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SEPTEMBER

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The 1957 Yearbook — which will be published in place of the November, '57 regular issue — will embrace approximately 3,000 to 3,500 *gratis* listings of individual subscribers. Having this Yearbook hardcover-bound should be worth the added binding costs alone.

Having detailed information on Army aviation progress through 1957, the hard cover, gold-lettered volume will make an attractive on-the-shelf addition to your personal library.

To secure the twelve-issue volume we must start the overprint with the January, '57 issue of "Army Aviation." We cannot accept orders for hard cover volumes after December 15th when the January, '57 issue goes to press. *Order your copy now!*

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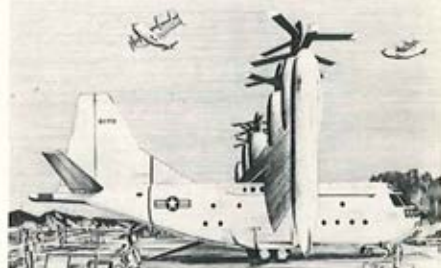
- Tilt Wing Propelloplanes
- Ducted Fan Aircraft
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Flying Platform, under development with Army funds.



The Army H-32, powered with ram jet engines.



Tilt wing transport design produced under contract for the Army.



The H-23D, incorporating new sturdy transmission and drive system.

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HILLER HELICOPTERS

PALO ALTO, CALIFORNIA

ARMY AVIATION

SEPTEMBER, 1956
VOLUME 4 — NUMBER 9

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WASHINGTON, D. C.—Flight training for selected senior Army and Air Force ROTC applicants, under the provisions of Public Law 879, 84th Congress, will begin during the coming academic year. The ROTC flight training programs ultimately will be given at 180 AF and 40 Army institutions.

The CAA will maintain control of all flying safety features of the flight training programs which will be conducted by civilian flight training schools approved by the CAA and at no expense to the student. Certification of instructors, flight checks, and final qualifications will also be administered by CAA representatives. Successful completion of the flight course will qualify participants to apply for private pilot's licenses.

The Army is expected to select institutions on a *best qualified* basis including consideration of proximity to CAA certified training facilities and selection of institutions located in all sections of the country. The Army also will consider the possibility of contracting for this training at many joint Army & AF ROTC institutions.

Reserve pool

The Army's program is designed to motivate college students to seek careers in Army aviation and permits early screening of the cadet's adjustability to flying while still in student status. The Army's program will create a reserve pool of qualified pilots who may be used in the event of a national emergency and will act as a career incentive in the Regular Army.

The Army's flight training program will in no way modify the primary purpose of the Army ROTC program which will continue to be the development of well-rounded officers qualified for assignment in any branch of the Service. The new program calls for 35 hours each of ground and flight instruction.

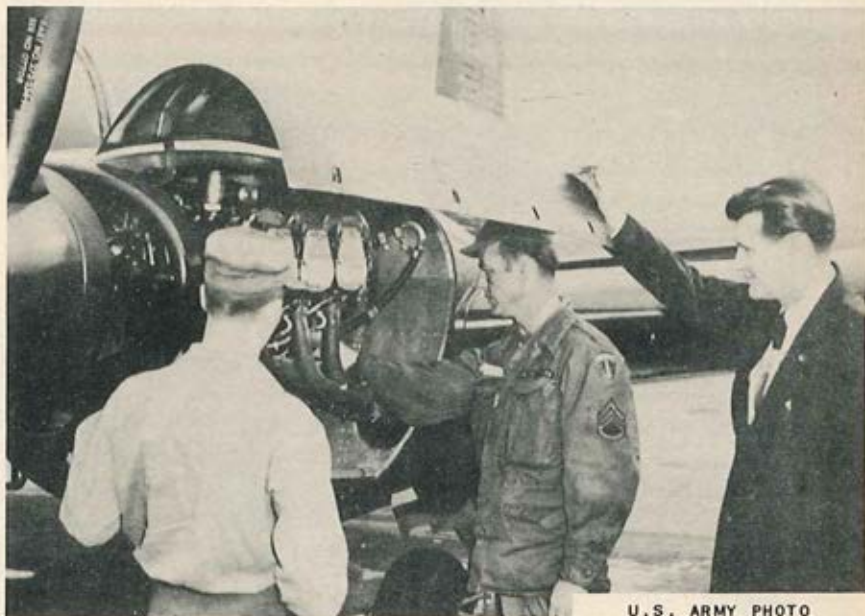
Initial quota of 400

During the first year of the Army program, a maximum of 400 ROTC seniors from selected institutions will receive flight training. In succeeding years, the quota is anticipated to be 800 in some 40 institutions but is subject to adjustment in accordance with requirements and availability of funds. Contracts will be negotiated with the appropriate institutions to provide suitable

(Continued on Page 40)

THE BLUE INCLOSURE: We've enclosed another postpaid change of address card in most of the September issues. Should you have a pending change of address, please remove the card and tuck it in some corner of your desk. It can be mailed from APOs & Territories without postage.

Beechcraft SERVICE IS WORLD WIDE



U.S. ARMY PHOTO

Making last minute checks before the Beech L-23B airplane is released for flying are PFC John J. Denlop and Sgt. Joseph P. Marchof of the 7787AV Aviation Detachment. Mr. Richard W. Sullivan (better known as "Sully"), the Beech Tech Rep, gives his approval of the check. Sully has worked as a Beech Tech Rep in Army Aviation since November 1953. Prior to coming to work at Beech in 1950, Sully spent 32 months in the Navy, 8 months of which were in combat overseas. He is a licensed A & E mechanic and

has 16 years' experience with aircraft. Sully spent 21 months as an L-23 Tech Rep for Army Aviation at Fort Sill and Fort Rucker. He went to Germany in August 1955 and was assigned to USAREUR Transportation Division, Heidelberg. The records show that the average Beech Tech Rep has 13½ years' experience, 2½ years' college or trade school and has worked at Beech 7⅓ years. He has spent 2½ years in one of the three Military services of which six months was overseas duty.

**BEECHCRAFTS AND BEECHCRAFTERS CONTINUE TO
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**BEECH AIRCRAFT CORPORATION
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Cessna L-19's deliver the goods - Army counts on it!

The Cessna "Bird Dog" is a pack horse, too! Here, it is shown dropping supply packs to Army units. Packs are snapped to wings of L-19's, delivered to forward troops in seconds!

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Cessna Aircraft Company, Wichita, Kansas



Cessna L-19's offer high-wing visibility, short take-offs and landings, outstanding load-carrying and slow-flight characteristics. Also, these rugged, all-metal airplanes are easy to service, require less maintenance.

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Gentlemen:

You probably have learned that on 11 August 1956 an H-21C piloted by Lt. Col. Harry Bush and Major Bill Dysinger of CONARC Board No. 6 established a new rotorcraft world record for distance in a closed circuit without payload. The new record of 1,199.07 statute miles shatters a previous mark of 778.3 statute miles set by a French SE 3-120 helicopter June 2, 1953.

This flight was undertaken not as a spectacular stunt nor primarily to break a world record, but rather to demonstrate the practicability of ferrying aircraft of this type over long distances.

We are pleased that CONARC Board No. 6 selected the VERTOL H-21C for this operation, and appreciate having been given the opportunity to assist in the preparations for this record-breaking flight. We know that all of you join us in extending congratulations to the crew for successful accomplishment of this significant Army Aviation achievement.

Very truly yours,

VERTOL AIRCRAFT CORPORATION

Frank K. MacMahon
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CONARC Board Nr 6 crews set their sights
on some long-standing helicopter records . . .

Two for the Books



WASHINGTON, D. C.—Army pilots established three new helicopter records recently flying Army Sikorsky H-34 aircraft.

Flying over a course bordering a section of the southern Connecticut shore, Army aviators set new records for closed circuits of 100, 500, and 1,000 kilometers. The old records had existed for periods up to ten years.

A stock H-34, assigned to Board Nr 6, CONARC, Ft. Rucker, Ala., and piloted by Captains Claude E. Hargett and Ellis D. Hill, set marks of 141.9 mph for the 100 kilometer course, 136 mph for the 500 kilometer course, and 132.6 mph for the 1,000 kilometer course.

Previous records for the same distances were 122.7 mph, set in 1949 by a Sikorsky S-52; 66.6 mph, set in 1952 by a French SE 3-120; and 66.6 mph, set in 1946 by a Sikorsky R-5.

The special speed runs were conducted by the Army under supervision of Charles S. Logsdon of the NAA. The new records are subject to confirmation and acceptance by The Federation Aeronautique Internationale, which is represented in the U. S. by the National Aeronautics Association.

Recent reports indicate the USSR flew the 500 kilometer course at a speed of 116.3 mph, approximately 20 mph slower than the U. S. Army achievement.

(Ed. Grapevine report reveals that the runs for the record were undertaken prior to receipt of top-level approval. While the mixup was in the process of being clarified, a tight information clamp was placed on all participants.)

HIGHTSTOWN, N. J.—Two Army aviators flying a Vertol H-21C helicopter set a new world record for distance in a closed circuit without a payload in mid August when they flew 1199.07 miles (1929.7 kilometers) non-stop in 11 hours and 58 minutes.

The new world record shatters the old distance mark of 778.3 miles (1252.5 kilometers) set by a French SE 3-120 helicopter on July 2, 1953. It almost doubles the previous U. S. record of 621.3 miles (1000 kilometers) set by a USAF Sikorsky R-5A on November 14, 1946.

Lt. Col. Harry L. Bush and Maj. William C. Dysinger, both senior Army aviators assigned to Bd Nr 6, CONARC, Ft. Rucker, took off from Trenton-Robbinsville Airport in Hightstown at 3:21 a.m. on August 11 and flew a prescribed 85.6 mile circuit between Hightstown and Haddonfield, N. J., fourteen times before landing at the same airport at 3:20 p.m.

The record breaking flight was conducted by the Army with the cooperation of Vertol Aircraft Corporation and under the supervision of Mr. Charles S. Logsdon of the National Aeronautics Association.

The standard H-21C took off in its history-making flight with three extra 300-gallon fuel tanks in the cargo compartment giving it a total fuel load of 1016 gallons. The Army craft landed with a reserve of approximately 50 gallons.

Designed as a light cargo helicopter, the H-21C is used extensively by the Army and is known as the "Workhorse." It is capable of lifting 1½ tons of cargo or from 10-14 combat-ready troops.

PHOTOS ABOVE: (Left), Copts. Ellis D. Hill (l.) and Claude E. Hargett with the very "hot" H-34; (Right), Lt. Col. Harry L. Bush and Maj. William C. Dysinger after their record-breaking flight in the H-21C.

Career Pilot

For 14 years, Major Hubert D. Gaddis has been an Army aviator, beginning in 1942 as a private in the liaison pilots course, one of the very first classes offered in Army Aviation.

After airborne service in Europe, he attended Bell Aircraft's first helicopter mechanics course, and in 1947, graduated from Bell's first helicopter pilots' school. The following year, he organized the Army's first rotary wing pilot training at Fort Sill.

Oklahoma-bred Maj. Gaddis went to Korea as commanding officer of the 8191st and 8192nd Army Helicopter Evacuation Units and of the first helicopter medical evacuation company.

Major Gaddis is currently director of the Rotary Wing Section of the Army Aviation Center, Fort Rucker, Ala. He is an Army Career pilot, the best kind of help and guidance for the Army's new aviation cadets.



MAJOR HUBERT D. GADDIS
"a man of firsts"



In order to accomplish its airborne missions, the Army needs aircraft capable of operating from whatever areas are available at the front lines. The helicopter provides this capability and the Army trains its personnel to take the fullest advantage of the unlimited utility of rotary wing aircraft.

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An informal discussion of some of the recent developments in the Army aviation sphere . . .

Operational "Know How"

Gentlemen: The following editorial from the *New York Times*, 11 July 1956, speaks for itself. It is something you can be proud of, friend.

The Helicopter Heroes

Uncertainties still surround the airliner collision twelve days ago that claimed 128 lives in the Grand Canyon of Arizona, but one unassailable certainty stands out—the superb courage of the Army helicopter crews who made possible the recovery of the bodies from this horrible disaster. From the first day, when these crews fought turbulent air to reconnoiter and land, to the mass funeral services at Flagstaff at which five members that had risked death daily stood as part of the honor guard, these men distinguished themselves by selfless devotion beyond the ordinary call of duty.

They braved forty-mile-an-hour updrafts in the canyon. A pilot said his craft once shot upward "like an elevator." Another made a landing on a spot no larger than the helicopter itself. "If you misjudged the distance by ten or fifteen feet you would drop maybe 1,000 feet into the canyon."

Besides taking out bodies themselves, the helicopters landed mountaineers preparing the way for other climbers. The whole job was a triumph of man over hazardous inaccessibility, in the worst commercial air disaster and the worst possible spot to reach. There were no lives left for these helicopter men to save, but they did their tedious, dangerous job with a heroism that commands the admiration of the nation.

Here also is a letter from the Air Lines Pilots Association, a pro outfit if there ever was one.

The Air Line Pilots Association has recently participated in the "on the scene" operation of the investigation of the June 30, 1956 accident at Grand Canyon, Arizona of the UAL-TWA aircraft. Our representatives at the investigation were unanimous in their praise for the magnificent job performed by Major J. B. Feldt with his fixed wing aircraft and his five H-21 Vertol helicopters. The assistance of this Army helicopter unit aided beyond our ability to estimate the investigation efforts and the recovery of the bodies of the accident victims.

It was very clear that the investigation could not have been successful without the assistance of the helicopters and their support equipment to bring in the investigators and the rescue workers. We wish to express our admiration for the initiative and the operational "know how" exhibited by the Army Aviation branch at Grand Canyon. We think that the service ren-

by Maj. Gen. Hamilton H. Howze

dered by the Army in this case shows the possibility of the Army Aviation branch being of great service to the U. S. in case of civil or national disasters.

We, of ALPA, wish to extend our personal thanks to the U. S. Army Aviation Branch and especially Major J. B. Feldt and his group for their assistance to the aviation industry and in particular to ALPA during the Grand Canyon TWA-UAL accident investigation. Your efforts to maintain such a service available for use of the U. S. citizen would be a very definite national asset and such a plan is very highly recommended by ALPA.

You may have heard of the plan to convert from the VHF to the UHF frequency band for communications in Army aircraft. The radio to be installed in all fixed and rotary wing aircraft, except L-19 and recon helicopters, will be the AN/ARC-60 (8 channels) installed starting in early 1957. The ARC-55 installations in L-20's and cargo helicopters will be done at depot and will start in January 1957. The AN/ARC-51 which will eventually be the standard light weight UHF radio will not start off the production line until about 1959.

L-23B's will receive an electronic packet consisting of the ARC-55, ARN-6, twin omni, glide slope, marker beacon and interphone. The installation will be done at the factory and is scheduled to start about Sept 1956. Plans are being developed at this time to convert L-23A's to B models and the electronic packet will be installed in these aircraft at the time of conversion.

I would like to point out that these installations cannot be made in all aircraft at the same time—the complete conversion to UHF will require about two years. Also, while the aircraft are being converted, there will be no replacements available. We will attempt, however, to make it as smooth as possible and with the minimum of interruption to operations.

The ground equipment authorized Army airfields is outlined in DA Circular 725-6. Recommend you check this circular to see if you have the proper equipment and all the items you are authorized.

The Army Aviation Flight Information Digest has been published and dispatched to all operation officers serving Army, Army National Guard and Army Reserve airfields in the CONUS. This digest, published by Army Aviation Flight Information Division (SCIA), OCSigO, supplements other available material by providing a compilation of operational flight information data based

INFORMAL DISCUSSION
by Maj. Gen. Hamilton H. Howze

upon daily NOTAM's and other message media. This advisory data, normally of short duration, reflects both routine advisory as well as hazardous information for use by the Army aviator in his pre-flight planning.

As indicated in the Foreword of the Digest, this document does not eliminate the necessity of reviewing the latest NOTAM's or other hourly message data available in the operations office.

The new Digest represents a complete weekly review and recapitulation of all pertinent data which is superseded by each successive issue. This "throw-away" system prevents possible misuse of obsolete data by the Army aviators. Where certain data such as graphic portrayal of special flight procedures (maneuvers, etc.) are published, an appropriate "retention for future use" notice will be included.

The Flight Information Digest provides the Army aviator with compact flight data and every effort therefore should be made to make it a publication that will be of mutual benefit to all flight personnel. This objective requires the cooperation of each aviator and particularly those serving as airfield operations officer to contribute operational items via the most expeditious means covering their sphere of operation. The procedure for submitting such data is contained in para 3 of the Digest Foreword page.

I emphasize once more the requirement for a vigorous training program in all Aviation detachments and units. Each program should, of course, have two primary divisions: individual training and unit training.

We must be very careful to see that tactical units not degenerate into outfits whose only capability is flying staff officers from here to there. I feel there is not enough initiative displayed in some units in originating and conducting field problems by the unit itself. For example, as stated earlier in one of these letters, it should be extremely useful to any division aviation detachment to have its own field exercise, wherein the aircraft and pilots and mechanics and vehicles are placed in a field situation drawn up in conjunction with the division G3, and thereafter proceeding according to the direction of a division G2, G3, G4 detachment (also in the field) in the execution of a two or three day problem, the only participating troops being the aviation detachment itself. Prime purposes of such an exercise should be to develop the proper procedures and practice in selection of airstrips, operation off these airstrips, execution of missions assigned (during the exercise) by the general staff, camouflage and concealment of airstrips

and aircraft, and supply and maintenance procedures.

I urge on all aviation unit commanders that they suggest to their senior commanders the execution of a purely aviation exercise at least twice annually.

The white and OD L-23 is now the approved solution in the ZI. Purpose: conspicuity in high density areas. TB AVN-7 is being revised accordingly and you should have the details in the near future.

Several vacancies exist in the Army aviation program for aviators who are graduate aeronautical engineers. Training lasts for approximately two years and leads to a master's degree. After graduation, the officer can expect to serve two utilization tours each of three years with an intervening period for military schooling, command duty and other branch requirements. This is a splendid opportunity for aviators having a background in the physical sciences. Those interested should read AR 350-205 and AR 350-200. If more information is desired, write to your career management branch.

Many Warrant Officer aviators have requested information relative to gaining a commission. AR 140-100 makes provision for this. I suggest those interested study this regulation to determine whether criteria can be met. Additionally, commanders should be aware that AR 601-100 provides authority for certain outstanding and otherwise qualified warrant officers to receive a direct commission in the Regular Army.

The contract for the Army Aviation Safety Course at the University of Southern California in Los Angeles is soon to be executed. The first course (8 weeks) will start on 17 October. CONARC has received a quota of 10 per class, against which the field will nominate. 5 per class have been reserved for DA for personnel going to or returning from overseas and certain civilian personnel.

The following staff study was completed after many sleepless nights and due deliberation and is not a panacea for all aviation sections, but does have merit and application to some installations:

SUBJECT: How Many "On The Line"?

TO: Maintenance Officers

Assumptions:

- a. Most Army flying is done in daylight.
- b. Negligible maintenance can be done on an aircraft in flight.

Discussion: None.

Conclusion: To assure maximum availability of aircraft, the preponderance of maintenance must be done at night.

Recommendation: Operate a night shift.

HAMILTON H. HOWZE

Major General, GS

Director of Army Aviation, ODCSOPS

The Department of the Army selected a TRADCOM officer as its initial representative to the recent Brussels . . .

AGARD Assembly

FT. EUSTIS, VA.—Maj. John F. Denhart, assigned to the Transportation Research and Development Command (TRADCOM), Ft. Eustis, represented the Department of the Army at the Flight Test Panel and General Assembly of the Advisory Group for Aeronautical Research and Development (AGARD) held in Brussels, Belgium, during late August.

As the initial Department of the Army participant, and by invitation of the National Advisory Committee for Aeronautics, Denhart presented a paper on "U. S. Army Experiences in Operations from Unprepared Fields."

AGARD was established in January, '52 within the framework of the Standing Group of the Military Committee of NATO. Its membership is composed of a permanent secretariat located in Paris and appropriate scientific-technical representatives engaged in aeronautical R & D work from each of the NATO-member countries. Meetings are held once or twice a year, or as required, in the various member countries.

In connection with his trip to Europe, Maj. Denhart visited leading aircraft establishments in France and England for the purpose of coordinating new aeronautical developments. Among others, TRADCOM is currently engaged in the conduct of applied

research activities relating to VTOL and STOL aircraft. As part of the Army's broad program to arrive at the early development of new aircraft operating concepts, these



AGARD—Maj. John F. Denhart, who represented D/A at the AGARD Conference in Brussels, Belgium, is shown with artist's concepts of two of the latest aeronautical projects investigating VTOL and STOL aircraft.

activities are being prosecuted by TRADCOM for the Transportation Corps, under the direction of Col. John W. Koletty, TRADCOM's Commander.

Denhart, a native of Cincinnati, Ohio, is fixed and rotary wing qualified, and has served in many Army aviation capacities since 1942.

National Air Show

OKLAHOMA CITY, OKLA.—Colonel William R. Tuck, Army Aviation School, Fort Rucker, Ala., will serve as Project Officer for the Department of the Army's annual participation in the National Aircraft show to be held here at Will Rogers Airfield in early September.

The Army portion of the four-Service show will feature the entire Army aircraft family in both solo and combat integrated roles during a fast-paced 45-minute demonstration highlighted by a mock battle. Responsibility for this year's event was delegated to the Army Aviation School by Hq. CONARC. Lt. Col. B. A. Bache is the CONARC Project Officer.

The show which went into rehearsal at Fort Sill, Okla., in late August will include personnel from Forts Rucker, Sill, Riley,

Hood, Benning, McClellan, Lee, Polk, Eustis, Monroe, and Ft. Sam Houston. CONARC will provide escort officers for ranking visitors.

Members of Col. Tuck's staff from Ft. Rucker include: Majors L. L. McCullough (Exec); and J. S. Morrison (Visitors Bureau); Capts. R. Leggett (Installations); H. W. Ogilvy (Demonstrations), R. Sanderson (Static Display), and W. A. Bearden (Ground Control). Lts. H. A. Huntsman (Narrator); J. T. Kerr, Jr. (Maintenance), and L. E. Darling (Transportation) and CWOs V. J. Kotnik (Admin & Finance), H. W. Wilson (Logistics), and A. R. Tucker (Communications) complete the Ft. Rucker staff. Maj. H. E. Beaman, OCINFOE, D/A, will serve as Public Information Officer.

(Ed. The September 1-3, date for the Air Show precludes the publication of photos and stories in this issue.)



ENGINEERS— give your career a lift

The first airplane to be equipped with a retractable hydro-lift — a landing gear that permits a landplane to operate from any surface, including water, snow, mud, ice and runways — has now been successfully flight tested by All American Engineering.

This is typical of the kind of break-through project you will work on at All American Engineering.

Aero and Mechanical Engineers are needed now

All American offers a complete engineering and development service to the aviation and the military.

In this young and dynamic organization your personal contribution will receive full recognition. Our test facilities are among the finest in the country. In this stimulating atmosphere you will work on a variety of projects: tow target and air-sea rescue winches, in-flight refueling systems, ejection seat trainers, experimental impellers, many types of arresting gear and other problems of energy absorption.

Investigate for yourself the opportunities at All American.



The hydro-lift landing gear developed by All American weighs less than 100 lbs., and permits a landplane to operate from virtually any surface.



In flight the gear is retracted to fit snugly under the wing where it will have little effect on the performance of the airplane.



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Operation Deep Freeze

Canadian participation in the Antarctic phase of the International Geophysical Year is not anticipated, but nevertheless, the project will not lack the Canadian touch. Canada will be represented at the underside of the world in quantity as well as quality by the world famous *Beaver* and *Otter* aircraft.

Last year, the U.S. Navy, impressed by the performance and versatility of the U.S. Army's Arctic based U1-A *Otters*, took delivery of four of these aircraft for "Operation Deep Freeze," a U.S. preliminary phase of the International Geophysical Year. Since that time the operation has extended over a wider area and consequently the need is for a larger number of utility aircraft to transport men, equipment and supplies to the growing number of base sites and to carry out reconnaissance. To fill this need the U.S. Navy has called on de Havilland of Canada again—this time for early delivery of nine more *Otters*.

Significant Order

This new and larger order of UC-1 *Otters* is significant because it demonstrates that the Navy's initial evaluation of the *Otter* for Antarctic operations has been borne out by experience. In the months that have passed since the first *Otter* was landed at Little America, this capable utility aircraft has once again demonstrated its adaptability to hazardous and difficult operating condi-

tions and an unequalled versatility as an all-round utility aircraft.

For the Commonwealth contribution to the pre-Geophysical Year Antarctic survey, Australia, and New Zealand chose *Beavers* for their operations. The *Beaver* preceded the *Otter* as the "Wonder Bird of the North," but the family characteristics, short take-off and landing ability, simple construction for easy maintenance, low cost operation, versatility and well documented reliability are common to both aircraft.

Because of the scope of their initial operations the U.S. Navy decided on the *Otter* with its better-than-a-ton payload capacity. The Commonwealth countries decided that the lighter *Beaver* would serve their initial requirements. In each case, a familiarity that bred respect was a prime factor in the choice of aircraft for the job.

Two additional *Beavers* and an *Otter* will soon be operating in the south polar region. One *Beaver* and the *Otter* are to be delivered to the Trans Antarctic Corporation, a Commonwealth group, around the middle of this year. The second *Beaver* has been purchased by Japan for that nation's Antarctic operations. Japan is another far away land where Canada's original bush plane has demonstrated an easy adaptability to a new environment and impressed all who have witnessed its performance.



Reviewing current plans and problems associated with the overall training program, key officers met with representatives from all commands at a . . .

Training Conference

FT. RUCKER, ALA.—Top Army aviation officials gathered here in late July for a two-day Army aviation training conference held for the purpose of discussing plans and problems in the current Army aviation program.

Representatives from D/A, CONARC, the AAUTCs throughout the ZI, and personnel from ARMAV were present for the comprehensive conference.

In a welcoming address Brig. Gen. Carl I. Hutton, Commanding General of the Army Aviation Center, stated that the purpose of the conference was "to review the aviation training program with personnel of all agencies."

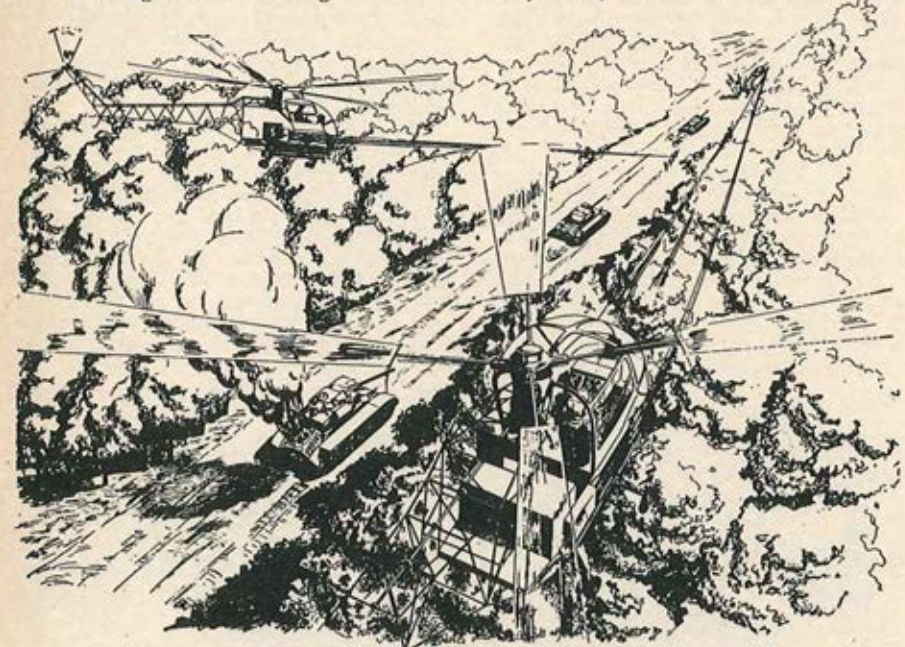
Gen. Hutton was followed in his remarks by the Department of the Army's Deputy Chief of Staff for Army Aviation, Maj. Gen. Hamilton H. Howze, who pointed out that "Army aviation training, thus far, has been successfully conducted," but added that the whole structure of training must be examined.

A third general officer, Brig. Gen. B. S. Cairns, representing CONARC, presented findings of training inspections and staff visits by representatives from that headquarters concerning aviation training.

Comments of AA training, solicited without guidance as to context or format from overseas commands and D/A staff agencies, were later discussed at the conference. Working committees were later designated to develop details of revisions to programs of instruction. The conference ended with reports and recommendations on the findings of the committees.

FT. SAM HOUSTON, TEX.—Lt. Col. Raymond A. Johnson, Fourth Army aviation officer who will shortly attend C & GSC at Ft. Leavenworth, was recently presented a certificate of achievement by Lt. Gen. J. H. Collier, Fourth Army Commander.

The certificate, given for outstanding performance of duty as Fourth Army AO during the Dec '54-Jan '56 and Apr '56-Aug '56 periods, reflects great credit upon the senior Army Aviator. The citation in part read: "Exhibiting sound judgment, initiative, and a high order of professional skill, he most competently exercised staff supervision over all matters pertaining to the organization, training, safety, and operation of organic Army aircraft within the command."



Doman concept of future anti-tank warfare, a mobile aerial platform mounting six .50 caliber machine guns and a six rocket tray beneath the helicopter fuselage. Artillery helicopter missile launches are under close study.

New Projects

AN/ARC-60 UHF RADIO SET (AIRCRAFT RADIO CORP.)—Commercially available equipment group that can provide UHF communications alone or UHF/VHF communications when employed with ARC Type 12 VHF equipment. TV-10 Transverter, consisting mainly of a UHF transmitter with a 0.5 watt output and a UHF to VHF converter which feeds into the ARC TYPE 12 VHF Receiver, is main component. Transmission obtainable on 8 crystal-controlled channels with a 4 Mc band, or same channels within two separate 4 Mc bands. Transmitter coverage limited to 228-258 Mc spread. One AN/ARC-60 Radio has been installed in an H-23C helicopter providing UHF communications only. An OE-2 installation will provide both UHF & VHF communication facilities. Further installations in the helicopter and fixed wing configurations are expected.

Testing Suspended

Service testing of the following projects has been temporarily suspended pending receipt of the test equipment from the appropriate manufacturer:

- YH-32 Helicopter (Hiller).
- HOK-1 Helicopter (Kaman).
- Aerocycle Individual Lift Device (de Lackner).
- H-13H Helicopter (Bell).
- Grimes Light.
- Helicopter External Sling Net, 5000-lb. rated capacity (Eastern Rotorcraft).
- AN/ARC-21 TACAN Receiver.

Review

The results of the service testing of the following equipment are being analyzed and a draft report is being written for submission to interested agencies. Date in parenthesis indicates the expected mailing date of the draft report:

Constant Speed Propeller (McCauley Met-L-Matic) (August, '56).

- YH-31 Helicopter (Doman) (August, '56).
- H-23C Helicopter (Hiller) (August, '56).
- YH-13H Helicopter (Bell) (August, '56).
- HSL Helicopter (Bell Model 61) (August, '55).
- Personal Body Armor.
- Kit, Rain Repellant (August, '56).
- Metal Blades for H-13 Helicopter (August, '56).

Miscellaneous Army Aircraft (Final report, classified as confidential, submitted in July, '56).

Under Evaluation

LANDING SPEED INDICATOR (Safe Flight)—Factory rep oriented project pilots in correct usage of indicator. During visit, it was determined that equipment was not functioning properly and certain components were returned to manufacturer for replacement. Upon receipt and replacement of these components, project testing was resumed in late July.



Project Reports Board Nr 6, CONARC Fort Rucker, Alabama

H-21C HELICOPTER (Vertol)—Two acft under test; total time 541 & 442 hrs. Add'l pilot personnel were given transitional training and simulated instrument flying was pursued.

H-34A HELICOPTER (Sikorsky)—Two acft under test; total time 313 & 373 hrs. One test acft employed to check out pilots with varying degrees of rotary wing experience. Second craft employed in transport tests with various types of external loads.

HELICOPTER CARGO HOOK (Eastern Rotorcraft)—Through 31 July, 115-pick-ups and drops have been made utilizing the electrically operated electric release mechanisms. No malfunctions have been encountered during testing. The short cable presently installed between the cargo hook and the mechanically operated foot release pedal has been replaced with a new, longer cable.

QUADRADAR and SPAR RADAR—SPAR Radar rec'd in late July. It will be installed and tested at Ozark Army Airfield. Results obtained will be evaluated and compared with the results obtained during the previous testing of the QUADRADAR. **AN/ARA-31 HOMING ADAPTER**—Using L-19A craft, range data was taken at 24, 26, 27, 28 ad 38 Mc using both AN/GRC and AN/PRC equipment as ground transmitters. Homing tests on L-19A now completed. Using H-13G, range data was taken at 24 and 51 Mc employing AN/GRC as a ground transmitter. Testing is to be continued until sufficient range data is obtained.

UNIVERSAL SKI ALIGHTING GEAR FOR L-19 (All American Engineering)—ARMAY project officer has been checked out in water operation of L-19 ski-equipped craft and will check out add'l pilots with varying degrees of fixed-wing experience. Bd Nr 6 Project Officer is currently checking out pilots on water operations at the Arctic Test Branch, Alaska. Results of service testing are being analyzed and an interim report of test covering water operations of gear is being prepared.

DE-ICER AND ANTI-ICING EQUIPMENT FOR L-23—Modified spinners approved by WADC have been installed on test aircraft. Tests of the Anti-Icing Slinger Ring were conducted

using an AF tanker. At an altitude where the tanker provided a spray of water under icing conditions and freezing occurred, the L-23B test craft could not keep up with the tanker. Testing has been suspended until such time as the freezing level is at a lower altitude. Resumption of testing has been tentatively set for 10 September.

AN/ARC-55 RADIO EQUIPMENT (UHF)—Draft report of service test mailed to interested agencies for comment in late July. Service testing of this equipment and its installation in L-23 type acraft proved satisfactory in many respects. The location of the microphone and the headset jack box and the fact that the microphone now programmed for use with the AN/ARC-55 equipment is used in conjunction with oxygen equipment were unsatisfactory factors.

U-1A AIRPLANE (de Havilland)—The U-1A is currently being utilized as an aerial tanker to test the in-flight refueling of helicopters.

ELECTRIC WINDSHIELD WIPER (Marquette Metal Products)—Manufacturer provided a new motor for the helicopter windshield wiper which has since been installed. Service testing continues on L-23B and H-19 test craft.

AN/ARC-44 RADIO SET—Installations of this equipment have been completed as follows: 9 sets in L-20 craft at Ft. Huachuca; 2 sets in H-19 craft at Ft. Rucker; and 13 sets in H-13 craft, 14 sets in L-19 craft, 4 sets in L-20 craft, and 1 set in an H-19 aircraft at Ft. Benning. A Company RSOP exercise was conducted in late July at Ft Benning employing this equipment. Further testing scheduled through 15 September.

Lycoming T53

POWER PLUS—The completion of the 50-hour preliminary flight rating test of the Lycoming T53 turbine engine was announced recently by the AVCO Manufacturing Corporation Division. The T53 is the first gas turbine engine designed specifically for helicopter use to pass the test. Lycoming currently has a military contract for limited production of 50-hour test engines for helicopter prototype development. The T53 will power the XH-40 (cover), a new Bell Army utility copter.



Bell 47J

NEW COMMERCIAL COPTER—Bell Aircraft Corporation recently received CAA certification of its four-place Model 47J commercial helicopter. Powered by a 260 hp engine, the new helicopter has a top speed of 110 miles per hour and can carry more than 1,000 pounds of cargo or passengers. Quick change kits convert the 47J from a business aircraft to a cargo craft, to a two-litter ambulance, or to an internal hoist equipped rescue helicopter in minutes. Deliveries of the 47J are expected to begin in early 1957.

BRITISH CENTRAL COLLECTIVE PITCH CONTROL

—CCPC flight tested for 37 hrs through 31 July by Bd Nr 6 and ARMAV helicopter pilots of varying experience. At present, project officers are employing the CCPC while giving rotary wing trng to two board pilots who are not rotary wing qualified. A determination of the student training problems with CCPC will result.

OE-2 AIRPLANE (Cessna)—Test acraft has undergone 91 hrs through 31 July. ARMAV project officer has determined by test the transitional training requirements for pilot qualification in OE-2 craft. Continuing are tests to determine the general flight characteristics and the suitability of the installed equipment of the test craft. Pending return of the Bd Nr 6 L-19 with the McCauley Propeller from IRAN, testing will be resumed on comparative evaluation of OE-2 with standard L-19 and L-19 acraft equipped with McCauley Constant-Speed Propeller. Twelve pilots have been checked out to date by board project officer.

TOW KIT FOR H-21C HELICOPTER (Vertol)—Tow kit installation completed in mid July. Test craft grounded for engine change. No testing has been accomplished through 31 July.

Bekon LIGHT—Average life of the batteries in the Bekon Light has been determined under varying weather conditions. Bekon lights have been tested for the lighting of airstrips under non-tactical conditions. The testing of the lights on tactical airstrips are continuing.

Pro's Say

Informal voluntary reports
giving you the "AA" picture
in the line outfits



(LEFT) Maj. Jerome B. Feldt (left) congratulating Lt. Joe Parlas after his successful emergency Otter landing in the desert thirty miles west of El Paso, Texas.

(RIGHT) Brig. Gen. C. J. Herrick, presents a diploma to SFC Walter F. Murphy upon the latter's graduation from the Ft. Bragg Basic Avn Mechanics' Course.

Beehive

FT. LEWIS, WASH.—This being the last opportunity for the 2nd to None Aviation Company to be heard from as such before the Gyro move to Alaska breaks us up, and since yours truly was recently appointed *monthpiece* for the separate aviation sections here at Fort Lewis, I guess we'd better let ourselves be heard from . . . Our activities for the past few months have been *many* and *varied* to wit: An instrument school, which has been operating almost continuously since last August under the capable direction of two Captain-type AAs, namely, William H. Cox (already departed north-bound w/skis and de-icers) and Orville J. Laber who will join his erstwhile associate shortly.

An annual Air Observer's School organized and operated by Lts. Magnuson, Raper, Leach, and Laumeyer, which, incidentally, created a flurry of activity plus *fat* DD Form 759s for us Ft. Lewis AAs during the months of May & June. During this period our mechanics were working from 0730 to 0200 (that's 2 a.m. for you Harris tweed boys) in two shifts to insure maximum use of our L-19s which were flown a total of 1,015 hrs in June alone. A job *well done*.

The Bonners' Ferry, Idaho, and Portland, Oregon floods to which were committed L-20s, L-19s, and H-23s (one of which was equipped with floats); hunts for downed aircraft in the cascades; the summer encampments of the 96th and the 104th Inf Divisions which saw Capt. Lesch and Lts. Peterson and Hefty hie to the firing center at Yakima to support the *Summer Soldiers*.

The latest bit of action here involved Capt. Malcom Bamford who was Johnny on the Spot in his H-23 and deposited an AF jet jockey turned parachutist back at his base at McChord Field safe and sound after he and his T-33 parted company over Ft.

Lewis following an internal explosion. Delivery by compliments of the U.S. Army.

Thanks to the efforts of Capt. Cox, Lt. Payne and the late Major Atkisson to mention a few, we now have our Gray Field Tower in operation, so any of you wandering AAs that happen by during normal duty hours can now give our new tower crew a workout on 126.3.

YC, Lt. Marshall E. Dixon

Open House

FT. SAM HOUSTON, TEX.—Army aviation recently received some welcome publicity here at Fort Sam. South Texas press, news-reel, and TV representatives were given a welcome address at the historic Quadrangle at Fort Sam by the Fourth Army Commander, Lt. Gen. John H. Collier.

The reporters were then shown the granite "*Birthplace of Military Aviation*" aviation marker on Arthur MacArthur Field. A few hundred yards away, along with some 400 other spectators, they saw Army aircraft demonstrate barrier and short-field takeoffs and landings by L-19s and L-20s. Message drop and pick-up, para-bundle and free-fall drops, and dead stick landings were made by L-19s. A U-1A and an L-23 performed short-field work while the twin made a single-engine fly-by. Static displays included one each L-23, U-1A, L-20, L-19, L-21, H-34, H-19, and H-13.

Taking part in the demonstration were Maj. Russ Blair; Capts. Blakely and Campbell; and Lts. Stark, Isch, Jones, and Taylor.

After being served refreshments the news-men were taken to another part of the spot where they witnessed a tactical demonstration of an L-19 spotting and marking a target with smoke; H-19s landing infantry; an H-23 evacuating wounded; and an H-34 delivering a slingloaded jeep. Participating were



STEADY, THERE! Pfc Frederick J. Rumker re-enlists in the box of a 6th Trans Co H-19 helicopter while it is at a hover, thereby becoming the first known airborne-enlistee. Capt. Pearson accomplished the administering of the oath at the FECOM ceremony.



PEAK—Combat-equipped Army infantrymen of an aerial assault force quickly debark from a 6th Transportation Company H-19 helicopter during recent Army exercises conducted atop Mt. Suribachi, Iwo Jima.. (U.S. Army Photo)

Lts. Isch, Amos, Reed, and Wallace and WOs Hayden and Garner. Pictures and stories of the event were published in all local papers as well as other South Texas publications. TV coverage was statewide.

Also of interest to the readers is the fact that Fourth Army held its second USAR Army aviation *Fly-In* at Fort Worth. About 35 Reservists attended the *Fly-In* and enjoyed the chow and chatter with Hq, Fourth Army's Majors Evans, Blair, and Roy and Capt. Griffin. The purpose of the *Fly-Ins* is to acquaint reservists with each other and mutually discuss their problems with the active Army members who serve and support USAR Army aviation activities. The *Fly-Ins* have stimulated a greater interest in USAR Army aviation activities and several more are planned for the near future. The next will be held in September in Oklahoma City during the National Air Show.

YC, Lt. J. M. (Jack) Wallace

No Script

FT. RILEY, KAN.—The real thing occurred at a recent ROTC demonstration here recently. While an infantry company was in the process of staging an attack problem for ROTC witnesses, a soldier stumbled and badly injured himself when his 57mm recoilless rifle struck him in the back. A helicopter was summoned and within minutes Lt. Daniel A. Lenz of the 1st Inf Div Avn Section flew the injured soldier to a nearby Post Hospital for prompt medical attention. This event—though not in the script—was handled flawlessly and thoroughly impressed those who witnessed the demonstration . . . As a part of a farewell parade, Division aircraft paid a final tribute to Brig. Gen. Paul A. Gavan, departing DivArty Commander, and Col. Samuel Gee, outgoing CO of the 16th Inf Regt. Flying in V's, the L-19, L-20

and H-23 aircraft passed in review trailing red smoke symbolic of the Big Red One . . . As part of a continuing program to orient all personnel of the 1st with the capabilities of Army aviation, two air shows were held for the benefit of enlisted personnel in the Division's Hq Co. Those attending were given the complete show, including wire-laying, para-drops, and message pickups.

YC, Lt. William J. Lumpkins, Jr.

PERSONAL: New assignments designed to increase the efficiency of the Div Avn Section were recently made. Capt. A. K. Veatch (OpnsO), Capt. W. A. Baugh (Sch & TrngO), Capt. J. R. Watson (Instrument SldznO), Capt. J. Cunningham (Flt Ldr, Flt "B"), and Lt D. A. Lenz (H-23 Sldzn) assumed new duties. . . Lts Patrick L. Feore, Jr., William E. Ledgerwood, and Robley W. Davis, Jr. were 3 recent ARMAV graduates who now sport the Big Red One . . . Upped to 1st Lt were Raymond Siefaff, Kenneth Eshbaugh, and Billy Branom.

Commendation

STOCKTON, CALIF.—With pardonable pride we'd like to announce the selection of Col. Wayne E. Downing as Assistant Commandant of the Army Helicopter School at Camp Wolters, Tex. Col. Downing's successor as C.O. of the 30th Engineer Group is Col. Lawrence St. John.

Shortly before Col. Downing left for Texas he was awarded the Army's Commendation Ribbon with Metal Pendant for his outstanding contribution to relief and rescue operations during last winter's disastrous Northern California floods.

In part Col. Downing's citation read "*his brilliant leadership, his outstanding planning and foresight, and his intelligent utilization of available men and equipment saved innumerable lives and property of incalculable value.*"

Speaking for the entire 30th, and especially the officers and men of the 521st, we'd like to wish Colonel Downing "*Godspeed*"



HOOKING UP—Two members of the Ft. Devens, Mass. operations section prepare for the airlift of an Army jeep by H-25 light cargo helicopter during a demonstration recently conducted for 1,000 Army ROTC cadets during their 6-week summer training period. Reserve officer candidates from 17 colleges and universities in the New England, N. Y., & N. J. areas attended.



FLYING SAUCERS? Don't shoot, it's friendly! The disc-shaped saucer sitting atop a U. S. Navy WV-2 Super Constellation is a new type radome, containing radar antenna and measuring more than 30 feet across. The new piggyback pancake was scheduled for taxi-tests on the runways at Lockheed's Burbank plant, prior to later re-assembly on the plane at Edwards AFB.

and the best of luck in your new assignment."

A West Point graduate with an M.S. in Civil Engineering from Iowa State, our new C.O., Col. Lawrence St. John, saw action in the Pacific Theater during WW II. He comes to the 30th from the Armed Forces Staff College, Norfolk, Va. where he taught Logistics.

PERSONALS—Those perennial Globetrotters, Capt. Mike Lord, Lt. John Grace, and Lt. Bob Sternat, are at it again. After picking up fresh laundry and new toothbrushes our Intrepid Three took three Beavers to IRAN at Toronto, Canada. Acting as co-pilots on the jaunt were Lts. Al Zenz, Dale Harmons, & Bob Davis . . . Helirborne—to Lt. & Mrs. Jimmie Wischmeier, a daughter, Joy . . . To Lt. & Mrs. Robert Leonard, a son, Jeffrey . . . To Lt. and Mrs. Robert N. Jones, a daughter, Laura . . . Now flying dual—Lt. C. John Radu and his new bride, Gaye . . . Outbound are Capts. Harper K. Morris and Stan Ballantyne, both now S & F at Rucker . . . Lt. Don A. Smith now with the 2nd Otter Co at Riley . . . Inbound: Capt. Bernard Cobb and Lt. Ed Freeman from F-W School, ARMAV . . . TDYers included Lts. Bill Kelly (enroute to Teheran), Bob Chedester (riding herd on Yuma Test Station's range as an H-23 fling-winger), and Gary Heffner (H-23 IRAN activity at Yarrance, Calif.). YC, Lt. William F. Gabella.

Remote, Sho Nuff!

FORMOSA—Not much to report from this side of the world where we are one day ahead of you. Maj. Tillery sent in a short note which appeared in an earlier issue. Capt. Sutor and myself are down island from the rest of the aviators here and we feel like Southerners. They're jealous 'cause we have the better climate. We get our weather flying when we go up to see them. Just got missed by typhoon *Wanda*, a little wind and lots of rain and it now appears as if the flying business will be good again. The last two issues were very good. It's nice to read about new trends and developments since it is quite difficult to keep in touch with

the latest from the States over here. I understand that a Capt. Wood, presently with the 3rd Inf Div at Benning, is on his way to Taiwan and we'll be happy to greet him. I haven't been able to clobber anyone lately; got a mechanic or two lined up; all I need now is the \$2.40 per.

YC, Capt. Leo Bergeron

Family Talk

STUTTGART, GERMANY—Here's the latest news from the 160th Sig Gp here at Stuttgart. Our pilot training program is still in high gear. Lt. Bak Y. Chin has his IP in the H-13; Lt. Louis Jacquay just finished *Beaver* IP school; and Dick Huff starts soon to get his IP in the L-19. Chin, *Jug* Haid, and Hank Van Der Marel have finished Instrument Trng and by this time Lts. Tabor and Webb should have their 'white cards. That will make us 100% with the 3-2's. Huff and Jacquay are leading the pack with AI and Van Der Marel and YC are holding classes on "No VHF" instrument flying since they have the experience.

For the first time in 2 months, all of our pilots are present for duty. *Jug* Haid and his family returned from leave in England and *Mac* McGee and brood are back from a few days in Switzerland. Bak Chin took Reinhardt on a tour of Italy for a spell and Ray Tourtillot was on a classified mission for 30 days and pipe this—he won't tell us where! Ivan Webb will break the One Big Happy Family shortly; he's now collecting road maps for a leave to tour Germany.

We've lost a few of our *Raunch Hands* since last report, Ray Oksa departed for Hood & John Reinhardt for the U-1A outfit at Riley. Ed Pringle moved next door to Flt Det so that he could log some 23 time. We expect Lts. Marvin Fletcher, Donald



ON THE WAY—Bell XV-3 Convertiplane has made conversions up to 15 degrees forward most angle in flight without incident during the Phase I tests conducted at the Bell Aircraft plant in Texas. Evaluation flights in the helicopter configuration indicate low power requirements in forward flights up to 80 knots. Vibration level is low; autorotation checks from 500' reveal excellent power-off characteristics.



NEW DEAL—Three pilots of the 64th Transportation Company, AAUTC, Ft. Sill, Okla., are shown prior to their last flight in the H-34 transition training given at the Command. L. to R., they are WO William Ingram; Lt. William C. Hampton; and CWO James Birchfield. The 64th is but one of many other H-34 companies that pass through the AAUTC for training in the cargo ships.

Miller, and Luther Lollar, all enroute at present. Rest assured we'll apply the cold shoulder should they not subscribe.

As many probably know, Maj. Gen. Howze visited here in Germany recently. Most of the rated pilots in the command attended his conference on the future plans of Army aviation and we were well informed along this line.

Last notam: Capt. Gene and Verna Paulson and Lt. Charles and Florence McGee have received baby cups for their recent arrivals—both were girls. Since Ed Pringle has left us we won't mention that he and Peg now have a son.

Your Correspondent, (Lt.) C. F. McGee

Bring the Bicarb

STOCKTON, CALIF.—Guess the 30th Topo will always be parcelled out. Bill Gurley and myself are awaiting orders to Mexico. Also on the *Senor* Aviator list are Jim Wilson, Jim Allen, John Yates, Bobby Bogard, Herb Neseth, and Gerry Peabody. We're going to work with the Mexican Army in surveying northern Mexico. *Civilian* clothes and per diem for two years. How fat can you get? We have another project going for a batch to somewhere else. Cannot say where as yet. To keep the head count correct, we now have about 95 assigned pilots, give or take a few. We'll go 100% yet.

YC, (Lt.) Brooks Homan.

On the Double

FT. GORDON, GEORGIA—The Aviation Section here at Fort Gordon has as its primary mission the support of the Southeastern Signal School. With four L-19s and two H-13 helicopters assigned, the flight section

composed of fifteen pilots flew over 360 hrs during the month of July. This total includes numerous administrative cross-country flights as well as tactical field problems.

Five of the current pilot officers are rotary wing qualified and at the moment the section is hoping to broaden its training program by acquiring an LC-126 for the purpose of instituting an instrument school on post. Well trained mechanics plus a good maintenance program enable the aircraft to be on flight status most of the time and put the goal of 1,000 hours per engine change well within reach.

We're well aware of aviation problems and try to further the overall aviation program at every opportunity. This is done by keeping the military personnel here aware of Army aviation's capabilities by putting on demonstrations twice weekly.

PERSONAL—The Aviation Branch is headed by Maj. Cloud Short and includes Capt. Clifford Shaffer and Louis Galombos as well as Lts. William Morgan, Roy Bauos, Waniford Contrell; Francis Kirsch, Floyd Pattison, Darwin Valz, Bernard Elliott, Tom Osif, Bernard H. Schramm, and your truly. We're back to 100% support of the mag. Hooray for us, you say? Well, we tend to agree with you. Sp-2 William Estes puts us at 106%. We're working on our Group Photo now which we'll forward at a later date.

YC, Lt. David M. Runkel

Orientation

WEST POINT, N. Y.—A reinforced platoon of the 8th Trans Co (Hcptr) from Ft. Bragg, N. C., provided substantial aid to the U. S. Military Academy's Dept of Tactics and accomplished its mission of orienting the cadets with the practical uses of the helicopter under simulated combat conditions.

Third classmen (sophomores), who took part in the orientation, are completing an intensive 7-week summer training cycle, with



ON THE ATTACK—Third Classmen of the United States Military Academy rush forward to secure an objective in the enemy rear area after being air-transported to the site by Vertol H-21 helicopters of the 8th Transportation Company, Ft. Bragg, N. C. A reinforced platoon of the 8th provided material aid to the Dept of Tactics at the Academy in acquainting cadets with the combat employment of aircraft.



AMOC Nr 15, T. School—A 100% Unit—Back Row (L to R) WO J. W. Wilkinson, Jr., Capt. R. L. Bruce, Lt. C. M. Sanders, & Capt. R. W. Chinske. Middle Row; Lts R. D. Neely & G. R. Bill; Capt I. G. Rice; CWO N. A. Charette; & Lt J. A. Hammond. Front Row; Lts L. W. Cavness & J. R. Brier; Lt Col R. J. Keckler; WO C. M. Hulett; Capt C. A. Reed, Jr. (U.S. Army Photo)

special emphasis upon weapons firing and small units tactics.

Following daily briefings on loading and emergency procedures given to successive classes, the platoon airlifted attacking cadet forces to specified points on the Military Reservation designated as the *enemy* rear. The unit then provided tactical supplies and air-evacuated simulated casualties. One innovation of this year's annual training featured the air delivery of a combat jeep by means of a webbed sling.

Under the Guns

FT. BRAGG, N. C.—When eight giant Vertol H-21Cs left Simmons Army Airfield here to fly tactical support and VIP missions at the U. S. Military Academy, Capt. Edward A. Stewart, CO of the participating 8th Trans Co., had this to say, "This mission is one of the most important in all of Army aviation; we consider it an honor that we have been chosen for it; you may be sure that a good job will be done."

To alleviate the refueling during the long cross-country flight, the eight aircraft split into two flights of four at takeoff time. Lt. Daniel P. Rosenson led one flight and CWO Thomas J. King served as flight leader of the second. YC, CWO William H. Parker. (Add'l) The rumor I mentioned in our last report—that of H-21s going to the Far East—gets stronger all the time. Several of us, yours truly included, are already on orders to that theater.

CLASSIFIED

ARMY AVIATORS fly the best planes and should have the finest Balfour rank and wing insignia. Made to government specifications. Free pamphlet. L. G. Balfour Co., Attleboro, Mass.

Diploma Day

FT. BRAGG, N. C.—The commencement exercise for the 53-man Post Basic Aviation Mechanics Course, Class Nr 1, was presented recently at Fort Bragg. The initiation of the 6-week course was necessitated by the critical shortage of trained helicopter and fixed wing personnel. Its purpose is to familiarize the men of the three transportation aviation units at Fort Bragg with aircraft, air frames, aircraft engines, and records.

Brig. Gen. Curtis J. Herrick, guest speaker, expounded the importance of Army aviation in today's modern mobile Army. "A great deal of money is being spent and will continue to be spent to further this field; opportunity and expansion lie ahead; and it's our job to encourage recruiting of capable personnel." The new school and the construction of a better equipped Simmons Army Airfield, are just a few examples of XVIII Abn Corps support for the Army's Aviation program.

Col. Charles P. Westphaling, Trans Off, XVIII Abn Corps and Fort Bragg, presented the diplomas. CWO Charles E. Kanode, 8th Trans Co (Hcptr), who was the Director of Instruction, opened the program and introduced the speakers.

The class contained three honor students; SFC Walter F. Murphy, 8th Trans Co (Hcptr), SFC Charles V Courtwright, 8th Trans Co (Hcptr), and Sgt George W Westmoreland, 140th Trans Det (CHFM). SFC Murphy, who hails from Worcester, Mass. walked off with top honors, maintaining a grade average of 96%. Runners up to Murphy with scores of 95.7 and 95.6 were SFC Courtwright and Sgt Westmoreland.

A special congratulations should be given to CWO Charles E. Kanode and the many



CONFERENCE—Shown attending the recent Army Aviation Training Conference held at Fort Rucker, Ala., are, left to right, Brig. Gen. B. S. Cairns, CONARC; Maj. Gen Hamilton H. Howze, ODCSOPS, D/A; and Brig. Gen. Carl I. Hutton, CG of the Army Aviation Center.



HONOR—Capt. Wayne E. Woltz (left), Exec of the 1st Army Aviation Co, is awarded membership in the Guided Missile Center's Honor Society. Maj. Gen. Robert J. Wood, CG of the AA & GM Center at Ft. Bliss, chats with Capt. Woltz after making the presentation.

instructors from the 8th Trans Co (Hcptr), 140th Trans Det (CHFM), 25th Trans Co (AAM), Vertol Aircraft Corporation, and the Curtis-Wright Aircraft Corporation. The Army and Fort Bragg are deeply indebted to the instructing personnel for a job well done, and now we look forward to even bigger and better classes.

YC, CWO William H. Parker

Rover Boy

FAIRBANKS, ALASKA—I guess I'm just about the most wandering pilot there is . . . I'm now with Economy Pest Control having left Spartan earlier following a return to the West Coast. Economy is one of the oldest helicopter operators in the business, having 4 or 5 ships up here with the Coast and Geodetic Survey. Actually, I'm on loan now from Hawk Helicopters filling in for 4-6 wks while the partner returns to the States for a spell. I hope to go to Libya in October on another 8-12 month contract for an oil geological survey expedition. Should prove hot in more ways than one but it'll beat the jungle heat and spears they toss around in Colombia.

Have you considered the idea of forming an employment information center where we ex-AAs and crew chiefs can forward personal info for aviation positions? I know that Army aviation personnel seldom leave AD voluntarily but I do know that many would like to pursue aviation jobs if and when they quit Uncle Sugar. For example, these 4 weeks here are worth a thousand so I can attest to the fact that AAs can find good jobs! The finding isn't easy and an employment service or clearing house is definitely needed. Most firms will take on EM even without their A & E and will help them to obtain same so I can see the benefits of a clearing house for the EM who are in-

flited with the aviation bug but who are *short-timers* militarily. I sincerely believe that those who are interested would be glad to pay a minimum fee for a service that would swap data between the employee and potential employer. What do you say?

YC, Chuck Dunifer.

(Ed. We're in our second month of contacting a roster of 210 business corporations who have an interest in aviation personnel. Just as soon as we believe that we have a complete and workable service to offer both the applicant and the employer, you can look for a MAPS—Military Aviation Placement Service.)

The First

DOUGLAS, ARIZ.—Now there is no doubt about which unit is the first *Otter* Company. By order of the Secretary of the Army, the 14h Army Avn Co was redesignated the 1st Army Aviation Company, effective 15 August, 1956 . . . The unit's mission of testing



Check This!

Have you a friend listed below? The roster includes some of those personnel who subscribed to "AA" within recent weeks. Locator service will be rendered on any and all personnel on whom we have a current address. Just send in a request and we'll comply . . .

General Officers

Kreber, Leo M. MG
Duff, Charles B. BG
LT. COLONELS

Gordon, Donald B.
Gregorie, James B.
Powell, Edwin L., Jr.
Gude, Joseph L.
Keckler, Ralph J.

MAJORS

George, Don R.
Hendrix, Emmett G.
Townsend, James O.
Clark, James
Bradshaw, Henry K.

CAPTAINS

Johnson, Richard L.
Rudder, Paul L.
Robison, Paul B.
Keith, Arthur G.
Bosan, G. S.
Mulken, James A.
Sweeney, Chas F.
Holzer, Kenneth R.
Trapp, Walter S.
Singley, George T.
Murray, L. A., Jr.
Williams, Ernest M.
Leedham, Donald W.
Shaffer, Clifford F.
Kelley, Joseph G.
Brizius, Charles A.
Bailey, Lawrence R.
Steele, Clyde
Cobb, Bernard R.
Chinsko, R. W.
Reed, Charles
Rice, Irwin G.
Bruce, R. L.
Muse, Samuel P.
Proctor, William D.
McDonald, Robert H.

LIEUTENANTS

Fritchey, Garold D.
Coleman, James P.
Franssen, Leonard R.
Ritchie, Ralph J.
New, Guy E.
Holdcraft, George T.
Rouch, Robert E.
Hutchins, Charles F.
Jones, Charles R.
Jones, Ronald D.
Branom, Billy J.
Matteson, Lawrence F.
Newton, Richard E.
Johnson, F. L.
Randall, D. A.
Kendall, H. A.
Lovelett, N. D.
Leavitt, R. H.
White, LeRoy
Sims, C. O.
Satterfield, J. W.
Moore, J. D.
Portera, J. O.
Murphy, C. H.
Stansell, H. D.
Ledgerwood, W. E.
Irwin, E.
Wallace, M. B.
Huntley, D. L.
Johnson, R. L.
Stone, R. R.

Pahlman, W. F.
Saunders, J. W.
Norris, F. D.
Robinson, A. H.
Ripperda, F. J.
Faxman, J. C.
Pergerson, B. S.
Lust, R. A.
Haxton, Owen V.
Andrews, Roger
Bentley, William R.
Phillips, C. F.
Johnson, D. M.
Stutts, B. W.
Stewart, F. E.
Sutton, H. F.
Peppard, J. J.
Nunnelee, Billy R.
Talbert, J. R.
Segura, Huey F.
Billy, Myron D.
McNeese, Maurice W.
Darrah, James T., Jr.
Stoutamire, David F.
Bill, Garry R.
Bradley, Newell L.
Broman, Ralph W.
Burrett, James H.
Carney, James L.
Cook, Duncan S.
Cooper, Robert G.
Davis, Robley W.
Dean, Edward R.
Delaney, Charles V.
Dew, Clifton R.
Echerd, Robert S.
Floyd, John D.
Freeman, Ed W.
Guthrie, James B.
Hamner, Ralph H.
Hawkins, Jeremiah B.
Hill, Edward P.
Hill, Ray J.
Holland, Robert J.
Stansel, Paul L.
Otto, Delbert J.
Konrad, Elmer W.
Griffith, Harold E. Jr.
Hampton, William C.
Grubough, William C.
Junot, Arthur J.
Haskins, Owen V.
Andrews, Roger
Bentley, William R.
Sutor, Alan D.
Hill, Elbert B.
Taylor, Richard E.
O'Leary, Gary A.
Radspinner, F. H.
Petrillo, Nick
Aiton, William S.
Anderson, William L.
Austin, Donald J.
Bangert, Lawrence D.
Barker, Wayne E.
Bauereis, Paul L.
Berryhill, Bobby G.
Blakely, Thomas E.
Bowlin, Frankie A.
Bradish, John T.
Bridges, James T.
Carpenter, Gordon O.
Choat, Buddy J.
Choate, Harlan E.
Collins, Marion H.
Damskov, Donald M.

Darling, Allan L.
De Maria, John N.
Dixon, James F.
Dockham, Robert L.
Dollahite, Thomas H.
Dykstra, Raymond J.
Gibbons, Bruce H.
Gillis, Harrell N.
Glover, Rupert F.
Gonzales, Eduardo F.
Graham, Jones R.
Gramly, Payne A., Jr.
Greely, Ira E.
Griffin, William P.
Hannon, James P.
Hargis, George H.
Hayes, James B., Jr.
Hill, Jack D.
Hobbs, Donald I.
Horan, Michael J.
Isner, Willford C.
Kawano, Thomas T.
Kellogg, Kenneth E.
Kerner, Robert C.
King, James P.
Knapp, Walter L.
Lindholm, James R.
Palczynski, Donald J.
Porter, William J.
Janssen, Arlo D.
Lenz, Alex R.
Bishop, Robert E.
Quinlan, James A., Jr.
Turcotte, Alphonse
Therault, Bernard R.
Millward, Robert H.
Hammons, Dale E.
Davis, Robert G.
Clark, Byron L.
Countryman, Sam
Collings, Taylor
Potter, Donald E.
Grosvenor, Gordon D.
Ridenour, William C.
Hammond, John A.
Neely, Robert D.
Cavness, Leslie W.
Sanders, Curtis M.
Downes, Miles H.
Knight, James L.
La Force, H. P., Jr.
Lewis, Thomas K.
McLaughlin, Leonard
Middleton, John L.
O'Connell, Joseph E.
Peterson, Donald F.
Potts, William L.
Redman, William W.
Rice, Thomas A.
Seagrave, Donald A.
Scott, Jeremy D.
Stafford, Clarence R.
Tussey, William J.
Tracy, Thomas W.
Wiggins, Leon H.
Williams, William F.
Wittbecker, Richard A.
Cantrell, Waniford A.
Kirsch, Francis J.
Pattison, Floyd H.
Valz, Darwin K.
Runkel, David M.
Elliott, Bernard V.
Osif, Thomas J.
Schramm, Bernard H.
Layne, Leslie A.

Crosby, Glen L.
Weaver, John M.
Horner, Harold B.
Knight, Albert L.
Jones, Stenson R.
Anderson, Ronald D.
Zellmer, Harry J.
Dockum, Harold C.
Forit, R. U.

CWOs

Haskins, William R.
Holloman, William H.
Oxford, Walter E.
Davis, Henry C.
Carmical, William K.
Charette, Hormand A.
Box, William G.
Hunyady, Paul E.
Isenberg, Wilbur M.
Jones, Herschel C.
Mallow, Donald J.
Kennedy, Stephan P.
Saylor, David R.
Warren, James A.
Forit, R. U.

WOs

Reynolds, Joseph M.
Beau, Henry R.
Hungerford, Charles F.
Miller, Philia E.
Novick, William L.
Austin, William D.
Bevens, Robert D.
Garner, James A.
Heredia, Francis N., Jr.
Willis, Howard L.
Blenderman, Neil A.
Roberts, C. J.
Long, William L.
Warner, Charles O.
St. John, Donald A.
Ziegler, Jimmy N.
Wilkinson, James W.
Roberts, Edison I.
Wilson, James D.
Curtis, Willis M.
Stech, Richard J.
Randall, Donald L.
Caldwell, George E.
Deason, Thomas J.
Rex, Richard N.
Singer, Henry
Statesman, Burnell O.
Thirling, Florian A.
Tuttle, Leo F.
Vaul, Robert A.
Verbeck, Gerald D.
Watts, Robert L.
Whately, Robert J.
Vance, Hill
Wilson, H. D.
Forit, R. U.

M/SGTS

Dresser, Gordon D.
Chisholm, Raymond C.
Drumwright, Elton L.
Ensley, Paul C.
Liley, Carl L.
Pridham, Gardner A.
Farah, Toufic T.
Forit, R. U.

SFCs

McCrory, James B.

(Cont. on page 26)



LEFT—Four 1st Inf Div pilots beat the Kansas heat with authorized Bermuda shorts. L to R, Capt. Wilford Baugh, Lt Daniel Keale, Lt Lloyd Adams, & Capt. Austin Veatch. **RIGHT**—Crew Chief of the Month, SFC William P. Hoffman, 8th Trans Co (Hcptr), Ft. Bragg. See the news story appearing below.



VERSATILE—When Lt. Joe Parlos' Otter had a forced landing in the desert area 30 mi. west of El Paso, the above 1st Army Avn Co crew performed a unique "field" engine change. L to R: Clyde Gibb, Sp-2 James Jones, Plc J. T. Shyde, and CWO-3 J. T. Tierman.

the Army Aviation Traffic Control and Navigation System (AATCAN) still has a termination date of 15 Sept. If there is no change we'll be moving to Ft. Benning shortly after the 15th. YC, Lt. James C. Greenquist.

PERSONAL: Lt Roy Moran was welcomed back to the company after a re-conditioning tour in the Huachuca hospital . . . Welcome, too, to Lt. R. P. Turner who joins us from Benning. With Lts. Al Knight, Stencon Jones, Frank Kakuk, William Melton, Ron Anderson, and Harry Zellmer regular "AA" readers, we're well on the way towards 100% support. If clobbering peckers mean a bigger monthly, we're out to clobber one and all.

Outpost

FT. NIAGARA, N. Y.—A word from a re-tread who was recalled to EAD and subsequently given chopper training at Gary & Rucker. I'm now asgd to the 2d AAA Group at this post and our 2 pilot-6 EM section will provide taxi service between our Hq and the many gun and Nike sites located throughout the Buffalo-Niagara area. On paper we'll do this job with two H-13s but the *birds* haven't arrived as yet. To stay current I'm atchd to the 15th AB Sqdn at Niagara Falls AFB where I have managed to get airborne in their H-13s. Even managed to scrounge some C-45 & C-47 time. S/Sgt James Lay, a Korean returnee, serves as the crew chief here. We'll be set up at Niagara Falls AFB and will welcome such lonesome souls who get out to this remote corner of he ZI.

YC, Capt. John J. Zirkle, Jr.

Crew Chief of Month

FT. BRAGG, N. C.—The young man shown in the above photo, SFC William P. Hoffman, has been designated as the "Crew Chief of the Month." He currently serves as a crew chief with the 8th Trans Co at Fort Bragg.

A native of Philadelphia, Pa., who now

calls New Orleans, La., his home, SFC Hoffman is known to those with whom he works as a diligent and conscientious worker. His painstaking care of his Vertol H-21C resulted in that ship being adjudged one of the best (and cleanest) of the company's aircraft in a recent Tech inspection.

SFC Hoffman has been in TC units for his entire 8-year military career, the first six of which were spent in TC Harbor Craft Companies. He has been in TC Aviation since '54.

Of his job, SFC Hoffman has this to say: "Army aviation seems to be an ever growing (and ever interesting) field. I would very much like to stay with it." YC, CWO William H. Parker.

LOCATOR FILE

Shellhart, Fredrick
Morgan, Marvin E.
Burns, Charles W.
Lewis, Mart T.
Ellison, Richard C.
Carboni, Armondo D.
Gilbert, Francis P.
Garcia, Anthony S.
Forit, R. U.

SERGEANTS

Brendahl, Gerhardt SP3
Cook, Claude J. SP3
Miller, William SP3
Heck, Cleatus L.
Neff, Wayland D.
Ferris, Robert W.
Westmoreland, G. W.
Forit, R. U.

SP-3s

Doers, Vernon
Villeneuve, Wilbur F.
Cannady, Lloyd B.

CORPORALS

Goar, Mark R. SP2

SP-2s

Hogeboom, Richard
Cavallieri, A. J.
Meadows, James G.
Boyle, Ronald R.
Hinrichs, John C. IV
Quaranta, John P.

PFCs

Fowler, Herbert

Sparks, Richard A.
Letters, Joseph
Williams, Fred N.

PRIVATES

Vogt, Elmer
Friedrich, Richard
Fuentes, Robert
Prater, Donald R.

A/3c

Semmel, Lawrence J.

FRIENDS

Parsons Corporation
Young Men Magazine
Mr. Gavin, James W.
Duschaks Hcptr Rotor Service
Baker, Alfred F.
Turner, Emmett O.
Burkhardt, Danny J.
Serig, Jack W.
Frey, Frank E.
Withers, Peter C.
Campbell, Colin
Jacobs, Louis
Kay, Paul
Thompson, James M.
Tolley, A. P.
Wood, Douglas
Wingate, Charles S.
Balogh, Miss Patricia
Brown, Joe W.
Kitzmiller, Jack
Howell, Richard A.
Winzenried, Robert E.
Carver, Weyman S.

PLANS AVAILABLE

(Dear Editor:) Thank you for publishing the article on the new bombing device for light aircraft. In case of inquiry, the Fort Devens PIO erred in one small detail—the tube size of the device is 5" by 18" and not 5" by 8" as reported in the article. (See P. 20, AA, August, '56).

Should you receive any inquiries concerning the device, or think it worthwhile, you might carry a later line or two to the effect that any Army aviation section wishing to duplicate these may obtain complete blueprints and photos by directing a request to: Aviation Officer, 74th RCT Air Section, Ft. Devens, Mass.

Sincerely, Sgt. Carl D. Comstock

TEASER

(Dear Editor:) A quickie to change my address and extend a sincere invitation. I'm now the OIC of the Guatamala Detachment, having been replaced as Exec of the 937th by Maj. Herb Eder. You are invited to the *Land of Eternal Spring* for a visit where our 5,000' altitude, 12,000' volcanoes, and Mayan ruins are attracting tourists by the flock. Seriously, a trip down here would provide you with air travel throughout Central America and let you see some of the rugged and interesting flying we Engineers perform in this sector. It's only \$99 round trip from Miami. Pardon, \$96.60; enclosed is Maj. Don George's subscription.

Sincerely, Capt. John Bergner
(Ed. We're still trying to make Dothan, yet alone the Land of the Eternal Spring. This is the Land of the Eternal Deficit—\$5,000 credit, \$12,000 mortgage, and few tourists. Travel pay and per diem, hava-no.)

AMISS (PART II)

(Dear Editor:) I read—with amusement—the article "Amiss" which appeared on p. 25 of the July issue of AA. The article concerned the claim for glory by our brethren aviators of the 328th Trans Co (now the 11th TC), in connection with their operations on Pikes Peak in Feb., 1954. Our thanks to you for adding "(the landing on Pikes Peak)" after the misused word "operation."

To operate and to land and takeoff at high altitudes in this case are two different things. The original article should have specified that we landed on Pikes Peak with a gross weight of 12,075 lbs. and took off with the same gross weight "with inches to spare." Or, perhaps, it should have pointed out that we landed with 1,425 lbs. short of our maximum allowable gross weight of 13,500 lbs., which definitely is a record at 14,110 feet.

If the argument of the 11th Trans Co concerns service ceilings, then the 93rd Trans Co can top their 16,600 feet by an easy 800

A Many Sided Thing

Letters to the Editor

Letters from all sources are welcomed. All letters for publication must bear the signature of the writer. The writer's name will be withheld upon his personal request.

feet. The records of this accomplishment are on file in the AAUTC, Ft. Riley, Kan. I do agree with your editorial note that our Pikes Peak operations were not a personal publicity stunt; we were performing official high altitude tests for the Dept. of the Army and Army aviation.

CWO Ziegler, please do not make the mistake of trying to compare the H-19, C or D model, with the H-21. I have flown them both and there is no comparison in size, in power, in configuration, etc. However, they both have their "firsts" and we are proud to have in our unit a former member of the 328th who was with you at Camp Hale in February, '54.

Sincerely, Capt. Walter E. Spriggs, Jr.

STIMULATING

(Dear Editor:) Hats off to Mr. Guy Mallery of the Glenn L. Martin Company for providing some of the most interesting reading we've come across in many a month. His "Water-Based Concept" certainly provides food for thought. I don't mean to throw a harpoon here but if these same views were mulled over by top level military personages you'd probably never get the opportunity to publish them. Hush hush, you know. I'm glad Mr. Mallery has an axe to grind. By grinding it in the open we at least know what's what.

Sincerely, Major L.

RESPONSE

(Dear Editor:) A word on the rather neat way we here at Bragg solved our maintenance personnel problem. It all started when our Company Commander and his Maintenance Officers gave a few letters of acceptance to some men in other units on post who had prior aviation experience. This soon snowballed to the point where XVIII Abn Corps Hq and Hq, Third Army sent out a call to the entire Third Army Area for interested personnel to apply for immediate transfer

A Many-Sided Thing

Letters to the Editor

to one of our 3 Trans Aviation units here; the 8th, the 140th, or the 25th TAAM Co. The response from the field was so great that it was soon evident that mere OJT was not going to do the job. So, with Third Army approval, one of our pilots and a former administrative specialist, CWO Charles E. Kanode, established a school for these new people. The school lasted 6 weeks and the emphasis was on the maintenance aspects of the Vertol H-21C Helicopter. This was the first class of this length and scope to be conducted anywhere other than at Ft. Eustis or Ft. Rucker. Maybe the answer to the mechanic shortage can be found in this example.

Sincerely, CWO William H. Parker

THE WHY OF IT

(Dear Editor:) The chances of meeting you personally to express my thoughts are nil and hence I'm resorting to the longhand method to get them across. I've subscribed to *AA* since its inception and have patiently waited for its format to change to the more technical approach employed by *Aviation Week* or *Air Force*, in short, articles by the top authorities in this field on specific technical subjects. Although what you call "the chit-chat" has diminished in volume with the passing years, it still occupies almost half of each issue. I frankly am not interested in the comings or goings or doings of some 3,500 Army aviation people today or some 10,000 *AA* personnel several years hence. I believe that what is needed and will be wel-

comed is a professional journal with articles of interest to technicians. Theory, yes; birth announcements, no! You will still have my support but I wonder if others are as patient as I am.

Sincerely, A FECOM Major
(Ed. *A coldblooded analysis should tell you this: numerically, Army aviation with 3,700 rated commissioned personnel is in no position to sponsor such a publication on an unofficial basis. We do not believe that sufficient circulation support would be given to this type of publication to underwrite its costs. Editorial personnel command and demand pay for services rendered. Advertising? Unless you can produce evidence that you are reaching a satisfactory percentage of a given market—and we feel that with this type of publication you'll be dealing in terms of hundreds—do not count on industry support. Corporate taxes are high, we'll admit, but there are other less expensive means of reaching mere hundreds, and pinpoint advertising is not one of them. We do not dispute the fact that a purely technical publication will be widely read. We simply contend that it will not be widely bought. Sharing "hand-me-downs" would quickly kill this publication. We are trying our very best to produce a balanced periodical, one in which both technical and personal interests will be served. The comings, goings, and doings of 2,450-odd personnel may not be of technical interest but these people represent 71% of the rated commissioned personnel in this field and they do BUY the book as is. Common sense dictates that we cater to their interests for it is their support that pays our bills and it is their combined support that may be of interest to a potential advertiser.*)

EYEWITNESS

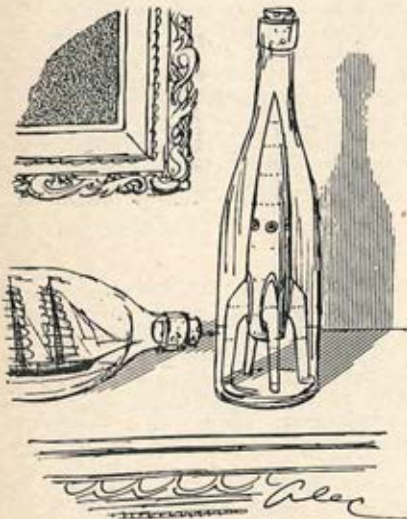
(Dear Editor:) If you'll accept the word of a D-Day Division AO, I'd like to settle that bet made in the July, '56 issue about L-4 combat missions on the beachhead. I checked with another DAO and we both do not know of any artillery mission fired by Army aircraft on the 6th of June. The first mission, to our knowledge, took place on D plus 2. We'd say the one star general picks up the marbles.

Sincerely, Lt. Col. J. E. Swenson
(Ed. *There'll be tears in Palo Alto on this one. The money may go to Alabama.*)

CAN'T HELP

(Dear Editor:) During the recent Russian airpower display that was witnessed by Gen. Twining (and staff), the Russians air-paraded some impressive-looking giant helicopters. Do you know if any Army aviation official attended this display?

Sincerely, (Lt.) J. R. Porter
(Ed. *We can't give you an answer on this one, but we'll run it down. The Russian craft bore a marked resemblance to the YH-*



A Many-Sided Thing

Letters to the Editor

16, indicating, of course, that the Russians still have an Army and intend to make it air-transportable.)

PROUD

(Dear Editor:) I certainly did flip flops when I saw Major (Jerome B.) Feldt interviewed on Arthur Godfrey's program. His comments on the Army's participation at Grand Canyon were top rate and cast commendable reflections upon the participants and Army aviation as well. Sincerely, J. R. (Ed. Maj. Feldt appeared on Bill Cullen's show, also.)

GUEST READER

(Dear Editor:) Included in my \$4 check for renewal of my subscription is a new subscriber for you, Mr. MacKinlay Kantor, author-novelist and an old Air Force friend of mine. I'd like to keep him abreast of Army aviation so please start sending him "AA" with the next issue.

Sincerely, Capt. George C. Kuhl

THE BATTLE IS JOINED

(Dear Editor:) Having renewed for another year, I would like to take this opportunity to tell your staff just how much we enjoy the magazine. My husband reads it from cover to cover and so do I—and may I add that I am one pilot's wife who will positively gag if you ever start a *Women's Page* or anything of that type.

It seems to me that any wife who is truly interested in her husband's work would be tickled to death to find a magazine through which she can keep up with the latest aviation news. And yet the magazine is not that technical that she is constantly saying, "Now what do they mean by this?" PLEASE don't ever start cluttering up our pages with "So and so's" favorite recipe, or the latest fashions for aviators' wives!

Sincerely, Patricia A. Blackman (c/o Maj. Edward B. Blackman, 10th Inf Div Avn Sec, APO 36, N. Y.)

(Ed. Kamerad! We give up! It's going to be difficult ignoring the fair sex when approximately 80% of the subscription checks are endorsed with feminine scrawls. At the rate we're receiving poop each month—the easy to understand kind—we assure you that there'll be no room for recipes.)

QUERY

(Dear Editor:) I've noted regular cartoons in "AA" featuring Hiller aircraft that to me are exceptionally clever. The last one

showing the *Flying Platform* as a "Follow Me" vehicle for a vertically descending conventional plane was tops. The cartoons carry only the signature "Joy." Who may I ask is Joy?

Sincerely, Roy B. Conner.

(Ed. Mr. Philip R. Joy, Account Executive for the Hiller account at Philip S. Boone & Associates, is the capable penman. He's an ex-Disney illustrator who now labors in San Francisco's ad alley and who obviously still dabbles very well.)

IT

(Dear Editor:) Whatever happened to IT?

Sincerely, (Capt.) Bob Hodges.

(Ed. IT is being used for the purpose for which it was manufactured. As such, IT is no longer classified material.)

Necrology

It is with deep regret that we report the death of 1st Lt. Joe B. Warner, 25, on July 4, 1956 from injuries received in a helicopter accident June 7, 1956. At the time of his death, Lt. Warner was hospitalized at Brooke Army Hospital, San Antonio, Texas.

The accident occurred in the early morning when Lt. Warner, accompanied by his surveyor Sp-3 Richard W. Sayre, attempted to land on a 4000 foot hogback ridge during a "picture point" reconnaissance 20 miles east of Palm Springs, California. The aircraft tumbled 250 feet downslope from the landing site and burned.

Smoke from the wreckage attracted the attention of ground parties in the area and Lt. Velvin Watson was dispatched in another H-23 to investigate. Unable to evacuate the seriously injured men without litters, Lt. Watson left a surveyor in attendance and returned to obtain an H-19 and additional help.

Capt. James E. Kennedy arrived at the scene shortly with an H-19 and directed the evacuation. Sp-3 Sayre died after being carried down the ridge. Lt. Warner was evacuated to the Coachella Valley Hospital and subsequently to Brooke Army Hospital.

A native of McAllen, Texas, Lt. Warner was a graduate of the University of Nebraska where he received a degree in Mechanical Engineering. While at the university he was honored with membership in Phi Beta Kappa, Pi Mu Epsilon, and Sigma Chi, a social fraternity.

He is survived by his father, Mr. John L. Warner, McAllen, Texas, and a brother, James. Sp-3 is survived by his wife, Sally, of Bridgehampton, N. Y.

A skillful pilot and a highly competent officer, Lt. Warner was esteemed by the officers and men of the 521st Engineer Co. His death came as a deep personal loss. 1st Lt. William F. Gabella

Welcome Mat!

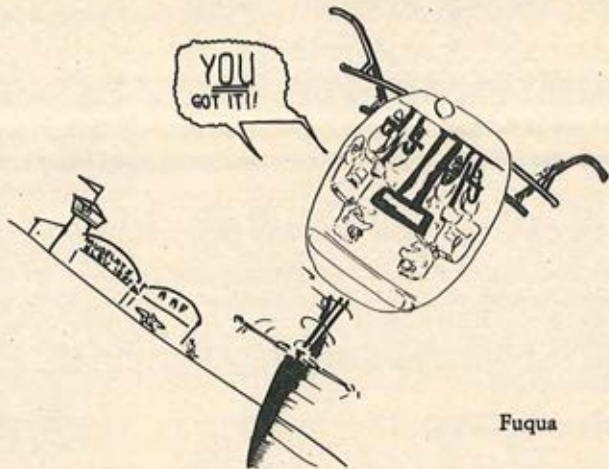
FORT CLAYTON, CANAL ZONE—Received word from the Gringo country that the 30th Engrs are sending us ten pilots, eight EM, and eight aircraft to work in Mexico with Headquarters in Monterrey. Glad to have the boys with "experience," — especially in Mexico. We understand they will be PCS to the 937th and TDY to Mexico. I hear they are all volunteers — musta heard about this here per diem stuff. It will be nice to see the old arctic circle boys again and compare our jungle stories with the latest in tundra trends.

Another pilot of ours got mixed up in subversive activities, I'm sorry to report. This time Lt. Michelsen lost his fan belts while flying his copter over Guatemala City and had to set her down in an open space. He was immediately surrounded, but at a good distance since he had dynamite and weapons aboard for the communist subversive groups which have been performing acts of terror on the populous here. The Army and police force took charge and when the necessary repairs were made on his copter, he went merrily on with his mission of terror. Almost forgot but the supposed dynamite actually proved to be a sealed plug container and the weapons were hidden so well no one ever found them.

Lt. Woody Shelton happened to be handy a few weeks ago when a civilian plane crashed here in Panama. He vibrated over to the scene of the accident and evacuated the bodies of the four people aboard. It's a miserable way of earning flight pay but is an appreciated duty.

A news flash from Barranquilla, Colombia informed the multitudes that President Rajas Pinillas honored Capts. Jim Wood, Smoky Culp, and John G. Duke for services rendered his country. He presented each of said Capts with a mighty fine wrist watch—with hands attached—and a picture of himself on the face yet. We are honored because they were honored because they are one of us. But they got the watches. Smoky Culp reported that his watch ran down by the time we heard of his honor even though it was wound when he received it.

Speaking of communications, it takes so long for some of our paper work to get through it yellows with age before it reaches its destination, and then an RBI follows wanting to know the reason why correspondence was answered three weeks after the suspense date. To send a letter to Recife, Brazil—and we send letters in keeping with



Fuqua

the Army paper policy—the letter goes to New York, then down to Rio de Janiero, then up to Recife. That's a pretty far piece, something over 7,000 miles (statute) or 6,100 nautical. Why that's as far as from Healdsburg, California to Podsrp, Czechoslovakia. YC, Capt. Paul F. Hopkins.

Building

FT. RILEY, KAN.—Things have been going well here at the 52d Trans Bn (Hcptr); viz; two H-25s back from IRAN; the 33d Trans Co (Lt Hcptr) activated and commanded by Maj. Keith Bauer, formerly with the 71st Trans Bn (Hcptr). Capt. William E. Black, the new Exec and OpnsO of the 33d, was recently the 52nd's S-3 Officer. At present, the 33d is picking up strength rapidly with many new WOs assigned, most of them recent grads from ARMAV.

Also activated on the same date was the 573d Trans Det (CHFM) commanded by Lt. Walter C. Lorenz, ex of the 71st. The 573d will furnish maintenance support for the 33d.

The new CO of the 2d Army Avn Co (FW-TT), Maj. George E. Bean, also finds his unit undergoing rapid growth.

What with the recent arrival of new pilots, the expected arrival of more, and the fact that we will be receiving some new H-21s very shortly, there will be a great deal of flight training in the offing. Incidentally, the new Vertol H-21s will be equipped with Omni and ADF. Also understand that there has been a modification of the console and cyclic for aid to the pilot. And, of course, we're only waiting for the word to pick them up.
YC, CWO Harold R. Bunnell

By exemplary valor and determination, Army aviators earned great personal credit in the highest traditions of the military service . . .

Grand Canyon Disaster



On August 2, twenty four Army aviators and six AF officers were honored at the White House for their commendable participation in the rescue operations following the recent Grand Canyon airlines disaster.

On behalf of President Eisenhower, Colonel Robert Schulz, Army Presidential aide, presented nine Soldiers Medals and seventeen Commendation Ribbons to the Army officers as Maj. Gen. John A. Klein, The Adjutant General, read the citation.

Secretary of the Army Wilber M. Brucker and Army Chief of Staff General Maxwell D. Taylor witnessed the ceremonies held in the White House Rose Garden.

BACKGROUND:

At approximately 1800 hours, 30 June '56, Maj. Jerome B. Feldt, CO, 14th Army Avn Co and Dep Co for Opns at Hq, Bisbee-Douglas Sub-Post, received an inquiry from Maj. Griffith E. Cook, CO, Hq, Bisbee-Douglas Sub-Post, as to what action was being taken about the aircrafts' disappearance. This was the first information available to the Major and no action had been taken.

Maj. Feldt immediately contacted CAA and American Air Line officials at Bisbee-Douglas International Airport; however, there was no information available at the time. Flight service was then contacted for information and they instructed Maj. Feldt to stand by. Approximately 30 minutes later flight service related that there had been a crash in the Winslow, Arizona, area and an AF Captain Ryland had been designated as "mission commander" for the search.

Maj. Feldt immediately called Capt. Ryland at Winslow, who informed him that one aircraft had been spotted and after informing the Captain what type equipment was available at Bisbee-Douglas, Capt. Ryland requested help arrive there at the earliest possible time to assist in the search and even-

tual evacuation. At approximately 2130 hours the Major made a call to Col. Bowski, C/S, Ft. Huachuca, for authority to join the search. Permission was granted.

Maj. Feldt alerted his company and Capt. Walter E. Spriggs, then acting CO of the 93d Trans Co, and also attempted to alert the 416th Signal Avn Co.

At 0500 hours 1 July, nine U1-As and four H-21s took off for Winslow, Arizona, arriving there at approximately 0715 hours the same day. Upon arrival in Winslow, Maj. Feldt and Capt. Spriggs reported to Capt. Ryland and were given a short briefing and maps of the area marking the crash site of one of the aircraft. Soon after an AF pilot came into the room and reported the location of the second aircraft.

At about the same time a telephone call was received from Sheriff Richardson of Coconino County and he reported that one could not get to the crash site by automobile, but that it might be possible by helicopter. He said he was in Flagstaff and had the County Coroner and Assistant District Attorney standing by. He was asked to wait and was told that he and the coroner would be picked up later in the day.

Maj. Feldt and Capt. Spriggs then called a meeting with Capt. Ryland to discuss his plans. After being informed that Winslow and the crash sites were beyond the fuel range of the U1-As and the H-21s, Maj. Feldt recommended that he and Capt. Spriggs take two AF para-medics, pick up the Sheriff and coroner in Flagstaff, and make a reconnaissance of the crash scene and report back to the mission commander when they were located. This plan was approved.

At approximately 0930 hours 1 July, Maj. Feldt and Capt. Spriggs met at Grand Canyon Airport, approximately 22 miles from the crash sites. Reconnaissance proved this would

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be the best base of operations for U-1A and H-21 type aircraft.

Capt. Ryland was informed of the new location and asked to dispatch aircraft to the Grand Canyon Airport. Capt. Ryland was also informed that the 14th and 93rd were standing by awaiting his orders and that fuel would be needed to support the mission in that no fuel was available at Grand Canyon Airport.

Between 1000 and 1200 hours the same day, officials of TWA and United Airlines arrived at Grand Canyon Airport from Winslow and began setting up their operations. Maj. Feldt reported that he was standing by for further instructions from the mission commander. Maj. Feldt then contacted representatives of the Bell Telephone Co. and requested that a phone be installed at Grand Canyon Airport. This was done immediately.

At 1700 hours, with permission of the mission commander, Maj. Feldt ordered all aircraft secured and arranged for transportation of all personnel into Grand Canyon and quarters there for the night. After everyone was fed and quartered, Maj. Feldt ordered a meeting of all key officers of the 14th Avn Co and the 93d Trans Co. Capt. Spriggs was appointed executive officer for the operation and Lts. Paul Walker, 93d Trans Co, and John Ahern, 14th Avn Co, operations officers.

A general plan of operation to start at daylight on the 2d day, 2 July, pending approval of the mission commander, was then decided upon. The plan was called "Operation Granite Mountain." The plan called for helicopters to determine if there was life amidst the wreckage, to deliver personnel as near as possible to the scenes of both crashes, to resupply the rescue personnel as required, and to evacuate the dead to Grand Canyon Air-

Grand Canyon participants from the 14th AA Co. Standing (L-R): Lts Roy Hudson, Ken Niederbrach, & Don Melton; Capt Ken McGaughey; Lts Warren Strong & John Ahern; Maj J. B. Feldt. Kneeling: Sfc Earle Hogan, Pfc James Pierce.



Secretary of the Army Wilber M. Brucker presenting the Soldiers' Medal and Commendation Ribbon to Maj. Jerome B. Feldt on the south lawn of the White House. On the left is General Maxwell D. Taylor, Chief of Staff, U. S. Army.

port for transfer by fixed-wing acft to the National Guard Armory in Flagstaff. It was also agreed that the helicopters would work in pairs and that fixed-wing acft would fly "bird dog" cover to and from the canyon and while the helicopters were operating in the canyon.

The above plan was approved by all pilots, who volunteered without hesitancy, and was then presented to the mission commander, CAB, CAA, and the airline officials, and the coroner and sheriff for approval. These officials approved the plan and were instructed to have their rescue personnel and equipment ready for a daylight takeoff on 2 July, weather permitting.

At approximately 0600 hours 2 July 1956, Capt. Walter Spriggs and CWO Howard Proctor, in an H-21C helicopter, with Maj. Feldt flying "bird dog" in a U1-A, took off from Grand Canyon Airport for the crash sites. Aboard the H-21 were WOJG Robert Whatley, a 93d Trans Co pilot who volunteered to work with the para-medics, two para-medics, County Coroner Shelby McCauley, and assistant County District Attorney L. Wren, and approximately 1000 pounds of equipment and provisions. Aboard another U-1A were six photographers and representative of KVOA radio station who observed the first helicopter flight of the operation.

Cap. Spriggs and CWO Proctor flew to the southeast rim of the canyon, discharged three of their passengers, and made the descent into the canyon. After a thorough reconnaissance was made of both crash sites, they landed on a small pinnacle approximately 60 yards from the main wreckage of the TWA airliner, discharged their passengers, returned to the southeast rim, picked up the three previously discharged, and returned to the TWA site. After discharging the last passengers, they tried to land near the UAL wreckage. After two unsuccessful

(Continued on the Next Page)



WHITE HOUSE CEREMONY—Shown immediately after the individual awards are (front row, l-r) WO R. J. Whalley, Jr; Lt P. S. Walker; Capt W. E. Spriggs, Jr; Secretary Brucker; General Taylor; Maj J. B. Feldt; Capt M H Mathews & W L Preston; Lts J. E. Ahern, H. B. Grudberg, R. A. Hudson, & J. B. MacDougall. Rear: Lts K. R. Niederbrach, W. A. Strong, & A. H. MacDonald; CWOs G. D. Brinton, Jr., W. M. Isenberg, D Mollow, Jr, & D. R. Saylor; WOs D. R. Wright & T. B. Deason; Capt J. Womack, Lt M. E. Burd, Cpts D. R. Hunter & S. J. Ryan, Lts D. M. Strong & P. S. Prince (last 6 AF).

attempts, they returned to the Grand Canyon Airport.

Upon return to the airport Capt. Spriggs reported to the mission commander, CAB, CAA, airline officials, and Maj. Feldt that there were no signs of life at the site, that the UAL site was extremely dangerous to reach because of its location on a finger ridge extending from Chuar Butte. This ridge not only created updrafts and downdrafts, but eddy-type currents on the final approach to the site, creating extremely turbulent air, which might cause the helicopter to crash into the side of the canyon wall or into the finger ridge. The distance from this ridge to the canyon floor was 1,400 feet and an engine or structural failure or poor judgment in a landing attempt would have meant certain death for the pilots and passengers. Capt. Spriggs stated that he would continue to try and land near the UAL site; however, he thought it could not be done until ideal weather conditions existed.

During the remainder of the morning there were three additional helicopter flights into the canyon to the TWA site with six CAB and TWA officials and 300 pounds of equipment. Five crash bags were removed from the wreckage and transferred to a U1-A for delivery to Flagstaff. One of these three helicopters again went into the canyon for the sole purpose of attempting another landing at the UAL site. The landing was unsuccessful again due to winds.

Flying was then terminated at approximately 1000 hours due to high winds and severe turbulence. At 1430 hours, two helicopters took off for the canyon to evacuate the recovery and investigation personnel but were unable to fly closer than three miles of the canyon due to high winds and severe turbulence. Winds in the canyon were reported at 60 knots per hour. Flying was then terminated for the day. The recovery and investigation personnel employed their sleeping bags and provisions for the night.

During the evening conferences, it was decided to land mountain climbers and CAB

and UAL investigators on the sand bar below the UAL crash site from where they could attempt to climb up to the crash site in the event the helicopters were not able to land the next day. Swiss mountain climbers had been summoned and there were five volunteer American mountain climbers on the scene.

On 3 July there were four helicopter flights made into the canyon to establish a base camp on the sand bar below the UAL site. On these flights ten recovery and investigation personnel and 2000 pounds of equipment and provisions were delivered to the sand bar. On the return trip out of the canyon, the H-21Cs stopped by to re-supply the TWA site and at the same time bring out 21 crash bags and all eleven recovery and investigation personnel and their equipment. These 21 crash bags, in addition to the 5 airlifted the previous day, were all that could be recovered. These bags were transferred to a TWA DC-3 and flown to Flagstaff. In addition, there were two bird dog and two administrative flights made by U1-As on 3 July.

Flying was suspended at approximately 1000 hours due to turbulence and extreme thermals in the canyon. Capt. Morgan H. Matthews, CO of the 93d Trans Co, arrived for an inspection and remained overnight. At 1800 hours a meeting was called by CAB to discuss results to date, appoint certain committees, and discuss plans for evacuation of wreckage, etc. At this time Maj. Feldt informed the group that he had just received approval to stay on the job to support the CAB investigations and complete the recovery work.

On 4 July three helicopter flights were made into the canyon to re-supply the UAL base camp with 1200 pounds of provisions and equipment, deliver four mountain climbers, and eight personnel to the TWA site, and bring out three UAL crash bags. In addition two helicopter flights were approved by CAB to fly eleven newspapermen and photo-

graphers by the sites for close up pictures. No landings were attempted.

One attempt to land at the UAL crash was unsuccessful due to extreme heat thermals in the canyon by 0930 hours. The temperature was recorded at 130 degrees farenheit. In addition to the helicopter flights there were four U1-A flights, including one *Granite Mountain* with three UAL crash bags to Flagstaff, one reconnaissance flight to check for wreckage and two bird dog flights. Flying was called off at 1000 hours.

Maj. Gen. Emil Lenzner and Col. Wood from Fort Huachuca visited Grand Canyon Airport for an inspection and briefing. Gen. Lenzner informed Maj. Feldt that D/A had extended his stay on the site for one additional day and that another extention would follow. Later in the afternoon the Major received word that he could remain on the site until 6 July.

During the evening conferences, it was noted that a high pressure area had moved into the Grand Canyon area, bringing cooler and more stable air and no noticeable winds. In view of this change in weather, Capt. Spriggs informed CAR, CAA and UAL officials that he would attempt another landing at the UAL crash early the next morning. He suggested that UAL have one of their best mountain climbers prepared to go with his equipment and sufficient rope to construct a rope ladder to drop to his fellow climbers below, who had been unsuccessful in their attempts to climb the steep walls of Chuar Butte. His plan was accepted wholeheartedly.

At 0530 hours 5 July, Capt. Spriggs and CWO Proctor took off to deliver 500 pounds of provisions to the UAL base camp and to make another attempt to land at the UAL crash site. A second helicopter went to the southeast rim to stand by in the event the first helicopter was successful or needed help. Capt. Spriggs and CWO Proctor landed at the sand bar, dropped off their supplies, and picked up the mountain climber and his gear weighing approximately 200 pounds.

They flew circles in the canyon to gain altitude and then flew directly to the UAL crash site, making a successful landing within 50 feet of the site. Capt. Spriggs instructed the second helicopter to go to the sand bar for another mountain climber and bring him to the crash site. Capt. Spriggs briefed the second pilot by radio on the proper approach to be made and on the atmospheric conditions that existed at the site. In the meantime Capt. Spriggs made a hasty inspection of the crash and brought out two important pieces of wreckage and valuable information for the CAB.

Within the next two hours WO Whatley and six others were delivered to the UAL crash site with approximately 1000 pounds of gear and provisions from the sand bar base camp.

In addition one helicopter was employed to fly eight newsmen and photographers to the southeast rim to observe the first landing at the UAL crash. There were five U1-A flights, including two bird dog flights, two search missions and one flight back to Bisbee-Douglas for a replacement ship. At the same time, three replacement helicopters arrived from Bisbee-Douglas. Flying was suspended at 1100 hours since there were no other requirements for the day.

On 6 July seven helicopter flights were made into the canyon, carrying twelve personnel and 1000 pounds of equipment to the UAL site. These flights brought out 17 crash bags from the UAL site and eight personnel and 800 pounds of equipment from the TWA site. In addition to the helicopter flights, there were four U1-A flights, including one bird dog flight, one Granite Mountain flight to Flagstaff, one test flight, and one replacement ship arrived from Bisbee-Douglas.

Two more H-21 replacement helicopters arrived from Bisbee-Douglas and three H-21 helicopters returned to Bisbee-Douglas for maintenance. Maj. Gen. Emil Lenzner and Col. Bowsky arrived for another inspection of the rescue operations.

Photo of group at luncheon following White House ceremony. The luncheon was tendered by Vertol Aircraft at the Army-Navy Club in Washington.



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On 7 July, four helicopter flights were made into the canyon, carrying six personnel and 1300 pounds of cargo to the UAL site and bringing out six crash bags.

In addition there were four U1-A flights, including two bird dog flights, one Granite Mountain to Flagstaff and one aircraft from Bisbee-Douglas with spare parts.

At 0800 hours 7 July Capt. Spriggs departed for Las Vegas, Nev. to appear before the Interstate and Foreign Commerce Subcommittee. His appearance was requested by the Chairman of this Committee, Congressman Oren Harris, Maj. Gen. Lenzner approved Capt. Spriggs' appearance and a copy of his testimony was placed on file in the Judge Advocate's Office, Fort Huachuca.

On 8 July 1956, Capt. Spriggs returned from Las Vegas with the following Congressmen and officials for an on-the-spot inspection of the crash sites: Honorable Oren Harris, (Ark.), John Bell Williams, (Miss.), Walter Rogers, (Tex.), John J. Flynt, (Ga.), and Owen Teague, (Tex.), Mr. Cunningham, (Staff Member); Mr. Durfee (Chairman, CAA); Mr. Stone, (General Council, CAA); and M. Crisp, (Regional Director, CAA).

The party arrived just in time to see sixteen crash bags brought out of the canyon by Army helicopter and transferred to an Army U1-A for the trip to Flagstaff.

The congressmen then boarded two helicopters for a flight to the southeast rim, where they viewed two helicopter flights into the UAL crash site to pick up seven mountain climbers and bring them out.

In addition to the above mentioned helicopter flights on 8 July, one helicopter flight brought out three people from the UAL base camp on the Sand bar.

There were five U1-A flights made on this date, including one bird dog flight, one Granite Mountain Flight to Flagstaff, two flights back to Bisbee-Douglas and one flight from Bisbee-Douglas.

On 9 July, there were eight helicopter flights, four into the canyon to drop off four personnel at the old TWA site, pick up seventeen people from the UAL site, and later pick up the four people at the TWA site, and four flights to the canyon's southeast rim with eight TWA and CAB personnel for a final search of the rim for other remains and/or wreckage. There were two U1-A flights, including one bird dog flight and one ship returning to Bisbee-Douglas.

On 10 July, one helicopter flight was made into the canyon for a final search of the Colorado River for missing bodies and/or wreckage. On this date five helicopters departed for Bisbee-Douglas, with one helicopter remaining behind with maintenance difficulties. There was one U1-A bird dog

flight this date and this same ship later returned to Bisbee-Douglas.

On 11 July, the last H-21 helicopter and the last U1-A departed for Bisbee-Douglas.

The following is a recapitulation of Operation Granite Mountain:

Total flying hours	274:00
(1) Helicopters	131:55
(2) Otters	142:05
Total flights	139
(1) Helicopters	76
(2) Otters	63
Total passengers carried	84
(1) Helicopters	58
(2) Otters	26
Total cargo hauled into and out of canyon	12,400 pounds
(1) Helicopters	12,400 pounds
(2) Otters	None
Total crash bags hauled	68
(1) Helicopters	68
(2) Otters	47
(3) TWA DC-3	21

The Citation

Citation accompanying the award of nine Soldiers Medals and seventeen Commendation pendants to 24 Army officers and warrant officers of the 14th Army Aviation Co. and the 93rd Trans Company:

"With skill and daring seldom matched in time of peace these pilots made repeated trips, over the period 1 through 11 July 1956, into narrow depths of the Canyon, at times landing on areas not much larger than the helicopter itself. As a result of these efforts at the obvious risk of their own lives, these officers recovered the remains of the victims of the crash of two giant commercial airliners and brought out evidence which will enable the development of procedures and standards which will save many lives in the future. By their valor and determination these men have earned great personal credit in the highest traditions of the military service."

Following the presentation of the awards by Secretary of the Army Brucker the group was escorted to the office of the President of the United States where each met and shook hands with President Eisenhower.

Honored at the White House ceremony were the following: *Soldiers Medal*—Maj. Jerome B. Feldt; Capt. Walter E. Spriggs, Jr.; CWOs Jack J. Carey, Lowell D. Johnson, Billy L. Pearson, Howard L. Proctor, James P. Spearman, Jr., and WO Robert J. Whatley, Jr.

Commendation Ribbon with Metal Pendant—Capts. Morgan H. Mathews and Wilmer L. Preston; Lts. John E. Ahern, Henry B. Grudberg, Roy A. Hudson, Jack B. MacDougall, Arthur H. McDonald, Kenneth R. Niederbrach, and Warren A. Strong; CWOs George D. Brinton, Jr., Wilbur M. Isenberg, Donald Mallow, Jr., and David R. Saylor; WOs Thomas B. Deason and Donald R. Wright.

Editorial from the Arizona Daily Star:

Bravery Beyond the Call of Duty

"The victims of the tragic crash of two luxury airliners into the Grand Canyon have been buried.

The official inquiries into the reasons for the collision which brought about the tragedy go on.

But one group of men that should be remembered by all concerned were those helicopter crews from the 93rd Army Transportation Co. and the 14th Army Aviation Co. who flew more than 100 hours in and out of the canyon depths, first to appraise the extent of the disaster and then to recover the bodies of the 128 victims.

From Fort Huachuca the helicopter crews flew to the canyon to become the only real link between the canyon rim and the treacherous slopes down below where the two airliners crashed.

They braved bad air currents over sharp peaks and tricky rock formations, but they accepted the hazards with no thought of evading them, simply because it was a job to be done and they were in charge of the one kind of equipment which could do it.

The crews of Army helicopters, as well as their comrades who flew the light observation planes, lived up to the highest standards of Army conduct, a standard which has become accepted as the rule, not the exception, for our military personnel in times of stress.

In quake and fire and flood these men and others like them have proven that there are many things the Army does besides fight, and many of them require courage beyond the call of duty."

Key Man

A report from a key participant: "We were called in to assist the USAF-Air-Sea Rescue Unit since it was deemed that their

EXPANSION—Photograph showing the overall expansion area just north of the Cessna Aircraft Company's Prospect Plant in Wichita. Cessna is undertaking a major plant expansion to cost \$10,000,000. Construction of facilities to increase T-37A and future commercial commitments is expected by 1960.



CESSNA AIRCRAFT COMPANY
MIL E RAMEY AND ASSOCIATES ARCHITECTS



FRONT SEAT—Members of the Transportation Corps Wives Club have a ramp-side view of a simulated forced landing of an H-21 helicopter. The wives witnessed the demonstration during an air show staged by the 8th Transportation Company at Simmons Army Air Field, Fort Bragg, N. C.

H-19-type helicopters were not suitable for the task . . . The mission was accomplished successfully (with very impressive statistics.) This mission could not have been accomplished without the assistance of the 14th Avn Co (FW-TT) who flew U1-A Otters as top cover for the helicopters, warning us of unauthorized aircraft in the area, acting as radio relay points between copters in and out of the canyon, performing search mission for the missing bodies and aircraft wreckage, and transporting the remains from the Grand Canyon airport to the morgue at Flagstaff, Arizona."

Capt. Walter E. Spriggs, Jr.

Participants

List of Army personnel participating in the Grand Canyon search and rescue operation:

14th Army Avn Co—Maj. J. B. Feldt; Capt. K. E. McGaughey; Lts J. E. Ahern, W. A. Strong, R. A. Hudson, and K. R. Nelderbrach; Sfc E. E. Hogan; Sgt. W. J. Montgomery; Pfc L. W. Ross and J. E. Pierce; and Pvt-2 J. E. Pierce.

93rd Trans Co—Capts. M. H. Mathews and W. E. Spriggs, Jr.; Lts P. S. Walker, H. B. Grudger, & J. B. MacDougall; CWOs L. D. Johnson, J. J. Carey, H. L. Proctor, W. M. Isenberg, D. R. Saylor, B. L. Pearson, D. Mallow, Jr.; D. R. Wright; J. P. Spearman, Jr.; & G. D. Brinton, Jr.; WO's T. B. Deason & R. J. Whately, Jr.; Sp-3s M. G. Tunnell, R. O. Wolhart, L. P. Dolan, B. A. Lee, & R. R. Granger; Sfc J. I. Sandlin; Sp-2 W. J. Gottlieb; Pvt-2s R. G. Rogers, J. R. Polizzolo, & B. G. Nugent.

(Ed. To editorialize at this point would be anti-climatic. These Army personnel had the correct equipment at the right place at the right time. Being professionals, they then proceeded to do a wonderful job. They have earned the admiration and respect of everyone in this field. Your editor, Art Kesten.)

ADAMS, ROBERT C., Capt., Flight Det, Hq, CONARC, Fort Monroe, Virginia.
AVANT, JACK E., Lt., Hq & Hq Company, 47th Infantry Regiment, Ft. Carson, Colorado.
BACCHUS, JEAN P., Capt., Hq, Marshall Army Airfield, Fort Riley, Kansas.
BALLANTYNE, STANLEY E., Capt., Hq and Svce Company, 3461st ASU, Fort Rucker, Alabama.
BANKSON, BOBBY F., Pvt-2, Headquarters Company, Transportation School, Fort Eustis, Va.
BARE, WALTER E., JR., Col., Stu Det, Army War College, Carlisle Barracks, Penna.
BILLMAN, ERVIN L., Lt., 64th Transportation Company (Hcptr), Ft. Sill, Oklahoma.

HOLT, BILLY R., WO-W1, 110th Transportation Company (Hcptr), APO 29, New York, N. Y.
HOOKS, CHARLIE D., WO-W1, 723 Herman Place, Wherry Housing, Ft. Bragg, N. C.
HUNTLEY, DAVID L., 60 Mesquite Drive, Holloman AFB, New Mexico.
HUNTER, JOHN C., Capt., 8th Trans Battalion (Hcptr), APO 29, New York, N. Y.
HYDE, JACK K., WO-W1, 33rd Transportation Company (Lt Hcptr), Ft. Riley, Kansas.
IRVIN, EUGENE, JR., Lt., 1823 Richards Street, Clarksville, Tennessee.
JENNINGS, THOMAS C., Maj., The Inf Sch, The Inf Center, Ft. Benning, Georgia.

The Month's Takeoffs!

BLEVINS, B. B., Lt., 7422A River Drive, Warwick, Va.
BOATRIGHT, ROBERT L., Lt. Col., 214 Beebe Avenue, Fort Eustis, Virginia.
BOGER, LEROY V., Lt., 5812 North High, Apartment 8, Worthington, Ohio.
BRIER, JAMES R., Lt., Box 135, Lee Hall, Va.
BROCK, ELDRIDGE W., Lt., Headquarters, 14th Armored FA Bn, APO 34, New York, N. Y.
BURROUGHS, CRAIG R., CWO, 4050th SU, The Artillery Center, Ft. Sill, Oklahoma.
BUSH, HARRY L., Lt. Col., Student Detachment, C & GSC, Ft. Leavenworth, Kansas.
CALLAWAY, CHARLES P., Lt., Edward Gary AFB, San Marcos, Tex. (Unconfirmed-PO Notice).
CASE, O. E., Capt., 508 West Dean Street, Killeen, Texas.
COLOZZI, CARL A., Major, 1602 C Avenue, Lawton, Oklahoma.
DARRAH, ROBERT F., Lt., SCEL Avionics Branch, Hexagon Bldg, Ft. Monmouth, N. J.
DAVIS, ROBLEY W., Lt., 1215 Poyntz Avenue, Manhattan, Kansas.
DOBSON, ROBERT R., Maj., 2008 Snow Road, Artillery Village, Ft. Sill, Oklahoma.
DOW, EUGENE W., Capt., TUSLOG, Det 27, APO 206-A, New York, N. Y.
DUHAIME, DAVID, CWO, 154 Sylvester Street, Manchester, New Hampshire.
DUUS, EARLE A., Lt. Col., Transportation Arctic Group, APO 23, New York, N. Y.
EAGAN, J. P., Captain, 189-04 64th Avenue, Fresh Meadows, L. I., New York.
ECHERD, ROBERT S., Lt., P.O. Box 446, Fort Huachuca, Arizona.
ELL, CHARLES L., Pfc, Headquarters Company, Transportation School, Ft. Eustis, Va.
FERRO, BENEDICT D., Capt., Hq & Hq Company, 47th Inf Regt, Fort Carson, Colorado.
FORBES, JACK R., Major, 805 West Elm, Junction City, Kansas.
GARDNER, RICHARD C., Capt., 1731A Lodge Avenue, Evansville 14, Indiana.
GEARY, JOHN C., Capt., Trans Acrt Test & Support Activity, Fort Rucker, Alabama.
GILLIS, HARRELL N., Lt., The Transportation Training Command, Ft. Eustis, Virginia.
GLOVER, KENNETH, Capt., Flight Detachment, CONARC, Fort Monroe, Virginia.
GRAFT, CHARLES V., JR., Maj., 6816 Cabin John Road, Springfield, Virginia.
GUTHRIE, JAMES B., Lt., 720 Carrie Street, Killeen, Texas.
HALL, BILLY C., Capt., Hq, 23rd Inf Regt Avn Section, APO 949, Seattle, Washington.
HALL, THOMAS E., Maj., c/o Hiller Helicopters, 1355 Willow Road, Palo Alto, Calif.
HAMNER, RALPH H., Lt., Apartment 198, Pine Terrace Apts, Columbus, Georgia.
HAID, DONALD J., Lt., Seventh Army Avn Trng Det, APO 46, New York, N. Y.
HANCHEY, CHARLES W., Maj., Student Detachment, C&GSC, Fort Leavenworth, Kansas.
HELTY, JOSEPH W., Capt., Stu Det (Adv Nr 10), The Trans School, Fort Eustis, Virginia.
HENDERSON, A. L., Mr., 1675 West 14th Street, Erie, Pennsylvania.
HILL, JAMES F., Capt., Assoc Adv Crs Nr 2, The Inf School, Fort Benning, Georgia.
HOBBS, DONALD L., Lt., Trans Airfield Opn Det, Fort Eustis, Virginia.

JUGEL, WILLIAM A., Lt., 416th Signal Aviation Company, Ft. Huachuca, Arizona.
JULIANO, AMORE V., Maj., 45th Transportation Bn (Hcptr), Ft. Sill, Oklahoma.
KALMBACH, JACK R., Lt., 8902 Haviland Avenue, Tacoma 99, Washington.
KERSKI, JOHN B., Capt., Hq, 8686th D. U., Washington 25, D. C.
KING, DAVID B., Capt., 1711 Floyd Avenue, Lawton, Oklahoma.
KLUEVER, EMIL E., Capt., 32 Country Club Circle, De Ridder, Louisiana.
KNOWLTON, GEORGE H., Jr., Mr., Calle 72 No 55-55, Apt. 3, Barrinquilla, Colombia, S.A.
KOHL-WINTER, RANDOLF H., Lt., 416th Signal Aviation Company, Ft. Huachuca, Ariz.
KUHN, OLIVER W., JR., Lt., 36th Transportation Co (Hcptr), Ft. Sill, Oklahoma.
LEAVITT, RICHARD H., Lt., Det Nr 3, 9393d TU, Holloman AFB, New Mexico.
LEER, EDWIN H., Lt. Col., Sharpe General Depot, Lathrop, California.
LENDRUM, JOHN T., Mr., 466 West Main Street, Kent, Ohio.
LOVELETT, NORMAN D., Lt., 1823 Fremont Avenue, Cheyenne, Wyoming.
LYON, ORVILLE Y., Capt., Army Sec, MAAG-Ethiopia, Addis Ababa, Dept of State, Wash 25, D. C.
MCANCE, RALPH M., Sgt., 6058 Jefferson Avenue, Warwick, Virginia.
MAHONE, NELSON A., Jr., Maj., Board Nr 6 CONARC, Ft. Rucker, Alabama.
MAROHN, RALPH L., M/Sgt, Hq Co, 2d Infantry Regt, APO 949, Seattle, Washington.
MATHEWS, MORGAN H., Capt., 93rd Trans Co (Lt Hcptr), Fort Devens, Massachusetts.
MILLER, ROY L., Lt., 11904 Alameda Avenue, S. W., Tacoma, Washington.
MOENCH, LESTER K., Lt., Box 2832, Fort Huachuca, Arizona.
MONROE, EDDIE D., Lt., Hq Co, 3d Battalion, 2d Armd Cav Regt, Ft. Meade, Maryland.
MURPHY, PHILIP J., Lt., APO 162, New York, N. Y. (No unit designation submitted).
NICHOLSON, FREDERICK C., CWO, 151st Trans Det (CHFM), APO 358, SF, California.
NORTH, ARTHUR B., Sgt., 151st Trans Det (CHFM), APO 358, San Francisco, Calif.
NORTON, JERRY J., Capt., 64th Helicopter Company, Ft. Sill, Oklahoma.
OGLETTREE, CLARENCE, Sgt., 210 Yuma Street, Manhattan, Kansas.
OLIHVOIK, JOHN, Maj., 59 Lafayette Street, Worcester 3, Massachusetts.
PACKER, JACOB L., Maj., Transportation Training Command, Fort Eustis, Virginia.
PARKER, WILSON C., JR., Lt., 28th AAA Group, Selfridge AFB, Michigan.
PETRILLO, NICHOLAS, Lt., Cas Off Sec, Army OS Repl Sta, Oakland, Army Term, Oakland, Calif.
POHLMAN, WILLIAM F., Lt., H & S Co, 20th Engineer Bn (C), Camp Drum, New York.
POULOS, RICHARD L., Major, PCS to Ft Riley after 15 Sept (Address unknown as of this date).
PREMO, OLIVER P., Capt., AFCE 8th Army (Rear) Trans Sec, APO 343, SF, California.
PURCHASE, COLLINS J., Lt., Off Trailer Park, Lot 103, Fort Eustis, Virginia.
REYNOLDS, JOSEPH M., CWO, PCS to FECOM (Unit designation unknown as of this date).

The Month's Takeoffs!

RICHARDSON, SIDNEY E., Capt., 1566 Mandolin Street, New Orleans, La.
 RIESTERER, LAVERN R., Capt., 204 Belray Lane, Warwick, Virginia.
 RISHEL, DARRELL F., Lt., 118 West Maxwell Street, Mt. Union, Pennsylvania.
 ROBERTS, JOHN F., Capt., Hq, 91st Armd FA Battalion, Fort Polk, Louisiana.
 ROGERS, CHARLES A., Lt., 3906 56th Street, Des Moines 10, Iowa.
 RONAY, ALEXANDER G., Pfc, 701 South 80th Street, Houston 12, Texas.
 RONDEPIERRE, JEAN R., Capt., Trans Off Adv Crs Nr 10, Trans School, Ft. Eustis, Va.
 ROSEBERRY, ROBERT A., Captain, TOAC Nr 10, The Transportation School, Ft. Eustis, Va.
 ROUSH, JOHN W., Maj., 3069 Plantation Road, Columbus, Georgia.
 SCHMITZ, LEO E., CWO, 218 Woodhaven Road, Denhigh, Virginia.
 SCHNIBBEN, JOHN H., JR., Lt., Box 965, Florence, South Carolina.
 SELBY, LOWELL D., Capt., Drawer Nr 8, Trans Sec, Fort Clayton, Canal Zone.
 SHATTUCK, AMOS B., Capt., Off Student Battalion, Fort Monmouth, New Jersey.
 SHIRK, WARREN, Sgt, 503 Dinwiddie Avenue, Blackstone, Virginia.
 SMITH, DONALD A., Lt., 1500 North Ninth Street, Manhattan, Kansas.
 SMITH, JAMES R., Sgt, 245th Trans Company, AAHMS, APO 28, New York, N. Y.
 STEDMAN, THOMAS M. Lt., 45th Trans Battalion (Hcptr), Ft. Sill, Oklahoma.
 STEVENSON, JOSEPH G., Capt., Army Section, JUSMAG, APO 74, Box B, SF, California.
 STEWART, CLIFFORD R., Capt., 2nd Army Avn Company (FW-TT), Fort Riley, Kansas.
 SULLIVAN, JOHN, Maj., Trans Supply & Maint Command, St. Louis 2, Missouri.
 TAYLOR, RICHARD F., Lt., 2305 Apt A Williams Avenue, Lawton, Oklahoma.
 TOM, HARRY K. S., Lt., PO Box 584, Fort Rucker, Alabama.
 TULLY, ROBERT E., CWO, PO Box 22, Ft. Bragg N. C.

VAN LANDUYT, DIXON D., Lt., 26 Menchville Road, Warwick, Virginia.
 WILLIAMS, WILLIAM H., Lt., Hq Btry, 15th Armd FA Bn, APO 731, Seattle, Wash.
 WORTH, RAYMOND J., Capt., Hq, 9th Div Artillery, Fort Carson, Colorado.
 ABBETT, JAMES W., Maj., Combat Developments Group, The Armor School, Fort Knox, Ky.
 BYRD, WILLIAM D., Mr., c/o Roscoe Byrd, Denham Springs, Louisiana.
 BLATT, DONALD C., Capt., 2nd AAA Regional Command, Ft. Geo. G. Meade, Maryland.
 CALENDER, ALLIE D., Capt., Lakeside Drive, Yorktown, Virginia.
 CLAYBURN, GUY R., Capt., 7787th AU, Hq, USAREUR, APO 43, New York, N. Y.
 CONSTANCE, HARBIN A., Lt., 1738 Ash Avenue, Lawton, Oklahoma.
 DUNFIELD, RODERICK D., Lt., 1145 Forest, Wichita, Kansas.
 FABINY, EUGENE S., Pfc, Headquarters Company, Transportation School, Ft. Eustis, Va.
 FICKLIN, MARVIN D., WO-W1, 1st Arctic Test Det, 7099th, Ft Churchill, Manitoba, Canada.
 HOUGH, GERALD L., Maj., 13th Transportation Co. (Hcptr), APO 358, SF, California.
 JERSEY, DONALD H., Capt., 162-B Kessler Drive, Custer Terrace, Ft Benning, Ga.
 JULIANO, AMORE V., Maj., 45th Transportation Bn (Hcptr), Ft. Sill, Oklahoma.
 MATHER, GLENN B., Lt., 558 Winona Village, Indianapolis, Indiana.
 PARKER, EDGAR L., JR., Maj. ODCSOPS, D/A, The Pentagon, Washington 25, D.C.
 PFEIFER, FRANCIS F., Capt., Area 'B,' Box 1512, Wright Patterson AFB, Ohio.
 PIERCE, JOHN T., III, 6 Harbor Street, Fort Leavenworth, Kansas.
 RADSPINNER, FRANK H., Lt., Transportation Airfield Operation Det, Ft. Eustis, Va.
 REED, ROBERT F., Sp-3, Monroe Street Ext, PO Box 62, Georgetown, Massachusetts.
 SCURR, K. R., Col. and Mrs., PO Box 174, Pierre, South Dakota.
 SHIELDS, ROGER J., Lt., Stud Detachment, AAA & GM School, Ft. Bliss, Texas.
 SHIVELY, JOWARREN B., Capt., Qtrs 3101-B, West Apache Village, Ft. Huachuca, Ariz.
 WAYT, JERRY S., Lt., Service Geodesico Inter Americano, Apartado Postal 95, Monterrey, N.L., Mexico.



ress, Robley Davis, Lawrence Matteson, Richard DeGunther, Orville Bolhofer, & John Richardson. BACK ROW: Capt. Wilford Baugh, Lt. Lloyd Adams, Capt Austin Veatch, and Lt. Darrell Keele.

THE FIRST GOES 100%—Pilots of the 1st Inf Div Air Section at Ft. Riley, Kans.—“Not a pecker in the pack.” **FRONT ROW** (L to R): Capt. Donald Hendershot & Barton F. Richards; Lt. Col. Grady Lilly; Lts. James Bentley, Richard E. Newton, William Curtis, & William Lumpkins. **SECOND ROW**: Lts. Adalbert Toepel, A. Long, Raymond Sialoff, Samuel Pierce, James Carney, William Ledgerwood, Marvin Allen, Daniel Lenz, Eugene Spencer, John Ralph, & Kenneth Eshbaugh. **THIRD ROW**: Lts. Robert George and Harbin Constance; Capt James Watson; Lts. Patrick Feore, James Burson.

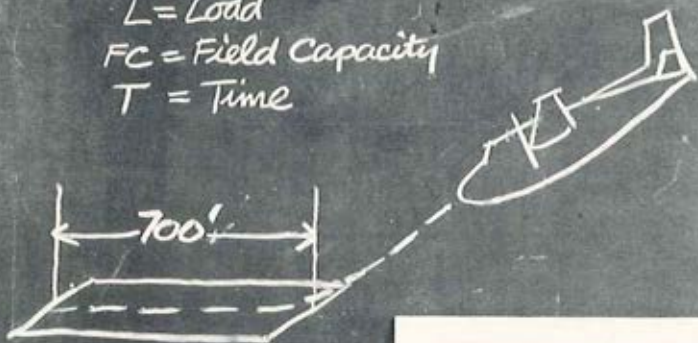
THE SECOND GOES 100%—Pilots of the 2nd Army Aviation Co (FW-TT), Ft. Riley, Kan., who now support “AA” 100%. **BACK** (L-R): Lts. Harry Fox, Ike Laney, Delbert Ott, W. E. Smith, & Paul Stansel; Capt. Charles Sweeney; Lts Elmer Konrad & Floyd Gober; Capts Jesse Giddens and George Jarrard. **IN FRONT** (L-R): Capt. Charles Bizius; Lt Marvin Morgan; Capt C. Ratcliff; Maj George E. Bean (CO); Capts Edward P. Valaer and George DuPont; Lts Charles Peach, Paul Smith, and Dick Maryin; Captain Clifford Stewart. It is expected that several of the 2d's personnel will shortly change assignments following the activation of the 3rd Army Aviation Company (FW-TT) at Fort Riley. Capt. Edward P. Valaer has been designated as CO of the newly-activated Otter outfit. The two previous FW-TT Companies were activated and given initial training at Ft. Riley.



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$$\frac{L \times FC}{T} = C-123$$

L = Load
FC = Field Capacity
T = Time



Battle Situation: 10 105mm howitzers, with ammunition and gun crews, plus 10 bulldozers and operators must be delivered to an enemy-surrounded field. **Field conditions:** Ungraded field, sandy and eroded; 1000 ft. at its widest dimension. Assume 15 mph velocity wind. Troops must be ground landed. **Solution:** Load 20 Fairchild C-123

assault transports at supply center 450 miles away; take 3 hours to fly to destination. Land your airplanes 8 seconds apart—allow 700 ft. ground roll for each.

Theorem: Fairchild C-123 rugged performance and reliability is proved daily in stateside assault and overseas logistical missions.


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ROTC Program

(Continued from Page 4)

ground and flight instruction with CAA approved instructors and schools.

Army volunteers must be enrolled in the fourth year of Senior Division ROTC, be eligible for graduation during the senior academic year, pass Class I physical examinations and a suitable flight aptitude test, agree to serve three years on active duty upon commissioning, and agree to volunteer for Army aviation flight training and assignment.

Upon entry on active duty, the graduates who successfully complete the flight training program will first complete their branch officers' basic course before taking their training at the Army Aviation School (9 months).

Public Law 879 (84th Congress) which authorizes the new programs, also provides medical and survivor benefits for ROTC members who may be injured while participating in flight instruction.

Mail news copy and photos on the 1st of the month to appear in the subsequent issue.

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