen in many a year. Seasons Greetings To You And All AA's. With best regards, Maj. James E. Murphy, AO. ◀◀

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# randoms:



A recent trip to Washington brought to light these two facts: Your DA reps are burning the midnight oil in an all-out effort to bring the Career Program to you at the earliest possible date. Some intimate February; some March; some an optimistic January. . . . A motel room in Washington can be just as cold as a motel room in Bangor when the heat doesn't work. . . .

A report crops up that the jet program has not been scuttled; just being approached from another tangent. . . . Airlifts by the AF were scanty at *Sagebrush*. . . . Bouquets to the Army commanders who made a stand in Louisiana against contrary AF edicts. . . . The rhubarb was picked up by the press and carried nationally along with pertinent Army aircraft statistics. Many taxpayers must have winced when they read about the Army's 700 aircraft idly standing by. . . .

Not all key officers embrace the current WO training program. Some quickly profess that today's warrant officer pilot is the key to the expansion in AA. They also readily admit that a good many WOs would refuse commissioned flight status.

The big splash given to AA in more and more periodicals and papers is a tribute to those DA planners who have carried on its unpublicized battle for years. Look for many more touring reporters in the near future. Public opinion won't swallow an ineffective Army and the sharp pickup in Army aviation coverage will have a beneficial effect on the "mobility concept." Also it may not be far off before AAs no longer receive the "Oh, you wear wings—you're in the AF" routine.

Jeppesen manuals for EUCOM and FE-COM operations may someday be a reality. The Jeppesen firm has Alaskan, Caribbean, and Far East data and will survey the European scene shortly. USAR pilots are now being placed on the distribution lists.

January 1st marks the beginning of our fourth year in the "shop" and we might ask at this time, where did *those* years go? It seems as if it were only yesterday that we were cranking the mimeograph handle and turning out those initial eye-strainers.

It would be difficult for us not to personally set a goal or to take inventory from time to time but we do not intend to bore you with our particular goal, an inventory, or our success or failure to meet the requirements we have set for ourselves.

Let's just say that we inwardly chafe at being held down to 32 pages each month when there are so many facets of Army aviation and so many groupings that should receive more coverage.

But most people realize that this is purely a matter of overall acceptance and when you shoot for total acceptance from both subscribers and advertisers, you shoot for the moon.

Our growth is steady—nothing spectacular—and certainly not proceeding at a rate that would make us say: "This is our make or break year and if we don't sink the 15 ball, we're hanging up the cue."

Although we've made a decent start in the first three years, we realize that we may never have overall acceptance. Let's just say that we're grateful for what support we have and hope that in this fourth year we can continue to serve you faithfully. . . .

Which reminds us . . . we may not have the best lawn on the block but we certainly hung up the *most* Christmas cards. Our sincere thanks to those of you who sent the cards. Your thoughts were appreciated.

Could have sworn we were going to wind up with the mumps last month and bring a "January-February" combination issue to you. Didn't see how we would miss; had a house-full and Mama never deliberately exposed us as a young 'un. But the face was the same every morning in the shaving mirror—just the beard! And do you think the Publisher gave us the opportunity to play it cozy—you know—the hypochondriac "I'm knocking off early" way? Fat chance! Around this establishment everybody has to drag their own weight—end quote.

*Rank hath its privileges . . .*

We received an interesting (but unsigned) controversial article that claimed conclusive support from its particular sector. We would like to publish the letter but our rigid policy is to *avoid* the publication of *unsigned* letters or articles (note masthead).

We will always withhold the writer's name on his request and will not violate his confidence but *we* must know the name of the writer. Occasionally, the writer has omitted his signature but obligingly (or is it absentedmindedly) has addressed the envelope bearing his data.

In this instance, the writer used "P.P. Pretty, 0-12345432, Hq . . . . . G-6, etc." as a return address thoroughly camouflaging his identity. We feel—from the standpoint of an editor—that such attempts at camouflage considerably weaken the writer's argument to the point that we doubt the validity of the viewpoint expressed and the amount of support rendered that viewpoint . . . and when we doubt, we do *not* publish.

Naturally, we prefer to publish *signed* articles or opinions but we clearly recognize that a writer may desire to withhold his name from publication for obvious or for personal reasons. In these cases we comply with the writer's request but *we* must know the writer's name. . . . If a person is to criticize this union, we must at least know that he has a union card and works at the trade. . . . Your editor, Art Kesten.



MOVING SOON? Let us know your new address beforehand and your issues will continue without interruption.

★★ EVALUATION

FORT SILL, OKLA.—Load carrying capabilities of the H-34 helicopter were recently conducted at the Army Aviation Unit Training Command. The tests indicated that under conditions that are average or better the H-34 can carry 16 fully-equipped combat troops in addition to a crew of 3 and remain airborne at an air speed of seventy (70) knots for three hours and 30 minutes.

Gross weight capabilities were 13,300 lbs, loaded internally. At cross country (70 knot) speed consumption was 70 gals/hr while on short-haul operations consumption was 90 gals/hr.

Under conditions that were good or better the H-34 can carry a complete 105 mm howitzer ready to fire, with shield removed, and remain airborne for one hour at 60 knots.

The local flight evaluation which utilized relatively new equipment endorsed the modification and rating of the H-34 cargo sling so that it could safely carry a five thousand (5,000) pound load. Also recommended was that adequate seating be provided in the cargo compartment for a full load of troops. ★★

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