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JULY 15, 1957

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ARMY AVIATION

Volume 5

Number 7

July 15, 1957



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Reminder

As you know, an Army Aviation Association has been organized recently.

Sincere people, interested in furthering Army aviation and serving the personnel it encompasses, have rallied to this organization and have lent it their personal encouragement and support. Equally sincere persons have presented the view that the AAAA is simply another parochial "splinter" organization in the overall military picture.

Nothing could be further from the truth for the Association encourages and supports individual membership and activity in other worthwhile organizations and stands ready to aid them in their causes.

That the personnel in this field are fragmented throughout the entire Army and civilian component structure is well known.

Equally well known is the desire of Army aviation personnel to have their own social-fraternal-professional organization in the light of this fragmentation.

Organizations are created to serve the specific needs of their membership.

There are certain needs that can best be served by other existing organizations. The Association recognizes this fact.

There remains a "residue" of interests that specifically pertain to Army aviation and that call for a close affiliation of the people interested in this field.

It is within this province — its own province — that the Association intends to function.

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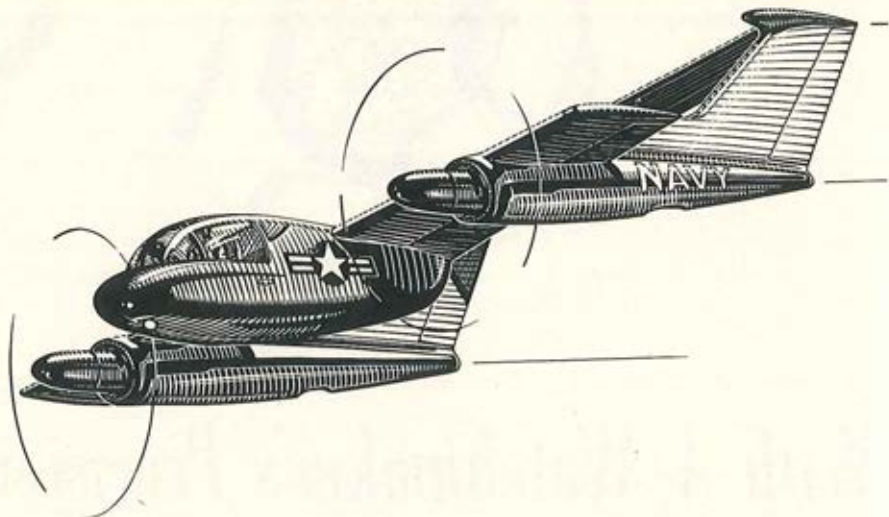
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GUIDELINES

by Maj. Gen. Hamilton H. Howze
Director of Army Aviation

signed to jobs contributing directly to their education in the *tactics and techniques* of their basic branches.

★ I wish to re-emphasize the importance of obtaining proper foreign clearance prior to crossing international boundaries in Army aircraft. Good international relations and the continuation of our working agreements with other nations require that we comply with their rules and regulations. Kiting back and forth on your own will get you in a bit of trouble—with everybody.

Several messages have been dispatched to the field concerning clearances, and the subject has been added to the curriculum of the Army Aviation School at Fort Rucker. No amount of instruction, however, will produce results unless every Army aviator assumes personal responsibility that such flights under his control are properly cleared.

★ A critical need has developed in the Transportation Corps for qualified officers in the field of aeronautical engineering. Few officers are available to fill the positions being created in aviation research and development and other allied activities. The Transportation Corps is, therefore, interested in considering applications for branch transfer to the Transportation Corps of any officer who has an engineering degree and who wishes college graduate training leading to military assignments in aeronautical engineering. AR 605-145 covers branch transfers and AR 302-245, 3 April 1957, spells out procedures for graduate training.

★ I am happy to report that Change 7 to AR 600-70 authorize the Army Aviation Medical Officer's Badge. This distinctive insignia* is of the same configuration as the Army Aviator's Badge, is of oxidized silver color, and has the Aesculapian* staff superimposed upon a horizontally cross-hatched shield of the Seal of the United States. It is to be awarded by The Surgeon General to Army medical officers who successfully complete a course in aviation medicine and who

*Not the name of an Iranian nomad tribe, as you might suspect, but a very respectable word. Look it up.

Gentlemen: After much coordinated activity (Pentagonese for argument), we have selected the broad field of names of Indian tribes and chiefs and Indian terms to designate Army aircraft. If you don't like these, COMPLAIN—but not to me, please. And you may be surprised. After all, "Boston", "Dakota", and even "Ferdinand", as names for military equipment, gained broad acceptance during the war: *Sioux* (H-13), *Chickasaw* (H-19), *Choctaw* (H-34), *Mojave* (H-37), *Iroquois* (H-40), *Seminole* (L-23).

In addition to the above, the following names have been assigned to developmental Army aircraft which as yet do not have type and model designations: *Pawnee* (Hiller Flying Platform).

The following aircraft will not be re-named, because the present names are considered satisfactory: *Bird Dog* (L-19), *Beaver* (L-20), and *Otter* (U-1).

The objective of re-naming Army aircraft is to encourage the use of names in describing them, in lieu of L-20, etc. All Army Aviation personnel should be encouraged to use these names (to wit, "Two Chickasaw, one Choctaw, and a Mojave on downwind; a Seminole on long final"—if that doesn't stir up the tower operator, nothing will). Type and model designations will be used on requisitions and technical documents which require use of precise nomenclature.

★ In some commands, aviators in the grade of lieutenant are being rotated to branch immaterial ground duty such as PX officer or AG duty. Of course, somebody does have to do these jobs, but such rotation does not make effective use of the very limited time available to the aviator for obtaining proper branch qualification. AR 600-105, now being revised, will require rotation to *branch material* assignments. However, vigilance will be necessary to assure that aviators are as-



INSPECTION—General Maxwell D. Taylor, Chief of Staff, U.S. Army (3d from right) inspects the clamshell doors of a Sikorsky Mojave during the recent 15th Anniversary Celebration at Ft. Rucker, Brig. Gen. Carl I. Hutton (2d from left, foreground) and Col. Robert R. Williams brief General Taylor. General W. G. Wyman, Commanding General, CONARC (4th from right); Lt. Col. A. J. Rankin (2d from right); and Lt. Col. Edwin L. Powell, Jr. (far right) completed the inspection party.

GUIDELINES

by Maj. Gen. Hamilton H. Howze
(Continued from Page 7)

are awarded the MOS 3160 (Army Aviation Medical Officer). The badges will not be available for issue in the field until the latter part of 1957, and aviation medical officers are asked not to request the badges until further announcement concerning their availability.

★ The following extracts are from a letter from Brigadier General Ronald H. del Mar, Assistant Division Commander of the 4th Armored Division:

"It was my pleasure and privilege to address the first Army graduating class at Gary Army Air Base, San Marcos, Texas, last Saturday night.

"It was certainly a fine looking group of young men. . . .

"I was particularly impressed with the active, progressive, and professional interest displayed by Colonel Gonseth not only in every phase of their training, but also in the entire operation of the Post for their benefit, his relations with the civilian contractor personnel, and his public relations program with the local townspeople. . . .

"It was a refreshing and inspirational experience for me. I feel that the situation there looks good for our Army of the future."

Visitors who make such nice remarks are apt to be asked again.

★ Army Regulation 15-76 has been published which establishes the U.S. Army Aviation Safety Board. I think it is important for you to understand why the board exists, and I recommend that you read the regulation. I am enclosing with this letter a copy of the policy directive for the board which reflects the attitude of my office with respect to aviation safety. Read it, please.

Best wishes

HAMILTON H. HOWZE

Major General, GS

Director of Army Aviation, ODCSOPS

Incl

Ltr re Avn Safety

Policy, dtd 5 Mar 57

European Jeppesen Distribution

HEIDELBERG, GERMANY— U.S. Army aviation recently moved another step forward when it was announced that the distribution of the Jeppesen Airway Manual (TM 11-2557-4) was being initiated to all Army aviators on flying status in the United Kingdom, Europe, and the Mediterranean area (UKEM).

It is believed that this manual will equip Army pilots in the European theatre with one of the finest presentations of flight in-



HEIDELBERG, GERMANY—Discussing the distribution of the European edition of the Jeppesen Manual are (L-R) Capt. F. K. Walter, AAFI Det #1; Brig. Gen. W. T. Guest, Signal Officer, USAREUR; Col. W. R. Williams, Jr., Aviation Officer, USAREUR; Maj. N. B. Baker, Aviation Officer, Com Z; and Maj. E. R. Lucas, Avn Staff Officer, Seventh U.S. Army. (See story this page.)

SUBJECT: Aviation Safety Policy
TO: Director, U.S. Army Aviation
Safety Board
Fort Rucker, Alabama

1. Under the provisions of paragraph 5, AR 15-76, the following matters of policy are prescribed to govern actions by the Board.

2. *Acceptable Losses.* For Army aviation to accomplish its mission it is anticipated that accidents will occur. Efforts of the Board will be directed to reduce losses to a minimum commensurate with the full accomplishment of the mission. To this end, any tendency toward growth of competition in aviation safety between commands will be discouraged. However, even the acceptable accident will be fully utilized for objective evaluation in order to keep the prevention effort abreast of current experience.

3. *Objective Actions.* Actions by the Board will be purely objective. They will reflect no criticism of a command or individual. No action by the Board will abet punitive or liability action nor will any of its

(Continued on Page 36)

formation available anywhere, and will satisfy the requirements for a special navigation and communications publication, which furnishes information on airfields and equipment suitable for use primarily by Army aircraft.

Responsibility for the distribution of the TM rests with the U.S. Army Aviation Flight Information Detachment #1 at Heidelberg, the first unit of its kind to be activated in an overseas theatre. (See photo above).

1957

AA's Fifteenth

Military, Industry Officials Gather
at Ft. Rucker Celebration

June 6th, 1957 marked the 15th Anniversary of the birth of Army Aviation. At Fort Rucker, Alabama some 250 officials of industry joined with other guests and the personnel and dependents of the Army Aviation Center in celebrating this milestone.

Keynoting the celebration were an "open" Air Show in which crack military and civilian pilots paraded some thirty different aircraft before the assemblage, and the formal presentation of the first Master Army Aviator Badge to Brig. Gen. W. W. Ford (Ret.).

Although extensive, the scope of the formal celebration did not overshadow the separate celebration by a small hard core of "Old Timers" who gathered at Fort Rucker from near and far to compare hair lines and swap pleasant memories of another day. For an informal report on the three-day Anniversary turn to page 39.



TOP: While inspecting the Bell XH-40, Under Secretary of the Army, Charles C. Finucane, is briefed by Bell's Hans Weichsel (center) and Col. Robert R. Williams, the host at the Air Show and static displays. CENTER: Brig. Gen. W. W. Ford (Ret.) receives the first Master Army Aviator Badge from General W. G. Wyman (r.), Commanding General, CONARC, Ft. Monroe, Va. BOTTOM: Several key officers talk shop during a momentary break in the Air Show. L-R: Col. Williams; General W. G. Wyman; Brig. Gen. Bogardus S. Cairns, Commanding General, U.S. Army Aviation Center; and Lt. Col. Alexander J. Rankin. (U.S. Army photos).



Texas ingenuity—and "available" spare parts combine to bring forth a land version of the . . .

Texas Tower

NORTH FORT HOOD, TEXAS—Some 30 weekend military pilots daily stake their lives on a homemade contraption resembling a lighthouse on wheels.

The weird-looking apparatus is a mobile control tower, the only one of its kind in use by a National Guard division.

It was put together with a miscellany of spare parts picked up here and there—including an old Army surplus truck and a heavy dose of ingenuity—by the maintenance men of the 49th Armored Division's aviation section. (Texas—NG).

The plexiglass-enclosed tower, rear mounted on a bright yellow Ford truck, recently was parked near a graveled runway at North Fort Hood where the Texas Guard division engaged in summer field training.

When the division returned to home stations June 16, the tower went along, back to its stand at the aviation section's base at Grand Prairie, Texas.

But the hand-built tower won't stand idle. It will be used year-round by the division's air section and the Civil Air Patrol in the Fort Worth-Dallas area. It is also available for coordination of Guard vehicles during disasters similar to the recent North Texas floods. The tower is equipped with three radio transmitting and receiving sets, one of which may be used for coordination of vehicle movements.

Out on Loan

Capt. Jack Plemons, the division's aircraft maintenance supervisor who designed the tower, says it probably will be returned to Ft. Hood for training stints of other Guard units. *"The Army reserves probably will be borrowing it also,"* he adds.

The tower serves much the same purpose as the standard tower at any fair-sized commercial airport. It's designed, of course, to put more safety in aircraft landings, take-offs, and operations. It also increases the efficiency of an aviation group.

A three-man crew—headed by Specialist 2/c Edward Paul Jones, a citizen of Dallas, who in civilian life is an electronics technician for Chance Vought Aircraft, Inc—operates the tower.

Jones is no newcomer to the tower business. He was the chief operator for a similar but permanent installation for the Army at South Fort Hood until his discharge from active service.

The idea of a mobile tower for a Guard division was born last year when Jones and other members of the aviation section battled



by Col. E. P. Collins
Senior Advisor, Texas-NG

blowing dust and heat at summer encampment while keeping the light planes in the air.

After returning to home base, the section's mechanics rounded up an old surplus truck, which was little more than an engine and a frame, and wrangled enough training aid money to buy an air conditioner. Then they picked up some angle iron to put together the frame of the tower.

Plywood overlapped with sheet metal wasn't too hard to come by to enclose the lower half of the tower. An old Navion plane's windshield furnished the rubber insulation surrounding the plexiglass of the top half of the tower, for example.

Air Conditioner A Must

The air conditioner, a must for human comfort in the close confines of the tower's small control room, also keeps the sensitive equipment in good operating order.

A sizeable portion of the aviation section's 50 or so maintenance men pitched in to rehabilitate the truck and construct the tower, but a handful of eight or nine mechanics rounded up the parts and did most of the work. They're the full-time staffers of the section's headquarters base and are hired by the state of Texas to keep the division's planes in tip-top shape year-round.

This isn't the first project these mechanics have turned out to help protect the lives of their section's pilots and passengers. The group also took a three-quarter ton Army truck and equipped it with fire fighting apparatus. The section has a standard fire truck now, but the converted vehicle is nearby should it be needed.

H-21 Utilization in Algeria



Maintenance

At present, the French are conducting 1st, 2nd, 3rd, and some 4th echelon maintenance at Setif. A small amount is accomplished away from the base when the helicopters are on a mission assignment which may last from one day to over a week. Vertol has recommended that the French adopt a new maintenance system in support of the decentralized basing concept recommended by the Operations Research Study. Both the present maintenance and proposed System are described as follows:

Present Maintenance

Most American personnel visiting Setif are surprised at the excellence of the facilities enjoyed by Group Helicoptere No. 2. Two large adjoining hangars are available for periodic maintenance. The area abounds with other hangars and buildings. Large hard-surfaced parking and tie-down areas have been provided by utilizing much local Arab hand labor.

A unit similar to the USAF Base Maintenance facility called MA, ALAT is also located at Setif. This unit is presently working in old and overcrowded buildings. However, two or three new large hangars are now nearing completion. This unit handles base supplies of spare parts, has excellent machine shop facilities, and is at present doing some 4th echelon teardown inspection work on H-21 major components. They also accomplish overhaul on light liaison aircraft engines, assemble newly delivered Agusta-Bell helicopters from Italy, and do most of the sheet metal work required by all aircraft on the base. They are now phasing more widely into major periodic inspection work on the H-21 helicopter.

Group Helicoptere No. 2 accomplishes the

(This article is Part II of a joint paper, "The French Army Helicopter Operation in Algeria," presented by the authors at the 1957 Forum of the American Helicopter Society.)

A Joint Report by T. R. Pierpoint and L. J. Geier of the Vertol Aircraft Corp.

bulk of the French Army H-21 maintenance in Algeria and, accordingly, most of Vertol's Field Service Representatives work with GH No. 2. As an attempt at surmounting part of the language barrier between the French mechanic and the field representative Vertol has provided the French with standard company inspection sheets for use during maintenance work at Setif. These were translated into French and have helped greatly. The representatives work through a French interpreter in almost all contacts with the mechanics.

In back of the Setif maintenance operation, an excellent facility is available at Maison Blanche, the airfield at Algiers. This large French Air Force depot installation is capable of handling the more extensive and complicated maintenance repair items if required. However, Maison Blanche has yet to be used to any great degree by GH No. 2.

Below U.S. Average

Nearly 5,000 hours of flying have been accomplished by the H-21 helicopters in Eastern Algeria. Through December 1956, after seven months of operation, French below depot man-hour requirements have averaged only 5.80 man-hours per flight hour even though this includes combat damage. This is below the U. S. military average of 7.12 man-hours per flight hour and is due mainly to the fact these are new helicopters and so reflect latest design improvements. It was originally predicted that French maintenance man-hour requirements would rise very close to the U. S. average. However, in view of the recent increase in all H-21 major

H-21 Utilization in Algeria The Pierpoint-Geier Report (Continued from Page 11)

component service hours and their large effect on periodic maintenance requirements, both figures can be expected to drop.

Since the helicopters are being used in combat, all daylight hours are considered as flyable and are included in the chart. Even on this basis, availability has still been very close to sixty percent and would be approximately 75-80% if it were not for the large amount of "on the ground" time which is indicated as "awaiting maintenance". This is a result of the helicopters being maintained on a six day per week eight-hour per day single maintenance shift while flight operations are conducted on a seven day per week 12 hour per day basis.

Increased availability or lessened "awaiting maintenance" time could easily be obtained if required by utilizing the waiting time for maintenance conducted on a shift basis. This has not been necessary because there nearly always have been more helicopters available than pilots to fly them. This is not to imply that the French Army believes it yet has enough helicopters or pilots since the pilot training program in France is proceeding as rapidly as possible and the combat situation has revealed more helicopters are needed.

The large number of "not utilized" helicopter hours might, at first glance, indicate that the French are using too many helicopters in Algeria. However, flight hours per helicopter per month to date have exceeded 30 which is a high overall military utilization when compared to that achieved in standard U. S. military helicopter operations. Actually, utilization will always be low in any military operation due to the lack of ability to schedule because of the varying combat conditions. Even in the preplanned assault mission, much available time is lost since in-commission helicopters are held to insure availability for the beginning of an

operation. In addition, there is much waiting on the ground time during missions, all of which contribute heavily to low utilization by commercial standards.

To summarize, French army maintenance of the H-21 in Algeria has been good. It is very comparable to and in some cases better than that found in the United States. This is considered exceptional in view of the combat situation.

Recommended Maintenance under a Decentralized Basing System

Under the maintenance system described above, when a helicopter or group of helicopters is detached from Setif for a period of time, only one crew chief accompanies each helicopter to conduct daily maintenance. A few high usage spare parts are also carried along. To meet the requirements of decentralized basing, Operations Research study recommended an extension of this system.

Since no point in Eastern Algeria is over two and one-half helicopter hours from Setif, it appears logical to use Setif's already established facilities as a base for periodic maintenance. Since no more than five hours or ten percent of the flying between periods are being consumed flying to or from Setif, this appears to be a reasonable and entirely acceptable loss when considering the cost of moving the periodic maintenance and the necessary tools and equipment out to the helicopters. Teams of personnel will be used to accomplish periodic inspection at the central facility with an extra team provided for use at decentralized locations when an item of heavy unscheduled maintenance arises.

The helicopters, between periodic, will remain at the decentralized locations. Each helicopter will have a crew of one man for maintenance of the daily and unscheduled type. One man per helicopter is considered adequate if more than two helicopters are stationed at each base. The Operations Research study indicated that never less than three will be located at one place. Spare parts in a standard pack-up form will also go to each location. The crew chief system will be preserved at all locations even though the number of helicopters at one location might be large enough to require less than one man per aircraft. The crew chief will also stay with his helicopter when it returns for periodic inspections and will work along with the specialist periodic maintenance crews at Setif.

Due to an abundance of airports in Algeria capable of landing aircraft up to and beyond the DC-3 class, it was easily possible to pick established facilities as decentralized basing sights. In view of the use of these facilities, it has been decided to use light fixed wing aircraft as personnel and spare parts carriers in support of the helicopter operation since they can be operated at a

(Continued on Page 37)



*New Cessna YH-41 delivers top performance
plus big maintenance savings to helicopter flying!*



Cessna's all-new YH-41, recently purchased by the U. S. Army for its air arm, combines the latest in design and engineering advances to give operating and maintenance performance never before experienced in the helicopter field!

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Offering multi-utility uses, the 4-place YH-41, at 3,000 lbs. gross weight, can climb higher, faster than any other helicopter in its class—sea level to 10,000 ft. in less than 12 minutes! Its speed is the fastest in the light helicopter field.

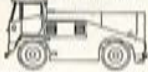




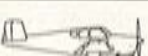
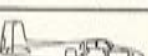
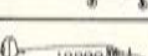


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Beech Aircraft Corporation, with five major plants containing 1 $\frac{3}{4}$ million square feet of area and employing more than 8,000 skilled workers, can be put to work to solve your research, development or production problems. Telephone or write Beechcraft's Contract Administration Division today.

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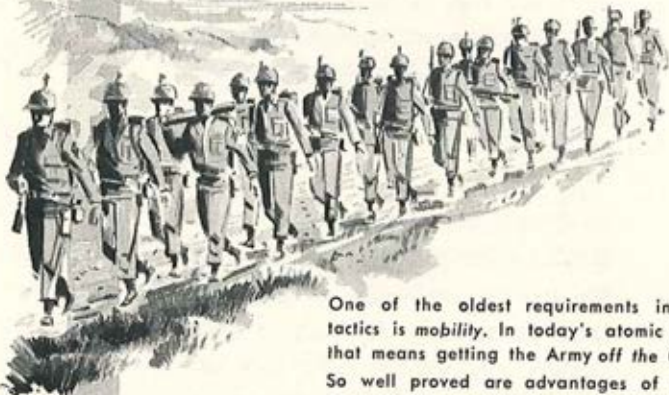
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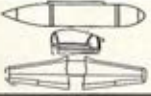
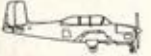




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WICHITA, KAN.—The first of 80 Cessna L-27A's for the USAF is turned over to Capt. Joseph M. Cook by Derby D. Frye, Cessna's military relations director (2d from left). Purchased as an off-the-shelf item, the military version of the company's model 310 will be used as an administrative and light cargo airplane. W. D. Eikenberry (far left), Cessna military requirements representative, and Sgt. E. E. Wilson, ARDC, Baltimore (far right), look on, prior to the departure of the L-27A for Friendship International Airport at Baltimore. (Cessna photo).



FT. WORTH, TEX.—The largest single U.S. Army fly-away delivery in the history of Bell Helicopter Corporation's Texas operation occurred recently when seven Army pilots took off from Ft. Worth in seven Model H-13H's for Ft. Campbell, Ky. In the group were 1st Lts. Harold F. MacDonald, Ken L. Ketzler, Charles A. Spencer, Edward E. Adams & Robert F. Henley and WOs Norman Cox and Fred T. Gregory, and crewman Sp/2 Nelson Blankenship. (Ed. Note: Bell photo uncaptioned. YOU tie the names to the faces!)

Hyperventilation

FT. HUACHUCA, ARIZ.—Normally, Army aviators confine their flying well within the altitude where oxygen is plentiful. However, a group of AA's recently attended a two-day course of instruction at Davis-Monthan AFB, Tucson, Arizona, at the Physiological Training Center.

During this time, they "ascended" more than seven miles into the air to learn the effects and demands placed upon the human body at high altitudes with a lack of oxygen. They also witnessed at first hand the effects of pressure between the good earth and 43,000 feet.

Nothing was left untouched in the two-day course, including the effects upon eyes, ears, and teeth. It was even found that a pilot can breath *too much*. Lt. Jack V. O'Keefe (416th Sig Avn Co), purposely gulped too much air and demonstrated the effects of what is known as *hyperventilation*.

After fitting and testing of high altitude equipment, Capt. George R. Swilley (Avn Dept, Ft. Huachuca) and Lt. Garold D. Fritchey (416 Avn Co) climbed into the large steel pressure tank and took off into space. In 20 minutes they were at 43,000 feet. After a few minutes at that altitude, they descended to a more welcome 34,000 feet. It was at this altitude that the two officers demonstrated the effects of *hypoxia*, a partial lack of oxygen.

Descent was then made to 25,000 feet in the stationary bubble. At this altitude the students were given a written test *without* the benefit of their oxygen supply. After much fumbling and a period in which the

most simple problems become extremely complicated, the group began their descent to "earth".

None of the Army pilots left the altitude chamber with any doubts as to the importance of the lessons learned.

Stars in Eyes

FORT LEWIS, WASH.—The ever-changing scene has outdone itself since our last report in "Army Aviation."

We've not only changed the unit designation *again*, from Fort Lewis Aviation Company (Prov) to 4th Aviation Company, but our personnel are changing quite rapidly also.

To say there was some excitement around here on the 16th of May would be the understatement of the year, since that was the day General Maxwell D. Taylor dropped in for a short visit.

Our OpnsO, Capt. Ross E. Noah, flew a *Beaver* to McChord AFB to pick up General Taylor and his escorts, Sixth Army Commander, Lt. Gen. Robert N. Young, and 4th Inf Div and Ft. Lewis Commander, Maj. Gen. William W. Quinn. An aerial tour of Ft. Lewis ensued. Unofficial password of the day was "Don't let the stars get in your eyes."

Our routine remains about the same. Search missions and fly-bys for parades. IRAN trips and troop unit support.

We're still flexing our new TO & E muscles getting accustomed to the new Pentomic organization, and have already participated in one CPX under the new set-up which proved to be very enlightening and of benefit to everyone concerned.



McCHORD AFB, WASH.—Shown prior to boarding an Army L-20 for an aerial tour of Ft. Lewis, Wash., are (l-r): General Maxwell D. Taylor, Chief of Staff, U.S. Army; Capt. Ross E. Noah (pilot); Gen. Robert N. Young, Commanding General, Sixth U.S. Army; and Maj. Gen. William W. Quinn, Commanding General, 4th Inf Div, Ft. Lewis. (US Army photo.)



NO JOKE, SONI—An 11th Trans Company Choctaw (H-34 to you) sling-loads a disabled Air Force Beaver to bring the carrier-carried ratio quite close. Spoilers were added to the Beaver's wing to aid the airlift. CWO Henry R. Beau claims a "first" for the 11th in the story below (US Army photo).

Business here at Gray AAF picked up a little with the incoming NG 41st Division's air section in mid-June. Maj. Clinton C. Johnson, Avn Supervisor, and Capt. Devern R. Yost, Avn Advisor, brought some 23 aircraft and 40 pilots from both Washington and Oregon while attending the 2-week encampment. YC, (Lt.) Marshall E. Dixon

(Ed. See "Purely Personal" for additional Ft. Lewis personal information, Page 41).

Explanation

FORT POLK, LA.—Keeping in mind that several AA's have written in about the abbreviations employed in the magazine, we'd like to throw a new one into the mill and at the same time define it post haste.

The abbreviation is APR & D and our unit is the 205th Signal Company (*Air Photo Reproduction and Delivery*). Hence, APR & D!

The 205th, reactivated on 1 Feb '56, is an APR & D Company under TO & E 11-54C with an authorized strength of seventeen officers and one hundred and twenty nine enlisted personnel.

The *Delivery Platoon* is authorized one Captain, twelve Lieutenants (all AA's), twenty EM, and twelv fixed-wing aircraft (1 Beaver and 11 Bird Dogs).

At present, we have the eleven L-19s and they are equipped with AN/ARC 44 radios. As a note of interest we also have URC 4 (individual emergency radios) that our ARMAV's wear on each flight.

The Company is assigned to a Field Army and is a part of the JOC system working either as a separate company or as a part of the Air Reconnaissance Support Battalion. It has the mission of *mass reproduction* of aerial photographs with negatives obtained

from the Air Force and the delivery of the finished prints to the requesting units.

We are at present at Fort Polk, La., and like our new home very much. The Company is commanded by Capt. Francis J. Winslow, a photo officer and a rated AA (soon to attend the Sig Off Adv Crs at Ft. Monmouth).

1st Lt Bobby J. Lyon, formerly of this unit, was killed earlier this year in March while on a night flight from England AFB (Alexandria, La.) to Fort Polk. His wife and children now reside in Oklahoma City. Any of his friends who wish to write to the family may obtain the address by writing to any of the unit's officers.

The 205th claims an Army *first* of a kind. We believe we are the first aviation unit to request 100% subscription as a *unit*. If your ground rules permit, we request that the Ace Certificate be drafted in the name of the unit, and not to any individual. Unusual request, I know, but we are an unusual unit and that's the way we want it.

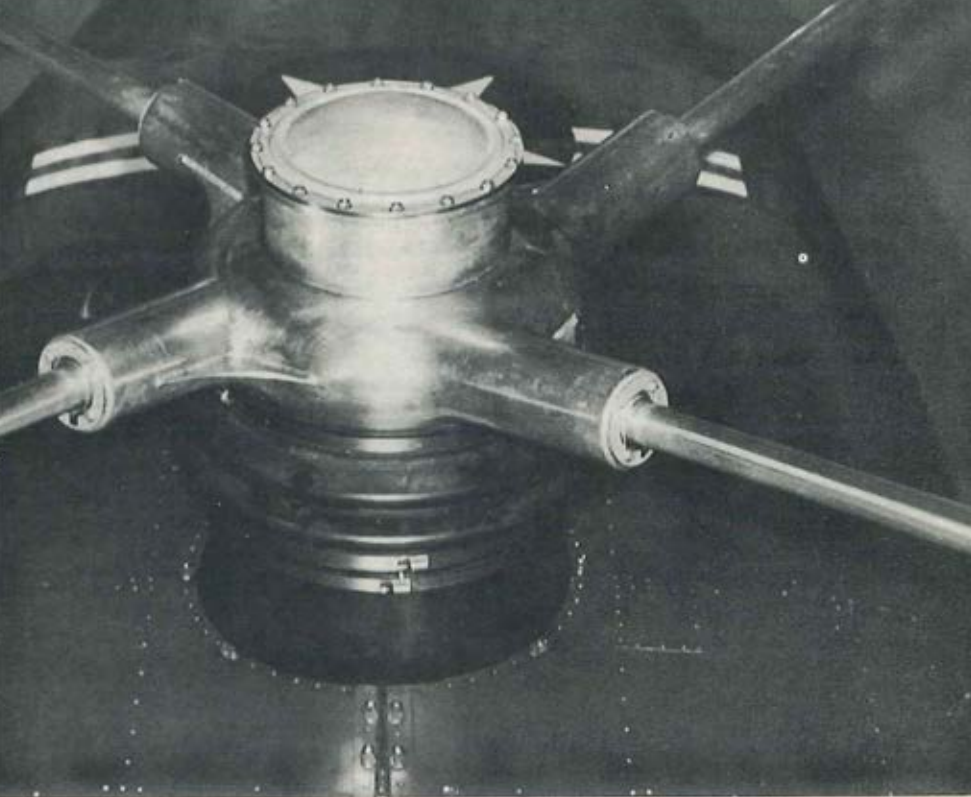
YC, (Capt.) Carl H. Sawls, Jr.

(Ed. "Unusual" is the wrong word; friendly is better. For some reason or other, we always seem to find space for the group photos of 100% units. Atop is the 205th—a most "friendly" group.)

Proof Positive

GERMANY—This may be a "first." Enclosed is a picture of one of the 11th Trans Co H-34 helicopters sling-loading an Air Force Beaver. The pilot of the chopper, Lt Ed Stipech and co-pilot CWO James Campbell, rigged a sling and spoilers for the Beaver's wings and airlifted the craft to nearby Vilseck where AF mechanics were awaiting with a new engine. The L-20 had

(Continued on Page 27)



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Capt Donald A. Stokan
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WO Bruce C. Nicholson
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WO Robert L. Wright
Capt Troy B. Hammons
Capt William S. Davis
WO William K. Snyder
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AVERY, Maurice C., Lt, 8th Transportation Company (Hcptr), Fort Bragg, N. C.
BAKER, Edwin S., 1/Lt, H & S Co, 714th Tank Bn, APO 36, New York, N. Y.
BEASLEY, Thomas A., Capt, 3457 So. La Brea Ave, Apt 207, Los Angeles, Calif (Temp.)
BENNETT, Ralph O., Maj, 3rd Army Avn Co (FW-TT), APO 177, New York, N. Y.
BEVERLY, John G., Capt, 26th Transportation Company, APO 165, New York, N. Y.

FRYE, William H., 1/Lt, 23rd Armd Engr Bn, APO 165, New York, N. Y.
GILLIAND, Harry E., Jr., CWO, General Delivery, Yakima, Washington.
GONZALES, Eduardo, Lt., 4th Aviation Company, Fort Lewis, Washington.
GRANDELLI, Charles M., Capt, USA Elm MAAG, Navy 150 FPO, San Francisco, Calif.
GRAY, James E., Jr., Capt, Off Stu Co, ARMAV Regt, Fort Rucker, Alabama.
HAMMOND, John A., 1/Lt, 25th Trans Co (AAM), Ft. Bragg, N. C.

The Month's Takeoffs!

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BROWN, Harold F., CWO, Lovingsston, Virginia.
BROWN, Sam E., Lt, PO Box 515, Ft Rucker, Alabama.
BUSH, Harry L., Lt, Col., Acft & Electronics Div, Office Chief R & D Fld Office, Ft. Belvoir, Va.
BYWATERS, Richard E., Capt, Stu Det, Comd & Genl Staff Crs, Ft. Leavenworth, Kan.
CASTLE, E. R., Jr., Lt, Off Stu Co, ARMAV Regt, Ft. Rucker, Alabama.
CHAUVIN, Hugh J., CWO-2, 18th Trans Co (Hcptr), APO 29, New York, N. Y.
CHOAT, Buddy J., 1/Lt, 317 Steven Drive, Colorado Springs, Colorado.
COMINOS, Anthony M., Lt, Off Stu Co, AATC Class 57-11, Fort Rucker, Ala (Temp.)
CONSTANCE, Harbin A., Lt, Off Stu Co, ARMAV Regt, Ft. Rucker, Ala. (Temp.)
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DAVIS, Robley W., Jr., 1/Lt, P.O. Box 179, Gilliam, Louisiana.
DeBOER, Duane D., Lt, Post S-3, Avn Section, Camp McCoy, Wisconsin.
DeLOACH, Jimmy D., 1/Lt, 3rd Army Avn Co (FW-TT), APO 177, New York, N. Y.
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DIXON, James F., 1/Lt, Co A, 13th Bn, 4th Regt, Ft. Knox, Kentucky.
DOWNES, Thomas W., Jr., Capt, 202 Andrews Avenue, Enterprise, Alabama.
DYSINGER, William C., Maj, US Army Aviation Board, Fort Rucker, Alabama.
FLEMING, Elmer P., Jr., Lt. Col., Hcptr Class 57-12, Fort Rucker, Alabama (Temp.)
FORBES, Jack R., Maj, 7703rd AU, APO 28, New York, N. Y.
FOREMAN, Richard G., Lt., Stu Off Co, ARMAV Regt, Ft. Rucker, Ala. (Temp.)
FOSTER, Murray, Jr., Lt, 259 Pheasant Trail, Robinwood, Hagerstown, Md.

HARBISON, Hunter G., Maj, Avn Sect, G3 Div, Hq, USAREUR, APO 403, New York N. Y.
HAUCK, Donald R., Capt, 937th Engr Co (Avn), Ft. Kobbe, Canal Zone.
HENRY, William H., Jr., Capt, 1617 Francis Hammond Pkwy, Alexandria, Va.
HOBBS, Donald I., Lt, Stu Off Co, ARMAV Regt, Ft. Rucker, Alabama. (Temp.)
HOFFMAN, James L., CWO, 1st AAM Det (Prov), APO 46, New York, N. Y.
HOFFMAN, Robert L., Maj, Hq, CONARC, Fort Monroe, Virginia.
HOPKINS, Paul F., Capt, Servicio Geodesico Interamericano, Apartado Postal 633, Hermosillo, Son, Mexico.
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POTTS, Richard H., Capt, Quarters 311-D Governors Island, N. Y. 4, N. Y.

PRATER, George F., Lt, Hq & Hq Co, 1st Trng Regt USATC, Ft. Gordon, Ga.

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RETTINGER, Richard F., 1/Lt, 3d Army Avn Co (FW-TT), APO 177, New York, N. Y.

ROBERTSON, Lester C., Capt, Office of Naval Research, Code 461, Washington 25, D. C.

RONDEPIERRE, Jean R., Capt, ACofS, G-4, Trans Trng Command, Ft. Eustis, Virginia.

ROSEBERRY, Robert A., Capt, Off Stu Co, AHATC 57-13 ARMAV Regt, Ft. Rucker, Ala.

ROSSMAN, Jay D., 1/Lt, 1st Avn Co, 1st Inf Div, Fort Riley, Kansas.

SHATTUCK, Amos B., Capt, Tactical Dept, U.S.-M.A., West Point, New York.

SHAW, Ambrose C., Capt, Stu Off Co, AHATC 57-12, ARMAV Regt, Ft. Rucker, Ala.

SHIVELY, Jowarren B., Capt., 17th Signal Battalion, APO 164, N. Y. N. Y.

SIEGERT, Robert W., Jr., 1/Lt, 436-A Curry Circle N., Holloman AFB, N. Mex.

SIGLER, Charles B., Jr., Lt, Avery Ranger Station, St. Joe National Forest, Avery, Idaho.

SMITH, William D., 1/Lt, 1650 Lucas Street, Ft. Sill, Oklahoma.

SPENCE, Thomas K., Lt, Off Stu Co, Box S-62, Ft. Rucker, Ala. (Temp.)

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VETTER, John R., Mr., c/o Serv Dept, Bell Hcptr Corp, PO Box 482, Ft. Worth, Tex. (Temp.)

WALLACE, Bud, Capt, 4th Co, 1st Stu Bn, Sch Brigade, Ft. Benning, Georgia.

ZALOPANY, Peter E., 1/Lt, 13th Trans Co (Hcptr), APO 358, San Francisco, Calif.

ZIMMER, Leonard J., Lt, P.O. Box 158, Fort Rucker, Alabama.

FT. POLK, LA.—Putting the "D" in the 205th APR & D Company are the AA's above. Front Row (L-R): Capt. Carl H. Sawis, Jr. (OpsO); Lts John J. Bradley, Robert D. Plissey, Roger D. Zehr, & Harry R. Mitchell; and Capt. Francis J. Winslow (CO). Standing (L-R): Lts Theodore J. Manolas, Robert D. Walker, Rodney C. Denton, Charles G. Pulsford, James L. Worman, and James C. Gainey.



AROUND THE WORLD WITH SIKORSKY HELICOPTERS



RUGGED OPERATOR—Unloading a jeep in rough terrain, this Marine Corps Sikorsky S-56 shows its usefulness under field conditions during Fleet Introduction flights at Quantico.

The Marine Corps has organized its first S-56

squadron, HMR (M)-461, at New River, North Carolina. The big, twin-engined S-56, which can carry 26 men and their gear, is flown as the HR2S-1 by the Marine Corps and as the H-37 by the Army.



MATERNITY MISSION—Racing the stork, a U. S. Air Force Sikorsky H-19 based at Prestwick, Scotland, flew a critically ill expectant mother from the isolated Isle of Arran across the Firth of Clyde to a hospital normally eight hours away by boat. The mother recovered; the baby girl weighed 8½ pounds.



THE OLD AND THE NEW—One of the last of the Army's mules and its rider from the 35th QM Co. (Pack) meets a Sikorsky S-58 (Army H-34) bringing in rations during maneuvers near Camp Hale, Colo. The Army has announced deactivation of mule-equipped units and the creation of new helicopter companies.



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Pro's Say

been forced down by engine failure near Vilseck.

Since we have not heard of a similar L-20 lift, we think this may be a "first" and we would appreciate any mention you may make of this fact in "Army Aviation."

As an added note, we'd like to inform the readers that the 11th has had a 90% turnover in personnel in the last few months, including the C.O.

YC, CWO Henry R. Beau
(Ed. The L-20 lift may not be a first but as far as we know it is the first time such a lift has been captured on film and subsequently published, and as you know, one good photo, properly dated, is worth seven bangar stories of uncertain vintage.)

Achin' Backs

FT. BENNING, GA.—Four pilots from the 4th Trans Co. (Lt Hcptr) are at TATSA, Fort Rucker, Ala., to qualify in the Army's largest and newest helicopter, the Sikorsky H-37. A total of 500 hours first pilot time is required in order to be eligible for qualification in this craft, 100 hours of which must be in the H-34, the craft currently used by this unit.

The four AA's left May 12th and will have returned by the time you race through this lineage.

During the training, each H-37 is flown from 10 to 15 hours a day by five different crews in an accelerated logistical evaluation of the craft and its major parts. Beginning at 5 a. m., the pilots put the helicopters through a series of maneuvers, including normal landings and takeoffs and practice single engine and complete engine failure procedures. Eighty percent of these flights are at maximum gross weight (31,000 lbs.) and at 5 percent over the max.

YC, (Lt.) Lawrence E. Corser, Jr.

With NATO

IZMIR, TURKEY—Our unit here in Turkey is brand new—in fact, we're not really operational as yet. We're assigned to NATO Hq and our mission is to provide air transportation to NATO personnel but we haven't done much transportin' as yet because of a fuel problem. We have to buy our gasoline from the Turkish Government and we have a small administrative problem to overcome in this connection.

We have two L-20's on hand with a third one ready for pick-up and flight deli-

very to Izmir. Of course, we all would like to make the pick-up but I assume the Boss will go for the mission includes the scrounging of some spare parts in Germany.

As of now we do not have any spare parts or tools and as a result we can perform little maintenance to speak of. I've been told these items have been shipped but like all others in remote areas we envision South Pole routing and a delivery sometime after the Spring thaw sets in. In the meantime we plan to find space for the storage of these parts. The Turkish Air Force has given us space to park the aircraft and the use of their available facilities is greatly appreciated by all here.

Our Boss is Maj. Edgar N. Anderson who arrived in April from ARMAV where he was Director of the Dept of F/W Trng. Prior to reporting to the port for transportation for his family and himself, he spent 2 months at USC where he attended Class No. 2 of the Army Aviation Safety Course.

Capt. R. L. Speedman (Jan. arrival from Ft. Lewis) set up the Detachment and is now concerned with all maintenance. The undersigned arrived w/family in Feb. and hasn't done much but get in the way ever since. Our four mechanics (PFC's Bader, Desmand, Norwood, and Peace) have an ideal assignment as of now. More later.

YC, Billy R. Nunnelee

Best Seller

TORONTO, ONTARIO—The Tenth Edition of "From the Ground Up," a complete training publication in many aviation ground school subjects, has been published with many additions.

Believed to be the world's Best Seller for a book of its type, "From the Ground Up" has registered 53,000 sales up to and including its Ninth Edition.

Edited by Sandy A. F. MacDonald, a former RCAF and bush pilot now the public relations manager at de Havilland Aircraft at Canada, the Tenth Edition incorporates MacDonald's 1916-1957 experiences in terms of an easy to understand, non-technical approach to ground school subjects.

FROM THE GROUND UP—MacDonald. Published by Aviation Service Corporation, Ltd., Port Credit, Ont. 156 pages, 256 illustrations. Weather, navigation, and radio facility charts included. Covers private and commercial pilot examinations. Paper bound. \$5.00.

NEW POLICY: We will only forward back issues in those instances where a subscriber notifies us in advance of his change of address or where he requests that his issues be held for him while he is in transit. Results of the current system: 732 unclaimed issues.

THE BUREAU DRAWER

En-route to the office this morning, I was beset by an "Army of *Cavassers*" participating in various and sundry campaigns for contributions to assorted charities. As I nimbly employed a combination of backfield running, evasive "Low Flying" maneuvers, and in desperation, a touch of basic "Hand to Hand" combat, I was able to reach the office of my boss with a portion of my lunch money still intact.

I am certain that such an experience is not uncommon to most of us; however, in view of statistical data I reviewed yesterday, it bore a special significance to me on this particular Spring morning. I am convinced the time has come for us in the National Guard picture to dust off our best party manners and initiate a campaign among our fellow Guardsmen for additional pilots.

Department of the Army, at the request of Lt. Col. Phillips, Chief Army Aviator of the National Guard Bureau, has made available to the National Guard a minimum of 15 quotas in each Army Aviation Primary Flight Training Class.

It was believed that authorization of this number of training spaces will materially decrease the differential between the 965 aviators on flying status and the 1829 currently authorized. However, much to "Col Phil's" embarrassment, we are unable to utilize but a small portion of the available spaces due to the lack of sufficient applications.

We must bear in mind that ours is *not* a campaign to raise funds, but rather to offer valuable training as well as the opportunity to increase one's earning power while fulfilling an urgent requirement in the Defense system of our country. Our quest for



by Major Lewis E. Casner
Aviation Section, NGB

aviators need not be restricted to merely encouraging the submission of applications to apply against existing flight training quotas, as there exists a far greater challenge to fill the existing 864 vacancies for NG Army Aviators.

Review of official records discloses that annually many aviators leave the active service upon completion of active duty commitments. A link in the Defense Chain is broken with the issue of each such discharge.

A local Aviation Recruiting Program, however, may serve as the welder's torch to repair that link and gain the services of a trained and experienced aviator. The necessary steps to follow in obtaining flying status as an Army Aviator of the National Guard are contained in NGR 95.

Aviators on active duty who contemplate, returning to civilian status in the foreseeable future may contact this office for information concerning aviation vacancies in National Guard Units near their intended place of residence.

Board Implementation

The 8 March 1957 publication of a revised AR 95-63 established the criteria for implementation of Instrument Pilot Examining Boards. These boards will serve as the agency through which National Guard Commanders may determine the qualification of aviators for award or retention of instrument cards.

The prerequisites contained in para 6b, AR 95-63, pertaining to membership on such boards, will be somewhat relaxed within the National Guard. A forthcoming amendment to the regulation will authorize the membership of such boards within the National Guard to consist of only one qualified Instrument Examiner and two or more instrument qualified aviators.





FLYING CAMERA DOLLY

As an aid to pilot training, CWO Martin V. Wingrove has recently completed nine moving pictures covering all phases of helicopter flying from the basic rudiments to advanced maneuvers. For air-to-air shots he removed the bubble and converted a Bell H-13 into a flying dolly.

Mr. Wingrove wears the Distinguished Flying Cross, the Purple Heart and Air Medal with 12 Oak Leaf Clusters to show for his two tours as a fighter pilot in Europe. Following the war, he found his way into Army Aviation, graduated in 1951 with the first rotary wing class at Ft. Sill, and served two years as a helicopter pilot in Korea.

One of very few Warrant Officers who rate the starred wings of a Senior Army Aviator, Mr. Wingrove is now at the Army Aviation Center, Ft. Rucker, Ala. His vast experience gained in over 3,000 flying hours is being put to valuable use in training Army Aviators of the future.

Helicopter flight and mechanical training are available to qualified personnel at the U. S. Army Aviation School, Ft. Rucker, Ala.



FT. WORTH, TEXAS
Subsidiary of Bell Aircraft Corp.

Due to the lack of qualified Instrument Examiners within the National Guard a considerable delay is anticipated in the organization of sufficient boards to satisfy current requirements. In this regard, National Guard aviators who qualify for attendance at the Instrument Flight Examiners Course conducted at Fort Rucker, Ala., may submit applications for such training through normal channels.

However, applicants are urged to use discretion in evaluating their qualifications for such training as only the highest level instrument flying proficiency is considered commensurate to successful completion of the course.

It has recently been brought to our attention that numerous aviation activities are prone to requisition aeronautical charts and navigational publications in excess of the amounts authorized under the provisions of AR 95-14. Due to inevitable budgetary limitations, it is mandatory that distribution of such items be limited to the maximum amounts authorized.

It has also been noted that some requisitions are received containing the consolidated request for aeronautical charts, Radio Facility

Charts, and Jeppesen Manuals. Inasmuch as such items are supplied by separate agencies, submission of requests for aeronautical charts on a separate requisition form will greatly facilitate delivery.

As this appears to empty the BUREAU DRAWER for this edition, let me close with the words of my old friend *Lonesome George*: "A Tombstone can withstand the Weather but Sonny, YOU ain't no tombstone, so be alert and stay alive to file your Jeppesen revisions"

MAJOR LEWIS E. CASNER
Executive Officer
Army Aviation Section
National Guard Bureau

(Ed. We're sorry to report that Lew Casner was hospitalized at Walter Reed recently. Following an operation for the removal of a tumor from his spine, Lew suffered a setback in being paralyzed from the waist down. All of us hope that this condition is temporary. Whether you know Lew or not you can do much to cheer him by sending him a note in care of his home: 9416 Holland, Bethesda, Maryland.)

Congratulations!



Births

- BAKER, Pamela Faye, a daughter, born to WO and Mrs. Willie E. Baker, 33rd Trans Co (Lt (Hcplr), Ft. Riley, Kan., on May 2, '57 (3 lb., 11 oz.)
- BOORAS, Laurie Ann, a daughter, born to Capt. and Mrs. Thomas J. Booras, Ozark, Alabama, on March 22, '57 (6 lb., 14 oz.)
- BORGEN, Lawrence Keith, a son, born to Maj. Lloyd and Dorothy Borgen, 2811 North 28th Street, Boise, Idaho, on June 7, '57 (9 lb., 5 oz.)
- CLAY, David Maxel, 2nd son and second child, born to Capt. William and Anne Clay, Dayton, Ohio, on March 23, '57 (6 lb., 12 oz.)
- CONNOR, Tracy Leigh, a daughter, born to Capt. and Mrs. George C. Connor, Ft. Myer, Va., on June 3, '57.
- CONSTANCE, Keith Allen, a son, born to Lt. Harbin A. and Sue Constance, Lawton, Okla., on May 7, '57 (7 lb., 3½ oz.)

- GREENQUIST, Jan Maria, a daughter, born to Lt. and Mrs. James Greenquist, Fort Benning, Ga., on May 28, '57.
- HOWSE, Kathryn Mary, 2d daughter and 4th child, born to Lt. John B. and Marjorie (Rapp) Howse, Ft. Rucker, Ala., on Dec. 31, '56. (Note atchd: "Must be Rucker. We've had two in our first 18 months here.")
- KENNEDY, Angela Margaret, a daughter and first child, born to CWO and Mrs. Stephen P. Kennedy, Ft. Devens, Mass., on April 18, '57.
- KERR, Jeff Douglas, a son, born to Capt. James T. and Maxine Kerr, Ft. Rucker, Ala., on May 14, '57 (8 lb., 6 oz.)
- POYNTER, Maj. and Mrs. Vernon L., a daughter born on Feb. 15, '57, (7 lb, 7½ oz.)
- RAZEY, Mary Louise, a fourth daughter, born to Lt. and Mrs. Claude L. Razey, Tokyo, Japan on April 11, '57. (Note atchd: "The 4th girl—and a redhead like her Mother!!)
- TOWNSEND, James Michael, a son and fourth child, born to Major and Mrs. James O. Townsend at Ft. Leavenworth, Kan. (Ed. 'Jim's doing the diaper-changing at ARMAV now.)
- WALKER, Mary Rene, a daughter and first child, born to Lt. Richard and Jean Walker, Erie, Pa., (8 lb., 10 oz.)
- WOOD, Lollie Maleah, a daughter, born to Lt. and Mrs. Ernest Wood, 1st Army Avn Co (FW-TT), Ft. Benning, Ga., on May 28, '57.

Marriages

- McCord-BATES—Mr. and Mrs. Russell Thomas Bates announce the marriage of their daughter, Betty, to Thomas Bartlett McCord, Lt., USA, on April 27, 1957, at Frankfurt on the Main, Germany.



MAINTENANCE
TIPS
FROM TSMC



LOOK-SEE—The nose landing gear on the Army's L-23B can be complicated if you don't have the know-how to repair it. Here two Tech Reps of the Beech Aircraft Corporation explain the functions of the gear to (left to right), Sp/2 Stanley Glabas, and Pfc Edgar Chandler, both of the Fourth U.S. Army Aviation Section. M. W. P. Rand, (extreme left,) and Mr. Merl Leroux (extreme right), are on the western leg of a tour which will eventually cover all U.S. Army Aviation Sections.

Old Mike had a look at a piece of paper the other day that had a lot to say about maneuvers. A lot of us are going to be spending considerable time on "GI picnics."

Operating under tactical conditions increases the problem of adequate maintenance. It's a cinch you can't haul that hard stand along with you, and your shop may be the shelter provided by a tree, if you are lucky.

So it might be a good idea to do some advance thinking right now about how you are going to operate in the field.

Certainly, one of your first thoughts should be towards any and all protective measures you can take to prevent contamination of your fuel and oil supply. Particular care must be taken during fuel and oil servicing operations. In this connection, I suggest you read the following publications for some mighty good information: FM 31-25, T. O. 00-60-6, and T.O. 00-60C-1.

Here are a few things to remember that will help you in your shop operations, either in the field or at your permanent installation:

1. Work with clean tools, in clean surroundings.
2. Use clean solvents and flushing oils.
3. Protect disassembled components and parts from dirt and moisture.
4. Check, clean, and inspect all filters in accordance with the conditions under which you are operating.
5. Cover all exposed openings during maintenance operations to prevent entry of dust, dirt, or other foreign matter.

All of this boils down to just using good common sense. You maintenance officers are going to have to draw upon very ounce of your managerial ability to get the most out of your operation in the field: Advance planning, organization, team work, supervision; all of these elements of good management will be required.

I hope when these maneuvers are completed, every maintenance officer gets a pat on the back for a job well done. Good luck!

There was some mention made in the first issue of this column about the Army assuming depot support of Army aviation. There has now been published and distributed TB AVN 23-7, dated 8 March 1957, "Depot Maintenance Support of Army Aircraft." You should have this document in your files. If you do not have it, I suggest you requisition it immediately. To be considered in conjunction with the above Technical Bulletin is SB 1-15-5, dated 26 March 1957, "Return of Repairable Secondary Transportation Aviation Items." Both of these publications are mighty important to your operations.

While we are on the subject of publications, there have been two instances recently of units using the improper fuel in their aircraft because they were following the wrong publications. The current Technical Bulletin concerning fuels is TB AVN 2, "Recommended and Alternate Grade Fuels, Engine and Transmission Oils for Army Aircraft—Engine Combinations," dated 30 March 1956. Be sure you are using the right one.

Here is the latest on supply and maintenance support for AN-T-18 Trainers: Requisitions for repair parts should be submitted to the TSMC Liaison Officer at Ogden Air Materiel Area or Mobile Air Materiel Area in accordance with AR 700-150. If the item requested is not available, the next higher assembly will be furnished.

The assumption by the Army of Army Aviation depot support will have no immediate effect to change these procedures inso-

Maintenance Tips

far as "routing" requisitions or "source of supply" is concerned.

Until 30 June 1957, requests for maintenance assistance should be made to the Air Force Zonal Support Depot, in accordance with T.O. 00-25-107. After 30 June 1957, requests for maintenance assistance will be made directly on the Army General Depot assigned zonal support for the area. (See AR 780-770). Such requests should be accompanied (or followed immediately) by DA Form 811.

There has been a substantial increase in operating time for some H-34 components:

- Main Gear Box (P/N S1635-2000-5) Increased from 250 to 350 hours.
- Intermediate Gear Box (all series) Increased from 250 to 350 hours.
- Tail Gear Box (P/N S1635-64000-3) Increased from 250 to 350 hours.
- Hydro Mechanical Clutch (P/N S1635-91000-15 and subsequent) Increased from 250 to 300 hours.
- Clutch Fan Assembly. Increased from 250 to 300 hours.

These changes will be reflected in revisions to the -6.

When preparing H-21 magnesium control system parts for inspection, particular care

must be taken to avoid corrosion from over-exposure of the parts to the cleaning compound. These control system parts generally have pressed in steel bushings or liners. The areas around liners are more susceptible to corrosion since they are subjected to galvanic action caused by dissimilar metal contact. Follow the procedures contained in T.O. 1H-21 (Y)-3, Section I, under the heading of Corrosion Control, and you will have no trouble.

You can't rig the lower differential controls on an H-21 without first disconnecting the CP bungees, even though we hear it is being tried. Not only is this contrary to the instructions in the -2, but if the CP bungees are not disconnected, they press against the rigging pin, giving false indication that that rigging pin is in place. FOLLOW THE BOOK!

Here is some information of interest to Army National Guard units concerning Signal Corps support.

TM1-1L-19A-508 calls for installation of AN/ARC-44 Radio Sets. This installation will be accomplished by the Signal Corps depots. As the radio sets and the installation kits become available, units will be notified of the time and place the installation will be made.

Sitting not far from me is a hot shot pilot,

H-21 Procedure Trainer

FORT RUCKER, ALA.—A cockpit procedure trainer for H-21C Vertol helicopters has been designed and is currently under evaluation at the Training Aids Branch, Army Aviation School.

The trainer, which simulates all phases of ground operation including engine start and run-up, rotor engagement and run-up plus a complete check out for ground operation, recently passed the 40-hour evaluation mark.

The primary purpose of the Trainer is to teach pilots who are in transition from single to tandem rotors a complete cockpit check, engine start procedure, correct engine and rotor transmission gauge indications and to allow them to become familiar with the sound and feel of an H-21C with engine running and rotors engaged.

The Trainer also permits instructors to teach maintenance and operational personnel the proper procedure for the ground operation of an H-21C.

The device is so designed that an instructor (from his station) can monitor all operations and introduce from his instructor console malfunctions and failures pertinent to the engine and rotor transmission opera-



tion. This, in turn, allows the student the opportunity to learn the important "follow up" procedures due to such malfunctions which could not be experienced by other than actual occurrences.

The H-21C Cockpit Procedures Trainer was designed and fabricated by SESCO Manufacturing, Inc., Bridgeport, Pa., under contract to the U. S. Naval Training Device Center, Port Washington, N. Y.

Signal Corps style. He has furnished some information that I believe you can use.

Current production L-19 and H-13 aircraft are being equipped with radio Set, AN/ARC-60 (UHF). The transmitting frequencies of this equipment are controlled by the crystals contained in the two, each, Frequency Converter-Transmitters, CV-431/AR. The CV-431/AR covers the frequency band of 228-258 Mc/s. Eight frequencies (crystals) can be inserted in each CV-431/AR in one 4 megacycle band, or divided up between two 4 megacycle bands, thus providing a total of sixteen frequencies for the two CV-431/AR's.

During production, a basic quantity of crystals, (common frequencies) are inserted in the transmitting equipment (a total of 7 crystals). Frequency requirements are not stable and are subject to change. Also, additional clear channel operating frequencies will be assigned as they become necessary. In view of this, additional crystal spaces are available in this equipment for local insertion of any required crystals.

So—units or installations requiring additional crystals to enable operation on assigned frequencies should requisition the crystals through their normal channels. Stock numbers can be found in SIG 7 and 8.



That is the hatful for this month. Fire in your problems, and we will see what we can do with 'em. This Signal Corps man "on my right" says to include your electronic problems, if you have any.

Yours for better maintenance,

Mike Button



FIRST MEETING—1/Lt Lawrence Frolick (left) meets SFC John D. Williams, a parachute rigger from the Jeffersonville, Ind. Quartermaster Depot, when the men found themselves at Ft. Riley's Marshall AAF recently. Williams had packed a chute which Frolick used in bailing out of his faltering aircraft last year. "Six fliers have used silks I've packed," Williams said. "To date, I've had no complaints."

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.

AAAA: "SHALL OBSERVE."

(Dear Editor:) It is with sincere interest that I shall follow the progress of the newly-formed Army Aviator Association. As a Senior Army Aviator and as a senior officer, I have spent the greatest part of my military career in the company of that military peculiarity, the Army aviator.

That the Association does not suffer from adequate leadership is obvious from a mere scanning of the list of officers. However, I would forewarn these officers of one pitfall, a pitfall of which many of them are obviously aware.

Essentially, the AA is not a *joiner*. He's been an outsider in the military circle for such a long period that he must regard with apprehension any attempt to welcome him into an organization.

I think the officers of the Association know that they will experience difficulty in leading this horse to water. And yet I sincerely believe that this horse *should* be led to water.

I have seen the Army aviator in all of his moods and I have listened to all of his grievances—and he has many. He does have problems.

In being the *poor relation* for years he has developed a built-in resistance to the helping hand, no matter how it is gloved. Without caste, he is certain to regard with suspicion any organization that will attempt to give him some degree of "caste."

There is general agreement on only one thing in Army aviation: Any specific group of AA's meeting for a specific purpose will not agree on anything.

This, of course, is not conducive to a social-fraternal organization and this consistent disagreement (I like to call it bickering) will, no doubt, curtail the AAAA, as it does everything else.

Despite the rocky path that it must face, I hope the AAAA is a success. It is based on good intentions.

Name Withheld on Request

(Continued on the Next Page)

INDIAN GIVERS

(Dear Editor:) In this critical period of Army aviation expansion, highly experienced flying personnel are certainly essential to the solution of the myriad problems producing our present growing pains. Change 4 to AR 600-106, in my opinion, is a slap in the face to many of those aviators who will be obliged to relinquish an award previously earned by virtue of their experience in, and contribution, to Army aviation.

Should the undersigned, due to his assignment, physical handicap, or for other reasons, be unable to maintain instrument qualification by 1961 he will, in accordance with the provisions of the above change, lose his senior Army aviator designation; this after 18 years as an Army aviator and 10 years of wearing the star, during which he has served Army aviation in routine assignments, combat, test activity, command assignments and staff work.

Without attempting to belittle the value of instrument flying, recognized as a highly important phase of the overall aviation program, it would appear that service in other fields, especially for those with more experience in other fields, is of equal or greater importance to the success of Army aviation. Certainly the best instrument pilots will be found among the younger individuals who have less overall experience, and are more generally located in strictly flying assignments. To strip the older aviator of an award earned long ago would appear similar to withdrawing a wife's privilege to wear her wedding ring after 20 years of marriage because she is no longer such pleasant company as she was at eighteen! Should we also turn in our combat infantry and expert rifleman's badges? And how about air medals and DFC's?

The writer, for one, has learned long ago that, in the flying business, to be fairly well qualified in any phase of flying is similar to being almost able to jump the six feet across a chasm. He will therefore maintain a current instrument card only if in a position which affords the opportunity to maintain a high standard of proficiency. Should this situation not exist in 1961 he will be wearing senior pilot wings or no wings at all; however, denied them, effort will continue toward maximum contribution to a program vital to the United States Army.

Many Army aviators, known to the writer who are now "flying desks", annually exert a supreme effort, due to the present emphasis on the instrument rating, and manage to clear the margin for annual checks. However, their cards cover a period which, in many cases, far outruns the period of satisfactory proficiency achieved by these peri-



"This is the last straw! Now those damned pilots have got a Flight Pay Protective Association!"

odic efforts. Card-in-pocket they are then, on occasion, forced into the "grey" dubious of their own proficiency.

Twenty-five percent of our aviators, bearing a special instrument MOS and assigned where equipment and duties permit maintenance of a high standard of proficiency, would appear a more realistic objective for the instrument program. For others a "limited ticket", qualifying an aviator for A. I. as copilot only, would offer an opportunity and stimulus to build proficiency and maintain it without adverse effect on the Army safety record.

OLIVER P. PREMO
 Captain TC
 Chief, Aircraft Maintenance Branch
 Transportation Office
 AFPE/8A (REAR)

NOT NECESSARILY SO

(Dear Captain Premo:) I appreciate your letter of 10 June and the copy of your letter of the same date to *Army Aviation* in which you express strong opposition to that provision of Change 4 to AR 600-106 requiring every senior Army aviator to have held an instrument ticket at some time prior to 30 June 1961.

Perhaps I should point out first that the subject is academic in your case because you are, or at least have been, instrument qualified and are therefore not subject to redesignation. Paragraph 4b(1)(d) establishes as a criterion for original designation after 30 June 1960 the requirement that the individual hold a current instrument ticket at the time of designation.

Paragraph 4b(1.1) adds the following criterion for the continued holding of the designation: "Commissioned aviators already

designated senior Army aviator but not previously instrument qualified in accordance with (1) (d) above will be granted a 1-year period of grace until 30 June 1961 to become instrument qualified. If not so qualified at that time these aviators will be reported within 30 days to the Adjutant General, Department of the Army, Washington 25, D. C., for redesignation as Army aviator." While this wording may be somewhat obscure, the intent is to redesignate only those senior Army aviators who on 30 June 1961 have never held an instrument ticket.

Change 4 was recognized as being a somewhat drastic approach to the problem of getting our "old aviators" unanimously interested in instrument training. However, it was judged to be justified when viewed in the light of the compelling need for achievement of broad instrument competence and of the four year period allowed for compliance.

We feel that aviators with long flying experience will have no difficulty in completing an instrument course successfully and have arranged for sufficient schools to assure availability of quotas prior to 30 June 1961. On the other hand, we did recognize that conditions such as you mention may arise which will prevent an individual from keeping his ticket current at all times and for that reason we avoided any provisions in the regulation which would involve penalties for allowing it to expire.

In a nutshell, we believe that many aviators, including some of the "old hands", might never take instrument training unless urged but that most who have earned tickets will maintain them as a matter of pride.

Since this is a matter of interest to many Army aviators and since clarification of the regulation is apparently desirable, I am taking the liberty of sending a copy of this letter to "Army Aviation" for publication with or subsequent to yours.

Best wishes,
HAMILTON H. HOWZE
Major General, GS
Director of Army Avn, ODCSOPS

D.C. Article

WASHINGTON, D.C.—Howard E. Haugerud, a Captain and Army aviator in the Minnesota-National Guard and a vice president on the Army Aviation Association's National Executive Board, recently wrote an article for the Washington, D.C. *Star* providing pertinent facts about the "The Whirlybird, the President's New Aerial Limousine."

Legislative assistant to Senator Hubert Humphrey (D., Minn), Haugerud is a prolific writer, many of his articles having appeared in military and trade publications.

LAWNS TO CUT

(Dear Editor:) In regard to the letter by Sp/2 Rovetto concerning school-trained men being used on "details," I agree with him wholeheartedly, and even some officers I know will agree with him "off the record."

I have been through two services schools for A/C mechanics myself and I'm not working on aircraft either. I've been here for 1½ years doing administrative work. I'm not griping in this letter for I have a request in for transfer.

There are many men here on post (Ft. Eustis) who, after graduating from the course, are sent to I.M.C. (Instructional Methods Course).

If they flunk IMC they are declared surplus and are employed on any detail that arises and continue on details until a levy comes down (and this may take months). It seems a shame that these men, upon whom the government has spent thousands of training dollars, are used for menial tasks that unassigned men could do. Most of these men are U.S.'s with about one year left to do and the knowledge that they gained in school is wasted whenever they are not used properly.

One outfit here is the 582d Heavy Maint Bn, a unit that has no planes, no mission, and hasn't had one since '54 except to go on maneuvers and pull details. I'm certain there are many men in that outfit who can and want to get out and work on aircraft, but they cannot do so. There is so little for them to do that they go to classes on Infantry Tactics, weapons, etc., and when that is finished, they start all over again.

I know the Army has a Survey Team whose job is to find out these things but their conclusions or recommendations don't seem to change the situation. They mean well but they do not contact enough men to get the broad picture.

I also know that there are many men here on post who could do the same jobs as the higher paid civilian mechanics are doing but can they do it? No!

I feel certain that I will not be the only one to let you know about this condition at Fort Eustis.

I repeat that my reason for expressing these thoughts is my sincere wish for the correct utilization of the school-trained men that Army aviation needs badly in its duties throughout the world.

Name Withheld Upon Request

HEDGES TO TRIM

(Dear Editor:) The "Letter to the Editor" written by Sp/2 John Rovetto in the June, '57 issue of "AA" concerning aircraft mechanics is definitely not an isolated case.

The same story holds true at Fort Sill, Oklahoma, where approximately 160 enlisted

A Many Sided Thing

men—all "school trained" mechanics—do nothing but petty details.

Almost all of these men chose to attend this school because they were interested in learning and working as Aircraft Mechanics. I know that the time and money expended to train these men must have been at considerable expense to the government. Is the U.S. Army appropriated that much money that it can be so extravagant with its personnel?

These men have been kept busy beautifying the area for over three months now and are wondering if they'll ever get any experience in Aircraft Maintenance before they are discharged.

I agree with Sp/2 Rovetto that some changes should be made. Civilians are now performing all maintenance work at this post while the enlisted men are becoming qualified in the use of power mowers. If the Army wishes to use civilians for maintenance work why don't they abolish the Aircraft Maintenance Schools for military personnel and stop the pretense that it takes a "mechanical MOS" to trim hedges.

On the other hand, if the Army were to

give these men the maintenance experience they need (and the experience they assumed they would receive) after school training, we may have adequate Maintenance Personnel in the event of a war.

Pvt. James J. Wallace
54th Trans Co
Fort Sill, Oklahoma

STILL KICKIN'

(Dear Editor:) Incidentally, whatever happened to "IT"? I saw "IT" while at Holoman AFB when I was stationed there last year and since then no further word has appeared as to its whereabouts. Two units that should review "IT" are the 2d and 3d Otter Companies in Europe. There are many AA's over there!

Lt. Joseph B. Holden
398 Craig Drive
Fort Riley, Kansas

(Ed. "IT" is still alive, although at this point we guess that "IT's" suffering through its dying throes. "IT" found its way to Japan and Korea on the proper aircraft to accommodate "IT" and apparently there is no way to get "IT" back to the Z.I. and thence to Europe. Should "IT" be buried on some Korean slope, no second Monster shall be created in this laboratory.)

GUIDELINES

by Maj. Gen. Hamilton H. Howze
(Continued from Page 8)

records or reports be utilized for such a purpose. However this does not preclude the reporting of deficiencies in supervision where they exist as cause factors.

4. *Priority Action.* Any notification to the Board that an Army aircraft accident has occurred will be analyzed immediately to determine if it is an accident of unusual significance. An accident of unusual significance is one in which:

a. the aerodynamic behavior of the aircraft was such that there is no known precedent, or

b. the causes may confirm previously suspected but unconfirmed causes, or

c. unusual public or congressional interest may be aroused, or

d. information may be gained which would promote any of the current special studies in aviation safety.

5. *Individual Action.* Each aircraft accident report will be analyzed individually; the accident will not be classified as routine

unless full analysis proves it to be routine. In preparing accident information for non-directive publication, such as in the Army Aviation Digest, text and illustration will be varied and will be arranged for easy reading and assimilation; itemization and triteness will be avoided.

6. *Progressive Action and Thinking.* Personnel of the Board must keep abreast of the complex and growing nature of the aviation safety problem. To this end interchange of information, visits to other agencies, participation in air safety seminars, and like activities are to be encouraged and promoted. Work of the board will not be de-vitalized by routine. Administrative restrictions governing travel and communication will be kept to a minimum consistent with economy, efficiency, and requirements of regulations. Budgeting will reflect this as a requirement for the effective operation of the Board.

FOR THE DEPUTY CHIEF
OF STAFF FOR MILITARY
OPERATIONS:

HAMILTON H. HOWZE
Major General, GS
Director of Army Aviation, ODCSOPS

FT. DEVENS, MASS.—Pilots of the 93rd Trans Co (Lt Hcptr) are quick to point with pride to their Arizona-born burro, Duke. A placid mascot, Duke's ancestry, table manners, and obedience are beyond question, tangibles that the 93rd doesn't believe E-1 Jack S. Burro, the Benning Beast possesses. Although Duke failed his Annual Written, visitors are cautioned to treat him as one of boys. (We didn't and were chewed out properly.)

lower cost than helicopters. However, the helicopters can easily support themselves if these facilities are not available and will still be used in conjunction with the light aircraft when heavy or bulky items too large for the fixed wing aircraft are moved to a decentralized base.

In summary, the recommended system will require more manpower than the system previously employed in the one base operation. However, the advantages gained in mobility and swiftness of attack against the rebel bands far more than offsets the increased cost.

Supply

The French Army has enjoyed a low AOCF rate to date. This has been due to careful planning of initial spares for support of the operation plus rapid "emergency parts" supply system extending from Vertol to Algeria.

Vertol made the entire selection of French spare parts working within a set price budget. Thus, Vertol was able to utilize its own experience to decide just what spares would be required. In addition, a direct connection with the operation in Algeria was established which permits the delivering of emergency parts in as little as six or seven days. Some parts have even arrived in Setif only 72 hours after they were requested.

Should none of the parts requested through the emergency system be on spares orders or should all of the ordered parts have been shipped and consumed, an open end spares contract containing a certain block of funds but without specific listed parts is employed to purchase the parts and expedite them to Algeria. This contract alone has saved countless days of AOCF time when, under other conditions, enormous amounts of red tape would be required to negotiate the purchase of a single item.

At the present time, repairables removed from the helicopters in Algeria are returned

H-21 Utilization in Algeria The Pierpoint-Geier Report (Continued from page 12)

to France for overhaul by Heli-Service. This organization is now equipped and trained to handle all H-21 component overhaul and IRAN or crash damage repair for the French Army. However, to speed up the return of repairables to service in Algeria, Vertol has recommended and is helping to establish local teardown inspection facilities for components.

At present, this facility is organized as part of MA, ALAT at Setif. The program will permit teardown of all major components after completion of their service tour, complete overhaul inspection and reassembly if no major repair or part change is required in the component, and immediate return to use. Components requiring major parts changes are to be loosely reassembled, packaged and returned to Heli-Service in France.

Using the local teardown inspection facility (which is essentially a U. S. Army 4th echelon maintenance concept) the French are assured of minimum pipeline time for repairable components, and thus receive the maximum utilization of the high cost spares items.

Training and Personnel Skill Levels Pilots

As stated previously, Group Helicoptere No. 1 operates in the level country and mountains of France conducting French Army pilot training. Vertol also conducted pilot training in Algeria at the arrival of the first group of helicopters. Both basic training in the H-21 and advanced "operational" training in the mountains were given. 465 training flight hours were flown in the first month alone and to date 23 pilots have been trained. Follow on visits are continually being made to give additional instructions and to monitor the experienced French Army pilots in order to learn as much as possible from their experience.

As stated before and again herein stated, cargo helicopter pilot training as conducted in the U. S. military is believed inadequate for an operation such as that conducted in Algeria. The French Army found from their Indo-China and early Algerian experience that "operational" pilots must be defined separately from "desk bound" pilots and that total time in a particular helicopter is not an acceptable criterion for judging a pilot's ability. Only a pilot with this operational experience can be expected to get the most out of his machine within its limits of supply under the stress and strain of a combat mountain operation. Vertol maintained this conviction before the Algerian operations

(Continue on page 38)



H-21 Utilization in Algeria The Pierpoint-Geier Report (Continued from Page 37)

as evidenced by a paper¹ prepared by its Supervisor of Operations Engineering, Mr. William Coffee, and presented to a previous American Helicopter Society Forum.

In general the skill level of the French pilots is excellent. Pilots with Indo-China and early Algerian experience were drawn from all areas of the French Army to handle the H-21 combat operations in Algeria. The fact that no helicopter operational losses due to a pilot error and only two training accidents have occurred (one in basic and one in advanced mountain work) in nearly 5000 flying hours *certainly proves the concept of the "operational pilot"*.

Mechanics

Thirty French Army mechanics and maintenance officer personnel attended a six weeks course on the H-21 at the Vertol factory. These were previously trained and experienced personnel, selected from helicopter units having Indo-China or Algerian experience. It was found that the mechanics selected were a good average, were very willing to learn, and are progressing rapidly. In the main, the training provided was only of the advanced type to adapt their previously learned skills to the H-21. The program of mechanic training insofar as Vertol is involved has since passed on to the Vertol representatives who are now giving on-the-job instruction.

In the meantime GH No. 1 has established a very good H-21 course supplemented by training aids provided by Vertol. These will be augmented by one partly damaged H-21 being converted to an operable trainer.

The Language Barrier in Training

The language barrier is definitely a problem in attempting to train both mechanics and pilots. Fortunately, Vertol had two French-speaking representatives available. The French, in turn, almost all seem to have

some small knowledge of English and were able to provide some excellent interpreters. In addition, the French are conducting English classes for their pilots and maintenance personnel as well as French classes for the Vertol personnel. The use of translated and simplified instruction sheets outlining inspection procedures has been a major assistance in the day-to-day work and instruction of the French mechanic.

Principal Conclusions

1. The French Army and Air Force should eventually prove through their respective operations whether the organic or non-organic theory of helicopter troop assault is best. A careful study of the results of both applications after a period of time should be made for use as a guide in future U. S. military planning.
2. Normal pilot training as received at standard military schools does not produce the operational pilot required for combat helicopter mountain assault work.
3. The future combat assault helicopter must have a three-seat cockpit to permit the troop commander and the pilot to freely converse, jointly see and select landing areas, and be able to refer to the same map.
4. In a combat assault landing, the pilot must be in absolute command and decide when troops shall leave the aircraft. Also the troop commander must be able to give deployment instructions to his men.
5. Suppressive fire from the helicopter is most desirable in helicopter assault operations. The optimum installation and type of weapons are yet to be determined.
6. The STOL aircraft is not a practical combat assault machine in a mountain war of the type being fought in Algeria. Only a VTOL or helicopter with absolute hovering capability can be employed.
7. Open end spares orders are an effective method of reducing the AOCP rate.
8. There is a practical limit on the minimum size of a troop assault helicopter cabin.
9. Bullet proof fuel and oil tanks are desirable.
10. Troop seats and safety belts are unnecessary in short helicopter troop assault missions.
11. There is much the U. S. military could learn in Algeria. Every effort should be made to send an observation team. If this is politically impossible, a meeting should be arranged in a neutral area with the French Algerian commanders.

CLASSIFIED

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¹Coffee, W. H. *A Discussion of the Problems in the Selection of Military Helicopter Pilots.*

The Gathering of the Clan—Fifteen Years Later



FIFTEEN RETURN—(Above)—Attending the "Informal" 15th Anniversary Celebration held recently at Fort Rucker were fifteen of the original Grasshoppers of early '42 vintage. FRONT ROW (L-R): Lloyd Bornstein, Bob Leich, Bob Williams, Jake Fortner, Wally Ford, Joe McDonald, Gordon Wolf, and Randy Mathews. BACK ROW: Jimmy Hill, Al Hackbarth, Tony Piper, Del Bristol, Butch Kerr, Bryce Wilson, and Chuck Lefever.

Unlike most "Reunions" wherein the Bosses are left at homes to keep the lawns damp, the *Old Timers* brought their better halves with them to Fort Rucker, if only to moderate their very obvious *TALL* tales and to substantiate their medium-sized ones.

The separate program arranged for the *Class of '42* was administered by the personnel of the US Army Aviation Board who threw open their homes to welcome the parched travelers completing the pilgrimage. (Ed. A post-Anniversary letter from Alabama confirms our use of the word, "parched".)

As an opener, an early evening Aquatic Air Show, staged by the pilots and crews of the Board at nearby Lake Tholocco, provided the staid members of the Class with several new concepts in the utilitarian use of Army aircraft (and gave the chefs ample opportunity to get the charcoal white.)

Suffice it to say that everything was air-lifted or airtowed on or over the lake, to include surfboard riders (type, female, VERY); a HOUSE and an accompanying doghouse (the thought of which curtailed highball consumption momentarily), Commander Whitehead, aerial fisherman, a garbage scow (that remained two lengths ahead of the Post Provost Marshal's motor launch), aerial duck hunters, and an outhouse, mistakenly snagged by an H-37's grappling

hooks in a low pass and containing one frantic and completely flustered female. Perhaps the word should be "frustrated."

Gala Premiere

Darkness brought on the premiere of the new sound movie, "*The History of Army Aviation*," a low-budget offering with a DeMille-size cast. This film was shot entirely in Alabama to take advantage of the many sun-lit locations available there after duty hours.

Prefacing the film (possibly in an attempt to secure more favorable reviews) the wives of those in attendance were presented with Hawaiian leis that had been aircargoed to the affair by Bob Donovan, one of the "Originals" who left Army aviation to slave for Aloha Airline. This flabbergasted the wives to the extent that photographic evidence was obtained to prove "that someone gives me flowers once in awhile."

After a lavish layout of hors d'oeuvres (hungry men do not good critics make) "Curtain Call" was sounded (yelled) and the color movie began.

They say a good film should always build up sympathy for the main character. Since the main character in this film is the '57 befuddled AA, the producers knew on which

side their patty was livered. The film was acclaimed by the select group!

Skillfully combining WW II factual clips with deliberately inserted travesties, the film traced the "Then and Now" of Army aviation through the '42-'57 period. Brockmyer, Murphy, and Kazan were hailed, the latter two being on hand to take "After Curtain" bows. Limited private showings to other Army aviation audiences are being considered.

Fall Guys

Following the outdoor shrimp feed and the indoor steak chaser, the celebration turned to the more serious matters at hand, the presentation of individual awards to the *Old Salmon* who had completed the up-river swim.

Each "Original" was heckled in turn as he begrudgingly center-staged to receive his rather nebulous reward. "*Chain-Smoker-Without-Peer*" Gordon Wolf was presented with seven cartons of cigarettes during various points of the evening (all empty), a fitting tribute to the man who had bummed countless numbers from the chortlers during the previous years.

Another noteworthy, W. W. Ford, he of the Green Thumb, Hand, Wrist, Elbow, Arm, and Shoulder (and former CO of the '42 Detachment), was presented with a separate Vigoroed plot of ultra-green GRASS, untouched by human feet and with its own (and we are assured) quite appropriate "*Keep Off the Grass*" sign.

At the Mid-way point, (Col.) Bob Williams, the M.C., was in turn counter-surprised by being presented with the new Navy blue blazer recently adopted by the Aviation Board. A unique garment, the blazer has an embroidered Aviation Board crest, the translation of which, unfortunately, is not printable. (The Board people just ain't talking and we can't read Latin!) From their evil grins, it must be a pip, however!

Did this end the wing-ding? Heck, no! The celebration continued for another four

hours—the 32 men gathered in one far corner of the room and discussed Army aviation (as anticipated)—the 32 women got up a head of steam in the other—and the several stags kept things lively by broom-dancing until the Wurlitzer gave out.

Bryce Wilson, having enjoyed his third steak (one hot, two cold) assured a '62 meeting of the *Class of '42* by issuing a unique challenge from atop a table. Completely composed, he calmly tore a TWENTY dollar bill in half, signed both halves, deposited one half with the Custodian, pocketed the other, and then challenged everyone to do the same to assure their attendance at the 20th Reunion. The genial "pitchman" put it over! Everyone took his offer (in lesser denominations, of course.) (Stan: Rest easy; it was a five, not a twenty.)

So ended the night.

Air Shows

The Air Shows, both the rehearsal and the *one for the money*, cannot be skipped over lightly. Industry pulled out all stops, sending everything they had to Alabama and backing up their entries with their best pilots.

As is usually the case, one of the un-programmed events was of particular interest, the slow-rolling of the new Beech twin by Lynn Richardson at 100 feet—and *into* the dead engine, too!

As a show-opener, Bevo Howard, the famed stunt pilot (and one of the few barnstormers who has reached the Gray Hair stage of life) thrilled all with his eye exercises. His specially designed Jungmeister withstands an outside loop and other wing-snapping gyrations. His signoff, snagging a scarf from atop 15 foot poles while in inverted flight, is an appropriate curtain dropper.

Particularly impressive (to us) were the demonstrations by the Goodyear Inflatoplane. Highly maneuverable (and with an unmistakable Maytag ring) it makes one wonder about the price tag and whether or not he



(LEFT) Oversized eagles are placed upon the broad shoulders of Lt. Col. Delbert (Del) Bristol by Bryce Wilson (l.) and Bob Williams (r.) during the "Awards" portion of the Grasshopper Celebration. Both pinners seem to have struck the pair underneath the sports shirt. The recipient is up for the non-ersatz type despite his "ten years too late" look. Jake Fortner (partially hidden) enjoys the rib. (CENTER) House, lakeside, one each, being moved to a shadier lakeside frontage by Mayflower Van's aerial department. (RIGHT) A congenial group of celebrants gather under a wing to discuss a nearby thunderhead. L-R: Al Bayer, Hughes Tool Co; Col. Robert R. Williams, Aviation Bd; Brig. Gen. W. W. Ford (Ret.); Col. Robert M. Leich, President of the AAAA; Col. Gordon J. Wolf; and Lt. Col. Charles W. Lefever. The Reservists wear the appropriate informal civilian attire. (PS: It rained!)

can do *without* that old but negotiable second car.

The Kaman Drone HTK left nothing to be desired. We wondered about the control set-up, visualizing lavish and expensive "Rob Peter to Pay Paul" electronic gear. We were amazed to see a simple field kit and one that certainly made this drone perform without benefit of the customary two hands in the cockpit.

High and Fast

The C-130, *Beech* Mentor, and *Cessna* T-37 added '57 speeds and sounds to the show and were matched in crowd-appeal by the noisy gnats, the *Hiller* XROE, *de Lachner* Aerocycle, *Hiller* Hornet, and *Kellett's* Stable Mabel.

Bell's Joe Mashman caught up on the *Wall Street Journal* as he flew the 47-J hands off, a solid selling point. Those "crazy Frenchmen," not to be outdone, loaded up their *Allouette* with eight people (several in the superstructure) and, after

several low altitudes chandelles without any loss of French lives, made like a circus car as one after the other piled out of the *Allouette* II.

The behemoths, the *Sikorsky* H-37's and the *Vertol* H-21, demonstrated their power and load-carrying capabilities, the latter towing a stalled tank from a dead start.

All in all, the Air Show—and the companion menagerie at which *all* of the past models ('42-'57) employed in AA were placed on static display—comprised a wonderful effort on the part of both the military and industry and a performance that will not quickly be forgotten.

There were other notable demonstrations involving many aircraft that were held during the three-day Anniversary Celebration about which we are not permitted to report. From our vantage point these demonstrations were especially impressive, *on the button* shows and we're certain that the *grapevine* will fill you in on the details.

Your editor, Art Kesten

A list of the Pilgrims and Hosts follows:

GRASSHOPPERS (Original Group): Lloyd and Janet Bornstein (Lorain, O.); L/Col Delbert and Vivian Bristol (Alexandria, Va.); Wally and Alice Ford (Mid-dletown, O.); Jake and Nell Fortner (Enterprise Ala.); Al Hackbarth (Milwaukee); L/Col James W. Hill (Monterey, Calif.); Capt Butch and Maxine Kerr (Enterprise); Chuck Lefever (Culver City, Calif.); Col. Bob and Millie Leich (Evansville, Ind.); Maj. William R. Mathews (Fl. Monroe); Joe and Madelain McDonald (Silver Spring, Md.); Tony and Margo Piper (Lock Haven, Pa.); Col Robert and Jean Williams (Fl. Rucker); Bryce Wilson (Palo Alto, Calif.); Gordon and Eve Wolf (Cincinnati).

OLD TIMERS (AA's during WW II): Dick and Velma Adams (Pensacola, Fla.); Stu and Alene Baker (Belize, Brit. Honduras); Col Robert F. Cassidy (Fl. Monroe); Jess Childress (Atlanta, Ga.); L/Col Glenn and Jo Goodhand (Falls Church, Va.); Capt Ellis and Dixie Hill (Enterprise); Capt Merrill and Norma Jameson (Ozark, Ala.); Art Kesten (Westport, Conn.); Capt

Jim and Joe Lefler (Enterprise); Lt Col Richard and Jane Long (Scott AFB, Ill.); Col Jack and Libby Marinelli (Falls Church, Va.); Charlie and Caye Martin (Enterprise); Dusty and Betty Rhodes (Springfield, Va.); Capt Len and Anne Seitz (Dothan); Johnny Stark (Sharonville, O.)

HOSTS, HOSTESSES, & FRIENDS: Capt Jack and Polly Cranford (Enterprise); Col John and Jean Edmunds (Fl. Rucker); Derby and Jean Frye (Wichita, Kan); Maj Mike and Maxine Mahone (Enterprise); Lt Col Edwin and Cleo Powell (Enterprise); Lt Col A.J. and Helen Rankin (Fl. Rucker); Lynn D. Richardson (Wash. D. C.); Capt Steb and Pat Stebbins (Enterprise).

"ORIGINALS" UNABLE TO ATTEND: Bob Donovan (Lanikai, Hawaii); Bob Ford (Houston, Tex.); L/Col Edwin Houser (Fl. Ord, Calif.); John Sarko (Milwaukee); Paget Thornston (Wichita); Maj Henry Wann (USAFFE); Lt. Col. Theodore F. Schirmacher (USAREUR).

Fort Lewis Personals

Congratulations are in order for Capt. Deryck G. Christy, prof off, and 1/Lt John L. Dubay, ground control officer, on their commendation by Brig. Gen. P. C. Wehle for their outstanding performance of duty in connection with the Ft. Lewis Armed Forces Day demonstration. . . *Outbounds*: Capt James M. Leslie (Inf Sch); Capt Reginald H. Woodlridge, Lts. John H. Anderson, Elbert B. Hill, John T. Persch, and William M. Watson (Chopper Sch); Capt William H. Phillips & Lt Roy L. Miller (H-19 Transition, Rucker).

TDY to the 6th Army I-School at Oakland: Capt George C. Kuhl and Lt. James T. Darrah, Jr.

YC, (Lt.) Marshall E. Dixon

Fort Benning Personals

The 1st AA Co passed its 2nd Anniversary on 1 June. Still have 3 *oldtimers* with us—Capt Campbell and Lts Moran and Ahern. . . Two Branch transfers: Lt James Greenquist

to TC (and asgmt with 3rd Trans Bn, this post) and Lt John Ahern to SigC (with asgmt to the land of the Surf Board and lei.) . . . Education Dept: Capt Lyman Vassey (Twin-E School) & Capt Charles Drummond (our MaintO) to Adv Artillery Crs at Sill. . . Lt Stinson Jones was tapped as a needle-ball-and-gauge instructor for the Lawson I-School. . . Have several 3-2 pilots to add to our roster: Lts Benjamin Collins, John Ahern, and John Smith. . . So be it. . .

YC, Lt. James H. Paul

PLAY IT SAFE

If you're on active duty and go TDY for a brief spell, what happens to *your* issues? Some are returned to us (Return Postage Guaranteed); many are not. Play it safe and have your issues sent to your home or quarters address.



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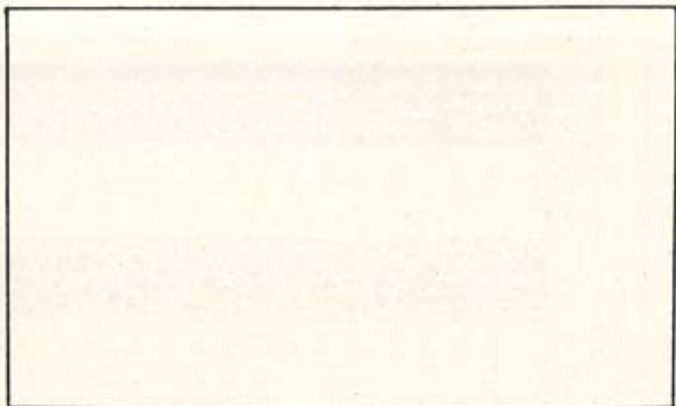
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Pay Grade	Title	Years of Service										
		Under 2	Over 2	Over 3	Over 4	Over 6	Over 8	Over 10	Over 12	Over 14	Over 16	Over 18
O-8	General, lieutenant general, major general	\$18.60	\$18.60	\$19.80	\$19.80	\$19.80	\$19.80	\$19.80	\$19.80	\$19.80	\$19.80	\$19.80
O-7	Brigadier general	18.00	18.00	19.20	19.20	19.20	19.20	19.20	19.20	19.20	19.20	19.20
O-6	Colonel	24.00	24.00	25.80	25.80	25.80	25.80	25.80	25.80	25.80	26.40	29.40
O-5	Lieutenant colonel	22.80	22.80	24.60	24.60	24.60	24.60	24.60	25.20	27.00	27.60	29.40
O-4	Major	20.40	20.40	22.20	22.20	22.20	23.40	25.20	25.80	26.40	27.60	28.80
O-3	Captain	17.40	17.40	18.60	19.80	21.60	22.40	22.80	24.00	24.60	24.60	24.60
O-2	First lieutenant	13.80	15.00	18.00	18.00	19.20	19.80	20.40	21.60	22.20	22.20	22.20
O-1	Second lieutenant	12.00	12.60	16.20	16.20	16.80	17.40	18.60	19.20	20.40	20.40	20.40
W-4	Chief warrant officer	13.80	13.80	13.80	13.80	14.40	15.00	16.20	17.40	18.60	19.20	19.80
W-3	Chief warrant officer	13.20	13.80	13.80	13.80	14.40	14.40	15.00	16.20	16.80	16.80	16.80
W-2	Chief warrant officer	12.60	13.20	13.20	13.20	13.80	14.40	15.00	15.60	16.20	16.20	16.20
W-1	Warrant officer	12.00	12.60	12.60	12.60	13.20	14.40	15.00	15.60	15.60	15.60	15.60
E-7	Master sergeant	9.60	10.20	10.20	10.20	10.80	11.40	12.00	12.60	12.60	12.60	12.60
E-6	Sergeant first class	8.40	9.00	9.00	9.60	10.20	10.80	11.40	11.40	12.00	12.00	12.00
E-5	Sergeant	7.20	8.40	8.40	9.60	9.60	10.20	10.80	11.40	11.40	11.40	11.40
E-4	Corporal	6.60	7.80	7.80	8.40	9.00	9.60	9.60	9.60	9.60	9.60	9.60
E-3	Private first class	6.60	7.20	7.20	7.20	7.20	7.20	7.20	7.20	7.20	7.20	7.20
E-2	Private	6.00	7.20	7.20	7.20	7.20	7.20	7.20	7.20	7.20	7.20	7.20
E-1	Private (over 4 months)	6.00	7.20	7.20	7.20	7.20	7.20	7.20	6.60	6.60	6.60	6.60

Above amount reflects 1% of the annual flight pay received by active Army personnel



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Cover Girls



BELOW—The recipients of countless "RON, be back tomorrow" calls since '42, twenty wives show their reaction on receiving leis from Hawaii. FRONT ROW (L-R): Caye Martin, Tina Denhart, Velma Adams, Nell Fortner (between rows), Margo Piper, Janet Bornstein, Madelain McDonald, Eve Wolf, and Alene Baker. BACK ROW: Jo Lefler, Jean Williams, Alice Ford, Maxine Kerr, Millie Leich, Teresa Cogswell, Libby Marinelli, Vivian Bristol, Jo Goodhand, Betty Rhodes, and Jane Long. (Ed. The plural of lei is leis, isn't it. We're confused.)