

ARMY AVIATION

NOVEMBER

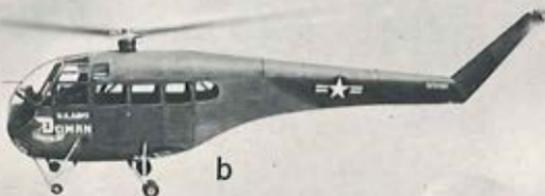
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a



b



c



d

- a. Bell H-13
Lycoming 260-hp engine
(derated to 220 hp)
- b. Dóman YH-31
Lycoming 400-hp engine
- c. Bell XH-40
Lycoming 825-hp turbine engine
- d. Beech L-23B Command Transport
Lycoming 260-hp engine

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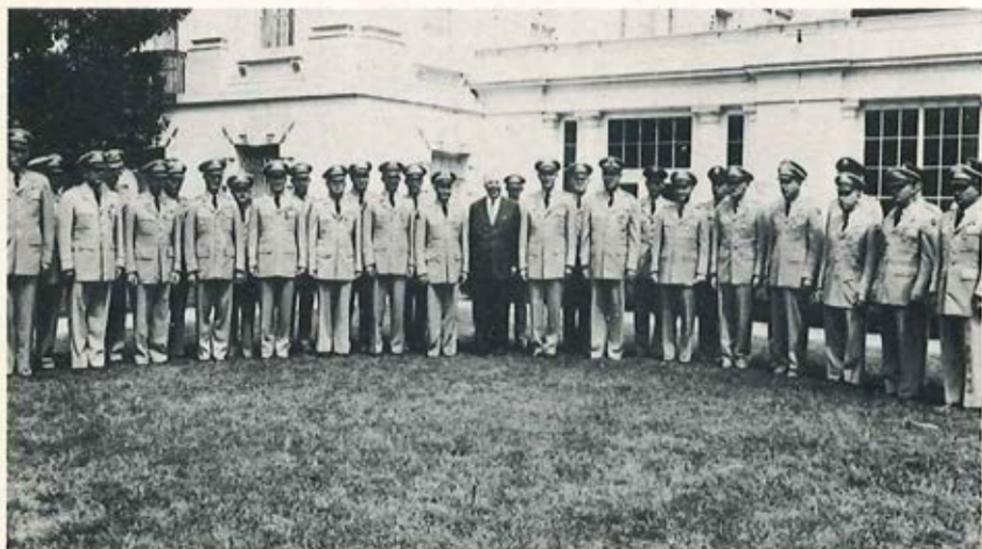


Grand Canyon Crash Mission

Army Aviation won the praise of government officials, airline executives and the press for the courage and skill of helicopter and light plane pilots in recovery work

Nine Soldier's Medals and seventeen Commendation pendants were awarded twenty-four Army commissioned and warrant officers (two officers received both awards) by Secretary of the Army Brucker in the presence of the Army Chief of Staff, General Taylor, on the White House

lawn. The twenty-four, all members of the 93d Transportation Helicopter Company and the 14th Army Aviation Company, were cited for their skill and daring in flying missions during the Grand Canyon crash recovery operation. Six Air Force officers were also decorated.



VERTOL

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BUILDING MOBILITY

Some of the new projects and developments at Hiller Helicopters made possible through the cooperation and guidance of the U. S. Army include:

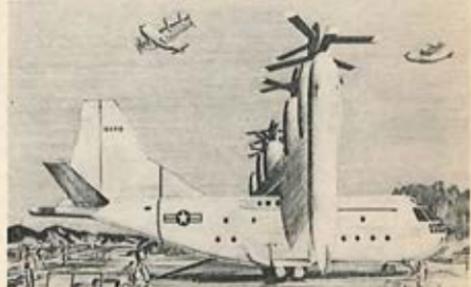
- Tilt Wing Propelloplanes
- Ducted Fan Aircraft
- Tip Jet Powered Helicopters
- 1000-Hour Overhaul Cycle Helicopter Drive System



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.

These and other projects represent vital steps in the Army's continuing effort to build mobility which matches our air age.



HILLER HELICOPTERS

PALO ALTO, CALIFORNIA

ARMY AVIATION

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- ① W. P. RAND — L-23 Tech Rep. Round-robin trips. Instructed at Ft. Eustis.
- ② W. P. PEAY — L-23 Tech Rep. Just returned from 22 months Far East Army Assignment.
- ③ J. H. COFFMAN — L-23 Tech Rep. Assigned Ft. Rucker, Alabama after two years in Europe.
- ④ C. M. WIBIRT — L-23 Tech Rep. for Army. Stationed at Ft. Belvoir, Virginia, serving Military District of Washington.
- ⑤ C. O. SMITH — L-23 Tech Rep. in the Far East.
- ⑥ R. W. SULLIVAN — L-23 Tech Rep. assigned to European Theatre.

Beechcraft technical representatives cover the United States giving service on the military products that Beech Aircraft manufactures. In addition, Beechcraft has provided service to the military in Greenland, Alaska, Europe, Korea, Japan, Hawaii, Central America, England and Africa.

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a college background or equivalent trade school, an A & E mechanic's license, preferably a pilot's license, and at least five years experience.

During the past fiscal year, Beechcraft's military technical representatives and field service representatives traveled 282,291 miles, visiting 97 U. S. and 26 overseas military bases. They conducted over 9,600 hours of classroom or "on-the-job" training for more than 2,800 military personnel. Much of this was for the U. S. Army.

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CURRENT

►► CONARC Section

FT. MONROE, VA.—The importance of the Army's expanding aviation program was underscored recently with the announcement by General W. C. Wyman, Commanding General, of Headquarters, Continental Army Command, has established an Army Aviation Section here.

Col. Charles A. Murray, a graduate of the first Army Senior Officers Flight Training Course in June, 1956, was named acting chief of the newly formed section.

In announcing the change, General Wyman said, "We look to our organic Army aviation for the improved battlefield mobility so essential to the commander in this day of advancing weapons and techniques."

Improved Equipment Merited

"The creation of this section acknowledges the value the Army places on its flight personnel—pilots or crew members, on active duty or in the Reserve Components program, the General continued. "They deserve the improved training and equipment which should develop from this single, centralized approach to their needs."

The Aviation Section will absorb operational, training, doctrine, and requirement functions formerly in G-3, which will retain its normal general staff role of policy and supervision. Certain functions of other agencies with aviation such as Combat and Material Development Sections will go over to the new section also. The Transportation Section will retain its traditional responsibility for supply and field maintenance of aircraft.

Control Training Curricula

In addition to acting as the Continental Army Commander's advisor on all aviation matters, the chief of the new section will, within established policies, direct and control courses, curricula, and instruction at the Army aviation schools; review and revise existing aviation organization, doctrine, and techniques; determine the state of training of individuals and units; determine and formulate requirements for product improvement of material; and assist in the direction, coordination, and inspection of Army aviation activities.

In line with the CONARC responsibility for development and control of the Reserve Forces, the new section will recommend aviation units within the Strategic Reserve to be activated, organized, reorganized, or converted, including the call to active duty or release of Reserve Components units.



Gen. W. C. Wyman Col. C. A. Murray

►► Global Info

WASHINGTON, D. C.—A global flight information service designed to meet the needs of Army aviators is being established by the Army Aviation Flight Information Division (AAFID) under the Chief Signal Officer, according to a recent announcement by the Department of the Army.

Field detachments are planned for Heidelberg, Germany; Tokyo, Japan; Fort Amador, Canal Zone; and Fort Richardson, Alaska. This will insure Army aviators high quality flight information in critical world areas.

Flight Data Amplified

Army aviators previously used flight information furnished by other government agencies. This information, although reliable, was incomplete since it did not contain vital data concerning Army, National Guard, and some civil airfields suitable for Army air operations.

The Jeppesen Airway Manual, official document of Army Flight Information, is distributed directly to over 3,500 Army, National Guard and Army Reserve aviators. The manuals are supplemented by weekly revisions.

Extensive Breakdown

Flight information includes navigation aids, radio facilities, airway routing, radio procedures, radar information, danger area data, instrument let-down and approach procedures.

The system for furnishing flight information to Army flyers was developed by Capt. Donald P. Dickinson, a former Army Air Corps bomber pilot and now a rated Army aviator. He has received a Certificate of Achievement from Maj. Gen. J. D. O'Connell, Chief Signal Officer, for his work in connection with establishing the Army Aviation Flight Information Division.

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For the Marines, a fast, versatile liaison plane

The 190 m.p.h. Cessna OE-2 is now serving with the Marine Air "Arm." Designed to meet highly specialized Marine requirements, the OE-2 brings greater versatility to the Corps' air operations.

A more powerful version of Cessna's famed L-19, the OE-2 is the first liaison airplane with built-in target-making capabilities. It also is used as an artillery spotter, to lay communications wire and to drop supplies to troop positions.

The OE-2's 220 m.p.h. dive-speed capability combines with its self-sealing fuel tanks, flak curtain and armored seats to



For the Marines, a fast flying "work horse"



give the Marine pilot maximum protection during combat operations, get him in and out of targets, fast!

The OE-2 meets a specific need. Cessna considers it a privilege to cooperate with the military in planning for today's air age. CESSNA AIRCRAFT COMPANY, Wichita, Kans.

From Caissons in the mud to 'Copters in the Sky

Edgar N. Anderson enlisted in the U. S. Army in 1938 fresh out of Mountain View High School in Lawton, Okla. After serving in the ranks, he went overseas as an artillery officer with the 1st Infantry Division in the European Theater.

When helicopters entered the Army's plans as a valuable adjunct to field and front line operations, Lt. Anderson was one of the first graduates of a course which then consisted of only 25 hours.

He was on the scene in Japan and Korea as early as 1949 and flew actual combat missions in Bell Aircraft's H-13 in the initial stages of the use of the helicopter in theaters of war.

Now a major, Ed Anderson's flying career closely parallels the Army's development of the helicopter on its present broad scale. He is currently Tactics Division Commander at the Army Aviation Center, Fort Rucker, Ala.



MAJOR EDGAR N. ANDERSON
"...up from the ranks"



Bell Aircraft helicopter engineers are keeping pace with the Army's advanced conceptions of the role and mission of rotary wing aircraft. Major Anderson and his student pilots have operationally proven helicopters today, will have bigger, better, more flexible helicopters tomorrow.

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To meet the increasing demand for aeronautical engineers within the Army, Army aviation officers will be given preference for graduate level . . .

Civilian Schooling

by Maj. Gen. Hamilton H. Howze

Gentlemen: CONARC and The Aviation School are developing an integrated cargo helicopter training program. As currently planned, upon graduation from Camp Wolters, the prospective warrant officer enters H-19 and H-25 (Phase III) transition training at Rucker, followed by H-34 or H-21 (Phase IV) training, also at Rucker. The projected assignment of the student determines whether he is qualified in single or tandem rotor helicopters.

An important portion of this course will be devoted to instrument flying. Board No. 6, The Aviation School and Chief Signal Office have been developing techniques and equipment for some time. Efforts of the board and school have been directed towards instrument procedures whereas the major interest of the CSigO has been navigational aids.

► The Army Electronic Proving Ground, Fort Huachuca, using navigational aids currently available to the Army, completed in September a test of the Army Aircraft Traffic Control Navigational System for the combat zone. The 93d Helicopter Company, 1st Aviation Company (formerly the 14th), 416th Signal Aviation Company, and the 29th TAAM Company participated in the exercise. The final report is to be submitted by December.

► The Chief Signal Officer's plan to provide standardized ground-based communication and navigational facilities to Army airfields became effective 1 July 1956. DA Circular 725-6 covering the initial plan, applicable to CONUS only, has been superseded by DA Circular 725-19 covering the plan. The new Circular lists all Army operated airfields, grouped in operational classes, and indicates allowances of Signal Corps ground-based support items for the airfields. Certain new items have been added to the new Circular.

Also, there is included a recommended staffing guide for the Army airfield air controllers (MOS 901) and signal maintenance personnel (MOS 284). The Staffing Guide covers each airfield class under conditions of 8, 16 and 24 hour daily operation. Recommend you check this new DA Circular 725-19 in order to determine if you have the new items authorized.

► Activation of the T-37 test unit will take place in the near future. This unit will have for testing purposes, during a year or more, 3 T-37's on loan from the Air Force. Purpose of the test is to determine the techniques, doctrines, organizational concept, and equipment capabilities of higher performance aircraft for Army units in a tactical

situation. This unit will be activated as a strategic reserve Class III unit, with station at Rucker, assigned to Third Army.

► There is an increasing demand for aeronautical engineers within the Army. A two-year graduate level civilian education program has been initiated to increase the number of qualified aeronautical engineers. Interested aviators are urged to apply for this training. Eligibility criteria and application procedures are contained in AR 350-200 and AR 350-205. Because of their direct association with Army aviation, aviators will be given preference for this training when other qualifications are equal.

► I strongly urge each aviator to check periodically his Forms 759 and 66 to insure that all entries are accurate and that changes in aviation qualifications on the 66's are properly entered. These entries frequently affect assignments which may help you as an individual. Also, they are the basis for accumulation of important statistical data at DA level.

In some instances we have found that the overseas commands are unaware of an aviator's qualifications prior to his arrival in the theater. In the case of an officer being so assigned, Career Management Division air mails duplicate copies of his Form 66 to the overseas command. This duplicate 66 indicates the officer's aviation qualifications, schools, previous assignments, etc. Orders assigning the officer to the overseas command specify any additional courses attended enroute overseas. All aviation officers can be of assistance in orienting CG's and GI's in the qualifications their incoming pilots possess. Don't hesitate to offer your assistance—remember, it also helps you.

► Training Circular 1-5, "Army Multi-engine Aircraft Qualifications" should be going to the field in the very near future.

This Circular authorizes major commands to qualify their personnel in the twin-engine aircraft. This should assist all commands which are in need of additional twin-engine qualified pilots.

► L-23s scheduled for receipt from FY 57 production will be flight delivered to Europe. I know many of you would like to volunteer for the flights; however, USAR-EUR crews will be given the honor. These flights constitute another step toward Army Aviation's goal of being able to ferry its aircraft overseas—a very real requirement in the event of a major war.

(Continued on the Next Page)

CIVILIAN SCHOOLING

by Maj. Gen. Hamilton H. Howze
(Continued from Page 9)

► Helicopter flying in mountainous areas requires special techniques to minimize hazardous conditions. A limited number of helicopter pilots have been provided special training with Okanagan of Canada, but the Army cannot economically train all its rotary wing aviators in such a course.

In order to provide as much training and information as possible to all aviators, ATP 55-200 for helicopter companies is being revised to include mountain flying techniques and a chapter on mountain flying will be added to FM 20-100. It is recommended that whenever possible aviation units be provided training missions and exercises in mountain areas.

► There will be a world-wide conference in Washington 13-15 November 1956 to which all major commands have been invited to send delegates. Important matters of general interest should be passed to your Army representatives in order to have a maximum flow of information from the field to the conference.

► Southern Airways of Atlanta, Georgia was awarded the contract to conduct primary helicopter training at Camp Wolters, Texas, with the first class beginning 21 November 1956. Application for this training has declined; so put forth your efforts to encourage more of the *top notch* enlisted men to apply. We cannot do with the mediocre.

William J. Graham and Son of Pittsburgh, Pennsylvania and Marianna, Florida were awarded the contract to conduct primary fixed wing training at Gary Air Force Base, San Marcos, Texas, with the first class beginning 7 January 1957.

► There seems to be some confusion in regard to annual flight requirements as stated in AR 95-32. All flights, whether "S" or "T" should be credited against the 80-100 hours annual minimums. The regulation is intended to preclude an aviator's being re-

quired to fly 80 hours of "T" time in addition to his normal flights. (See para 2c, AR 95-32).

Congress by law has restricted training, or proficiency flying, to 100 hours per year—a fact which should explain the 100 hour maximum. DA must make to Congress each year a report of the total "T" flying hours. In order that this report may accurately reflect actual "T" hours flown, service flights should be used whenever possible to meet annual night, instrument and cross-country flight requirements.

► *Hardware news:* De-icer boot kits are now being shipped to commands and agencies having L-23B airplanes. The kits may be installed by field maintenance activities; however, recommendation has been made that the installation be accomplished at depot, when practicable. Oxygen equipment and slinger rings or propeller anti-icing devices will be made available as rapidly as possible—we still have some tests, engineering bugs, etc., to work out before final approval for installation. We recognize that without oxygen equipment and propeller de-icing or anti-icing we have not achieved an acceptable weather capability.

Some units may receive metal rotor blades for H-13 helicopters in the near future. We are indebted to USAF, and specifically to the Propeller Lab at WADC, for this development. In 1952 the Lab in belief that the Army had a requirement in this area, initiated some projects for metal blades and later asked the Army to test the product. A Board Nr 6 report shows suitability of the metal blades when the blade grip life has been extended. It appears that there is a reasonable chance of retrofitting Bell helicopters with metal main rotor blades.

► I invite your attention to the LOGISTIC SUMMARY OF ARMY AVIATION (U) provided each quarter to the Transportation Officer or Aviation Officer of major commands and ZI armies. This document (and especially the AOC rate) should be shown to the C/S or CG of each major command.

► *"Th' women ar-re beautiful, with languishin' black eyes, an' they smoke see-gars, but ar-re hurried an' incomplete in their dress. I see a pitcher iv wan th' other day with nawthin' on her but a basket of coconuts an' a hoop-skirt."* Finley Peter Dunne

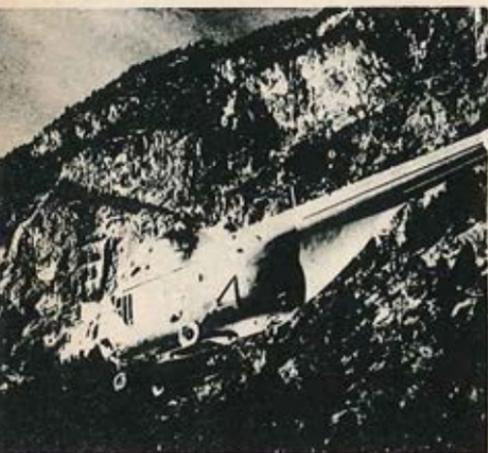
Baskets of coconuts are optional and the hoop-skirt superfluous, but I think you would like to know that flight clothing is still included in the revised TA-21. Sage green is the accepted shade but we still will have to use some blue clothing until such time as existing stocks are consumed.

► Latest issue of "St. Peter's Gazette", published by Flight Safety Foundation, says "quadrantal separation is better than none." *A mid-air collision can spoil your whole day . . .* Best wishes,

HAMILTON H. HOWZE

Major General, GS

Director of Army Aviation, ODCSOPS





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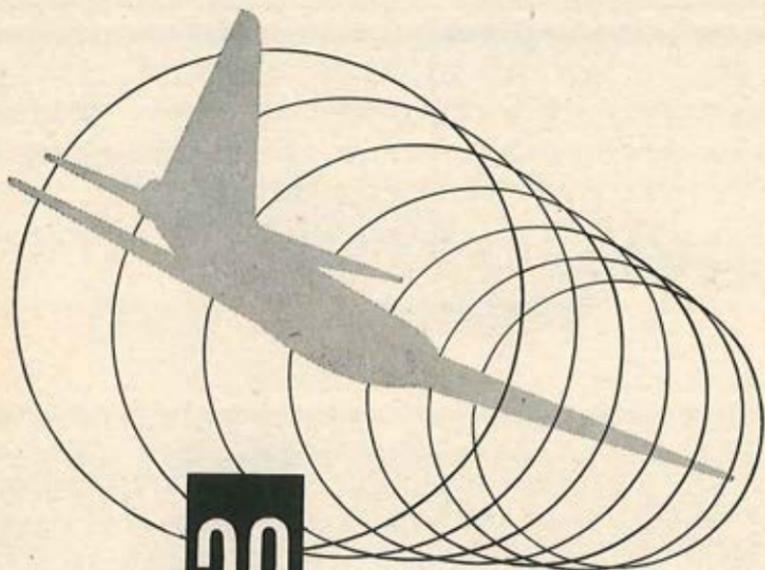
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Plush Job:

Army Gets H-21 Conversions

WASHINGTON, D. C.—The 3rd Transportation Helicopter Company at Fort Belvoir, Va., has received the first three of eight H-21 Army cargo helicopters to be converted for use as official passenger-carrying aircraft. Conversion was accomplished by Air Service, Bridgeport Municipal Airport, Stratford, Conn.

The H-21s, manufactured by Vertol Aircraft Corporation, have been converted to attain commercial standards of noise and vibration levels, at an increase of only 400 pounds in weight. No major structural changes were required in the conversions. Empty weight is now 9,500 pounds as against 9,100 for the stripped down cargo-carrying version.

Extensive Soundproofing

Fiber glass has been utilized in the converted aircraft to insulate the cabin, thereby reducing the noise level by approximately 75 percent. Sound proofing, coupled with carpeting and plastic foam cushions to increase energy absorption, reduces vibration felt by the passengers.

Seating capacity is nine passengers plus pilot, co-pilot and crew chief. Each pas-

senger seat is located by a window and faces forward like those in conventional airliners. No change in the center of gravity has resulted from the conversion. The engine, lighting and instruments remain unchanged, and the ship may be flown with a full load of fuel and passengers. The helicopter can be converted back to its cargo carrying mission in less than two hours by three men.

Bulkhead Separates Cockpit

Bulkheads of three-eighth inch aluminum honey comb were installed behind the pilots' compartment and at the rear of the fuselage. The two bulkheads are covered with a double layer of one-inch fiber glass, a layer of one-sixteenth inch asbestos paper and finished with Naughyde. The door to the cockpit is finished the same way as is the door in the rear bulkhead, which provides engine access.

Steps are 21 inches wide and made of aluminum tubing. They are hinged from the bottom of the door frame. The bottom end rests on a wheel during loading and unloading. For flight, the steps swing up against the inside of the door, where a snap strap holds them in place. A crew chief's seat is hinged against the rear bulkhead. A metal baggage rack is located between the front bulkhead and the port front seat. Four shelves are arranged for bags, brief cases and two hat racks.

Five more ships will be prepared in the near future and the final conversion under the \$92,236.48 contract is expected to be completed by mid-December.

►► HumRRO

FORT RUCKER, ALA.—A Training Methods Research Detachment of the Human Resources Research Office was recently established at Fort Rucker. The purpose of the detachment here at The Army Aviation Center is to study ways of improving the training of Army pilots.

The Human Resources Research Office (HumRRO) has been working with Infantry, Armored, Artillery, Signal, and Ordnance branches of the Army for more than four years. It was organized at George Washington University to assist in finding better training methods by the use of psychological research techniques.

Although other branches of the Army have been working with the HumRRO for four years, research on Army Aviation training was started late in 1955. These studies were started by Dr. H. G. Osburn who

(Continued on Page 28)

Daylight view of Army's new compact, all-weather "eye" which can spot a single enemy moving a half-mile away in darkness or in fog; vehicles or large groups up to 3 miles away. A Sperry Gyroscope development, the lightweight radar unit weighs 25 lbs, measures 14" x 14" eliminating the usual radarscope by utilizing audible sounds of distinctive character for detection. Low power requirement is supplied by a compact, lightweight motor-generator, easily transportable by a 2nd man on foot. (Sperry photo).



In By 9:00

CHOFU, JAPAN—A unique supply system at Chofu TAAM Center utilizing telephones, transient aircraft, and on occasion, the Air Force, has considerably reduced the number of Army aircraft grounded each day in the Far East. This new system has reduced groundings from ten per cent to less than one per cent since its inception 10 months ago.

The secret? Let Capt. Myron W. Little, Chofu TAAM Center's tech supply officer and originator of the "Hyaku Supply System," explain it in his own words:

"Our system simply involves cutting red tape and utilizing transient pilots or whatever means are available to get a needed part to a customer as quickly as possible. Our overall objective is to keep as many Army planes in the air or standing by as possible."

Noting that 10 per cent of the Army aircraft were grounded due to a bog-down in getting necessary parts to Army airfields in sufficient time, Little presented his Hubba-Hubba Plan to Maj. Donald B. Thomson, the TAAM Center Commander, who promptly gave him the green light.

In quick order, the supply officer then relocated his clearing office and parts warehouse and placed them adjacent to the airfield's flight line. Curb service, so to speak.

He streamlined the operation of the clearing office (paper-shuffling, in the vernacular), set up the remainder of his system, and then put out the word to all of his customers.

How did it work? Let's say a unit at Sendai needs a starter. They'd phone the TAAM Center for an availability check. The requisition would be prepared, the processing completed, and five minutes later the paperwork would be on its way across the street to the warehouse. Ten minutes from the time the telephone call was made, the part could be on a transient aircraft headed for Sendai.

Let's say someone in the "local area" needed a part. A phone call, "It's available." The pilot says, "OK I'm flying over now for a pickup."

He lands, taxis to the clearing office, idles down his engine, and his companion enters the office, completes the processing, goes across the street to the warehouse, picks up the "dry cleaning," and within ten minutes



CURB SERVICE—Sp-3 John Herring rushes up to a waiting plane to direct the pilot to the warehouse across the street where he will pick up the needed part in a matter of minutes.

of landing, takes off on his return flight—with the needed part.

"Our hyaku system covers the entire Far East, except Korea," Little pointed out. "Utilizing AF and MATS, we can get a part to an airfield as far away as Laos within 36 hours, assuming there is good weather and we can make connections with the carriers."

The TAAM Center's records underscore the efficiency of the system. During April, May, and June, Little's office processed 206 requisitions under the *hyaku* system alone. Of that number, 172 were filled on the spot, the remaining 34 necessitated a depot processing. Of the 206 requisitions, 58 were by phone or TWX and 148 were brought in by land or air.

One last note of interest. Little commented, "There's no such thing as a deadline for requisitions or turn-ins. We handle all requisitions dealing with grounded aircraft at any time of day or night on the spot and with top priority."

WHAMI BAMI Thank you, Sam! The needed part is loaded into the aircraft at the ramp-side warehouse. The pilot taxis to takeoff and another "Hyaku Transaction" is completed.



Out By 9:10



Otters for Chile

By the purchase of five *Otter* Ul-A's, the Chilean Air Force is following a trend established by U.S. Army aviation, the R.C.A.F. in Canada and the U.S. Navy. The U.S. Army uses the Ul-A *Otters* extensively on geophysical surveys in both the Arctic and in Latin America.

In Alaska, Ul-A *Otters* (inset) are used extensively by the 521st Aviation Company, U.S. Corp. of Engineers on topographical operations in the Arctic barrens. In the tropical jungles and mountainous terrain of Latin America the *Otter* is a prime utility facility of the 937th Engineer Company which, for the past several years, has been engaged on extensive geophysical operations with I.A.G.S.

From the southernmost tip of Chile to the northern border, the distance approximates that from Southern Mexico to Alaska. Crosswise the country averages only 180 miles featuring two paralleling mountain ranges which extend the full length of the country. In addition to the mountains, jungles and deserts of the mainland, Chile has sovereignty over numerous islands and areas of the Antarctic Continent. The climate ranges through temperate, sub tropical and tropical. That is Chile—and many of its topographical, climatic and communication features are common to those in other areas of the world where U.S. Army *Otters* and *Beavers* operate.

The Chilean Air Force purchased a fleet of *Beavers* from de Havilland, Canada in 1952. To meet greater cargo and longer range requirements, yet at the same time maintain the exceptional performance advantage of *Beavers*, the Chilean Air Force, like the U.S. Army added *Otters* to their fleet.

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Operating under a 40 knot wind and a driving rain two skillful Army helicopter pilots salvaged a downed National Guard L-19 from a remote sandbank . . .

Under Pressure

FORT BRAGG, N. C.—Two plucky Army pilots of an H-21 helicopter recently snatched a downed L-19 plane from stormlashed waves on Shackleford Banks near Morehead City, N. C., and carried it slung beneath their 'copter to the Coast Guard base at Fort Macon.

Winds up to 40 knots and sheets of rain buffeted the helicopter as it pulled the light plane from the surf and bore it to shore.

"The extremely poor visibility, the rain, and the low 300-foot ceiling made the job more difficult than we had expected," said CWO James E. Kelley, the rescue 'copter's pilot.

"Our crew waded through the surf on the sandy shoals, trying to attach the sling to the damaged plane," Kelley added. "Three times the sling slipped as we tried to lift it."

The L-19, a National Guard aircraft piloted by Capt. R. E. Hopkins, crash-landed on a Shackleford Banks sand bar early in the morning. Capt. Hopkins said the plane developed a vapor lock as he switched fuel tanks, forcing his emergency landing.

Coast Guardsmen at Fort Macon picked up the captain from fishing men who were the first on the scene. He was uninjured by the crash, but his plane sustained damage to a propeller and its right wing when it nosed over in the soft sand.

Capt. Hopkins was one of a group of National Guard pilots making a weekend training flight along the Carolina coast. Two days of rescue efforts by Navy and Coast Guard crews had failed to recover the L-19 from the sand spit.

Hurricane Threatens Aircraft

National Guard officers, fearing that rising seas caused by the advance of Hurricane "Flossie" might wash the stranded plane into the Atlantic, asked for the Army helicopter rescue team from Fort Bragg.

The 8th Trans Co's H-21 with a four-man crew departed Fort Bragg's Simmons Army

Air Field and first attempts to lift the crippled plane from the surf were hampered by tides, wind and rain. Each new effort saw the L-19 spun off balance by winds.



Pelting rain obscured vision during the entire airlift of the plane to the mainland. WO John W. Patterson, co-pilot of the rescue copter, said oscillation of the 2300-pound load slung beneath his craft made the crossing of open water more difficult.

Weight A Factor

"The weight of the load permitted only Kelley and myself to be aboard during the actual lift. I lay on my stomach to check the best area in which we could safely set the L-19 down," said Patterson, a former master paratrooper of Fort Bragg's 82nd Airborne Division.

After delivering their "cargo" to Capt. Melvin K. Goulding, advisor to the Virginia National Guard, who awaited them at Fort Macon, the two pilots flew their copter back to the banks to pick up its rain-and-sea-soaked crew.

Crew chief for the operation was SFC James B. McCrory of the same unit. He was aided by Sgt. Charles T. Sterling, 25th Transportation Company . . . Correspondent: Lt. A. A. Swenson.

THE BIG PICTURE: This issue is unique in one respect. For the most part the photos, particularly the group photos, are considerably enlarged. No nit-sized heads! Reason: A dearth of editorial copy. Plenty of copy—small photos; light copy—blown-up photos. Your submissions govern the layouts . . .

IT'S NO CINCH, BUB!



- 1) Easily identified as a:
 a) de Lackner model
 b) Nagler model
 c) Gyrodyne model
 d) Hiller model

- 2) Record-breaker a-sipping:
 a) Maj. H. D. Gaddis
 b) Capt. J. H. Stebbins
 c) Maj. W. C. Dyingert
 d) Capt. C. E. Hargett

- 3) Quickly spotted landmark at:
 a) Fort Benning
 b) Fort Bragg
 c) Fort Rucker
 d) Fort Lewis

- 4) Now in AA Bullpen:
 a) Flying saucer
 b) Iron Ball Breaker
 c) Weather balloon
 d) Yo-Yo



- 5) Simplified controls of a:
 a) Kellett model
 b) Benson model
 c) Boeing model
 d) Omega model

- 6) Aerial view of a new:
 a) Heliport
 b) Compass test stand
 c) Underground fuel tank
 d) MG parking lot

- 7) 11:58 hr. ordinal ends for:
 a) Capt. E. D. Hill
 b) Capt. L. F. Seitz
 c) Lt. Col. H. L. Bush
 d) Maj. H. D. Gaddis

- 8) Prestwick Pioneer has:
 1) VTOL capabilities
 2) STOL capabilities
 3) Slotted flaps
 4) Slotted elevators



- 9) A proven Hover Bug:
 a) Mr. Joe Givens
 b) Mr. Joe Mashman
 c) Capt. J. E. Bowman
 d) CWO E. G. Boorne

- 10) Cessna's new Model 172 has:
 a) Land-O-Matic gear
 b) TAS of 124 mph
 c) 620 mile range
 d) Quarter-ton cargo rating

- 11) Ryan Verti-plane principle:
 a) Retractable ailerons
 b) Retractable flaps
 c) Deflected slipstream
 d) Tilt-wing

- 12) Pitot tube unmarks a
 a) Cessna L-19
 b) Beech L-23
 c) de Havilland L-20
 d) de Havilland U-1A



- 13) Would you:
 a) Refuel it?
 b) Para-drop it?
 c) Say you've had IT?
 d) Float on it?

- 14) Tail-rotor made in:
 a) Palo Alto, Calif.
 b) Bridgeport, Conn.
 c) Danbury, Conn.
 d) Bloomfield, Conn.

- 15) The lady is a:
 a) Pre-flighter
 b) Publisher
 c) Cathop
 d) Whirly-girl

- 16) Tail-rotor made in:
 a) Palo Alto, Calif.
 b) Bridgeport, Conn.
 c) Danbury, Conn.
 d) Bloomfield, Conn.

This "PHOTO QUIZ" will not qualify you as an expert on Army Aviation. It is intended to acquaint you with several AA personalities and at the same time show you that you never see all that you read. We welcome suggestions and contributions to the "PHOTO QUIZ"; send them to the publication address. Photos should be carefully cropped to $1\frac{3}{8}'' \times 2\frac{1}{8}''$ (width). The solution appears on p. 28.

Down the Line!

(RIGHT) AMOC Nr 16, Ft. Eustis, Va., a new 100% unit. [KNEELING (l. to r.)] Lts. M. Donati & J. C. Baldus; Capts. A. Tarantini & J. E. Allinder; Maj. M. L. Mitchell; Lt. Col. R. C. Spiedel; Lts. R. C. Gibson & C. J. Purchase; CWO Mac Hulett.* [2ND ROW] Capt. W. G. Gilly; CWO M. H. Berry; Maj. J. L. Pittman; Lt. H. C. Euler, WOs N. B. Munn, J. T. Campbell, & R. F. Myers; Lt. T. J. Towle; Capt. H. N. Gillis. [3RD ROW] Capt. J. W. Goodwin; Lt. P. H. Plumstead; CWO H. Wells, Jr.; Lts. R. W. Ross & W. S. Aiton; WOs D. D. Hickman & E. J. Davis; Lt. F. H. Radspinner, Jr. *Instructor.

100% UNIT—The 1st Army Avn Co (FW-TT), Ft. Benning, Ga. l. to r.: Lts Ray Moran, Jimmy Moore, Ron Anderson, Rusty Fewsmith, Ken Niederbrach, Stan Jones, Mike Ellis, Walter Reed, Jim Paul, Frank Kakuk, & Al Barber; Capt. Al Knight; Lts. Warren Strong & John Smith; Capts. Kenneth McGaughey & John Campbell; Lt. Jack Zellmer; Capt. Wayne Woltz; Lts. John Ahern, Julio Silva, Billy Williams, Ernest Wood, & John Lewis; Capt. James Blauert; Ray Cross, Pyne Gramly, Phil Comer, Don Melton, Richard Steffanson; Capt. William Cleveland; and Lt. James Greenquist. Missing are: Maj. Jerome Feldt (CO); Capts. Charles Drummond, Robert Lessard, & Lyman Vasse; Lts. Joe Parlas, James Beach, Roy Hudson, Ben Collins, George Owens, Jackie Daughtry, & Rodney Turner; and WO James Tiernan. In the forefront is E-1 Jack S. Burro, a paid subscriber as of 21 Oct '56.



TIONS

LAWSON ARMY AIRFIELD
FORT BENNING GEORGIA

THE INFANTRY CENTER
WELCOMES

THE HOME OF THE INFANTRY SCHOOL





Are You a Beef Eater?

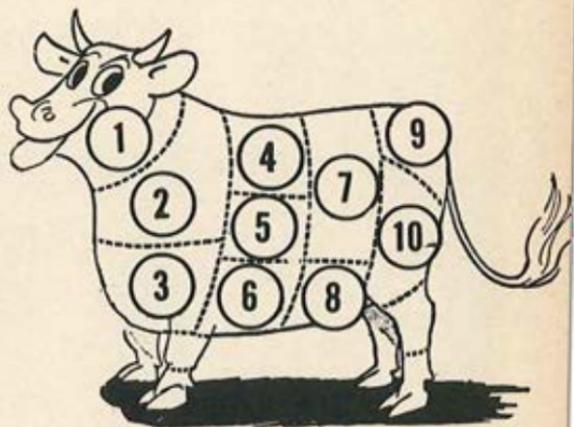
"Steak, medium rare!"

You may like it *well* done or literally have it walk up to the table but the chances are you are just another uninformed beef-eater!

Ol' Bess at the right is in the pre-slaughter stage and is numerically drawn and quartered for you.

Do you actually know what you've been eating? Just for fun—and for your general information—jot down the numbers one through 10 and see how many of your dishes you can label! You'll find that many of the cuts have several names.

Lazy? O.K., then, just take a stab at Porchouse! The answers are on Page 34.



Pro's Say

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

training. The equipment and supplies are coming in daily; the CO and Capt. William Berry picked up the first *Otter* in late September.

Our unit is the third of its type in the Army, all of which have been activated here at Ft. Riley. By TO&E, we will have 46 officers, 61 EM, and 21 *Otters*. We're asgd to the 52nd Trans Bn for trng under the direct supervision of the AAUTC at Marshall Field, Ft. Riley.

YC, (Lt.) Whitney C. Scully.
(Ed. Current makeup of the 3rd includes Capt. Edward P. Valaer (CO) and William B. Berry, and Lts. Robt. L. Michellon, Cecil Christian, Jr., Jimmy D. DeLoach, Lionel O. Jackson, Max Moroz, Donald C. Turner, William F. Williams, Charles S. Wingate, & Whitney C. Scully.)

►► Quick Growth

FT. RILEY, KAN.—This being our first article in "AA" I thought we'd better give the readers the basic information on the newly-formed 3d Army Aviation Company—FW-TT (Fixed Wing Tactical Transport.)

We were activated on 20 Aug with Capt. Edward P. Valaer as our CO. It took a few weeks before any additional personnel were assigned, but we now have 10 officers and 18 EM and expect to welcome another group of 10 pilots very shortly.

With the exception of our CO who gained his organizing experience with the 2d AA Company, we're all experiencing the growing pains that are attendant to a new organization. In fact, Capt. Valaer is the only pilot currently qualified on the U1-A *Otter*, while the rest of us are receiving our transition

►► B-52 Assistance

STOCKTON, CALIF.—Late in the afternoon of 17 September tragedy struck in the lower reaches of the San Joaquin Valley when a B-52 multi-jet intercontinental bomber burst in flames and crashed approximately four miles south of Madera, Calif. Only two of the seven-man crew escaped death.

The eight million dollar SAC aircraft, based at Castle AFB, was the second B-52 to crash in the vicinity of Stockton since the beginning of the year. Within two hours after the crash Capt. Sam Boyer, piloting an H-19, answered a hurry-up call for help by the AF and was scouring the area for survivors and victims.

The following day, and for the ensuing two weeks, the 521st lent both H-19 and H-23 helicopter assistance to AF officials and investigating officers. Since debris from

THE PICK-UP—Nine L-19D instrument trainer aircraft departed from Cessna Aircraft Company's Pawnee plant in Wichita recently when Army pilots from ARMAV took delivery of the units in a mass fly-away operation. Greeting the group prior to their departure was Flo Gierlich (left), Cessna Production Manager. Picking up the aircraft were (l. to r.) Lieutenants L. W. Moyer, B. T. Pergerson, R W Kyle, D. G. Andrews, J. G. Van Pelt, J M Ellis, R G Barham, D S Cook, and R C Dailey. (Cessna photo).



the stricken aircraft was strewn seven miles along its final flight path, a Boeing tech rep said that the use of helicopters to recover aircraft components and to provide investigators with a first hand picture of the accident scene was of immeasurable value in determining the cause of the accident . . .

Shades of San Marcos! We've just acquired five surplus L-21's from Gary to enable pilots qualified in fixed wing aircraft only, to accomplish their minimums. The aircraft were ferried from Texas by Capt. Vern Lawrence and Bernard Cobb, and Lts. Robert Bishop, Ed Freeman and William Nichols. Capt. Lawrence was the flight leader.

Capt. Seamon Molkenbuhr and Lt. Byron L. Clark just completed a cross-country jaunt from Toronto, Canada where they picked up a new *Beaver* from the de Havilland factory. The aircraft is earmarked for the Oregon National Guard.

Other interesting missions flown during

the month included a static display of helicopters at a Boy Scout conclave at Two Rock, Calif., and the participation of unit aircraft during Airport Day at Tracy Municipal Field, Tracy, Calif.

YC, (Lt.) William F. Gabella

PERSONAL—Capt. Carl Dusty's Rhodes, a recent Sr-AA, has orders to join the 489th Engr Bn at Ord in November . . . Our new Exec, Capt Mike Lord, just returned from twin-fan school at Rucker . . . Felicitations to Lt John F Grace now flying dual with his new bride, Anne . . . also to Lt. Aaron L. Lilley and his new co-pilot, Betty . . . Hangar Dept: Congrats are in order for Capt. and Mrs. Chris Erhardt on the arrival of their third child, Christine Lu . . . last but not least, by any means (and I have the bags under the eyes to prove it) is the new addition to the Gabella hangar . . . Patricia . . . who grossed out at 7 lbs, 10 oz . . . YC, WFG. (Added) Just got word from the Old Man that our Libya Survey Project has been declassified. Snowed under right now (just having been made Spec Svc, Theater, Army Educ Officer) but will get the info to the readers by next issue, I hope. WFG.

Crew Chief of the Month

Over 395:10 flying hours on his H-34A completely free of a *single* maintenance complaint! This may not be a record but we *Throttle Benders* of the 18th Helicopter Transportation Company believe that Sp-2 Johnson E. Agnew of our unit certainly rates *Crew Chief of the Month* accolades for this performance.

Born in Roanoke, Va., the 30-year old Agnew has had a wide and varied military career. Entering the Navy in '44, Agnew served as an aerial gunner on a VPB 110 and later the VPB 114 (the Navy version of the *Liberator*).

Aircraft maintenance at Norfolk NAS preceded two years of civilian life. In '51 our *Sailor of Fortune* enlisted in the U. S. Coast Guard, serving at Elizabeth City, N. C., where he performed maintenance on PBM's for the first year and then went to helicopter maintenance school. A tour at the CG's helicopter overhaul center working on HO4S Choppers (the Army's H-19) followed.

Enlisting in the Army following his release from the Coast Guard in '54, Agnew joined this company and was sent to the Sikorsky plant at Bridgeport for H-34 maintenance training.

The pilots of the 18th where Agnew reigns supreme in the maintenance department hold great respect for him—and when 43 pilots have no complaints and *agree* to the last man—you can be certain he's about the best in the business. Our only hope is that our highly versatile wrench and hammer technician *doesn't* contract "Roamin' Fever"



Sp-2 Johnson E. Agnew

again and try the Air Force this time. Having his lovely wife, Mary and his two children, Gary and Karen, here with him may be "the selling point."

By his extraordinary devotion to his duties, Sp-2 Agnew has served as an outstanding example for other young men in the aviation field. YC, CWO-2 Herbert Woodward.



NEWLY REDESIGNATED—Pilots and crewmen of the 4th RCT Avn Section at Ft. Devens, Mass. Standing (l. to r.): Lts Irvin, Daikeler, Collett, Lust, Cole, Sica, Johnson, Clatterbuck, Brown, & Sime; Capt Tresidder. Kneeling: SP-3 Reiss, SP-2 Williams, SP-3 Lippincott, Sgt Markos, SP-3 Mitchell, & Sgt. Bloczynski. Not present are Capt C P Johnson and Lts Quinn & Nowalk.

►► Full House

FT. DEVENS, MASS.—On September 25th, members of the 74th RCT Aviation Section flew over their unit for the last time, prior to the unit's being officially retired from active status.

Today, the 74th RCT, redesignated the 4th, operationally is in excellent condition, being overstrength with fourteen aviators assigned. Sharing Fort Devens Army Airfield with several other active duty units as well as the 26th Yankee Division, Massachusetts-NG, pilots of the 4th RCT have abundant aircraft on request; in fact, you might say the 4th is beyond a doubt the best aviation supported RCT in the Army.

As a footnote we'd like to add that we've lost contact with many friends and would like to hear from them, so please write. Let's compare notes. YC, (Lt.) Ralph D. Irvin.

PERSONAL—Mail Call" at the 4th RCT will find the following grabbing for the envelopes: Capts Johnson and Tresidder; Lts Irvin, Daikeler, Collett, Lust, Cole, Sica, Johnson, Clatterbuck, Brown, Sime, Quinn, & Nowalk.

►► New Demo Team

FORT RILEY, KAN.—The Army Aviation Unit Training Command (AAUTC) still has as part of its mission the training of H-21 and U-1A pilots and we are now engaged in an accelerated training program, having doubled the student input.

Three of our most experienced instructors,

CWOs Breshears, Cooney, and Fulbright, have recently teamed to form a flight demonstration group. The team performs precision formation flying in three of the 5-ton H-21's. Some of the maneuvers they perform include 180-degree autorotations, vertical ascents with zero airspeed, and climbing turns—all in formation.

Two local pilots recently had to bail out of an L-17 at night. Engine failure. *Moral*: Take care of that parachute! *Recommendation*: That all personnel attend periodic briefings and review proper procedures in the event they are confronted with similar circumstances.

YC, (Maj.) Pitts B. Dickens

PERSONAL—Here's a rundown on the rated personnel at the AAUTC for "Mailbag" purposes: CO-Lt Col Newton; Exec-Maj Rhodes; S-3: Maj Dickens; Asst S-3: Lts Newton, Ruskaufl; MaintO-Capt Dungey; S-4: Lt Underwood; F/W Instrs: Capt Giddens, Lts Ott & Fox, Civ-Gisel. R/W Flt Comdr: CWO Breshears; R/W Instrs: CWOs Cook, Cooney, Spencer, Payne, & Polts; Civ-Maier. YC, P. B. D.

►► Out of Season

FORT HUACHUCA, ARIZ.—The Bisbee-Douglas Sub Post at the B-D International Airport 10 miles north of Douglas, Ariz. took on the appearance of a summer resort town on the day after Labor Day.

The 416th Signal Aviation Company is still at the Sub Post to participate in the

★ Sign in an Ozark, Alabama Diner: "In case of atomic attack, keep calm, pay bill, then run!"

final phase of the AEPG-1 maneuver, a test of the Army Air Traffic Control and Navigation system (AATCAN). The 416th was the first unit to locate at the Bisbee-Douglas Sub Post back in May when AEPG-1 was just barely beginning. Around 1 June, we welcomed the 93rd Helicopter Company, the 14th Army Aviation Company (*Otter*)—now the First Army Aviation Company—the 80th Maintenance Detachment, and the 29th TAAM.

The units just mentioned have all since packed up and departed for their home stations—until now, only the 416th remains at this nearly deserted installation. Even the 416th itself was somewhat depopulated with the recent departure of 19 officers who were assigned TDY for the purpose of flying AEPG-1 missions.

! Within the next month, the AEPG-1 systems test will be concluded as far as the flying is concerned, and the data gathered by the pilots during the past several months will be evaluated for the purpose of devising a practical and mobile air traffic control system. When perfected, this system would enable Army aviators to fly their tactical missions unhampered by marginal weather.

At the end of the flying phase of the test the 416th will also leave the Bisbee-Douglas Sub Post and return home to Libby AAF at Fort Huachuca. YC, Lt. Ted Florko.

★ We're suspicious of thin Pentagoners who have Health Salads for lunch.

READY TO GO UP AGAIN—First Lieutenants Lloyd Adams and Clarence Fralick (right), pilots from Marshall Army Airfield at Fort Riley, Kansas, climb into an Army L-17 to resume proficiency flying interrupted a week before the photo when their craft developed engine trouble over Iowa. Neither pilot was injured when they landed in a burr-covered Iowa field. (Ed. A report in this issue stated two Riley pilots made a night bail-out from a Navion.) U.S. Army photo.



►► Not a Dry State

FT. CLAYTON, CANAL ZONE — Since Capt. Paul (*Neat Prose*) Hopkins has gone to Monterrey, Mexico, PIO material from the 937th EAC (IAGS) has been a-lacking!

The weather here has improved inasmuch as the ceilings in the afternoon sometimes reach a height of some 700 feet. At times it doesn't even rain. Soon to arrive is the *Dry Season* when it will probably only rain once every day (in some countries like Nicaragua) to three months in other places.

The weather man says only "Good" or "Bad" (and this report is given for the point of departure, for gas stops with radio facilities, and for the destination) and your guess is as good as anyone's as to what lies in between the 2 to 300-mile flight path.

To sort of bring things up to date, we now have 2 new pilots on hand: Capt. Charles A. Licha (ex-Bragg) & Lt Richard Grube (ex-Campbell). Soon to leave are Capt. James Woods and Lt Dean C. Wesner. Capt. Woods joins the 2d Avn Co at Benning while Lt. Wesner will join the 521st EAC in California. (Ed. *We place the 2d Avn Co at Ft. Riley; perhaps the correspondent has advance poop.*)

Capt. Eldon O. Basham attended the In-

★ Unintentional error in October, '56 issue: "Mengel, George E., Capt., 502 "B" Dogwood Street, College Station, Texas." Post Office Notice says: "Change woof to wood. Thanks for the laugh."

strument Flt Examiner Crs at Ft. Rucker; Capt. Jack Coffman, ex-OpnsO, is scheduled to attend the UCLA Army Avn Safety Crs. Plenty of education!

Many pilots have returned from field projects due to a cut in the budget. Back in the C. Z. are Lts Frank Rosa, Lawrence Mattered, A. J. Pietro, and Capt Earl W. Nielsen . . . The 937th is presently making a projected changeover from H-13s to H-23s. The first new owner will be Lt. "Jack" Chapman of Colombia.

Also from the Colombian project, Capts Jim Woods and John Duke and Crew Chief, PFC Jerry Weatherington, will be presented with Sigorsky *Winged S* Awards for their work in the medical evacuation of two Colombian soldiers. Flying from Bogota to Quibdo at altitudes in excess of 11,000 feet, clearing 3 different mountain ranges, and flying thru IFR conditions made for an interesting flight. YC, (Lt.) Joseph R. Gayhart.

▶▶ Look-see!

FORT RILEY, KANSAS—We had the opportunity to conduct a static display of H-25 and H-21C aircraft for some visiting Chinese Nationalist Generals here at Marshall Army Airfield. WOs Price and McFeron handled the display for the 33rd Trans Co . . . Our Maintenance Officer, Capt. Testerman, assumed command of the 33rd during the temporary absence of Maj. Keith Bauer, our C.O. Visiting Fitzsimmons Army Hospital where he will be treated for throat trouble is Capt. William Black, our Exec & Opns Officer . . . Just as soon as we get through the throes of organization, we'll jump from notams to progress reports.

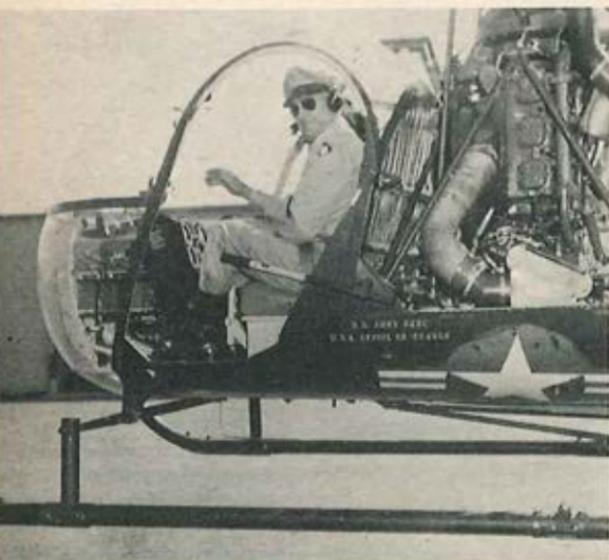
YC, WO George F. Beaston.
(Added) The 573d Maint Det (supporting



AIRPAK—SP-3 Ronald J. Serra, of Ascom City's TAAM Company, is helped by Mr. Kim Yong Hyun, to jack airplane parts for shipping in a new type of aluminum packing crate. (U.S. Army Photo).

the 33rd Trans Co) expects its new CO, Lt J. F. Carson, soon . . . The present CO, Lt. Walter C. Lorenz, is leaving to attend school. Fifth Army earmarked another H-25A chopper for the 33rd, bringing the company's total up to its authorized strength for recon type helicopters . . . YC, G. F. B.

★ Pleasant note from a pleased reader: *"Still awaiting the Who's Who. I've ALSO got two more l'il pair of buttocks to powder. If you put this '55-initiated project out in '57, yours won't be powdered!"*



FOR IT!

(Dear Editor:) Comments from the pilots and crew chiefs of the 33rd Trans Company heartily endorse the suggestion that crew chiefs and specialized mechanics receive distinctive insignia. Keep banging away. Sincerely, WO George F. Beaston, Ft. Riley.

WELCOME MAT

(Dear Editor:) How about inserting a little notice that all AAs have an open invitation to use our facilities at Philadelphia International Airport? We're in Hangar 10 (Atlantic Aviation Service) at the north end of the field and will make hotel reservations and take care of any other requests—within reason. Capt. William M. Jordan and myself, three mechanics, and 3 choppers call this our home. Thanx. Capt. Russell J. Thompson.

LEG-PULLING

(Dear Editor:) In receipt of your letter of 7 Oct 56 stating that I did quitted my Panama address without informing the Publisher. I hereby decline your generous invitation to pull your wife's lovely gams. This refusal is due to two points: (a) I have never met the lady before—although I don't know what the h-l that's got to do with it, and (b) loud shouts would be heard from one each Dorothy J. Bean (same name as mine)—and I do know what the h-l that's got to do with it.

A few days ago, I returned from an XC to find my desk completely inundated with back issues of *The Army Aviation Magazine*. Wha hoppen? Who pulled the chain? After all the shouting I did, this Panama-wrapped bundle obligates me to completely read each copy. I am on the third one now. However, this infringes upon my normal duties to quite an extent, i.e., I am 3 revisions behind on my Jeppesen and I've got a passel of papers to sign. In the future, I promise to use the BLUE CARDS and keep you posted on my meanderings. Getting 'em all at once is like getting a new Sears catalog. Sincerely, (Maj.) George E. Bean.

(Ed. This marks the first—repeat, the first—instance to our knowledge where an Army PO has forwarded the publication. By regulations, they are not permitted to do so. We hope the discarded issues are destined for a better fate than the Sears' catalog.)

LOGICAL

(Dear Editor:) How about an "Army Aviator of the Month" award in each issue—a picture and story telling of an outstanding job of flying? Most of the professional "jobs" done by AAs go unpublicized in the newspapers & magazines, but they should appear in "Army Aviation." The recent H-21

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.

pickup of an L-19 from a sandbar off the N. C. coast during Hurricane *Flossy* is an outstanding example. Do you think you can get the unit AAs off their butts on this? Sincerely, WO Don Joyce, 8th Trans Co, Ft. Bragg.

(Ed. A "Well Done" in print is a tangible way to acknowledge a professional job. We'll comply—but AAs, crack pilots though they be, are notoriously poor penmen and the column may appear infrequently.)

NO TWO WOMEN . . .

(Dear Editor:) I have no desire to enter the controversy over a "Women's Page" in *Army Aviation*. However, strictly off the record — I enjoy the magazine as is and consider any catering to the housewives (as most of us are) as entirely unnecessary.

A Contented Wife, Ft. Lewis
(Ed. Yes, M'am!)

. . . THINK ALIKE!

(Dear Editor:) For several months, I've been tempted to write and thank you for *ARMY AVIATION*—It's helped me to keep in contact with many of our friends. But as a typical Army wife, I, too, think there should be a Woman's Page—one page only. We of the female species are also interested in all of the articles (and this may surprise you!) They have helped to keep me posted on the latest in Army aviation while awaiting my port call.

Sincerely, Mrs. Beulah H. Fabert.
(Ed. As a typical politician we can only say, "Yes, M'am!")

★ Overheard in a Westport, Conn. all-night beanery: *'Listen, I let my wife know who was the Boss right from the start. I figured there was no point in kidding myself.'*

★ Sure trouble: A flight instructor about to give his wife her first lesson.

SWING LOW, SWEET CHARIOT—A combat jeep—sling loaded under an 8th Transportation Company H-21—shown comin' round the mountain. Sure beats the bumpy, cyst-making trip downhill. (U.S. Army photo).



(Dear Editor:) We note with some glee that *Duke*, the Mexican burro-mascot of the 93rd Trans Co, has gone AWOL on occasion and does not, repeat does not, leave the Devens junkyard long enough to read "AA." We'd like you to know that when the 1st Army Aviation Company (FW-TT) says it is behind "AA" 100%, we do not draw the line. Enclosed is \$2.00 for a subscription for OUR mascot, "E-1" Jack S. Burro, who also joined the unit in Arizona and flew east with us. May he munch on each issue in peace!

Sincerely, (Lt.) James C. Greenquist.
(Ed. We suspect that some advertising agencies will view this circulation boost with a jaundiced eye! With the help of sundry burros, goats, chimps, and what have you, we may yet pass 5,000 by January 1st!)

(Dear Editor:) Since '54 we've been engaged in the problem (*battle* would be a better word) of small capacity fuel tanker trucks versus large capacity, high fuel consumption aircraft. I wonder if other units are confronted with a similar problem. While I'm at it, here are a few pertinent questions that I would like to see answered: Will the Army ever change its tower frequency? Right now it falls close to the Air Force frequency, 126.18. We lie between two *huge* Air Force bases . . . Will an incentive program be initiated to help retain large numbers of qualified EM in the maintenance field? . . . Will Fixed Wing and Helicopter Companies ever be authorized trained VHF radio repairmen? Sincerely,

(Maj.) Pitts B. Dickens,
 AAUTC, Ft. Riley, Kan.



LAND-O-MATIC — In-flight view of Cessna Aircraft's new 1957 Model 172 business utility airplane with patented "Land-O-Matic" gear designed to make flying like driving an automobile. The 172 was nationally premiered at two-day open houses at Cessna dealers in late September and early October.



DESTINATION—Pilots of the 1st Platoon, 1st Army Avn Co (FW-TT) shown upon arrival at Ft. Benning from Douglas, Ariz. L. to R. Lts Roy Hudson, John Ahern, Stenson Jones; Capt Kenneth McGaughey; Lts Kenneth Neiderbrach & James Paul; Capt. Robert Lessard (Flt Ldr); Lt Frank Kakuk. 'Pears as if Ken Neiderbrach 5th from left, got rooked out of some stick time.

(Dear Editor:) In the June '56 issue of "AA" a Ft. Sam Houston story mentioned the activation of an Otter-equipped USAR Company. Have you any additional poop on this? If they're considering fixed-wing companies, is there a possibility they'll go into the rotary-wing end and activate USAR Helicopter Transportation Companies?

Sincerely, Ed Quat, Captain, USAR
(Ed. Army leaders realize the deficiencies of a USAR program without organic equipment and are planning accordingly. In what form, in what amounts, and when this equipment will be available are facts that touch upon the "classified." No further information of the Dallas-Ft. Worth Otter unit has been received. The activation of fixed and rotary wing USAR aviation companies would certainly augment the AD units in depth. The \$ sign is a big factor.)

(Dear Editor:) Let's start with *first* things first. If Capt. Spriggs had read more carefully he would have found that no one from the 11th TC made the claim of an "operation on Pikes Peak." The only reason Pikes Peak was mentioned is that we flew by that area on an entirely different operation (and the word "operation," is not mis-used).

The original reference to P.P. (plus *Army Times* 30 Jan 54) was all directed toward the White Sands 8000' claim.

In my first letter I congratulated the 93rd on their accomplishment and indicated then there was no comparison between our "operation" and theirs.

Capt. Spriggs, please don't ever think that I *might* try to compare an H-19 to an H-21. Someone let the secret slip out a long time

(RIGHT:) A DHC Otter about to dock at a northern Ontario riverside wharf. This Otter having RCAF coloring has its counterpart in the U. S. Army, U. S. Navy, RAF, and Royal Norwegian Air Force. The Chilean Air Force recently ordered five Otters for '56 delivery, the first Latin American country to purchase military-type Otters.



A Many-Sided Thing

Letters to the Editor

ago. I will say it again and I hope there are no misunderstandings. Congratulations to the 93rd but don't you think the White Sands claim was a little late?

CWO Richard B. Ziegler

PHOTO QUIZ ANSWERS

(Continued from Page 17)

Did you pass? If you didn't, you're not a close observer of the AA scene . . . All of the personnel and equipment pictured in the Photo Quiz (except Nr 3) have appeared in recent issues of ARMY AVIATION . . .

(1) Gyrodyne's *Rotorcycle*; (2) Maj. Bill Dysinger following the 11:58 hour closed-circuit hop in an H-21C; (3) Fort Rucker—at least that's what the envelope bearing it was postmarked; (4) Bozo's Yo-Yo; (5) Igor Benson's *Gyro-Copter*; (6) New heliport at Hiller Palo Alto Plant—taken while under construction; (7) Lt. Col. Harry L. Bush shows the strain of the 11:58 hr. H-21C closed-circuit record; (8) STOL capabilities—and we expect arguments on this one . . .

The rest are easy . . . You should pass . . . (9) Capt. Jim Bowman who shared a 30 continuous hour endurance record with Joe Givens in an H-23C; (10) You're right on ALL answers; (11) Deflected slipstream principle; retractable flaps, too; (12) the de Havilland U-1A *Otter*; (13) Float on it! It's one of four small out-rigger pontoons on de Lackner's *Aerocycle* (inverted photo); (14) Bridgeport, Conn.; it's Sikorsky's H-34 tail assembly; (15) You said, "A Publisher?" Can you picture this slick chick breaking HER nails bundling your issues? No, she's wiping an *Aero Commander* windshield in an absent-minded way. Logical answer is *pre-flight*; (16) Danbury, Conn.; it's a Doman YH-31 tail assembly.

Not as tough as the Annual, was it now?

HUMRRO

(Continued from Page 13)

concentrated mainly on the training of helicopter pilots.

The Aviation Center research detachment is staffed by two Psychologists; Dr. George D. Greer, Jr., detachment leader, and Mr. J. Albert Southern. In addition to being psychologists both men are qualified pilots.

★ In 962 B.C.G.C. (Before Child Guidance Clinics) the old Chinese philosopher, Wun Toy, said, "Give your child a licking every day; if you don't know why, the child does."

Clank Stories . . .

by DARIO POLITELLA

When history catches up with Army aviation and the time comes to determine who "dreamed up" this unique organization, disputed views will be rampant.

There will be no dispute, however, that the Germans made the first strictly military use of lightplanes for command missions during the Nazi blitz of Poland. And during the 1940 campaign, an early Getman arrival in Paris was a lightplane which landed on the *Champs Elysee*.

The RAF, too, made use of civilian pilots and lightplanes in non-combat work during the early days of World War II.

But when the American experiment is considered, the controversy as to who suggested the whole thing may be heated.

John Wolbarst of New York City believes his article, "Lightplanes Are Warplanes," which appeared in the July, 1941 INFANTRY JOURNAL, was the first to appear in an American military publication. A Private in the Air Corps, Wolbarst first submitted his piece in 1940. It was rejected. But after a prolonged exchange of argument by mail, the editors finally agreed to use the article.

The article was prophetic, in many respects. Wolbarst suggested that the Air Corps hire civilian planes and pilots for the first experiments (*these were used during 2nd Army maneuvers at Camp Forrest, Tenn., in June, 1941*); he suggested that "one or more scoutplanes could be assigned to each infantry battalion, or similar unit"; "The scoutplane's simplicity of operation would permit nearly any civilian flying school to give the pilots a concentrated course in operation and maintenance of the ships"; and "The Air Corps should not be asked to spare the planes nor the men for such work."

An additional prophecy which Wolbarst made, which took much longer to materialize, was: "Recent successes of the Sikorsky helicopter give promise of a revolutionary means of flight, but this is apparently too far in the future to be of much good in the current emergency."

Wolbarst spent five years in the Air Corps during World War II. He says he never had anything to do with lightplanes during his entire service. But from his seat in the big bombers of the "Second Disagreement," he was able to observe:

"A defense need exists which these planes and pilots can help to meet. Given the chance, there is no reason to doubt that the job will be well done."

"10 Most Wanted!"



Our MPB (Missing Persons Bureau) is somewhat shorthanded on personnel and we ask you to scan the following Lost Battalion of subscribers for a friendly name. We're holding back issues for each pending receipt of their current address.

Lt. Colonels

Cawfield, P. A.
Graff, L. W.
Kelly, E. B.
Kern, H. J.

Majors

Aschoff, J. F.
Eckert, K. R.
Fox, E. M.
Gordon, S. P.
Stewart, A. K.

Captains

Anderson, R. V.
Asbury, J.
Black, C. S.
Blair, P. G.
Brockmyer, J. V.
Carpenter, K. L.
Casper, W. H.
Culp, C. C.
Dillon, C. R.
Durych, R. R.
Eager, E.
Ebaugh, G. M.
Frederick, J. M.

Harper, W. H.

Harris, F. C.

Henry, L. L.

Lewis, C. J.

Lutlinger, W.

McCormack, R.

Magney, E. C.

Manthei, J. E.

Marsh, B. D.

Moody, D. M.

Morrow, J. G.

Phillips, E. W.

Potter, I.

Reese, N.

Scudder, J.

Smith, R. D.

Steele, C. K.

Vassar, E. F.

Warzecho, E. M.

Webb, R. H.

Williams, R. D.

Winter, H. A.

Lieutenants

Bagwell, L.

Barry, J. G.

Bassett, J.

Beardsley, S.

Beverly, J. G.

Boling, D. E.

Bond, J. S.

Bragg, C. C.

Burill, J. R.

Carpenter, R. G.

Collier, T. E.

Daniels, T. A.

Davidson, P.

Dickey, J. H.

Dixon, J. F.

Dorey, F.

Dorman, C. D.

Dovre, A. W.

Dupree, T. G.

Dye, T.

Franseen, L. R.

Gnidovic, D. J.

Grace, J. F.

Guthrie, R. E.

Hardin, W. R.

Hay, E. M.

Hayes, M. R.

Heathcoo, E. J.

Hines, B.

Hoebler, P. J.

Jackson, R. M.

James, S. L.

Jefferts, P.

Johnson, R. A.

Johnston, B. G.

Kendall, H. A.

Kennedy, C. C.

Lenart, L.

McGuare, M. E.

Morrow, B. E.

Neff, O. B.

Olson, R. D.

Peachey, W. N.

Popowski, J. S.

Powell, C. S.

Ross, James E.

Sarnoff, B.

Sharpe, R. H.

Sloan, C. R.

Smith, H. M.

Swinney, R. S.

Vololato, D.

Wauters, F. R.

Wroten, C.

List as of 10/15



Leaving the Boondocks—

These pilots of the Army Aviation Branch, Range Services Division of White Sands Proving Ground, N. Mexico, left the barren boondocks of this missile testing range to report to Fort Rucker, Alabama, for a tour of duty in the Army's helicopter program. They are members of the WSPG team which recently received an Office, Chief of Ordnance Certificate of Merit for Safety and which has now accumulated more

than 10,000 hours of flying without an accident. Left to right: 1st Lt. John J. Miller; 1st Lt. Henry J. Dotzlaw, WO Herbert H. Kraus, 1st Lt. Gale V. Smith, and WO Ralph M. Fitch. A sixth pilot of the unit, 1st Lt. Herman M. Orrell III, has already taken off for Fort Rucker.

Not Camera Shy—Just sporting new instrument blinders are (l. to r.) Lts. Foster, Williams, and Sampson of the Maryland-NG. The blinders were locally assembled in the NG Maintenance Shop by SFC Edward Zachman. Capt. Charles Hethcoat, Md-Advisor, writes, "They are lightweight, and with their large roll of sponge rubber, are very comfortable. By eliminating the need for orange acetate, they greatly improve the visibility of the instrument pilot."





▶▶ CAVU Plus!

FORT BRAGG, N. C.—Just returned from the "mass ferry flight" of 8th Trans Company H-21's to California. However, I only got as far as Phoenix, Arizona—Had an engine failure, turned the ship into maintenance at Ft. Huachuca, and flew back to Bragg via TWA. The trip was very uneventful up until then, so I won't bore the readers with a day by day account. These long XC's are pretty routine these days. Southwestern weather reports were interesting, however: "Clear. 70-100 miles visibility, CAVU." The lack of chain smokers in the southwest may be the answer . . . We have a lone crew halfway to California and six more crews left for Morton, Pa. for another pickup and ferry flight.

Also, seven crews and H-21's are TDY to Ft. Benning for an unspecified period. I hope the boys are having their issues sent home. More might go there also . . . Also the 4th Hcptr Co is TDY'ing to Fort Campbell soon for "Jump Light."

Looks as if all of the TC Companies are being spread mighty thin!

A former CWO of the 8th Hcptr Company, 2/Lt Harold W. McGlaun, is now attending F/W Training at Gary AFB, Texas. Lt. McGlaun graduated from OCS at Ft. Sill, Okla., this past summer and rec'd a TC commission. It is believed that Lt. McGlaun, a rated H-21 pilot prior to attending OCS, is

the first Warrant Officer to successfully complete the OCS Course at Sill or Benning. This is truly a case of *putting the cart before the horse*, but just think of all the first pilot time he is now logging at Gary! The 8th would like to tender its congratulations to the Lieutenant!

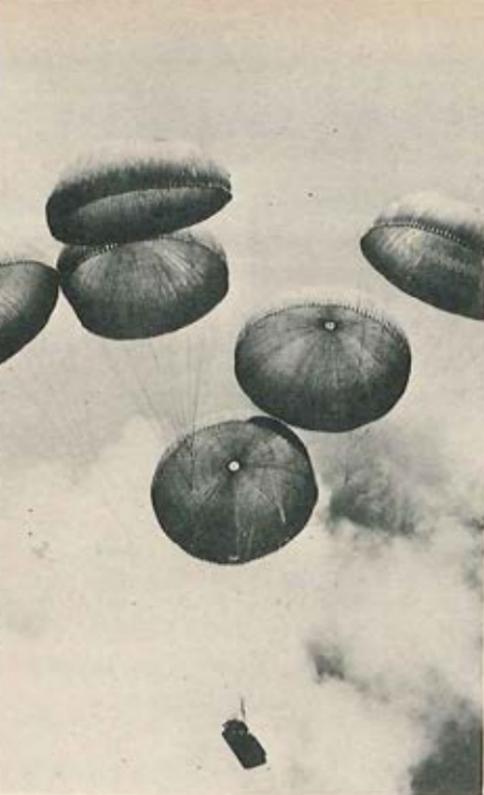
YC, WO Donald R. Joyce.

▶▶ No Letup

HEIDELBERG, GERMANY—Just a few lines to let the readers know that the USAREUR Avn Det is still doing a flourishing business here at Heidelberg. Since our last report, we've had quite a shakeup in our pilot roster. Our new arrivals include Capts. Jim Frederick, Wallace Fenn, Charles Ward and Lt. Dick Duckworth. The grapevine says we still have four more coming.

We've had quite a busy summer with flights to almost every major city in Europe this side of the Iron Curtain. Our flight schedule hasn't started to taper off as yet, and since we're now getting into the CPX season, everyone has to carry a double workload.

It also happens to be instrument renewal season; this gives Capt. Hugh Reed much IP time on the logbooks while the rest of us sweat under the hood. The only trouble in having a perfectionist as your examiner is that he expects everyone else to be perfect, too. So you can see that there is a



Photos at Left

FUEL-STOP—Duke, mule mascot of the 93rd Trans Co, lunches on the tender buffalo grass at Ft. Riley's Marshall Army Airfield while four of the 93rd's H-21 choppers take on a fuel load prior to continuing to Ft. Devens, the unit's new home. Shepherding Duke are 1. to r. WO W. E. Moore, Jr., CWOs E. J. Andres and D. H. Yenglin; Capt. M. H. Mathews (CO); WO R. J. Whatley, Jr.; CWO L. D. Johnson; WO R. L. Watts; CWO H. C. Jones; and WO B. O. Stutesman.

MASSIVE—What appears to be a small supply crate in actuality is a two-and-a-half ton truck floating gently through the air after being dropped by a C-130 Hercules, the new cargo and troop carrier built by Lockheed Aircraft. Joint Army-AF testing was conducted at Pope AFB, N. C.



If your aviation unit has a distinct Aviation decal or embroidered aviation unit insignia, we'd like to have you send us a pair of each through your Opns Officer, Let us know what you laid out and we'll reimburse you for the submission and the postage.

Reason: Our office could stand a few bright colors and second, we'd like to occasionally publish a page of new Army aviation unit insignia.

CLASSIFIED

OFFICERS' WIVES: Write for military insignia flyer for the gift he will wear and think of you. Army Aviator and Senior Army Aviator wings in sterling silver. L. G. Balfour Company, Attleboro, Mass.

SOUTHERN AIRWAYS COMPANY, CAMP WOLTERS, MINERAL WELLS, TEXAS, is accepting applications for employment of Helicopter Instructor Pilots and Maintenance Personnel. Write or call at once for information.

EMBROIDERED INSIGNIA: I'm interested in obtaining the name of a "patch" manufacturer for special unit insignia. Someone help me out? Lt. J. R. Gayhart, PO Box 138, Howard AFB, Canal Zone.

I HAVE 300 extra '56 Yearbooks on hand at one dollar each. The mildew in our cellar will get 'em by Feb. 1st. If interested (and flush), write the editor.

great deal of T-time involved in getting ready for our check rides with Hugh. Of course, once a pilot passes the ride, he is assured about his own capabilities.

The Heidelberg runway is always open for any and all transients and we hope they will drop in to renew old acquaintances and make some new ones. YC, (Capt.) Frederick McGowan.

(Ed. We'd like to tilt a stein with you; what's the bearing?)

▶▶ Airlift

FT. BENNING, GA.—The 1st Army Avn Company (FW-TT) displayed the capabilities of the U-1A Otter during the recent Joint Civilian Orientation Conference NR 23 at Fort Benning.

Capt. R. J. Lessard and Lt. Kenneth Niederbrach took part in demonstrating the takeoff and landing technique of the Otter. Formation para-resupply drops in support of ground troops were flown by Capt. Lyman Vassey and Al Knight and Lts Ray Moran, Walter Reed, Rusty Fewsmith, and John Smith.

A kingsize airlift was performed by the 1st when 108 members of the Armed Forces Staff College were flown from Lawson Field to the Fort Benning Drop Zone where the students observed a battalion of the 325th Regiment of the 82d parachuting from C-119's. Twelve Otters handled the troop carrier mission.

The Month's Takeoffs!

- AINSLIE, ROBERT E., Lt., 1815 - 42nd Avenue, San Francisco 22, California.
- AVANT, OSA J., 1/Lt., 8th Transportation Battalion, APO 29, New York, N. Y.
- BAKER, HAROLD L., Capt., 937th Engr Aviation Co (IAGS), Fort Clayton, Canal Zone.
- BAKER, NED B., Maj., Army Avn Section, USAR-EUR Com Z, APO 58, New York, N. Y.
- BALTZELL, LOWELL F., 1/Lt., 9th Signal Co, 9th Inf Div, Fort Carson, Colorado.
- BANKER, WALTER E., Capt., Post Office Box 1355, Fort Eustis, Virginia.
- BEARDEN, WILLIAM A., Capt., 4008th Service Unit, Camp Wolters, Texas.
- BLEVINS, B. B., Lt., Officer Stu Co (Hcptr), Class 57-4, Fort Rucker, Ala. (Temp.)
- BRUCE, ROBERT L., Lt., 206 Handy Circle, El Paso, Texas.
- CALDWELL, LANGSTON H., Maj., AFAOAC Nr 2, 1st Off Stu Btry, Fort Sill, Oklahoma.
- CALENDER, ALLIE D., Capt., 6th Transportation Co (Lt Hcptr), APO 43, S. F., Calif.
- CANTLEBARY, LEE R., Maj., Hq, 14th Armored Cavalry, APO 26, New York, N. Y.
- CAPOZZI, HENRY P., 1/Lt., 115 Olsen Road, San Antonio 9, Texas.
- CHAPMAN, RAYMOND C., Capt., Broadfield Road, Manlius, New York.
- CHINSKE, R. W., Capt., 7529 North Loop Road, El Paso, Texas.
- CONSTANCE, HARBIN A., 1/Lt., FASSMBOC Nr 1, Box 1032, 1st Off Stu Btry, Ft. Sill, Okla.
- CUMB, RAYMOND F., Capt., 801st Maint Bn, 101st Abn Div, Ft. Campbell, Kentucky.
- CUNNINGHAM, JOHN O., Capt., Army Avn Sec, Cuyahoga Co Airport, 4419 Richmond Rd, Cleveland 24, Ohio.
- DAVIS, EDWARD J., 1/Lt., 323 Madison Ave., Fort Eustis, Virginia.
- DeBOER, HENRY W., JR., Capt., 45th Transportation Bn (Hcptr), Ft. Sill, Oklahoma.
- D'ELOSUA, R. F., Lt. Col., Trans Sect, EASCOM, APO 301, San Francisco, California.
- DERBY, STANLEY E., Capt., 133 Meadow Circle, Clarksville, Tennessee.
- DIXON, ROBERT E., WO-W1, 8th Transportation Co (Lt Hcptr), Fort Bragg, N. C.
- DUNNE, ROBERT V., 1/Lt., Off of the Dep Army Comdr, Hq, 1st Army, Governors Island, New York 4, N. Y.
- EISENSTADT, LEWIS D., Mr., 2229 Neil Street, Schenectady 6, New York.
- FABERT, MARVIN C., Maj., Flight Det, 8026th AU, APO 343, San Francisco, California.
- FORRESTER, DAVID R., Pvt., 582nd Trans Co (AAHM&S), 40th T Bn, Ft. Eustis, Va.
- FRANDSEN, DONALD P., Capt., Army Avn Advisor, Mass NGUS, Fort Devens, Massachusetts.
- GARDNER, WILLIAM H., Maj., 110th Trans Co (Lt Hcptr), APO 29, New York, N. Y.
- GRIFFITH, HAROLD E., 1/Lt., 26th Trans Co (Lt Hcptr), APO 177, New York, N. Y.
- HAFERS, ERNEST R., 1/Lt., Officer Stu Co, ARMAV Regt, Fort Rucker, Ala. (Temp.)
- HARLAN, JAMES M., Capt., 5021st ASU, Post Trans Office, Fort Riley, Kansas.
- HENRY, HERMAN A., Capt., 405 Peach Blossom Avenue, Cambridge, Maryland.
- HOOKS, CHARLIE D., WO-W1, 723 Herman Place, WHP, Fort Bragg, North Carolina.
- HOWELL, GARNETT, Mr., Dir of Trng, Graham & Son, Edward Gary AFB, San Marcos, Tex.
- HUMPHREYS, JOHN W., Capt., 1st Combat Aviation Company, Ft. Polk, Louisiana.
- IVERSON, H. KENNETH, Mr., 1461 Maple Drive, Apt Nr 7, Pittsburgh 27, Pa.
- JANSSEN, ARLO D., Lt., AHATC, Class 4, ARMAV Regt., Fort Rucker Ala. (Temp.).
- KAMBOURIAN, JOHN E., JR., E-2, 25th Trans Co (AAM), Fort Bragg, North Carolina.
- KAPEC, ANDREW J., Capt., 304 Columbia, Lawton, Oklahoma.
- KING, ROBERT A., PFC, 8178th AU TAAM Company, APO 971, S. F., California.
- KOZORA, THOMAS D., SFC, Co B, 1st Bn, Q.M.S.R., Fort Lee, Virginia.
- LONG, WILLIAM B., JR., Lt., 4008th SU, Army Avn Det, Camp Wolters, Texas.
- LUPTON, WILLIAM R., JR., Capt., Army Avn Advisor, NY-NG, Zahn's Airport, Amityville, New York.
- MIELKE, VIRGIL E., Lt., c/o W. County, Conestoga Road, Anselma, Pa. (Temp.-Enroute to APO).
- MILLER, SAMUEL A., Capt., 500 North Main, Enterprise, Alabama.
- MIYAMOTO, A. A., 1/Lt., Hq Co, 1st Bn, 2nd Armd Cav Regt, Ft. Geo. G. Meade, Md.
- MOORE, RAYMOND E., 1/Lt., 11 Williamson Park Drive, Denbigh, Virginia.
- MORRIS, WILLIAM J., Capt., PO Box 893, Ft. Huachuca, Ariz. (Old Address-Enroute APO).
- MORROW, DARREL M., Lt., Officers Student Co (8579), Fort Holabird, Maryland.
- NAVE, JOHN A., Maj., 2213 Hoover Avenue, Apt C, Lawton, Oklahoma.
- NEWCOMER, SAMUEL K., SFC, Hq, 4th AARC (7285-3), Grandview, Missouri.
- O'LEARY, GARY A., Lt., 25th Div Aviation Section, APO 25, S. F., California.
- OSBORN, DONALD J., Lt., The Army Aviation School, Fort Rucker, Alabama.
- PACKER, JACOB L., Maj., Transportation Division, Fort Eustis, Virginia.
- PAQUETTE, DEAN R., Lt., 1143-B-4 Meeres Road, Lewis Heights, Ft. Belvoir, Va.
- PEPPARD, JOHN J., JR., 1/Lt., TCOC Class 13, T-School, Ft. Eustis, Va. (Temp.).
- PETERSEN, DONALD F., Lt., Flt Div, Post Trans Sect, Governors Island 4, N. Y.
- PETRILLO, NICHOLAS, Lt., KMAG, Detachment G, APO 102, S. F., California.
- PHILLABAUM, JACK O., Lt., Stud Off Co, AH-ATC 57-4, Fort Rucker, Ala. (Temp.).

The Month's Takeoffs!

PRAHL, JEAN C., Mrs., 613 North Cedar, Luverne, Minnesota.

REED, ROBERT F., Mr., Box 379, State Teachers College, Fitchburg, Massachusetts.

SCULLY, WHITNEY C., Lt., 3rd Army Aviation Company (FW-TT), Fort Riley, Kansas.

SCHWEITZER, E. H., Mr., 260 Alexandra Avenue, St. Lambert, Quebec, Canada.

SHANKS, HOWARD N., Pvt-2, Headquarters Co, Trans School, Fort Eustis, Va.

SMITH, ALBERT L., Lt., 1500 West Selma, Dothan, Alabama.

SMITH, HENRY L., Capt., 404 Patrick Avenue, Wolfers Village, Mineral Wells, Texas.

SMITH, JAMES C., Maj., 6 Burnham Court, Ft. Leavenworth, Kansas.

SMITH, SHERMAN W., Capt., 11th Trans Co (Hcptr), APO 46, New York, N. Y.

SOUPENE, A. C., Lt., Box 705, Holloman Air Force Base, New Mexico.

STEINBECK, PAUL W., Col., Army ROTC, Univ. of Illinois, Champaign, Illinois.

STOCKWELL, C. G., Mr., 203 Colonial Avenue, Dothan, Alabama.

TEAGUE, JERRY L., Capt., 168 Sharp Drive, Fort Bragg, North Carolina.

TENNEY, KENNETH C., CWO, P.O. Box 546, Spring Lake, North Carolina.

TURNER, DONALD C., 1/Lt., 3rd Army Avn Co (FW-TT), Fort Riley, Kansas.

VAN HORNE, ARTHUR R., Lt., IFC 57-3, Off Stud Co, Fort Rucker, Ala. (Temp.).

WALTER, FREDERICK K., Capt., Army Avn Flt Info Det (9453), APO 403, New York, N. Y.

WALTER, JOHN G., Lt., 36th Engineer Gp Avn Section, APO 358, S. F., California.

WARD, MARION F., Capt., 504 North Rawls, Enterprise, Alabama.

WEST, ARTHUR H., Lt., 2d Engineer Gp (Const), APO 301, S. F., California.

WHITE, WILLIAM G., Capt., 416th Signal Aviation Co, Ft. Huachuca, Arizona.

WINGATE, CHARLES S., Lt., 2033 Judson Street, Manhattan, Kansas.

WILSON, EUGENE A., Capt., Petro Hcptr Inc., Box 2150 SLI, Lafayette, La.

Late Changes of Address

ACHEE, SIDNEY W., Capt., G-3 Army Avn Br, Hq, USARPAC, APO 958, San Francisco, Calif.

ALLEN, JAMES M., 1/Lt., 1043 West 25th Street, San Bernardino, California.

ARMSTRONG, JOHN E., Lt., AHATC Nr 1-0-8, 57-5, ARMAV, Fort Rucker, Alabama.

ANDERSON, CARL R., Capt., 8178th AU, TAAM Company, APO 971, San Francisco, Calif.

BROOKS, WILLIAM D., 1/Lt., 64th Transportation Co (Lt Hcptr), Fort Sill, Oklahoma.

CHAMBERLAIN, ALMA, Maj., Transportation Section, Hq, CONARC, Ft. Monroe, Va.

ERNEST, CHARLES, Lt. Col., 3rd Trans Battalion (Hcptr), Fort Benning, Georgia.

FLORKO, THEODORE W., 1/Lt., 416 Signal Aviation Co, Ft. Huachuca, Arizona.

FRYE, WILLIAM H., 1/Lt., 51-C Wherry Apartments, Fort Campbell, Kentucky.

GILES, JOHN H., SFC, 3015 Albermarle Street NW, Washington, D. C.

GROSS, CARL W., M/Sgt., 1402 Legore Lane, Manhattan, Kansas.

HARWOOD, CECIL D., CWO, Route Nr 2, Lucedale, Mississippi.

HANNON, JAMES P., PFC, 3rd Combat Aviation Company, Ft. Benning, Georgia.

HICKMAN, DON D., WO, 36th Transportation Company (Lt Hcptr), Ft. Sill, Oklahoma.

JORDAN, A. C., Lt., Stu Off Co, Army Avn Tactics Crs, Fort Rucker, Alabama.

KEMP, MARVIN E., Lt., TCOC Nr 13, The Transportation School, Ft. Eustis, Virginia.

KJELLAND, MARK W., Pvt., Hq & Hq Det (LAAC), 140th Trans Det, Ft. Benning, Ga.

KRAUS, HERBERT H., CWO, 3461st ASU, Off Stu Company, Fort Rucker, Alabama.

LINDHOLM, JAMES R., Capt., Hq, CCB, 3rd Armored Division, APO 39, N. Y., N. Y.

LUDWIG, ROGER GENE, 3394 East 25th Street, Apt D, Tulsa, Oklahoma.

McPHAIL, BILLY B., Capt., Quarters 23, Edward Gary AFB, San Marcos, Texas.

MacDONALD JAMES C., SP-3, 1974 California Avenue, Wahiawa, Oahu, T. H.

MADDOX, CHESLEY B., JR., 1/Lt., 1221 West 12th Street, Junction City, Kan.

MARSH, ROBERT R., WO, 31st Transportation Company (Lt Hcptr), Ft. Sill, Okla.

MATTHEWS, JOHNY H., 2/Lt., Route Nr 1, Neshoba, Mississippi.

MAY, MELVIN H., Mr., 100 Crescent Drive, Enterprise, Alabama.

MEDCALF, REX M., Capt., 805 Kent Drive, Dathan, Alabama.

MILLER, JOANNE M., Mrs., 1649 E. 50th Street, Apt 9E, Chicago 15, Illinois.

MOLDEN, DANIEL E., JR., CWO-2, P.O. Box 335, Dugway, Utah.

MONROE, MELVIN C., Lt. Col., Officer Student Company, Fort Rucker, Alabama.

MULLINIX, WILLIAM F., Lt., P.O. Box 449, Edward Gary AFB, San Marcos, Texas.

NESBITT, MILLER T., Lt. Col., 3461st ASU, Army Avn School, Ft. Rucker, Alabama.

NOEDING, JOHN P., 1/Lt., 3401 Atlas Drive, El Paso, Texas.

ORRELL, HERMAN M. III, Lt., 310 Winton Avenue, Easton, Maryland.

RONAY, ALEXANDER G., PFC, 245th Trans Co., (AAHM&S), APO 28, New York, N. Y.

★ Instructors who have four students are odds-on to be grouches.

★ Tight-lipped people invariably open up at a coffee call.

The Month's Takeoffs!

- RUSK, RICHARD A., Capt., Signal Off Assoc Adv Crs, Fort Monmouth, New Jersey.
- SCHALCH, CHARLES F., Lt., 7406-B River Drive Apts, Newport News, Virginia.
- SCHOLZ, ALLEN E., 1/Lt., Post Office Box 511, Fort Huachuca, Arizona.
- SHEPPARD, ORVAL H., Maj., Army Aviation Div, OCT, Washington 25, D. C.
- STRANGE, LOREN CARL, 1/Lt., 402 Dardenia Drive, Dothan, Alabama.
- STRUM, ERNEST C., 1/Lt., Stu Off Co, Army Avn Tactics Crs, Ft. Rucker, Alabama.
- SULLIVAN, JEROME J., Lt., 93rd Trans Co (Lt Hcptr), Fort Devens, Massachusetts.
- SULLIVAN, JOHN F., Maj., 8th Trans Company, (Lt Hcptr), Fort Bragg, N. C.
- THORNTON, PAUL E., Capt., 2984 Eastburn Avenue, Broomall, Pennsylvania.
- TOWNSEND, JAMES R., CWO, Army Aviation School, Fort Rucker, Alabama.
- TRAUTMAN, L. A., Lt., 3132-B West Apache, Fort Huachuca, Arizona.
- TRUAX, RAYMOND W., JR., Capt., 19-B Monmouth Street, Red Bank, New Jersey.
- TYNER, ROBERT R., Capt., 2 Dixie Drive, Ozark, Alabama.
- WATSON, JOHN E., CWO, 54th Trans Co (Lt Hcptr), Fort Sill, Oklahoma.
- WROTEN, CECIL E., Lt., 7737th AU, APO 46, New York, New York.
- ZAIOPANY, PETER E., Lt., 243 Beebe Avenue, Fort Eustis, Virginia.

ARE YOU A BEEF-EATER?

(Continued from Page 19)

You labeled the "Tongue" even though it was unnumbered? Brilliant!

1. Neck, what else?
2. Pot roast, Chuck roast, Chuck steak.
3. Brisket of beef, Corned beef.
4. Rib Roast, Rolled Roast.
5. Shortribs.
6. Boiling beef, plate.
7. T-Bone, Porterhouse, Sirloin Steaks, Club steaks, Double-bone steaks.
8. London broil, Flank steak.
9. Rump roast.
10. Round Steak, Top Round Steak, Swiss Steak.

Give yourself one-half for each number if you place ground beef (hamburger) in 1, 2, 3, 8 or 10.

If you label anything "stew" we can't give you any credit. We can't even sympathize with you. You must be blowing your flight pay on liquids . . .

★ The Air Force has developed a new electronic device that will chart the profile of a runway and detect irregularities in landing strips. Apparently, someone *didn't* grease one in and the VIP's dentures hit the floor.

ACES CLUB



As a current subscriber, you can join our growing "ACES CLUB" by simply remitting under your signature a combination of four new subscriptions and/or subscription renewals. With your subscription as the fifth, you have the normal ACE bag of five. A 3-color ACE CERTIFICATE is yours for the clobber.

TOP TEN

CWO Clarence M. Hulett	344
Capt. Robert J. Lessard	130
Lt. Billy R. Nunnelee	85
Capt. William F. Winters	85
Mr. Jackson E. Beighle	72
Mr. Frank K. MacMahon	72
Maj. Lloyd O. Borgen	71
WO Donald R. Joyce	67
Capt. Max E. Young	60
Lt. Col. Harry T. Shiveley	53

NEW ACES

Joining Army aviation's 237-member ACES CLUB this month are Lt. Jack MacDougall (22), WO Allen Causseaux (15), Lt. James C. Greenquist (11), Lt. David Runkel (10), CWO James D. Breshears (7), Lt. William L. Arledge (6), Maj. Amore V. Juliano (5), and Capt. William H. Phillips (5). The Club's not exclusive; we now have 245 members—how 'bout you?

INFREQUENT

(Dear Editor:) I've noticed that one column — "D.C." — does not appear in each month's issue. These D/A squibs pertaining to Army aviation have been of considerable interest. Can't "D.C." be made a regular feature?

YC, (Capt.) Jack Kincaid (Ed. As with all material, it's purely a question of being at the right place at the right time. If we parlay these two, "D.C." is published.)

★ The man who drives fast past a school probably took a long time getting through one.

"Who's Who" on Way

The "Who's Who" Yearbook is now at the printer and should be ready for distribution by the end of the month.

The annual lists approximately 3,000 people, give or take a hundred either way. Actually, we haven't counted the listings for the proof-reading chore had us bug-eyed and we're going to wait for the linotypist's bill to get an accurate count.

With the exception of some 431 subscribers who are at temporary school addresses or are in the process of an overseas movement to or fro (and, of course, our perennial Lost Battalion of 160-odd subscribers who did not use the Change of Address cards), this year's "Hoozhoo" lists the name, rank or grade, and current mailing address of ALL of the subscribers to ARMY AVIATION.

Last minute changes of address or rank or grade were incorporated into the Yearbook, although we may have missed a few. We suggest that you clip out and retain the "Month's Takeoffs" pages from this issue; by doing so, you'll have an up-to-the-minute Yearbook when you receive it.

Last but not least, this ol' Huckster overprinted an extra 300 Yearbooks in the event you desire a second copy for your home or section. Perhaps your unit fund or unit could underwrite one copy at a dollar. It should answer a lot of questions . . . Your editor, Art Kesten.





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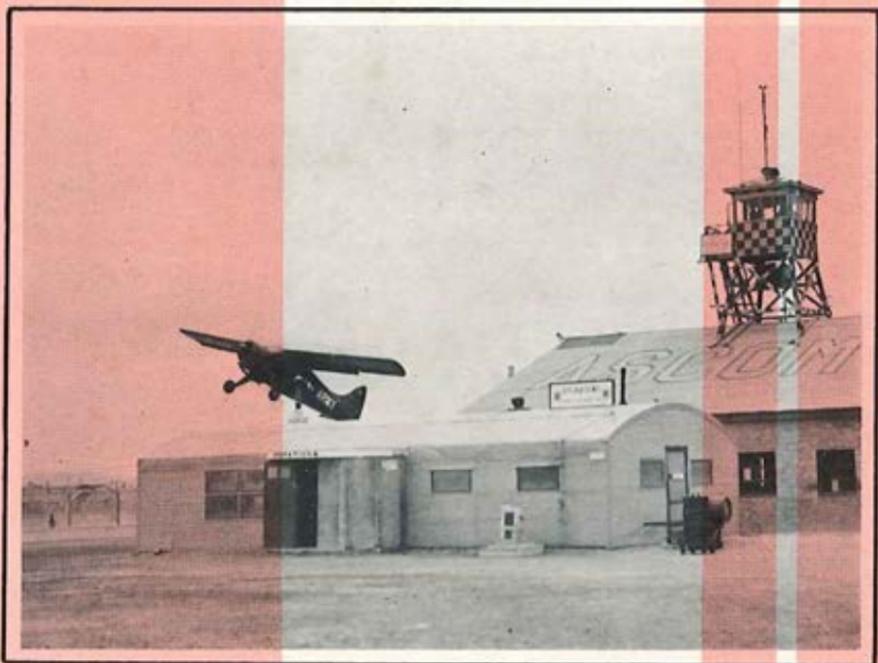
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NOVEL WINDTEE?—A de Havilland *Beaver* in taking off from Ascom City, Korea, appears poised atop the Operations flagpole.