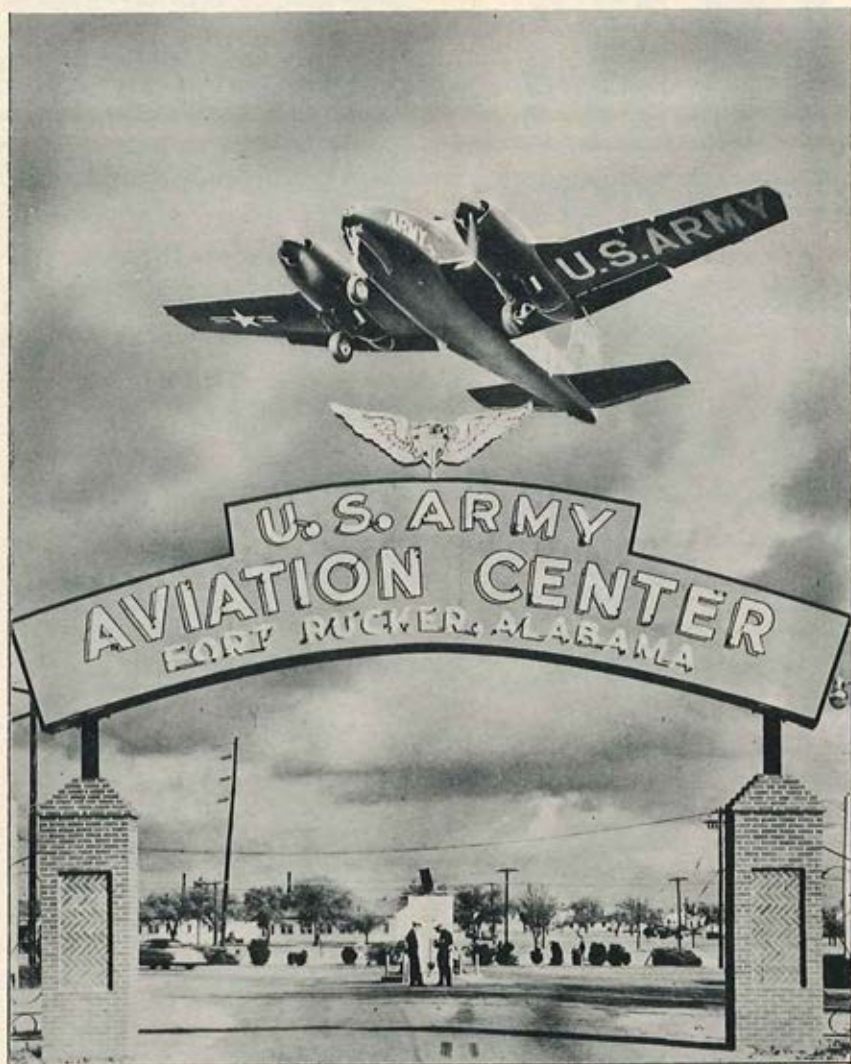


ARMY AVIATION



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ARMAV**

FEBRUARY, 1956



COMPOSITE — U. S. ARMY PHOTOS

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FEBRUARY, 1956**VOLUME 4 — NUMBER 2**

This All-ARMAV issue is intended to bring to you a fairly complete picture of The Army Aviation School as it exists today.

In addition to acquainting you with many of the current personalities at this installation and the important missions they are fulfilling, you will find that this issue gives you many insights into the student curricula at ARMAV.

The correspondents have spared few details and in doing so have produced a thorough compilation that should be of considerable interest to a prospective flight training candidate or future maintenance man.

Although we normally are against sharing issues for obvious reasons, we would sincerely appreciate your passing this issue on to a potential candidate.

The editor



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Gentlemen:

I have flown with many of you who are reading this letter. This flying has provided us an opportunity to develop, together, operating procedures for the H-21 and H-25 helicopters which are safe and which utilize the full capabilities of these aircraft. Moreover, this experience permits us to obtain first-hand knowledge of how well our helicopters are fulfilling the Army's needs, and to pass on to our Engineering Department recommendations for product improvement.

All the pilots of the Service Operations Section of our Service Department make periodic visits to various Army activities which are operating Piasecki helicopters, reviewing flight procedures, discussing characteristics of the aircraft, and participating in flight operations. This association with its interchange of ideas and experience is of mutual benefit.

It is not possible for flight operations at the factory to evaluate all applications of the helicopter. Therefore, we welcome every opportunity of having one of our Service Operations pilots observe and participate in any new or large-scale operation by the Army. The recent Exercise Sagebrush is an example of the type of operation from which much can be learned by the contractor as well as the Army.

You may be certain that our Service Operations pilots will continue to assist you in making our helicopter a most useful item of Army Aviation equipment.

Bill Coffey
W. H. Coffey
Supervisor,
Service Operations



Cessna's CH-1 Performs Brilliantly In Army Tests— First helicopter to land on Pike's Peak

History was made September 13, 1955, when Cessna's new CH-1 helicopter landed on the summit of 14,110-ft. Pike's Peak. The event marked the first time a helicopter had landed on the famous peak and climaxed a series of Army evaluation tests for the highly functional CH-1.

Earlier that same day, the all-metal CH-1 flew to an altitude of 17,600 ft. over Colorado Springs. Then, after landing on Pike's Peak, the new helicopter, with three people aboard, hovered above the peak before flying back to the originating point of the Army tests at Camp Carson, Colorado.

The test results backed up Cessna's confidence in its new CH-1. It can climb from sea level to 10,000 ft. in less than 10 minutes. Over 120 m.p.h.



speed gives the CH-1 highest top speed of any helicopter certified by CAA.

Cessna engineers and designers planned the new helicopter for maximum efficiency, low operating cost. The simplified mechanical detail of the revolutionary transmission, rotor assembly and drive system eliminates many extra parts requiring lubrica-



tion and service, cuts down on maintenance costs.

Its engine location—in the nose of the fuselage—is another example of the CH-1's functional design. Mounting the engine forward results in important savings in installation and servicing time, provides extra cargo, or passenger, space.

The excellent test performance of the CH-1 climaxes an intensive research effort by Cessna during the past three years. Military requirements call for the kind of performance the CH-1 can deliver. It is an important step forward in helicopter aviation. Cessna Aircraft Co., Wichita, Kansas.

Cessna



● As it now stands, the Army will conduct a two-year troop test of T-37 jet aircraft beginning about September of this year. . . . Combat mission: the air observation of long-range Army artillery and short-range Army guided missiles. . . .

For planning purposes, an aviation company type of organization will make the troop test. . . . Overall strength will be approximately 30 personnel with the tentative grade structure for flight personnel at one lt. colonel, two majors, and twenty captains and lieutenants. . . .

Army is expected to select the "cream of the crop" for the entire jet observation program will ride on the troop test. . . . At least five instrument flight examiners will be selected; the remaining eighteen must be instrument qualified. . . .

Maintenance personnel will be trained simultaneously. . . . Barring unforeseen events, the selection should be completed by March, '56.

● The grade structure for a field type Army is now under current staff study. . . . Object: To make the existing grade structure more consistent with the growing responsibilities and missions of the AA program. . . . It is expected that twelve senior officers will undertake Army aviation training in September, '56. . . .

● OCINFOE has put forth a strong helping hand. . . . New AA information program is designed to inform the American public and the Armed Forces of the AA Program and the Army's critical requirements for organic aircraft to support its tactical air mobility concept. . . . Speakers' guides, fact sheets, supplementary materials serving as a source of authoritative material are now available to Army speakers who wish to construct public addresses in support of this plan. . . . Write: Maj. Horace E. Beaman, OCINFOE, Rm 2E-645A, Pentagon, Wash 25. . . .

● Seventh Army AAs are awaiting a "little stranger". . . . Goodyear just sold and shipped a blimp to German interests

in Stuttgart. . . . Another new 3-ton chopper has been foaled and can be had for the "claiming fee". . . . Under wraps, of course. . . .

● A top-level survey on AA and its future is underway. . . . Object: Just how much will "air mobility" cost and do we have the production base to achieve it? . . . Most periodicals are featuring AF-Army discussions; some call it a "feud". . . . Key AAs are more concerned with the Career Program now at stake. . . . Their anxiety indicates its Army vs. Army and a considerably watered-down Career Program is in the offing.

● Pilot candidate recruiting continues at a high rate with the input level being raised considerably. . . . DA recruiting staff in CMD had high praise for the Second Army Area. . . . Keep talking it up! . . .

● MOS structure under the scalpel. . . . Proposed MOS changes will categorize pilot proficiencies and staff experience. Dept of Academics story (see inside page) outlines recommended Enlisted MOS changes. . . . Army aviation rec'd high honor when Lt. Col. Michael Strok (R & D at DA) was awarded membership in NACA. . . . Safety Program being reviewed with an eye toward streamlining submission procedures; another step forward. . . . The biggest step is still yours; see to it that there's nothing to submit.

● Who's Who Yearbook limping along. . . . Last plea sent to unit commanders in the form of extra questionnaires and BB notice. . . . The lack of '55 EM support is highly noticeable with '54 Edition carrying over 250 EM listings. . . . Refunds will be the last resort; publisher dreads signing over 600 individual checks . . . and licking over 600 individual envelopes. . . . One word summary: HELP!

● Nothing concrete on this but command pilot rating creeps into conversations. . . . Rumor mill pegs qualifications at 15 years duty in AA; 3,000 hour minimum; and FW, (Continued on Page 28)



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Unfavorable decisions may cause occasional setbacks but the foundation for the structure of Army aviation will continue to be built at . . .

The Army Aviation Center

The principal obligation of The Army Aviation Center to the country and to the Army lies in the sphere of preparation for the future. The Army Aviation School, CONARC Board 6, and the General Staff of The Army Aviation Center are the agencies which are constantly concerned with these preparations.

It is a foregone conclusion that Army Aviation will continue to grow. Every bit of combat experience and maneuver testing verifies the conclusion. There may be occasional setbacks in the form of unfavorable decisions, but nothing which makes as much sense as Army Aviation can be kept down for long. We have a great future and we are doing our best to build the foundation upon which the structure of Army Aviation will be built.

We have set several broad objectives for ourselves. First, and most important, we believe that much greater emphasis should be placed upon tactical training, both in the Army Aviation School and in aviation troop units. The ultimate goal of integration of aircraft within troop units may be off in the future, but it can be reached by moving steadily in the right direction.

There is a great deal of talk about all-weather capability, both in fixed wing and rotary wing aircraft. This in turn raises equipment requirements within the aircraft themselves, as well as ground control and navigational aids. The basis for all-weather tactical operations at this time is instrument qualification with present aids. As better tactical equipment is developed, the instrument training will be altered to conform.

Perhaps in public relations lies one of the main fields in which The Army Aviation Center can help. Some of the favorable publicity which Army Aviation has received in the last few months has resulted from the efforts at Fort Rucker. This work will be continued in the future until the Army and the country are fully aware of the Army's need for aircraft.

Army Aviation is a vital business. It may well be that the key to mobility lies in equipping the Army with aerial vehicles. Nothing should be allowed to restrict the normal and natural growth of the program. Above all the Army should have complete freedom to test any kind of equipment, and to determine for itself whether the equipment is necessary to the Army's mission.



Brig. Gen. Carl I. Hutton

Carl I. Hutton

Brigadier General, USA
Commanding

Over 1,620,000 programmed hours of student instruction are given by Army instructors annually in 30 separate courses at the . . .

Army Aviation School

The War Department issued a directive on June 6, 1942 which established organic air observation for field artillery and created

a requirement for the training of Army Aviators. Since August of that year, when training got underway in the Air Training Dept. of the Field Artillery School with an initial class of nineteen students, the process of evolution has operated to establish the present Army Aviation School now at Fort Rucker.



Col. Jules E. Gonseth, Jr.

A total of 3,356 students were enrolled in this school in 1955, and plans are underway to increase this number as aviation expands to complement the missions and structure of the Army. The growth of aviation in the Army is in itself phenomenal and served to foster the requirement for a separate service school specializing in aviation subjects. Aviation in the Army is now organic to the Infantry, Artillery, Armor, Signal Corps, Engineers, Transportation Corps, and the Medical Service Corps.

The school grew under the aegis of The Artillery School until on 1 January 1953 it was announced as a separate service school with the staff, faculty, and students being transferred to it on 1 July 1953 at Fort Sill, Oklahoma, to make it an active going concern. On 1 November 1954, the headquarters of the school closed into its new home at Camp Rucker, Alabama, which was redesignated Fort Rucker on 13 October 1955 as a permanent post of the Army establishment. The Army Aviation School now enjoys the status as a Service School of the Continental Army Command, alongside such veterans as The Infantry School and the Command and General Staff College. The school now issues diplomas in its own name, in color, and has all the other requisites of a major service school in the Army's educational system.

The Army Aviation School is still contending with the problems of growing pains and establishing itself on a new post. It is young and progressive and not content to

live in the past nor be unduly influenced by the prejudices of history. The basic concepts of the school remain unchanged, but the evolution of new doctrine, accompanied by the attendant changes in procedures, techniques, and tactics, requires continuing attention and review of the programs of instruction.

In order to fulfill the missions assigned it, the school is organized along conventional service school lines, as shown on Chart 1. Important changes in the school structure occurred during the move from Fort Sill when the Flight Department was split into two Departments of Rotary Wing and Fixed Wing, each under a Director specializing in that type of tactical flight instruction. Of even greater moment was the establishment of the Department of Combat Developments in accordance with Continental Army Command approval in October 1954 along the lines recommended by the Hayworth Committee Report.

This Department is now fully functioning on many studies of great import to the Army, and maintains effective liaison with other schools, services, and industry on matters of prime interest to Army aviation. In order to facilitate such exchange of ideas, the Chief Signal Officer has placed a liaison officer from the Army Electronic Proving Ground, Fort Huachuca, Arizona, in residence at The Army Aviation School, and the Chief of Transportation is placing two liaison officers in residence from the Transportation Corps Research and Development Command. Further, liaison officers from The Marine Corps and the Canadian Army have been accredited to the school.

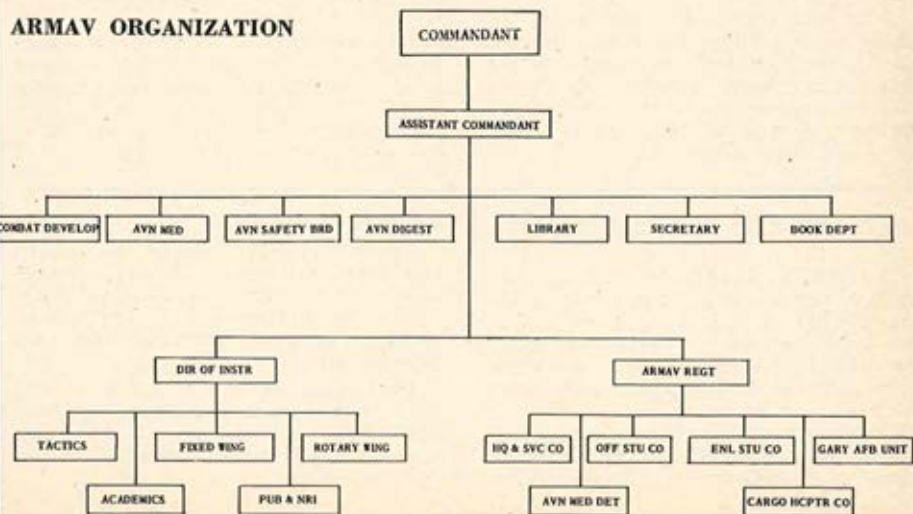
Upon being established as a CONARC Service School, The Army Aviation School assumed additional responsibilities for developing and standardizing the instruction and training of aviation personnel throughout the Army; conducting non-resident instruction in Army aviation by means of the extension course system, and providing an Army Aviation Safety Review Board which reviews Army-wide reports of aircraft accidents and prepares for publication all appropriate safety reviews, directives, and educational literature.

The Army Aviation School conducts 1.62 million student programmed hours of instruction annually, organized into 15 courses, 7 flight courses, and 8 courses in aircraft and helicopter maintenance. The flight subjects are fundamentally courses in tactical flying during which students who have completed primary flight training at another base, ac-



Above: Staff of The Army Aviation School: Rear Row (L. to R.): Brig Gen Carl I. Hutton, USA, Commandant; Col Jules E. Gonseth, Jr., SigC, Asst Comdt, ARMAV; Col William H. Byrne, MC, Avn Med Off; Lt Col David G. Cogswell, Arty, Dir, Dept Comb Devel; Lt Col James W. Hill, Jr., Dir of Instruction; Maj Harold C. Webb, TC, Asst Sec'y, ARMAV; Lt. Col Charles P. Damon, Arty, Dir, Dept of Academics; and Maj. Harry G. Jennings, Actg Dir, Dept of RWT. Front Row (L. to R.): Col Victor B. Shemwell, Arty, CO, ARMAV Regt; Lt Col Raymond S. Pratt, Jr., Arty, Dep Asst Comdt, ARMAV; Lt Col Walter J. Borden, Inf, Dir, Dept of Tactics; Lt Col Edward G. Raff, Arty, Dir, P & NRI; and Maj Dan A. McCartney, Arty, Secretary, ARMAV.

ARMAV ORGANIZATION



quire the techniques and military knowledge necessary to enable them to perform aviation duty in units of the various arms and services of the Army. The primary aim of these courses is toward one end—to increase the combat effectiveness of the Army.

The Army Aviation School has approximately 850 students in residence undergoing training in the above courses. The school utilizes some 500 aircraft about evenly divided between fixed wing and rotary wing types. It is believed the rotary wing training department is the largest of its kind in the world. It is the only course in any of the services open to enlisted men leading to an aeronautical designation of helicopter pilot as well as Warrant Officer. These students

undergo a modified officer candidate type course concurrent with their flying training. Approximately 763 have been graduated since the school inaugurated this course in 1951.

In flying over 1,000 hours per training day from its Fort Rucker fields and heliports, The Army Aviation School is believed to be the busiest air base in the country, if not the world.

Col. Jules E. Gonseth, Jr.

ACKNOWLEDGMENT

All photographic material in this issue submitted through PIO, Fort Rucker, Ala. U.S. Army Photos. Extensive editorial copy prohibits individual photo captioning spaces.

ARMY AVIATION CENTER A SYNOPSIS:

The Army Aviation School was established by order of the Department of the Army, effective 1 January 1953. In the summer of '54 the School was directed to move from Ft. Sill, Okla. to Camp Rucker, Ala. The first contingent of personnel arrived at Camp Rucker in Aug. '54 and the post was re-activated.

DA General Order No. 17 established The Army Aviation Center, effective 1 Feb. '55, to consist of The Army Aviation School and such other activities as may be assigned. DA General Order No. 63 established Camp Rucker as a permanent Fort, effective 13 Oct. '55.

The Center Headquarters is organized along the same lines as other posts, camps, and stations in so far as the general and special staff are concerned; however, the staff functions in a dual capacity for The Army Aviation Center and The Army Aviation School.

*Assignment of key personnel within the Center include: *Brig. Gen. Carl I. Hutton, CG of the Center and Commandant of the School; Col. Frank Silliman, III, Deputy Center Commander, who supervises matters pertaining to post activities, general reserve units; and other assigned units.*

**Lt. Col. Carlyle W. Arey, Chief of Staff; *Lt. Col. David E. Condon, Deputy C/S for Aircraft Maintenance; Lt. Col. Lester F. Schockner, ACofS, G1; Maj. Garland B. Bradford, ACofS, G2; Lt. Col. Joseph R. Pickett, ACofS, G3; and *Lt. Col. Clyde M. Turner, ACofS, G4.*

The 31st Det, 3rd Weather Squadron, is stationed at Ft. Rucker with the weather station located in the Opns Bldg at Ozark Army Airfield. This service is available to all pilots departing the field; however, the majority of weather briefings are for instructors and students pilots of the School.

In addition to the Army Aviation School, the following Army General Reserve Units are stationed at Ft. Rucker: the 351st Inf Regt, 337th FA Bn; 517th Engr Co (C), and the 98th Army Band.

The Army Aviation Board (CONARC Board 6) is stationed at the Center. This activity was formerly a detachment of Board 5; however, due to the increase in the scope of its operations, it has been reorganized and designated as a Class 1 Activity and now functions as a separate board.

**Rated personnel.*

†This staff position is unique in post staff organization. Maintenance of all aircraft asgd to the School is performed under civilian contract. This officer is appointed as the Contracting Officer for the supervision of the maintenance contract.

AV DIGEST IN 2D YEAR

The **ARMY AVIATION DIGEST** completes its first year of publication this month. The **DIGEST** is an Official Department of the Army magazine distributed throughout the Army to personnel concerned with Army aviation. It has the mission of disseminating information of an operational or functional nature concerning safety and aircraft accident prevention, training, maintenance, operations, research and development, aviation medicine,

and other related data.

Two Army aviators are on its editorial staff, Capt. Weyman S. Carver, Editor-In-Chief, and Assistant Editor-in-Chief Capt. Richard W. Kohlbrand. Four civilians, including editorial and secretarial help, complete the staff.

The **DIGEST** section is located in Building #121 at Fort Rucker and the editorial staff welcomes personal visits as well as the submission of technical-type material for possible publication.

The Department of Combat Developments maintains close liaison with all research and development agencies and alerts the military concerning . . .

New Tactics and Techniques



A legendary Greek hero is said to have sprung forth from his mother's womb a grown man in full armor. Electrifying as this event must have been for his mother, her shock could have been no greater than that of the military when, in 1945, they were handed two atomic bombs and told to employ them. Confronted with a revolutionary weapon, the required revolutionary doctrine and tactics were not at hand to permit optimum use of this extraordinary device. Furthermore, due to the secrecy surrounding its development, the scientists who created the bomb were not permitted to consult its potential "users" as regards its design for optimum military application. The results were something less than could have been achieved with close coordination of both agencies.

To prevent a recurrence of a similar dilemma, a Combat Development Group was established at OCAFF (Office of the Chief of Army Field Forces) with the mission of "evaluating the effect on tactical doctrine of new scientific developments and initiating the requirements for new weapons, where necessary to meet the demands of new tactical concepts." Combat Development sections were later organized in all service schools and in many other agencies of the Army.

The mission of the Combat Development Department of the Army Aviation School, as stated by Lt. Col. David G. Cogswell, Director of the Department, is "to develop, revise and evaluate doctrine, tactics, techniques, organization and equipment as they effect Army aviation, and to indicate the requirements for new equipment, material, and/or systems; to maintain liaison with Continental Army Command boards, service schools and research and development agencies, both military and civilian, and to evaluate their work as it pertains to Army

aviation, monitor troop testing of organizations, tactics, techniques and/or new equipment and its usage."

The Combat Development Department, then, maintains close liaison with the research and development agencies and with the military tactics and techniques generating agencies of the Army. It must advise industry and research and development concerning items of new equipment Army aviation will need to fulfill new concepts. Conversely, it must alert the military concerning new technical development so that the application of such development can be made in military tactics.

In more concrete terms, Combat Development at the Army Aviation School is a correlating agency. It provides guidance and recommends school policy, but is not a "pick and shovel" agency. It is not expected that Combat Development will be expert in all matters pertaining to Army aviation. It is the coordinating agency where the experts in particular fields of interest can present their ideas on matters pertaining to new equipment, organization, tactics or techniques for consideration, evaluation and analysis by the School Commandant.

The department itself is organized into five distinct sections: there are a *Director and Deputy Director* who coordinate and supervise all activities of the department and advise the Commandant of the School on all matters pertaining to combat development; the *Administration Division* which supervises office management functions; a *Research and Analysis Division* which analyzes research data and recommends emphasis in research and broad objectives of research and development; an *Equipment and Requirements Division* which establishes requirements for new equipment and modification of existing equipment in coordination with Research and Analysis Division and the development of

doctrine and tactics; and an *Organization, Doctrine and Tactics Division* which coordinates the development of doctrine and policy as they effect tactics, techniques, organization and logistics of Army aviation and develops new doctrine and revision of current doctrine to parallel the development and production of new material.

Lt. Col. David G. Cogswell, the Director of the Department, is a senior Army Aviator whose flying career dates back to the birth of Army aviation during the Louisiana Maneuvers in '41. As one of the "pioneers" in the profession, he was the first pilot to use the "Brodie" device in taking off from an LST during the initial occupation of Japan and was also, in 1948, the first military pilot to fly a ram-jet helicopter. Col. Cogswell is a graduate of Harvard University and has completed all Army pilot and artillery officer courses as well as the Air Command and Staff College. During World War II, he was the Artillery AO for the 38th Inf. Div. in Hawaii and New Guinea and served with 6th Army in Luzon. In 1947-50 he served with the Research and Development Section, OCAFF; and just prior to his present assignment spent a 4-year tour in Germany, where for two years, he commanded a field artillery battalion.

The Deputy Director of the department is Lt. Col. Charles M. Holland of OSS fame. Research and Analysis is headed by Maj. John W. Northing, Jr., a non-rated MSC officer; Equipment Requirements' Division Chief is Maj. John A. Bollard, former AO

of the 2nd Infantry Division; and Maj. Frederick C. Goodwin commands the Organization, Doctrine and Tactics Division. The Administrative section is directed by CWO RMG Chamberlin. A total of 16 officers, one warrant officer, four enlisted men and five stenographers are presently assigned to the department.

Needless to say, Combat Development personnel have no monopoly on good ideas, but must depend to a large extent on views obtained from *outside* the department. The difficulty lies in getting these suggestions from the man in the field to the man in the department who will be able to evaluate and implement them. Anyone with suggestions for making Army aviation more effective or more efficient in the performance of its mission is urged to put them in writing and forward them to the School. All Contributions will be gratefully received and carefully appraised.

Although few people in or out of the military service are aware of it, a revolution in the fundamental doctrine and concepts of Army aviation is in process. The turn that this revolution takes in the future will vitally effect every Army aviator. In pursuance of its basic mission of devising new concepts of employment, doctrine and techniques compatible with the "Atomic Age," the Army Aviation School's Department of Combat Development is leading the fight to insure that Army aviation will be ready to accept the heavy responsibilities that will be placed upon it.

The Transportation Section faces a normal share of tech inspections, supply problems, and a . . .

Heavy IRAN Schedule

The Transportation Section, Fort Rucker, Alabama, has functions similar to that found at any other Class I Army Installation. Organization-wise, it has an Administrative Branch, a Movements Division, Motor Pool Division, TC Supply Division and TC Air Division. OIC is Lt. Col. Oscar D. Neumann.

The activities of the TC Air Division may be of general interest to pilots and are related below.

The TC Air Division is primarily responsible for the IRAN (inspection and repair as necessary) Program. They maintain records of all aircraft assigned to the Army Aviation Center. These records indicate the present physical location and last IRAN inspection of each aircraft. Upon receipt of an IRAN schedule from higher headquarters, the files are researched to insure that the aircraft listed are due IRAN and will be available for the delivery date. Then, in coordination with the maintenance contractor, through the Deputy Chief of Staff for Avia-

tion Maintenance and the G3 Section, Fort Rucker, Alabama, arrangements are made for the delivery of aircraft to the proper IRAN site.

Also, the TC Air Division periodically performs technical inspections of TO & E aircraft assigned to the Army Aviation Center, Fort Rucker, Alabama. Close liaison is maintained with the Deputy Chief of Staff for Aviation Maintenance, Fort Rucker, Alabama and the Aviation Branch, Transportation Section, Headquarters Third Army by the exchange of information on current aircraft maintenance problems.

The pilots of the Division, in addition to their "office duties", assist in ferrying aircraft to and from the IRAN sites and perform administrative flights as required.

Major Jack Crable is the "honcho" of this big "little" organization within the Transportation Section and he is aided by Capt. Jack (SAGEBRUSH) Kean, Mr. Perry Grantham, and Mrs. Lorraine Castle.

With a curricula of 163 individual subjects, the Department of Tactics' primary mission is to prepare all of its students for . . .

Future Combat



This department feels it is teaching the most important phase of an aviators' training, that of preparing him for future combat. The primary mission is to conduct tactical instruction in the employment and operation of all phases of Army aviation to students attending The Army Aviation School. The Department of Tactics teaches 163 subjects, totaling 13,457 primary instructor hours per year. This does not include time in preparation, rehearsal or coordination.

The Army Aviation Tactics Course student is taught both in the classroom and in the field. First, he is given an extensive course in map reading. This instruction includes classification of maps; conventional signs and symbols; elevation and relief, grids and coordinate reference systems, aerial photos, and identification of objects. He is then given a "must pass" examination.

Next, he is introduced to the Fire Support Branch. His gunnery instruction totals 35 hours (23 hours classroom and 12 hours service practice). In class, he is taught weapons of the artillery; organization of the artillery; artillery ammunition, terminal effects, and ballistics; observed fires; conduct of fire; and terrain board exercises. The service practice consists of the student firing all types of missions with all types of ammunition. When the student is ready for his tactical instruction, he is introduced to the course by having the Department of Tactics put on a *County-Fair* display of equipment used in the course, followed by a demonstration of the tactical employment of Army aviation.

The student then is given instruction on the following subjects: History and Organization of Aviation Sections; Principles of Employment of Army Aviations; Defense of Army Aircraft; Aerial Reconnaissance; Tactical Radio Procedure; and Tactical Radios.

This block of instruction is followed by a field exercise covering all the instruction given so far. Next, the following subjects are covered: Aerial Surveillance; Observer Training; Aviation Intelligence; Special Operations; Aerial Photography; Spot Photography; and Strip-Photography. All the photography instruction includes practical exercises, where the student loads the camera, plans the photo mission, and takes the aerial photos.

Now the student is nearing the final phase of instruction. He is given instruction in Combat Support Missions which include the following: aerial resupply; types of containers; packing aerial bundles; the cargo parachute; evacuation of wounded; wire-laying; message pick-up; message drop; panel recognition, target marking; visual signals; and radio relay.

To see how much a student has absorbed of this comprehensive instruction, his tactical training is climaxed by dividing the class into sections, each section becoming a *division aviation company*. Each student is given a specific assignment within the company. The students are given a briefing and a mission. They then displace to a designated strip and run the field exercise themselves. During the exercise a problem related to every phase of instruction in the course is incorporated. The results of this final field exercise are gratifying to both the student and instructor.

The Department of Tactics also is responsible for tactical instruction with the emphasis on air mobility in the Senior Army Officer Flight Training Course; the Army Helicopter Aviation Tactics Course; and the Army Cargo Helicopter Pilot Course.

Lt. Col. Thomas W. Anderson has recently been assigned as Director of the Department of Tactics, replacing Lt. Col.

(Continued on page 16)

Getting the students, aircraft, and instructors together at the proper place and time—rain or shine—is done by a good staff and the DOI . . .

Without Benefit of Aspirin

For the benefit of those readers who have not yet visited Ft. Rucker, a word of warning is in order. When you meet an officer here who speaks in a seemingly foreign tongue, spouting such things as, "DOI, MOI, POI, Flow Chart, Utilization, etc." please call not the paddy wagon; it is just another member of "The Director of Instruction's Office," commonly known as DOI.

The DOI, himself, is Lt. Col. James W. Hill, Jr., who heads the office that organizes,

● Tactics (Continued)

Walter J. Borden who is now attending C & GSC. Maj. George H. Howell, Jr. is the Department's Deputy Director.

Maj. Purl A. Stockton heads up the Plans and Development Branch charged with the responsibility of keeping the departmental instruction up-to-date with new doctrinal techniques.

The two instructional divisions of the department are the Doctrine Division headed by Capt. George B. Brockway and the Combat Support Division headed by Capt. Robert H. Hurst.

The experience of the Department of Tactics in aviation totals *more than* 250 years, or flying time that exceeds 90,000 hours. Over 13,700 hours have been combat logged. Approximately 75% of the assigned personnel have been in combat. Ten officers have a decade or more with Army Aviation. Two officers deserving special recognition are Capt. Edward S. Hawkins and Capt. George W. Roberts who attended one of the first flight classes as staff sergeants back in 1942. Your correspondent, Maj. George H. Howell, Jr.

directs, and supervises all instruction in The Army Aviation School assisted by the Executive, Maj. Robert M. Webb. Capt. W. B. Carroll is the Administrative Officer.

Two highly qualified civilian educators act as special advisors to the director on education techniques. Dr. Arthur Poe and Mr. Nolen G. Howell comprise this section.

"Project Helicopter", organized for the purpose of implementing the civilian helicopter contract program is under the direction of Lt. Col. William C. Bowen, Jr., assisted by Capt. Harold V. Gwynn.

Below the executive level of DOI, can be found the two working divisions, Operations and MOI (Methods of Instruction).

Chief of the Operations Division (also called School Operations Officer) is Maj. Clifford J. Kalista. Capt. Robert W. Wood is Assistant Operations Officer and CWO Frederick G. Lieb is Manpower Control Officer.

The Operations Division is divided into three branches: The Scheduling and Requirements Branch, Plans Branch, and the Training Branch.

The busy Scheduling and Requirements Officer is Capt. Robert V. Stokes, assisted by CWO Robert K. Halsey. Together, these two officers are charged with seeing that the students, aircraft, and instruction get together at the proper time and place in accordance with the program of instruction.

The Training Branch plans changes in present programs of instruction in accordance with CONARC directives and coordinates these changes directly with the various training departments. This section also maintains the master instructional vault files for the school. Capt. Vernon F. Curd supervises this branch assisted by 1st Lt. Charles W. Race.

The Plans Branch coordinates all new programs of instruction and plans for future instruction. They integrate new doctrine into the instruction presented by the School. The members of this branch—Capts. Thomas A. Beasley, Ambrose C. Shaw, and Ellis C. Langford also act as Project Officers on special projects as desired by the Director or the Operations Officer.

The Methods of Instruction Division, headed by Maj. Edgar N. Anderson, also has two branches: Flight MOI and Academic MOI. All new instructors assigned to the School attend one or both of the courses conducted by this Division.

The Flight MOI Branch conducts flight standardization training for rotary wing and fixed wing flight instructors and is supervised

(Continued on Page 18)



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Flight training is half the job; when you're on the ground it's a certain bet you'll be in one of the thirteen courses presently conducted by the . . .

Department of Academics



As one of the five instructional departments of The Army Aviation School, the Department of Academics presents to Army Aviation School students all maintenance instruction and all academic instruction related to flight.

The Department of Academics is a new department at the school and embraces all of

● DOI (Continued)

by Capt. Leland H. Willard assisted by Capt. Herschel G. McGarvey. This is the largest section in the DOI Office and its instructors include: Instructors — Fixed Wing: Mr. Kenneth B. Gingles, John J. Green, Ernest K. Holzapfel, George H. Howard, Malcolm F. Landrum, Charles E. Maggart, and M. Virgil Mingus. Instructors — Rotary Wing: 1st Lt. Henry P. Capozzi; CWO-2 Bryan W. Hutchinson; WO-W1 Robert J. Kean; and Mr. Richard J. Followill, Ralph B. Greenway, and Charles L. Martin.

The Academic MOI Branch, supervised by Capt. Clifton M. Noland, conducts Academic Standardization Courses for potential flight and ground school instructors. This branch also reviews and evaluates all academic instruction and examinations. The members of this Section are: Capts. Roland O. Sanderson, George A. Sullivan; 1st Lt. Waddell Avery; M/Sgt John E. Flynn; PFCs Robert A. Chenoweth and Charles F. Shepherd; and Mr. Leonard D. Parrish, Clarence C. Newsom, Carl G. Cope, James L. Sherrill, and James M. Knight.

The five instructional departments can be considered the lifeblood of The Army Aviation School but the "heart" that maintains circulation is the Director of Instruction and his staff. Your correspondent, Capt. Clifton M. Noland.

the functions of the old Department of Maintenance as well as the General Subjects portion from the old Department of Tactics and General Subjects (now just plain Tactics). In addition to its instructional mission, personnel in the department are engaged in numerous research and development projects, the writing of technical manuals, maintenance handbooks, reviewing technical material, and serving as technical advisors on the development and production of training films.

A staff and faculty of approximately 100 officers, warrant officers, enlisted men, and civilians contribute to the successful accomplishment of the department's assigned mission. A wealth of aviation knowledge and experience is incorporated in this group of personnel. Most of the staff officers and all of the officers on the faculty are rated aviators. A number of the civilian instructors are commercial and/or former Air Force and Army pilots; some having logged over 20,000 hours of flying time during their flying careers. The enlisted instructors are products of many colleges and technical schools, former air line employees, holders of private pilot licenses, A & E tickets, and all have attended one or more military service schools on aircraft maintenance.

The Department of Academics actively instructs in 13 of the 15 courses presented at The Army Aviation School.

Seven courses are taught in conjunction with other departments of The Army Aviation School. During this course of study at the school students spend a large proportion of the academic hours and weeks of their program of instruction in the Department of Academics; as you will note on the course breakdown in the box on the next page.

The Department of Academics conducts all

of the instruction for the Army Cargo Helicopter eMchanics Course. Under the present program of instruction a total of 652 hours are taught enlisted men attending this course during its 16 week duration.

This course trains enlisted men on the organizational maintenance level. The conferences, demonstrations, and practical exercises presented to the classes cover the pertinent information that the student mechanic will need to know in order to satisfactorily perform first and second echelon maintenance on all types of rotary wing aircraft currently used by the Army. The first four weeks of this training consists of general academic subjects common to both fixed and rotary wing type aircraft. In this phase, the student becomes acquainted with technical orders, forms, and records, care and use of hand tools, principles and operations of internal combustion engines, and functioning of simple fuel and oil systems. Engine run-up stands have proved to be an invaluable training aid in giving students practical experience in engine trouble shooting analysis.

The rotary wing phase of training includes instruction pertaining to the functioning and maintenance of flight controls, operation of fuel and oil systems, purpose and function of hydraulic systems, proper rigging, loading, run-up, ground handling and preventive maintenance procedures pertaining to rotary wing type aircraft. Six weeks of practical line maintenance is given in final phase of the course. It is during this period that the student mechanic is able to apply the knowledge gained from his classroom activities of the preceding weeks. A comprehensive examination covering all phases of instruction concludes the 16 weeks of training. Enlisted men who successfully complete the course receive a diploma and are awarded MOS

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671.2 or 671.6, depending upon their grade.

Since the birth of The Army Aviation School in 1953 at Fort Sill, Oklahoma, and up to the present time in fiscal year 1956 (December), the Department of Academics has graduated 1508 students from the Army Cargo Helicopter Mechanics Course. Students enrolled in this course came from all Army areas in the continental United States plus many foreign allied nations.

Looking forward to the future the department is planning a more extensive and through program of specialized maintenance training. A recent study of the current aircraft mechanic MOS structure concluded that a student completing the Army Cargo Helicopter Mechanics Course has only a *general* knowledge of rotary wing aircraft. Therefore, a new program of instruction is being instituted where the aircraft mechanic will be trained to perform maintenance on a *specific* type aircraft. It has been recommended that the MOS structure be *revised* to designate aircraft qualifications as follows: aircraft mechanic helper, 670.0; fixed wing mechanic, 671.1; observation helicopter mechanic (H-13, H-23) 672.1; aircraft mechanic, utility and cargo, single rotor (H-19, H-34, H-37) 673.1; and aircraft mechanic, utility and cargo, tandem rotor (H-25, H-21, H-16) 674.1. The implementation of this new program of instruction will not only result in a reduction of training time and cost but will also provide a highly trained and specialized mechanic to perform organizational maintenance on unit aircraft. YC, M/Sgt Charlie Canaan.

Courses Currently Conducted at ARMAV

1-0-7

Army Aviation Tactics Course, 10 weeks (36 hours, 3 weeks).

1-0-8

Army Helicopter Aviation Tactics Course, 5 weeks (46 hours, 3 weeks).

6-OE-18

Army Cargo Helicopter Pilots Course, (22 weeks, 325 hours, 18 weeks).

1-0-11

Twin-Engine Transition Flight Training Course, 3 weeks (30 hours, 2 weeks).

1-0-2

Instrument Flight Course, 8 weeks (101 hours, 7 weeks).

1-0-13

Instrument Flight Examiners Course, 8 weeks (101 hours, 7 weeks).

1-0-14

Senior Army Officers Flight Training Course, 35 weeks (201 hours, 22 weeks).

1-E-17

Army Helicopter Maintenance Course, 16

weeks (652 hours, 16 weeks).

1-E-7

Twin-Engine Transition Maintenance Course, 3 weeks.

1-E-13

Flight Simulator Operations & Maintenance Course, 8 weeks.

1-E-8

Army Helicopter Maintenance, H-19 Transition Course, 2 weeks.

1-E-9

Army Helicopter Maintenance, H-21 Transition Course, 2 weeks.

1-E-10

Army Helicopter Maintenance, H-23 Transition Course, 1 week.

1-E-11

Army Helicopter Maintenance, H-25 Transition Course, 2 weeks.

6-E-32

Army Helicopter Maintenance, H-34 Transition Course, 3 weeks.

* Hours and weeks in brackets indicate time spent in the Department of Academics.

The Department of Fixed Wing Training not only offers tactical and instrument training to new pilots—it provides on the job opportunities for . . .

Multi-Rated Instructors



The mission of the Department of Fixed Wing Training is the conduct of fixed wing flight training so that the graduate students can fulfill the Army Aviation's mission in the field. To meet this requirement, the department is organized in two divisions, one of which is the Tactics Division and the other is the Instrument Division. Of course, the usual overhead personnel requirements exist in the department. Prior to going into detail of the organization of the department some of the important personnel policy changes recently placed into effect should be noted.

Great strides have been made in making duty as a flight instructor more desirable. Unlike past conditions of a long working day and little opportunity for further qualification as an Army aviator, each instructor now is assured of becoming instructor-pilot-qualified in *more than one type aircraft* and instrument-qualified. This was made possible by having instructors carry the students through all phases of the training rather than giving specified training in phases.

Also, many of the instructors also have the opportunity of becoming L-23 and Instrument Examiner qualified *prior to the completion of their tour of duty at the School.* Instructors now have a maximum load of three students and have the opportunity to maintain and increase their qualifications during the normal duty hours.

The Instrument Division is commanded by Capt. Marvin A. Dempsey and his flight leaders are Capt. William E. Rogers who commands the Instrument Flight; Capt. William V. Apple, Jr., commanding the Twin-Engine Flight; and the Instrument Flight Examiners Course headed by Capt. Paul H. Roundy. The division has 22 instructors assigned.

Accomplishment of instrument training is a large order. Seven Twin-Engine classes

were graduated during the final half of this fiscal year and an additional eight classes are planned for the period 1 Jan through 30 June '56. Three instrument classes were graduated during the first half of fiscal year '56 and an additional three classes will be entered into training during the second half. A total of nine Instrument Examiners classes will be entered into training during the fiscal year.

The Flight Simulator Operator Maintenance Course is now into full swing and approximately 50 graduates will be available to field units by the end of June '56. In addition, the Link Section gives instrument instruction to all students attending fixed wing classes as well as to selected students of the Helicopter Cargo Course as an experiment to further develop instrument techniques and procedures peculiar to helicopters. The Link Section is authorized 30 ANT-18 Simulator flight trainers and one H-19 Simulator which is a modified C-3 trainer. M/ Sgt David Garretson is the NCO in charge of the Link Section.

The training of the tactical flight is one of the most important missions of the department. The course is scheduled so that an even flow of students are at Fort Rucker. Usually three classes are *in residence* at all times. Each class is divided into flights making a total of six flights. The course itself is broken down into two phases of training—the advanced and the instrument phases. The advanced phase of training is programmed for five weeks with 27 hours dual and 19 hours of solo flight time.

The instrument phase is conducted in the 6th, 7th and 8th week of training and each student is programmed for 20 hours of dual hooded time, supplemented with 10 additional hours of link instruction. The instrument phase of training was just *recently* added with stress being placed on basic

Turning out the best helicopter pilots in the world, the Department of Rotary Wing Training has proven cargo helicopter instrument flight as . . .

Highly Feasible

● FWT (Continued)

instrument training, range orientation, OMNI and ground control approaches.

The Tactics Division is commanded by Maj. Max L. Garland and his executive is Mr. Schuyler Mathews. The flight commanders are Capt. Vernon R. Simpson, William H. Dill, Leo E. Bergeron, and Fred H. Farner and 1st Lt. Thomas R. Smith.

The department Director is Lt. Col. Carl I. Sodergren and his assistant is Maj. Lory L. McCullough. The headquarters is staffed by a Project Officer, Maj. Loyal J. Cole; an Administrative Officer, 1st Lt. Harold O. Bourne; and a Supply Officer, 1st Lt. David R. Guest. The Department of Fixed Wing Training is manned by 89 officers, 15 enlisted men and 88 civilian personnel.

Since moving from Fort Sill, Okla., the department has had an extensive problem in establishing the needed training facilities in the Fort Rucker area. This was due to the desirability of duplicating similar facilities to those that existed for training at Fort Sill, as well as to provide additional fields and strips to accommodate the progressive expansion. Much has been accomplished this past year but all concerned are anxious to see the completion of the programmed development which has been planned and scheduled to make Fort Rucker ideal for tactical and instrument flight training. Your Correspondent, Maj. Lory L. McCullough.



An article about this department would not be complete unless we covered a little history to include the move from Fort Sill to Fort Rucker.

The phasing out of Fort Sill and phasing in at Fort Rucker started in October '54. Training continued at a normal pace at both installations until the completion of the move. When a class graduated at Fort Sill, the instructors moved to Fort Rucker to start the next class. During this time, aircraft were ferried to Fort Rucker as the classes graduated.

Ferry missions were accomplished by both instructor and cargo student pilots. It is interesting to note that some 250 aircraft were ferried over the 800-mile route with only one accident. The move was completed in March 1955. At the start of training at Fort Rucker, facilities were somewhat limited. Progress was rapid and soon the department was operating from four improved stage fields and two Main Heliports.

Presently, there are 120 pilots assigned to the department. Maj. Hubert D. Gaddis, Department Director, is TDY to the Associate Course, C & GSC at Fort Leavenworth. Acting Director is Maj. Harry G. Jennings. Maj. Harrington M. Gillespie is Flight Division Commander with Capt. Bernard J. Dyer as assistant. Capt. George Lawrence heads the Plans and Operations section assisted by CWO Paul Bass and CWO Marvin V. Wingrove.

The 10 flight commanders supervising all Rotary Wing flight training are: Cargo No. 1, Capt. Donald R. Hauck; Cargo No. 2, Capt. Joseph P. Madrano; Cargo No. 3, Capt. Edwin S. McClure; Cargo No. 4, Capt. Alton J. Mangrum; Cargo No. 5, Capt. Ernest C. Smith; Cargo No. 6 (H-25, H-19 Transition), Capt. Warren Garfield; Tactics No. 1, Capt. William A. Bearden; Tactics No. 2, Capt. Winfred N. Carver; Instrument Flight, Capt. Kenneth W. Holzer; Check Pilot Flight, Capt. John H. Moerls.

The mission of the Cargo Division is to provide the training for the TC Warrant Officer program. These men receive their 1066 MOS and the rank of WO-1 upon completion of 22 weeks of intensive training. Included in the cargo program are the commissioned officers from MSC.

At Edward Gary Air Force Base, Texas the mission of the Tactics Division is giving advanced tactical type training to rated Army aviators who receive their basic training. Duration of this course is five weeks at Fort Rucker.

The check pilot flight has six pilots who ride most of the various check rides required in the courses of instruction. The Check Section is assisted by the various flight commanders and assistants as the need arises.

The instrument flight is *something unique* in Army aviation in that this section is the first to cope with the problems of instrument flight in cargo type helicopters. This unit has been working since June '55 and has found that instrument flying in helicopters is highly feasible using a pilot and a co-pilot.

The H-19 and H-25, with standard equipment, were employed in this program. CWO's A. R. Tucker, M. V. Wingrove, C. V. Turvey and J. M. Crich and civilian instructors Clarke and Whittaker have taken the Instrument Flight Course and applied these principles to helicopters. Authorization has been given by DA for actual instrument flight. Presently the Instrument Section is working to qualify all instructor pilots in the department on basic instrument flying. In the future, it is expected that students graduating from the Cargo Course will be qualified or at least familiarized in basic instrument flying.

Calendar year 1955 has seen some 309 students graduate from the Cargo Course and 343 graduate from the Tactics Course. This accounts for some 60,000 hours of flying

time. In addition to the regular training program, instructor pilots are being checked out in the H-25 and H-19 as time and availability of ships permit. Plans are to have all pilots rated as instructor pilots in both H-19 and H-25 as soon as possible in preparation for the new training program which is expected to get under way in 1956.

In the near future, the cargo program is expected to undergo several changes. First, the basic training presently given at Fort Rucker is expected to be contracted to a civilian school or schools. The students will report to Fort Rucker for their transition phase and receive training in H-19's and H-25's. Second, the program of instruction for all helicopter training is being changed to conform more closely to the requirements of units in the field. The Tactics classes will still report to Fort Rucker via Edward Gary Air Force Base.

This past summer, Capt. Ernest C. Smith, Warren Garfield, Edwin S. McClure and Lts. Charles V. Heath, James H. Nichols and Boyce B. Buckner attended the "Helicopter Mountain Training Course" in British Columbia, Canada. The course is handled by Okanagan Helicopters, Ltd from Vancouver, British Columbia and all participants agreed that it was an excellent course in mountain operations. Your Correspondent, 1st Lt. Boyce B. Buckner.



GCA, crash rescue, stage fields, parachutes, tower operation, VIP and IRAN flights—you name it—it's probably handled by the men of . . .

AFOU



Thank you for reserving a space for the Airfield Operations Unit. Many Army Aviators have done business with our organization during their training here at Fort Rucker and the following is a description of Airfield Operations Unit and the personnel who make it tick.

Airfield Operations Unit (AFOU) is the only one of its kind in the ZI. Our mission is to support flight training conducted by The Army Aviation School here at The Army Aviation Center, Fort Rucker. Under this headquarters section is Flight Operations headed by Maj. George P. Kelly (Arty), an ex AF B-26 Pilot. Assisting Maj. Kelly are Capt. Marquis D. Hilbert (Arty) and Samuel S. Tillery (Arty) (They're ex-Air Force). Various functions of this section include coordination of activities pertaining to flights of assigned and transient aircraft, flight scheduling, fixed-wing and rotary-wing dispatching, alert crew duties, parachute issue, control tower, and GCA Operations (which is under the supervision of 1/Lt. Donald Wiegman (Sig C) with recently commissioned 2/Lt. Donald B. McCoy (Sig C) assisting). Weather forecasting is provided by USAF Maj. Joseph H. Hall and his weather detachment, an attached AF Unit.

Our CO is Maj. Raymon J. Sweezey, Jr., (Arty), an ex-AF pilot who flew "The Hump" during World War II. Executive Officer is 1st Lt. Glenn T. Feilke (Sig C)—missing him in mid-February when he leaves for AFCE. Supply Officer is Capt. Samuel M. Lockwood (Inf), an old-timer in Army aviation. 1/Sgt Charles L. Lacy handles troop-shoving, paper-chasing, mess and billeting and is an ex-Army Aviator. Operations NCO is M/Sgt. Billy Campbell.

Another section within Airfield Operations

Unit is Material and Services. Sub-divisions of Material and Services are Stage Field, Parachute, Flight Records, and Crash Rescue Sections. Our Stage Field crew operates and maintains Stage Fields and strips used for proficiency and training flights as scheduled. Parachute Section repairs, stores and issues parachutes to student pilots, flight instructors and Army Aviators at the Army Aviation Center.

Flight Records maintains individual flight records on all pilots—student pilots, flight instructors, and rated pilots. Crash Rescue trucks and personnel are available at all stage fields and training strips when required. The functions of Materiel and Services are coordinated by Capt. George W. E. Swanson (TC), assisted by 1st Lts. Charles R. Sandidge (Inf), Harry K. S. Tom (MSC) and Billy M. McSpadden (Armor). On TDY to Instrument School is Capt. Theodore S. Ferry (Arty), ex-AF Pilot also.

All pilots in this organization are 1981's with the exception of Lt. Tom (who is a 1066). Occasionally we are called upon to perform IRAN and other administrative flights, such as flying VIPs, search and rescue missions, and as directed by the Chief of Staff at Fort Rucker. At present, we have fourteen (14) officers and one hundred sixty-five (165) enlisted members assigned to the organization. Capts. Hilbert, Lockwood, and Swanson and Lt. Wiegman have been working on proposed T/A's for more AFOUs in the ZI. We are a part of Post Special Troops and not with the ARMAV Regiment as many assume. We're mighty proud of our organization—think it's the "Best in the West" out here in the South. Best wishes for a Happy New Year with Happy Landings to all concerned with Army Aviation from Airfield Operations Unit. Your Correspondent, Lt. Harry K. S. Tom.

Copy, rewrites, layouts, and deadlines are daily problems with the Department of Publications and Non-Resident Instruction. They really . . .

Throw the Book at You!

Activated in September, 1954, the Department of Publications and Non-Resident Instruction is assigned a wide variety of missions. It is our responsibility to prepare, edit, and also review DA-type publications and special texts pertaining to Army aviation. We also prepare the extension courses and supervise the non-resident instruction with which a great many of you are familiar.

The Army Aviation School requires a considerable amount of training publications as you can guess and it is our job to control and reproduce these training publication. The bulk storage of all these mediums is within our responsibility.

A point of interest to all is our mission of assisting and coordinating in the production and procurement of all training films and film strips pertaining to Army aviation. To accomplish this mission, the Department presently has assigned 5 officers, 10 civilians (writers and clerical personnel), and 12 EM.

Since Army aviation is faced with such a dearth of reference and instructional material, this Department is actively engaged in preparing current training literature for the field of Army aviation.

The Department is directed by Lt. Col. Edward G. Raff with Capt. William H. Harper serving as Executive Officer. Capt. Philip J. Neary (Chief of the Training Literature Division), Capt. John D. Newborn (Chief of Non-Resident Instruction), and 1/Lt. Frank C. Buell (Chief of Supply and Reproduction Division) complete the staff.

We hope in the very near future to

completely replace the old "litho" type pamphlets, which have been used so long at the School, with the handbooks listed. In accordance with AR 310-10, Ch 3, dtd 16 May '55, US military organizations may obtain without cost single information copies of these handbooks by submitting a letter of request to Commandant, The Army Aviation School, Ft. Rucker, Ala., ATTN: Director, Dept. of Publ. and NRI. We are sorry that we are prohibited by regulation from honoring individual requests. Your Correspondent, Lt. Col. Edward G. Raff.

ACKNOWLEDGMENT

All photographic material in this issue submitted through PIO, Fort Rucker, Ala. U.S. Army Photos. Extensive editorial copy prohibits individual photo captioning spaces. Individual Group photos to be published in subsequent issues.

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J. R. Gayhart

RENEWALS

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



Administering to both officer and enlisted students, the ARMAV Regiment is responsible for the instruction and welfare of a virtual . . .

Army with Wings



Located at Ft. Rucker in the heart of Alabama's Wiregrass, The Army Aviation School today is the Army's finest pilot training center. Responsible for the instruction and welfare of hundreds of pilots, the Center advances daily the prestige of Army aviation.

To command and coordinate all activities of the center, The Army Aviation School Regiment was organized. Although its inception dates back to Ft. Sill, Okla. where it functioned since 28 Oct. '48 as the Army Aviation Command, the mission of the Army Aviation School Regiment now, as it was under its previous designation, is to command and coordinate all activities of Army aviation, including provisions for administration, logistical support, training and security for individuals assigned or attached to the unit.

Specifically, the ARMAV Regiment since its organization has administered to both officer and enlisted students of The Army Aviation School. On 29 Oct. '48, there was but one course in the Army Aviation School. This was a helicopter course, comprised of eight students. By 1 Sept. '55, 14 courses were being taught at the Army Aviation School, at both Edward Gary AFB, and at Fort Rucker. In addition, some students were being taught phases of Army aviation at bases in Georgia. All these students were being administered by the Army Aviation School Regiment.

The ARMAV Regiment is organized with four companies, Headquarters and Service Company, Enlisted Student Company, Cargo Helicopter Student Company, and Officer Student Company.

● Headquarters and Service Co

Although other units in the U.S. Army may boast of a longer history than Hq & Svc Co, the men of this organization may be

proud of the part they have played and are continuing to play in advancing Army aviation. From its inception in '42 as the Air Training Faculty Battery, Hq & Svc Co has been responsible for administering the training of thousands of helicopter pilots.

In '41 the War Department authorized a test of light aircraft by the Artillery Branch for observation and direction of artillery fire in the Louisiana maneuvers. The test proved satisfactory and in '42 the Air Training Department was established at Fort Sill, for the training of pilots and aircraft mechanics. The organization responsible for housing, administration and supply was designated as the Air Training Faculty Battery. The original name sprang from the fact that the school was maintained and operated by the Artillery. In addition, the Battery handled supply for the mechanics that maintained the aircraft as well as for air operation of the school.

By 1 July '53 the Air Training Department had been redesignated The Army Aviation School under the control of DA. The Air Training Faculty Battery was renamed Hq & Hq Co due to infiltration of other branches of the service. At this time a contract was let to the Spartan Aircraft Corporation of Tulsa for maintenance of the aircraft.

Conditions at Ft. Sill were becoming more and more crowded, and finally on 11 Aug. '54 DA reopened Camp Rucker and moved The Army Aviation School bag and baggage to the new site. The Camp was named The Army Aviation Center with the school making room for a regiment of infantry, the 351st RCT fresh from Trieste, Italy. It was at this time that the present name was adopted. The old Hq & Hq Co was divided, forming the Airfield Operations Unit and the present Hq & Svc Co. Then on 28 Oct. '55 Camp Rucker was designated a Fort, and

Ft. Rucker became the permanent home of Army Aviation.

Hq & Svc Co began operations at Camp Rucker under the command of Capt. James B. White, who was associated with the Aviation School at Ft. Sill. The personnel under Capt. White were instrumental in setting up the sections in the school by renovating buildings and equipment, so as to enable the school to commence functioning efficiently with the least amount of delay. The members of Hq & Svc are assigned duty sections under the school and are directly or indirectly responsible for a large portion of the operation of the school.

On 28 Apr. '55 Capt. Sidney E. Richardson took command of Hq & Svc, vice Capt. White, who retired after 20 years of military service. Under Capt. Richardson the company continued to prosper and in August command was relinquished to Capt. Russell J. Palmerton. On 5 Oct. '55 Capt. Palmerton was called to Regimental Headquarters to take the reins as Adjutant. On this date Capt. Clarence C. Fortin assumed command. Your Correspondent, PFC Robert W. Brown.

● The Enlisted Student Company

The Enlisted Student Company, formerly the Aviation Enlisted Company of Ft. Sill commanded by Capt. Charles L. Haines was established at Ft. Rucker on 13 Nov. '54. This unit was organized to support the Maintenance School for fixed wing and rotary wing mechanics.

The mission of the company is to provide housekeeping activities for students, feed, clothe, shelter, and handle personnel problems involving the students attending the many maintenance courses of the school.

It can be said that the Enl Stu Co is a home away from home for these students. There is available to the students a day room and hobby shop for after duty recreation. The day room has television, pool, table tennis, games, and the latest magazines available. The hobby shop has room to spare for pursuing all types of constructive hobbies. At this writing one of the students has utilized his spare time and knowledge gained in mechanics courses by rebuilding the engine of his personal airplane.



An enlisted student immediately comes into contact with the Enlisted Company upon arrival at Fort Rucker. Here they are processed, assigned quarters, and issued necessary equipment. They are then broken down into sections dependent upon which of the many courses they are to undertake.

At the beginning of a typical school day the students fall in for reveille and inspection. After breakfast the students assemble in their sections and march to their respective classes. During the day the students attend classroom instruction and participate in practical maintenance work. At day's end they are free to go on pass or study.

Among the many courses operating at Rucker are helicopter mechanics, flight simulator or link trainer operators, and special courses on specific types of helicopters. In the Helicopter Mechanics Course the students are given the same general subjects as fixed wing mechanics along with subjects foreign to fixed wing aircraft such as rotor head and transmission. A course that is new in Army aviation is the *synthetic flight operations course*. Students are taught the principals of instrument flying and are given many hours of link trainer time to become proficient in that equipment which they learn to operate, repair, and instruct.

Many specialized courses are also undertaken by the students such as H-19 and twin engine transition. These courses deal with the technical and mechanical aspects of one particular type of aircraft which will qualify a mechanic as a specialist.

The big day of graduation is of course looked forward to by all. The students are then on their way to new and interesting assignments and a very interesting new career. It is at this point that the Enlisted Student Company takes pride in having had the opportunity to aid and assist these men in the furtherance of their Army careers. Your Correspondent, 2/Lt. Dwayne L. Petersen.

● Cargo Helicopter Student Co

The cargo helicopter pilot training at Ft. Rucker is the best training of its type in the world. Candidates are selected from enlisted applicants Army wide. If not already a first three grader, the candidate is, upon reporting to the school, given a *temporary promotion to the grade of sergeant while attending the school*. However, if the candidate is, for one reason or the other, eliminated from the school, he must revert back to his original rank. Stripes are not worn by candidates while in the school; however, a helicopter patch is worn on the right breast pocket of all uniforms.

Candidates receive ground schooling and flight training under rigid Officer Candidate School conditions, and at the end of the 22-week course, are promoted to the rank of Warrant Officer. Candidates are encour-

aged to leave their families at home until they have completed the first 17 weeks of training. During this period candidates are required to live in barracks, and due to rigid daily inspections and studies, they would find very little time, if any, to visit with their families. At the end of the 17th week, candidates become seniors, and *are permitted to live off post.*

Before starting the course, candidates go through a processing period of one week, at which time they take physical examinations, straighten out personal matters, etc. The candidates' uniforms must be very neat; hence, most candidates start out with new clothing. Candidates are not permitted to have civilian clothing in the company area, nor are they permitted to wear civilian clothing off post.

From the first day of the first week to the last day of the 17th week all hell breaks loose on the candidates. Haircuts are of the *white sidewall* type; shoes and boots must be polished to a high gloss; fatigues and khakis must be stiffly starched; personal areas in the barracks must be immaculate at all times; and in general, candidates must conform to extremely high standards.

If candidates fall below these standards, they are assessed demerits. If a candidate receives too many demerits during the week, his pass privileges are revoked for the weekend. Demerits are assessed by tactical officers and recommended by senior candidates. Senior candidates, who are all treated as officers, closely supervise the activities of the junior candidates. Junior candidates must salute all senior candidates.

All candidates who have soloed in the helicopter are permitted to join the Warrant Officer Candidates Open Mess. The mess offers the candidates an opportunity to relax with friends and relatives.

Half of the working day is devoted to classroom subjects, where the candidates have classes in maintenance, aerodynamics, radio, radio voice procedure, meteorology, navigation, and many other subjects. The quality of instruction given in the school is of the highest. Instructors take a personal interest in each candidate, and are always ready to give extra instruction to those who have trouble.

The other half of the working day is spent at the flight line. This part of the day is started with an inspection in ranks by the flight commander or one of the flight instructors. After the inspection, the candidates report to their instructors for flight instruction. The relationship between the instructors and the candidates is one of informality and friendship. Candidates fly either the H-13 Bell helicopter or the H-23 Hiller helicopter. It takes approximately 15 hours for the average candidate to solo. After a candidate has soloed he is required to wear an over-sized pair of wings for 24 hours. If he should carelessly "lose" the wings he



has to treat the rest of his class to refreshments at the Open Mess. During the summer months he is also put under the shower with all of his clothes on by his classmates.

He takes his intermediate check after he has completed approximately 70 hours of flying. After completing approximately 120 hours, the candidate is ready for his advanced check. Upon completion of advanced flight training candidates commence transition flight training in the H-25 or the H-19. In transition flight training candidates log approximately 15 hours. The candidates do not solo in the heavier helicopters; however, they do receive a very good period of instruction, which will greatly aid them, when they are assigned to a unit upon graduation.

Graduation is a big day for the candidate. He is very proud and confident that he can do a good job when he gets to his new unit because *he knows that he has received the best helicopter pilot training in the world.* He knows that he can depend upon his fellow graduates because they too have demonstrated that they have what it takes to become good warrant officers and pilots. Your Correspondent, Candidate William D. Roundy.

● The Officer Student Company

Easily one of the most *unusual* administrative functions at the Army Aviation School is the morning report for the Officer Student Company. Accounted for on the daily document are grades from second lieutenant to colonel and they are located in three different parts of the country—not to mention those enroute to join.

The officers are all students of courses at The Army Aviation School and a majority of them must be not only administered to, but looked after in BOQs in the company area. The number of student officers at Ft. Rucker housed in the BOQ at any one time, however, seldom exceeds 200 so the house-keeping problem while quite sizable, is not as bad as it would seem.

The Off Stud Co got its start at Ft. Sill when The Army Aviation School was organized at The Artillery School in mid '53. Just like the School itself, the company has grown and progressed until today it is second to none at the installation in processing incoming and outgoing officers and keeping

tab on everybody in between. More than 2,500 officers have passed through the company since it first set up shop at Ft. Rucker. In addition, foreign officers from every part of the world are housed by the Off Stud Co while studying at Rucker. Japan, Germany, Belgium, Thailand, China, France, Brazil, Turkey, Australia, and England all have sent their *finest* pilots to the U.S. to qualify as rotary wing pilots.

When the organization first got started at Ft. Sill a mere handful of military personnel ran the Off Stud Co, and this is the one factor about the unit that has not changed; 2 officers and 21 enlisted men now man the company with 2 civilian workers employed as additional help. Capt. Joseph J. Stepp, Jr., is the present CO having assumed command Feb. '55. M/Sgt Louis Rubenstein, the First Sergeant, has been with the company since its early days at Ft. Sill, while several other members of the company's cadre have been with the unit since its inception into the Army Aviation School's activities.

A student officer mess is operated on a supplemental field ration basis; an officers open mess annex is maintained; a company barber shop is available daily; and laundry and cleaning is picked up in the officer's billeting area. A mess hall functions for the usual three-a-day and the unit gives assistance to married officers who want to find housing in nearby communities.

Bachelor officer quarters are available for all students as housing is critical in nearby towns so the BOQ's are utilized by a majority of the officers. Not being near any large

cities, Ft. Rucker must offer its own recreational facilities.

Officer students may attend the post theater, work out in an up-to-date sports arena, play tennis or volley ball, do handicraft work in a well equipped hobby shop, shop in an excellent post exchange, or have anything from a full meal to coffee and doughnuts in a cafeteria open from early morning until mid-evening.

Students come to Rucker from Edward Gary AFB and Spence Air Base, Georgia, where they already have gone through primary flight training. At The Army Aviation School they finish their training by attending the Tactics Course. Advanced students come from Army units throughout the world to attend one or more of five specialized flying courses. When they graduate from training, they are ready for assignment to one of eight branches of the Army now using organic aviation.

It is safe to say that nearly all of the Army aviators now on active duty at one time or the other were on the morning report of the Officer Student Company, which would make the document not only interesting but historical, because Army aviation today stands on the threshold of what Army leaders call "an Army with wings."

● Regiment

You now have had a glance at the companies comprising regiment. Since its founding, the Army Aviation School Regiment has become inimitable to the School. As the School increased in size and importance with the growing impetus of Army aviation in general, so has the Regiment grown in scope and operation.

There have been but two commanding officers of the Regiment. Lt. Col. Raymond S. Pratt Jr., commanded the old Army Aviation School Command while the School was located at Ft. Sill. He moved with the School to Rucker and became the first commander of the new Regiment.

On 15 Aug. '55, Col. Victor B. Shemwell was appointed commander of the Regiment. Col. Shemwell, a veteran of over 21 years service, participated in numerous battles of the Pacific Theater of Operations with the 25th Division.

Maj. Clifford O. Bowen, Jr., is the Regimental Executive Officer. Maj. Bowen has been with the service since 1940 and was with the 578th Field Artillery Battalion in Europe during World War II. In Nov. '54 he assumed his duties as executive officer.

Maj. William M. Cozort is S-4; Capt. Clyde P. Johnson S-2, 3; and Capt. Russell J. Palmerton, Adjutant. CWO Victor J. Kotnik is the personnel officer, and CWO Joe F. Butler, food service advisor. Your Correspondent, 1/Lt. Budd C. Darling.

DC

(Continued from page 7)

RW, and Instrument Ratings. . . . Just a thought but why aren't wings for crewmen considered? Other services award these morale-boosters. . . .

● Another honor: Lt. Col. James Gregorie, ex-DA, is now a full-fledged Attache in Central America. . . . Where's this "Dead End" everyone talks about?

● Now We've Seen Everything Dept: A recent page in *Vogue* had a Hiller Flying Platform blended in with a \$175 beige linen creation and \$45 pumps. . . . No price given on the platform. . . . Aerocycle getting the weekly Page 3 treatment in the newspapers. . . . It's "U.S. Army" should be larger. . . . The *Flying Barrel*, Kaman Aircraft's ONR project, didn't arouse our commuter special. . . . They're becoming conditioned to flying platforms, barrels, and saucers. . . . Nothing less than a *Flying Coffeepot* will arouse anyone these days. . . . which reminds me. . . . warm up the coffee, boss lady, we finished the book. Your editor, Art Kesten.



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.

Ambrosie, Thomas A., Lt.	42 Tree Road Centereach, Long Island, New York
Barnett, Rufus, Capt.	P.O. Box 52, Geneva, Alabama
Barrett, Otric B., Lt.	P.O. Box 143, Fort Bragg, North Carolina
Benton, Lucien C., Capt.	201 E. Church Street, Sandersville, Georgia
Best, L. Wayne, Maj.	Headquarters, AAUTC, Fort Sill, Oklahoma
Boman, Jack D., Lt.	24th Comb Avn Co (Prov), APO 24, San Francisco, Cal.
Britton, Weldon C., Capt.	Avn Sect, Hq So, Seventh Army, APO 46, N. Y., NY
Burhoe, John M., Capt.	8026th AU Flt Det, APO 343, San Francisco, Cal.
Campbell, Donald M., Lt.	1st Infantry Division Avn Sect, Ft. Riley, Kan.
Campbell, John, Jr., Capt.	71st AAUTC, Fort Riley, Kansas
Carrillo, Alberto, Sgt.	Det D, KMAG (Prov), 8202 AU, APO 102, SF, Calif.
Carter, William C., Lt.	Assoc Inf Off Crs (7-0-2) Cl 2, Inf Sch, Ft. Benning
Cassidy, Donald F., Lt. Col.	430 Karen Lane, San Antonio, Texas
Clance, Charles L., Capt.	6040 NW 40th St, Virginia Gardens, Miami Springs, Fla.
Cornelius, Patricia D.	233 West Coe Drive, Midwest City 10, Oklahoma
Cross, Raymond E., Lt.	900 South 33rd Street, Mattoon, Illinois
Davis, Clarence A., Jr., Lt.	587th Trans Co (Lt Hcptr), APO 69, N. Y., NY
Dillahunt, C. A., Maj.	SigC Assoc Off Adv Crs, Sig Sch, Ft Monmouth, N. J.
Dotson, Larry, Lt.	34rd L.A.S., APO 358 San Francisco, California
Drane, Elbert E., Capt.	c/o John B. Robinson, Senath, Missouri (To Germ.)
Dunne, Robert V., Lt.	Hq Det, 1170th S.U., Fort Devens, Massachusetts
Ecker, George H., SFC	9470th TU—Det 5, Avn & Met Dept, Ft Huachuca, Ariz.
Faber, W. N., Capt.	6181 Trinity Drive NE, Minneapolis 21, Minn. (to AFPE)
Fabert, Marvin C., Capt.	Rt C, c/o Vida Adam, Ottawa, Kan (PO Notice)
Forster, James B., Lt.	3066 Claremont Avenue, Berkeley 5, California
Feuerstein, Walter B., CWO	9203d TU, TC, TRADCOM, Ft. Eustis, Virginia
Fisher, N. W., Pfc	6932d, SU, Det 3, Sharpe Gen Depot, Lathrop, California
Fox, Raymond C., Capt.	c/o A. R. Cashwell, Linville Falls, North Carolina
Franklin, Frederic B., Maj.	4403 Pate Drive, Columbus, Georgia
Garnett, Earl E., WO	42d TC Acft Maint Co., APO 177, New York, N. Y.
Gates, Frederick R., Capt.	3301 Pacific Avenue, Stockton, California
Hard, William N., Capt.	1315 Sumpter Street, Columbia, South Carolina
Harris, Forrest C., Capt.	6932d SU, Det 3, Sharpe Gen Dep, Lathrop, Cal.
Hays, Argyle E., WO	Goodell, Iowa
Hill, Howard B., Capt.	KMAG, Det C, APO 102, San Francisco, California
Holstad, Jerry E., Capt.	200 Kelly Street, Enterprise, Alabama
Horning, Robert H., Mr.	P.O. Box 516, Fort Rucker, Alabama
Johnson, Russell, Capt.	Army Avn Sect, Hq, First Army, Governors Island 4, N. Y.
Kieffer, Charles F., Capt.	IAGS, Box 2340, US Embassy, San Jose, Costa Rica
Kilmer, William G., Maj.	P.O. Box 365, Fort Rucker, Alabama
Krakower, Albert M., Capt.	114 Berritt Street, Fairfax, Virginia
Landrum, J. T., Lt.	8 North 26th, Lawton, Oklahoma
Lawhorn, Richard T., SFC	Hq Det, KMAG Air Sect, 8202 AU, APO 102, SF, Cal.
Lofgren Curtis, Lt.	3461st SU, ARMAV, Fort Rucker, Ala (PO Notice)
Luster, Albert B., Lt.	AATC #56-1, Box 2077, Off Stud Co, Ft Rucker, Ala.
McEver, Walter J., Capt.	112 Hill Street, Enterprise, Alabama
Maschmann, James W., Capt.	48th TC Acft Maint Co, APO 46, N. Y., N. Y.
Miller, Martha P., Lt.	4009th SU, USAH, Ft. Polk, Louisiana
Miller, O.D., Capt.	MAAG-J, 7242 DU Flt Det (Prov), APO 500, SF, California
Miller, Samuel A., Capt.	1627 Summit, Cheyenne, Wyoming
Morrow, Thomas O., Lt Col.	AFAOAC #2, Fort Sill, Oklahoma
Mosher, David L., Lt.	312 E. 23rd Street, South Sioux City, Nebraska

Secretary Section

The mission of the Secretary Section is to serve as the administrative executive for the Assistant Commandant and to supervise the procurement and assignment of military and civilian personnel for the Army Aviation School; to be custodian of resident student academic records; to administer the evaluation program for resident students; and to exercise staff supervision over the Aviation School Book Department, Museum and Library.

The Secretary Section is divided into an Administrative Branch and an Academic Branch. The Administrative Branch is charged with the responsibility of the Administration of the Army Aviation School and has assigned Maj. Dan A. McCarthy, Arty, the School Secretary; Maj. Harold C. Webb, TC, Asst Sec; Capt. Robert H. MacDonald, MSC, Admin Off, and Capt. Charles E. Connaway, Arty, Allied Ln Off. The Academic Branch has assigned 1/Lt. Paul Blackwell, AGC, as the Registrar and this branch maintains academic grades pertaining to all students in residence at the Army Aviation School. The Registrar initiates the monthly Service School Training Report and acts as the recorder for the Faculty Board which makes recommendations to the Commandant in regard to deficient students.

The Book Department is under the supervision of 1/Lt. Henry K. Reed, Inf. The objective of the store is to furnish those items normally not readily available on the Post for students, staff, faculty, and members of the Reserve components. The Book Department carries a complete line of school supplies, navigational equipment, books and magazines. These items are sold across the counters here at Fort Rucker and by mail order to units all over the world.

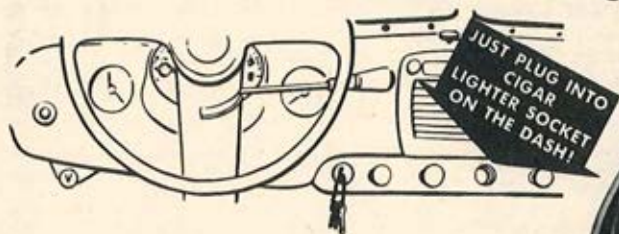
The School museum is under the control of M/Sgt Allen E. Hughes and has as its mission to provide facilities for the storage and display of items of military and historical interest related to Army Aviation. The museum will serve as an archives for documents that have played a part in the progress of Army aviation. The Secretary could appreciate any information in regard to material that would be suitable and available for the museum.

The School librarian is Mr. William A. Kozumplik and the library has as its mission the providing of material for instruction, study and research, to the staff, faculty and student personnel of The Army Aviation School. In the accomplishment of the mission the library collects and maintains literature covering all special fields of military art and science with special emphasis on Army aviation. Your Correspondent, Maj. Dan A. McCartney.

PCS (Continued)

Morris, William J., Capt.	Box 983, Fort Huachuca, Arizona (PO Notice)
Norgren, William M., Lt.	24th Sig Bn Avn Sect, Ft Devens, Massachusetts
Norman, Henry A., Capt.	24th Comb Avn Co (Prov), APO 24, SF, California
O'Brien, John F., Lt.	7th Lt Avn Co (Prov) (Sep), APO 7, SF, California
O'Keefe, John T., Capt.	Rt 5, Box 289, Jackson, Mississippi
Page, Thomas R., Lt.	8178th AU TAAM Co, APO 971, San Francisco, Calif.
Parkinson, Gilbert N., Capt.	10th Sig Co, 10th Inf Div Avn Sec, APO 36, NY
Ramsey, Edward L., Lt. Col.	3828 Dittmar Road, Arlington, Virginia
Rankin, Alexander J., Lt Col.	CONARC Board Nr 6, Fort Rucker, Alabama
Reser, J. W., Lt.	30th Tank Battalion, Fort Knox, Kentucky
Rhinehart, James W., Capt.	Maple & Elmwood Sts., Hartford, Michigan
Rogers, Charles S., Sgt.	587th Trans Co (Lt Heptr), APO 108, N.Y., N.Y.
Rondepierre, Jean R., Capt.	Procurement Diiv, Bklyn Army Term, Bklyn 50, NY
Rusk, Richard A., Capt.	Hq Co, 1st Inf Div Ft Det, Ft. Riley, Kansas
Schlicher, Richard D., Lt.	RD 3, Box 290, Coraopolis, Pennsylvania
Schmidt, William T., Maj.	AA Sect, 5025th SU, Sherman AAF, Ft Leavenworth, Kan
Shaw, A. C., Capt.	1311 Houston Road, Dothan, Alabama
Shepard, Claude L., Jr., Col.	Army War College, Carlisle Barracks, Penna.
Swabb, Fred C., Capt.	416th Sig Avn Company, Fort Huachuca, Arizona
Thom, Merle E.	3904 S. E. 39th Avenue, Apt 4, Portland 2, Oregon
Thomas, Daniel C., Maj.	KMAC, 8202d AU, Det B (Prov), APO 102, SF, Calif.
Thompson, Hubert A., Capt.	4416 South Presa St, San Antonio 10, Texas
Tillery, George G., Maj.	Army Sect, MAAG-Taiwan, APO 63, SF, California
Tilson, William C., Cpl.	5334 Waterman Avenue, St. Louis 12, Missouri
Traver, Wallace H., Capt.	UTAASC, 7773d AU, APO 28, New York, New York
Wadsworth, Durant, CWO.	Hq, 10th Inf Div Avn Sect, APO 36, New York, N. Y.
Walker, Richard, S., Lt.	1846 N. 29th St, Kansas City, Mo (PO Notice)
Werner, Walter J., Lt.	Air Sec, 11th Armd Cav Regt, Fort Knox, Kentucky
Westberg, Lane, Capt.	285th FA Observation Bn, Fort Bragg, North Carolina
Whitmore, Lucian R., Capt.	Box 53, Fort Bragg, North Carolina
Wilhelm, Leland F., Maj.	OARMA, Box V, APO 74, San Francisco, California
Woodruff, Raymond A., WO.	587th Tran Co (Lt Heptr), APO 108, N Y, NY
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ANNOUNCING A NEW SUBSCRIPTION CONTEST



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NEXT MONTH

The All-ARMAV issue requires that we carry over many stories and unit articles that were submitted during January. All will appear in the coming March '56 issue. Coming are stories that tell about AA's 100% Pregnant Unit, the flood evacuations in California by the 521st Engr Co, and a new utilization for H-21s at Sagebrush.

Unit reports will appear on the 580th Hcptr Co, 13th Trans Co, 160th Signal Gp, 24th Sig Bn, 7th Light Avn Co, 24th Comb Avn Co, 3rd Comb Avn Co, and the Holloman AFB Air Section. Reports from the 90th Div (Texas-USAR) and the 37th Inf Div (Ohio-NG) comprise a part of the Civilian Component picture.

Also rec'd were stories from Hq, Seventh Army, the 14th Avn Co (FWTT), and Sill's AAUTC, not to mention a very pointed challenge by Hq, Second Army. Gary Class 56 2-P will be pictured in the March issue. Important to all, officer and EM alike, are the new grade structures under current study. We hope to bring you pertinent (and no doubt, pleasing) news on this subject in March.

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