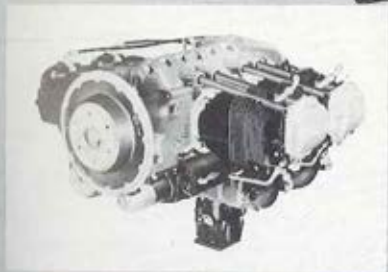


ARMY AVIATION

FEBRUARY 15 ★ 1958

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THE ARMY H-23D...

HELICOPTER WITH TOMORROW BUILT IN



Design of the basic H-23 helicopter was largely governed by a doctrine of ruggedness. It has produced a dependable helicopter, with a record of safety unequalled in its class.

Now, in the H-23D, a completely new 1000-hour+ drive system is introduced, seen as a major break-through in lower operating costs. A full-time 250 horsepower is available and, significantly, without "redline" restrictions warning of jeopardized service life. Thus, ruggedness has also afforded growth potential.

In the H-23D, growth potential assumes a new importance. Its existing components are designed to accept even greater power increases for the future's most challenging performance demands. Now, more than ever, the Army H-23 is an investment in tomorrow.



HILLER HELICOPTERS

PALO ALTO, CALIFORNIA

CURRENT PROJECTS

U.S.

● Scheduled to undergo Test Board evaluation at an early date is an all-electric flight instrument unit developed by the Sperry Gyroscope Co., containing a gyro horizon, a directional gyro, and an engine-driven alternator. Pending its receipt by the Board the "Djinn" single-engine, 2-bladed,

● One of the newer Board projects is the service test and evaluation of the Cessna YH-41 Helicopter. A 4-place, single-engine helicopter, the YH-41's configuration differs from existing reconnaissance helicopters in that the engine is mounted forward of the main rotor drive. A Continental FSO-526-A, 6-cylinder, horizontally-opposed engine, equipped with a gear-driven cooling fan and a centrifugal type slip clutch and a single-stage, gear-driven supercharger, provides the power. The engine is rated at 270 h.p., net power trans-

2-place helicopter manufactured by SNC-ASO of Paris, France, will be evaluated to determine its suitability and adequacy for Army use as a reconnaissance helicopter. Of lightweight welded steel tubing construction, the military version of the "Djinn" weighs 793 lbs.; military gross weight of 1676 lbs. Top speed is 71 knots; maximum range, (10 per cent reserve and a 18-gal extra tank) is 136 nauti. mi.

ARMY

mitted to the gear box, for continuous operation at 3000 rpm. An automatic collective pitch reducer, to prevent excessive loss of rotor rpm in cases of engine failure, is incorporated for use at absolute altitudes of 500 feet or more. Blade pitch changes are permitted without the use of an anti-friction bearing by a new blade attachment principle.

Also under test are Aircraft Flares for Battlefield Illumination (Flares MK6, MK24-0, M138, and M139); the AN/PFH-2 Camera Set, L-20 Mount, and Door; the KA-9 (Still Picture) Camera System; the AN/TRD-12 Direction Finder Set; and the KA-20 Aerial Camera, with Pod, Camera Mount.

Helicopter flight instruments, ASE, and automatic control aids under the Helicopter Instrument Program and the Burroughs Optical Landing System are also being investigated by the Aviation Board.

AVIATION

● Currently under service test and evaluation at the USA Army Aviation Board are the AN/APN-78 Radar Navigation Set for Helicopter (Joint Army-AF test), Sonotone Batteries (part of a NICAD and Sonotone evaluation), the Sperry Flight Director System as installed in the H-34A, and the AN/ANP-22 Absolute Altimeter.

● Final Reports of Test have been submitted to Hq. CONARC, on the following projects: Airborne TACAN Equipment, High Altitude Test of H-37A, Desert Test of the H-37A, Lear Natural Attitude Flight Indicator, Specialties, Inc. Instantaneous Vertical-Speed Indicator, Automatic Stabilization Equipment for H-34, Collins Integrated Flight System, Edo Amphibious Floats for L-19, Willys Foam Fire-Fighting Vehicle, and the Improved H-21 Helicopter (Vertol Model 44).

Also, the Crimes Anti-Collision Light,

BOARD

Desert Test of the U-1A, H-34A with a Modified Winterization Kit, the L-23D Airplane, Desert Test of the L-23D, Confirmatory Test of the L-19E, and the Gilfillan AN/FPN-33 (QUADRADAR).

During January, a Report of Test was scheduled for submission to Hq. CONARC, on the service test of the H-37A Helicopter and the K-37 Camera System.



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Twin-turbine H-21 capabilities shown in cross-country flights



Vertol demonstrates two twin-turbine H-21's and commercial Model 44 at Pentagon Heliport

New standards of performance and dependability are being established for the mobile Army's air vehicles of tomorrow in a series of intensive flight tests of two twin-turbine versions of the versatile Vertol H-21 helicopter.

On the left above is the Vertol Model 105, equipped with Lycoming T-53 turboshaft engines in a side by side retrofit kit. On the right is the H-21D with two General Electric T-58 turbines. The package installation on the Model 105 uses either T-53 or T-58 in pairs to replace the piston engines, with only minor modification to the airframe. Center attraction above is the Vertol 44, most advanced evolution of the piston-powered H-21, with its unmatched passenger and cargo capacity, greater stability, lower cabin noise level, more flexible cabin layout, better operating economy.

In their first cross-country flights the Model 105 and the H-21D demonstrated that these new powerplants result in big increases in ton-mile capability.

VERTOL

Aircraft Corporation

Beginning with this issue personal copies of this letter will be limited to the Army Aviation Officer of the commands listed on the last page of this letter. The Editor of the "Army Aviation Magazine" has agreed to reproduce each letter in this magazine, thus providing the desired worldwide distribution.

★ The 8 January 1958 issue of the "Army Flight Information Digest" has an excellent article on UHF which I recommend all pilots read. In the very near future an article will appear in "Army Aviation Digest" on the capabilities and operation of electronic equipment in Army aircraft.

★ We are very much interested in getting the maximum amount of favorable publicity for Army Aviation.

Our objective is to inform the American public and our own Army personnel of the Army Aviation Program and the critical need for various organic airplanes and helicopters to support the Army's tactical air mobility concept for land combat.

Daily Events Are Newsworthy

The material to support an aggressive Army Aviation Information Program is in the making at installations throughout the free world where Army aircraft are employed. Daily events and special activities scheduled to demonstrate the use of Army aircraft in conjunction with field maneuvers and exercises are of great public interest as are civil disaster operations. In many cases we are not aware at the time that an event in which Army aircraft are scheduled to participate is of interest to the public. This is an area in which we must solicit the guidance of local Army Information officers.

An important link in the public information chain is the professional writer. His interest and curiosity is aroused when he learns of activities involving Army aircraft. To stimulate this interest, however, we must rely on the local aviation officer to furnish his information officer with facts as to when and where such events will take place. A brief description of the activity as well as ideas for its coverage will assist him in giving us the best possible coverage.

Get acquainted with your information officer and help promote publicity for the Army aviation.

★ The Officers Assignment Division, Department of the Army, is receiving a considerable number of requests for duty assignments about which they can do nothing. These include requests by Army aviators for assignment as ROTC flight instructors, requests for twin-engine transition training at Fort Rucker and requests from lieutenants for National Guard Advisor assignments.

No ROTC Staffing

The ROTC flight training is conducted by the civilian contractors and the Department of the Army has no plans to utilize Army aviators in this program.

Twin-engine transition is now conducted at the Army or unit level on a "need to fly basis."

At the present time all National Guard

TELL YOUR STORY

By
Brig. Gen. Ernest F. Easterbrook
Director of Army Aviation



Office, Deputy Chief of Staff for Operations
Department of the Army

aviation advisor assignments go to captains and majors. Further, the NG desires that all aviation advisors be experienced aviators with FW, RW and instrument qualifications.

★ The program to replace the U.S. Army Reserve District Headquarters with a corps type organization is progressing satisfactorily, with the XX and XXI Corps currently operational. These new corps headquarters are organized under tables of distribution tailored for the area and population over which they exercise control. These tables of distribution are prepared by the CONUS Army and submitted to CONARC for approval. CONUS Army aviation officers should take an active part in writing these TD's to assure that the Corps Commanders and Staff are provided adequate air transportation both in number and types of aircraft.

★ Reductions in the active Army force structure over the past three years have had a profound effect on the Army's ability to meet the military requirements of mobilization plans. Obviously, what we lack in active Army troops must be supplied by the reserve forces. Consequently a freeze has been placed upon activation of reserve units pending a comprehensive evaluation of the type units the reserve must supply to round out our mobilization force. This evaluation resulted in a complete revision of the reserve forces troop structure—many "soft units" in the reserve must be deactivated to provide spaces and dollars for "hard core units" needed upon mobilization.

New Troop Structure

A new reserve forces troop structure which is currently being staffed (with a good chance for approval) is planned for implementation in FY 60. Due to the classified nature of this new structure, we are permitted to state only that all Army aviation units included therein are priority units to be activated and equipped for early deployment.

I have presented this background in order that each of you may feel the urgency behind the reserve forces program. We as Army aviators must offer every assistance to the reserve forces to assure early activation of the many aviation companies included in this new structure.

One of our first problems will be to

TELL YOUR STORY!

by Brig. Gen. Ernest F. Easterbrook

find a home for these units. We must look to areas which have a population density which will support a company—we desire the best possible CONUS geographical distribution of the units—and we must seek out reserve component Army aviators and encourage them to take initiative in sponsoring aviation units in their communities. It appears that the CONUS Army Aviation Officer is in good position to get the ball rolling through conference or correspondence with reserve aviators in his Army area.

I urge all Army aviators to get behind this program and do everything possible to effect early activation of reserve aviation units.

★ Tape and punchcard supply data handling by automatic machines under test at the Fort Eustis shop is being planned for eight other field maintenance shops in the United States. The system will speed requisitions and greatly improve maintenance and supply procedures. In addition to electronic data processing procedures, improved shop layouts and maintenance equipment are being tested.

Cite New Circulars

In connection with actions being taken to improve requisitioning procedures and expedite supply of aviation items, two recent directives have been published which I feel merit your personal attention. They are DA Circulars 700-20, dated 5 November 1957, subject "Requisitioning of Air Items" and 725-13, dated 18 November 1957, subject "Use of Federal Stock Numbers in Transportation Corps Supply System."

★ A design life of 2500 hours for critical parts in Army helicopters is a target for present and future contracts. A standard paragraph for insertion in aircraft contracts is being studied by TC with the aim of reducing maintenance and increasing usage of helicopters. Overhaul periods for such long-life parts would be from 600 to 1200 hours.


★ The Iroquois is progressing at an excellent rate for a new development. Engineering tests to date indicate we have

(Continued on Page 20)



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BRITISH-GERMAN ARMY AVIATION ORGANIZATION

By Colonel Wayne E. Downing
Assistant Commandant
U.S. Army Primary Helicopter School

Since the recent graduation of several Canadian officers from helicopter primary flight training at the **U.S. Army Primary Helicopter School**, Camp Wolters, the international flavor among the student population has been renewed with the arrival of four British officers, one German officer, and three German enlisted men for helicopter flight training.

Discussions with these personnel on the subject of aviation have brought out several points of similarity, and also of difference, between their Army aviation organization and our own which should be of interest to the U.S. Army aviator.

Previous F/W Training

In briefly describing their background, one learns that these students are already qualified military fixed-wing aviators. Following their transition phase into heavier helicopters at Fort Rucker upon completion of their training at Camp Wolters, they will return to their countries to become a part of instructor nuclei, well informed and trained in rotary wing technique.

In a discussion with **Major Denis Coyle**, the ranking member of the British Army group, one is told that the evolution of

aviation in the British Army has broadly paralleled our own in the respect that it started in 1941 with the incorporation of organically assigned aircraft into artillery units for the purpose of **adjustment of fire**. However, the use of these aircraft did not spread to other branches of the British Army until the Korean war, and, up until the summer of last year, the aircraft and maintenance personnel employed by the Army were furnished by the Royal Air Force.

At that time these aircraft and aviation personnel assumed Army identity and an **Army Air Corps** was formed under the Land and Air Warfare Department of the British War Office. This corps is **not** a separate Army branch but is instead a control organization which exercises **control and monitoring functions** with regard to the training and assignment of Army aviation personnel—in much the same manner as does our own Army aviation organization at Department of Army level. As in our own Army, British pilots come from various Army branches, and an aviation officer is expected to remain proficient and up-to-date in the tactics and methods of employment of his particular branch.

The British Army uses the **Wing-**

Squadron-Flight type of structure in its aviation organization. A wing headquarters, normally with two or more squadrons under its administrative supervision, is assigned at Army level. A squadron headquarters is assigned to Corps and the flights under its administrative control are further assigned for operational purposes to the brigades (regiments) and the division headquarters in the Corps area.

A reconnaissance flight at brigade level or a liaison flight at division level consists of three observation-type airplanes and three reconnaissance-type helicopters, and the two differ only in their mission. The brigade uses its flight for tactical purposes, and the division headquarters for command liaison.

According to Major Coyle, the British Army does not now have a regular authorization for utility or cargo type aircraft, and the Royal Army Service Corps, which is comparable to our own Transportation Corps, is not in the aviation picture. The aircraft used by the Army for observation and reconnaissance is the two-passenger "Auster," and the only reconnaissance-type helicopter utilized is the "Skeeter" made by Saunders-Roe.

German Separate Branch

Aviation was instituted in the West German Army in 1955 and is now a separate and distinct branch within the Army, according to Capt Kurt Schuett, ranking German student. Pilots include both commissioned and non-commissioned officers, and with few exceptions today, are all ex Luftwaffe pilots. The newer and younger officer-pilots being accepted into the program will first have had several years of duty with one of the ground combat branches and then will periodically rotate back to a tour of duty with one of those branches for the purpose of remaining current in ground tactics.

The squadron is the basic unit in German Army aviation, with no other organizational level appearing between it and the commander of all aviation in the Army. There are two types of aviation squadrons—Army and cargo.

The Army-type squadron is designed for tactical use and appears at division level in the Army. An Army squadron now has twenty-one aircraft, of which fourteen are reconnaissance-type helicopters and seven are airplanes.

The only airplane or fixed wing aircraft currently in use is the DO-27, a six pas-

senger aircraft made by Dornier and used both for tactical and transport missions. Three different makes of reconnaissance helicopters are being employed by the German Army; the American Be1, the French Djinn and the British "Skeeter."

Cargo squadrons are found at Corps and Army levels, although either one of those headquarters may also have an Army squadron attached to it. A cargo squadron has twenty-one light cargo helicopters in it and now utilizes either the H-34 or the H-21.

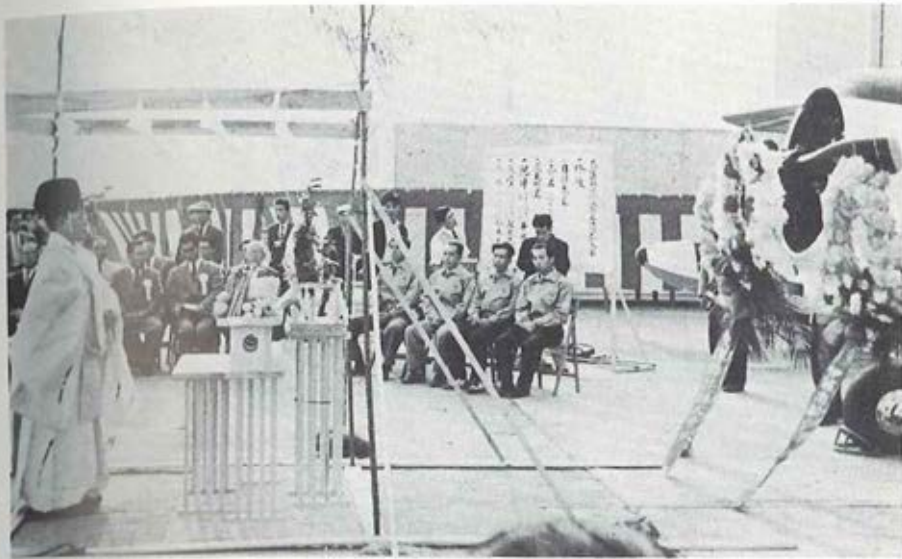
Captain Schuett also informs us that their Army aviation personnel are being trained by the German Air Force, a fact that brings to mind the part which our own Air Force played in Army aviation training not too long ago. It is also his observation that the German Army aviation organization has been largely influenced by our own, although unlike ours, it provides for a separate branch.

Aviation Company Similarity

One definite point of similarity is apparent in the number and type of aircraft allocated to a cargo squadron, which corresponds to our Transportation Corps light-cargo helicopter company. Then too the Army squadron at division level appears as an equivalent to our division aviation company. Both of these type squadrons, incidentally, are commanded by an officer with the rank of major.

One other point of similarity appears paramount in the three countries' approach to Army aviation, that is, that Army officer-pilots must remain current in their knowledge of ground combat tactics. Whether they retain individual branch identities of whether they are all assimilated into a common branch is an administrative matter and relates to the principle of ground combat proficiency insofar as it renders it more or less difficult for an Army pilot to maintain that proficiency. The requirement exists and is a first consideration in determining a method of Army aviation organization.

We salute our allies in the aviation camaraderie who are represented at Camp Wolters by Major Coyle, Captain Schuett, and their fellow airmen. We look forward to that continuous sifting, winnowing, and interchange of information between their aviation establishments and ours which will permit Army aviation to lend the best of its capabilities to the conduct of military ground operations.



A Beaver in the Temple

Principal participant in a Shino religious ceremony at Kofu Airfield near Tokyo is the flower bedecked Beaver L-20 aircraft (at right). The Beaver, delivered to the Japanese Antarctic Expedition, left Tokyo aboard the expedition ship "Soya Maru" en route to Antarctica last October.

The Shinto Priest is petitioning a Japanese deity to protect the Beaver, and offering a prayer that its mission will be fruitful.

Beaver crews, seated with ASAHI press representatives, witness the blessing of the aircraft they will fly over the vast snow-bound Continent of Antarctica.

Sitting on top of the world is the Japanese Beaver (right) wearing an inscrutable oriental expression which distinguishes him apart from his North American counterpart. The design is the insignia worn by the Japanese Beaver Antarctic crews on their flight jackets.

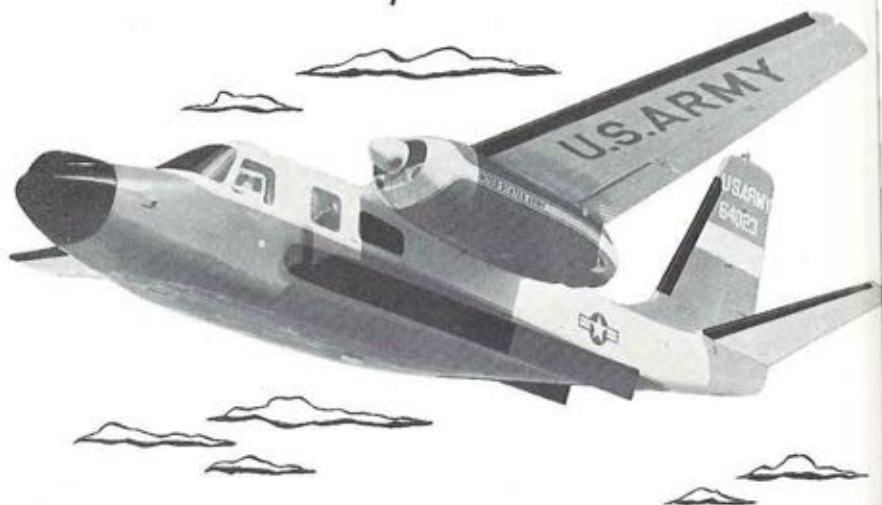
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News items from USAREUR have been rather conspicuous by their absence in "Army Aviation." As USAREUR Aviation Officer, I will try to do something about this by means of a monthly letter. I've asked the other Aviation Officers throughout the command to help collate USAREUR aviation news by sending their material to me. So future credit

Copter Battalions (H-34 Choctaws). Each of our five divisions are organized under the Pentomic set-up and there are two FW Companies (U-1A's).

Logistic and maintenance support is rendered by George Lovett who runs the USAREUR Transportation Aviation Depot while Bob Neeley, as Transportation Officer of Seventh

USAREUR



for the "USAREUR REPORT" must be shared throughout the command—I hope.

Since a number of Army aviation personnel may not be familiar with the aviation set-up in USAREUR, I'll make this first REPORT a general discussion of USAREUR Army aviation.

USAREUR Headquarters

At USAREUR Headquarters in Heidelberg, Carl Colozzi and Hunter Harbison are in my office as part of the G3 Division. Bill Boyd and John Harney handle the Signal questions, while Cedric Walter, assisted by a very capable civilian, Mr. Patrick, represent D/A in dealings with Jep-

son. US Army, finds that aviation supply and maintenance are only part of his problems. John Dale has the 8th TC Group (Avn) with two Aviation Maintenance Battalions, one 'copter company, and two FW companies.

Subordinate Units

Major subordinate units, in addition to Seventh Army, are the Communications Zone (Ned Baker) in France and SETAF ("Red" Johnson) in Italy. The latter only recently became a part of USAREUR.

A December visit to SETAF disclosed that they have the same aviation problems existent in USAREUR, but their problems are of greater magnitude, due primarily to their

REPORT

by
Colonel
Warren R.
Williams

esen on the navigation manuals we receive.

Al Wutzke runs the Army Flight Service (5th AAOD) with Hank Wegland having the enviable position of running the USAREUR Flight Detachment, which, in addition to providing the flights for the USAREUR staff, has to see that we desk pilots remain proficient.

Seventh Army aviation, bossed by Charlie Matheny, has the greater portion of our 800 aircraft and aviation personnel in USAREUR. "Pappy" Dearth and Bob Cunningham have the two Corps in Germany while Jack Blohm and Ed Whitney have the two

rather brief existence. Army aviation personnel in SETAF have done an outstanding job of building an aviation base essentially by way of the "scrounge" system.

Flying in Europe is exceptionally interesting. Pilots have to be sharp on marginal weather and instrument operations. Most of our navigational aids are non-directional beacons and the weather is noted for its ability to rapidly change from bad to worse.

For a number of years after World War II Army aviation facilities in Germany were the best in the world. The increase in aircraft throughout the Army and the relocations of units

(Continued on Page 30)

SCEL to develop

Hard Hats



FORT MONMOUTH, N. J.—Army pilots and crewmen will get their own hard hats to protect against bumps and crashes. Installation of electronic equipment into the protective helmets is being supervised by the U.S. Army Signal Engineering Laboratories.

As a starter, the Army went to the Navy and borrowed a few helmets (AHP5's) for working out the shape of the electronic package. This liaison is a wing-to-wing show of interservice cooperation, since it is well known that fliers are individualists in the style of their headgear—whether for the boulevard or the wild blue yonder.

Noise-Cancelling Microphone

The electronic package for the helmet must be compatible with both the shell and the communications system with which it must operate. One of the requirements is a dynamic, noise-cancelling microphone with universal action for swinging it out of the way. Design also calls for a microphone that can be mounted on the right or left side of the helmet, and which can be changed quickly and easily on the ground or in the air. Dynamic earphones, with cushions to cut down noise, will be adjustable to headsize.

Representatives of the Laboratories and the U.S. Army Quartermaster Corps have conferred jointly with Mine Safety Appliance Co. of Pittsburgh, Pa., on proper installation of the electronic components for an initial lot of 300 helmets. The competitive contract was let by the Navy and is being monitored by Army QM.

Most of the 300 helmets are to be used as an interim standard design and will undergo extensive operational testing by Army fliers in Europe. Some of them will be used by the Signal Laboratories for further engineering



Navy-type shell

tests. Results will be embodied in recommendations for type standardization of the electronic package for additional procurement.

Meantime, long-range development is continuing on an advanced Army flying helmet which also will protect against shrapnel and small arms fire by ground troops.

Work here on the interim model is under the direction of John L. Faherty, Jr., chief of the Audio Transducer Section of the Laboratories, in cooperation with Robert H. Noyes, director of the Avionics Division, and Lt. Col. Carl E. Bobo Jr., chief of the military staff of Avionics.

ABOVE: Lt. Col. Carl E. Bobo, Jr., wears a Navy-type shell being used in the design of an Army helmet.

LEFT: Shown discussing the equipment are, l-r, Col. Harold E. Price, Lt. Col. Carl E. Bobo, Jr., Lester M. Lang, Maj. Bradford Powell, and John J. Faherty, Jr., part of the USASEL team working on the helmet adaptation. (US Army photos).



AROUND THE WORLD WITH SIKORSKY HELICOPTERS



SEA DUTY—Largest helicopter ever operated from an aircraft carrier is the twin-engine Marine Corps HR2S-1 (Sikorsky S-56), shown here landing aboard the carrier *Valley Forge*. Sikorsky HRS and HSS helicopters, seagoing veterans on a variety of Navy and Marine Corps missions, also flew from the carrier during recent fleet maneuvers off Guantanamo Bay, Cuba.



MISSILE MOVER—Army tests have demonstrated the ability of the big H-37 (S-56 type) to transport missiles, launchers, and support equipment as well as vehicles and other cargo. Here it unloads an Honest John missile. The H-37 normally carries 26 combat



FOR EMERGENCIES—Chance Vought Aircraft will use this Sikorsky S-58 for supporting the company's flight program, and for search, rescue, and salvage duties. The S-58 will also be available in the Dallas area for disaster relief and other public services, and will transport high priority passengers and cargo.

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Headquarters and Corresponding Address: AAAA, Westport, Conn., Telephone: Clearwater 9-4752

NATIONAL BOARD MEETING

The National Board will hold its fourth and final meeting of the current membership year in Washington, D.C., on March 15th. Among the agenda items for Board consideration are an emergency (RON) loan program, accident-travel insurance, the annual Award to an Outstanding Personage, organizational charts of major commands, lapel insignia, and an annual roster.

ACCRUALS

Organized Chapters and Regions accrue funds through a pro-rated refund of a portion of each member's annual dues. Having met the 2-Chapter, 150-member requirement, the Alabama Region became the first to receive an Association refund for local use. The Monterey Chapter (*California*) and the Test Combined Activities and Army Aviation Center Chapters (*Alabama*) were also forwarded Association refunds upon the authentication of their Chapter memberships.

MAPS

The *Military Aviation Placement Service* sponsored by the AAAA has received additional industry support. The "resumes" of approximately 25-30 individual applicants have been processed, a surprising number of which have been submitted by civilian component Army aviation personnel. Pertinent details on *MAPS* can be secured by writing to the Association Headquarters.

PHOTOS

We encourage *all* officers and members of the Association to submit photos relative to Association activities. The submission of these photos serves a two-fold purpose: reproduction will be made in the monthly "News" providing other members with a pictorial account of *Who's Doing What* and secondly, such photos will augment the permanent Association records on file. Any and all sizes of glossies are welcome.

NEWLY ELECTED

Executive Board, Monterey Chapter, California Region: President, Maj. Eugene M. Lynch; Exec VP: Capt. Max A. Clark; VP, Army Aff: Capt. Weldon C. Britton; VP, Public Aff: Lt. Ralph W. Broman; Treasurer: WO Marvin A. Farmer; Secretary: M/Sgt Herbert A. Winter.

The 64 0



Some 150 Army aviators and their wives enjoyed a bizarre evening of entertainment and light "spoofing" when they participated in a Fort Rucker version of a well-known network TV show.

Sponsored by the Army Aviation Center and Combined Test Activities Chapters of the AAAA, the "64 Ounce Question" followed the format of the TV show, except for the fact that the plateaus were 4 oz., 16 oz. and 64 oz.

Here's a pre-show report from talented Jim Brockmyer whom we suspect honcho'd this well-received satire:

"Allowing about 45 minutes for cocktails and a buffet dinner (fast eaters, you know), Col. Tolson, the Alabama Regional President, will open the program stating the present status of the Region's Chapters and perhaps, making a formal announcement of the officers.

Following this, the house lights will be dimmed and a spot will pick up the announcer who'll state, 'And now the AAAA brings you that popular program—The 64 Ounce Question.' At the same time a slide will be projected showing the 64 ounce question. (Ed. Note: Jim never did disclose the question).

Following this, the commercials, of course. For example, the first commercial will show an

L-19 flipping over its back on landing (slide). Do we try to push lipstick? Hell, no.

We'll have a "wounded" aviator (Col. Rankin) with his leg and his head all taped. He'll be shown tearing desperately through a stack of bills until he comes to a letter from the AAAA. He'll open it. VOILA! Money pours out. HE had flight pay insurance!

Then, the MC will take over similar to the network celebrity, Hal M. Wish floods lighting the stage (and an appropriately "taped" musical background) the audience will see the isolation booth and the category board for the first time.

Contestants will be selected from the audience by the "hand-in-the-fishbowl-and-pull-out-one-name" method. Brought to the stage with a fanfare of music (we also have the standard AP-PLAUSE cards and will use 'em), the MC will then go through the usual idiotic routine of asking where the contestant works, home town, how long he's been in the Army aviation, and whether he prefers scotch, bourbon, or gin.

Depending upon his answer, an appropriate sign will light up showing the category (of liquor) he has chosen and he will then be asked which one of the ten categories of questions he would like to try.

If he selects 'Fixed Wing Aircraft,' for example, a button will be pushed (we've got the Signal boys in this all the way); the sign 'Fixed Wing' should light up; and a bunch of cards will drop out of the appropriate slot—the questions.

Our first plateau (2 ounce) will have simple questions—'How many wheels on an L-19?'—



The Show opens! TOP LEFT: the announcer Maj. "Buzz" Borland, Canadian Liaison Officer) acknowledges the spontaneous applause of the Audience. In the background is the show's pretty girl Friday, Maxine Mahone. TOP RIGHT: "Hal" Brockmyer asks contestant Dave Kyle the 4 oz. question in the R/W Category (He missed it!). BOTTOM RIGHT: The VP-in-charge-of-the-harder-questions, Mr. Frank Randle (libra-



Question

and unless we've latched on to a completely crooked contestant a 2 ounce will be awarded to him and placed on his table.

Naturally, we plan to weed out the men from the boys and the questions will be more difficult as each plateau is reached. After answering his second "2 ounce question" the contestant and the MC will walk over to a table guarded by two (erats) MP's. They'll receive their next question in a sealed envelope which the 'Vice President of the Bank' will open with this remark: "These questions have been kept in a locked safe in the Army Aviation Center Library and have not been seen by the Master of Ceremonies or myself."

If our boy gets by the double-question he'll be escorted to an isolation booth which will move out to center stage (professional touch). His escort will be an attractive girl dressed in an appropriate costume.

The 32 oz. question (we don't give the stuff away, you know) will be a multi-part gizmo which will be followed by the 64 ounce question. At this point, the contestant can call in an outside expert and they should make a chummy pair in the isolation booth.

Oh yes, we'll try and squeeze in as many contestants as time (and our prize kitty) permits but there will be no 'boldovers' since the Square Dancing Set has the studio next week.

No show goes off without several commercials. I understand we've got approval from the sponsor and their agency to use the 'Four out of five doctors in Enterprise recommend the AAAA' bit."

So ends Jim's pre-show report. The photos



on this page bear out the fact that names were drawn out of the fishbowl and several contestants sweated profusely in the "booth."

Jim's tack-on note said, "All in all, the evening was a lot of fun and I believe enjoyed by all. Perhaps other Chapters might want to run a similar light evening to gain interest."

In a more serious vein, Major "Jim" Townsend, Secretary of the Alabama Region, announced the election of officers to the remaining offices in the Fort Rucker Chapters. In meeting the 2-Chapter, 150-member requirement, the Alabama Region thereby becomes the first full fledged Regional establishment in the AAAA.

Elected to office at the January 30th business meeting were Regional officers Lt. Col. Thomas J. Sabiston (Trea.), Mr. Jesse Bruton, (VP, NG Aff.) and Mr. Gale V. Smith (VP, Reserve Affairs).

Elected to office in the Army Aviation Center Chapter were Lt. Col. Russell J. Humphreys (VP, Indus. Aff), Maj. John J. Walters (VP, Army Aff), and Capt. William H. Harper (VP, Public Aff).

Elected to office in the Combined Test Activities Chapter was Capt. Stanley O. Nelson, Treasurer.



rian of the Army Aviation School) as guarded by MP's Mike Mahone and Jake Fortner. BOTTOM LEFT: Contestant Raymond E. Johnson in the Isolation Booth as he answers the 32 oz. question. He "went all the way" with the help of guest expert, Bob Williams. BOTTOM CENTER: Col. John J. Tolson III opening the program. Mrs. Tolson is seen in the foreground, Lt. Col. Charles E. Hollis in the background.



Sympathy

.....or Cash?

If you are grounded for physical reasons
you'll get one of two things:

If you've operated under the premise that it can't
happen to you, you'll get **Sympathy**.

If you've taken advantage of the AAAA-endorsed
Flight Pay Insurance Plan, you'll get **Cash**.

Only one of the two will pay **your** bills.

ARMY AVIATION ASS'N FLIGHT PAY PROTECTION PLAN

Exclusively for AAAA Members

(Please Print) Rank Name ASN Yrs. Service for Pay Purpose

MAILING ADDRESS.....
(Post Box Number, Residence, or Quarter Address is Desired)

CITY.....ZONE.....STATE.....

AMOUNT OF ANNUAL FLIGHT PAY.....

I certify I am currently on flying status and entitled to receive incentive pay, and that to the best of my knowledge I am in good health, and that no action is pending to remove me from flying status for failure to meet required physical standards.

Signature of Applicant..... Date.....

APPLICATION MUST BE ACCOMPANIED BY CHECK OR MONEY ORDER FOR ANNUAL PREMIUM MADE PAYABLE TO "AAAA." THE ANNUAL PREMIUM CHARGE IS 1% OF ANNUAL FLIGHT PAY

SUBMIT APPLICATION AND PREMIUM CHECK TO "AAAA," WESTPORT, CONN.

Coverage under this Plan becomes effective upon the postmark date of your application envelope, or if you so indicate, upon the last day of the month in which you apply for the coverage.

Fort Rucker

USAAC and USAAVNS News



Visitors from the Pentagon and representatives of the press, radio, and TV were given a recent demonstration of Army aviation's firepower and mobility by an Aerial Combat Reconnaissance Platoon composed of heavily-armed helicopters.

Accompanied by Brig. Gen. Bogardus S. Cairns (right, above), Commanding General of the Army Aviation Center, Lt. Gen. Clyde D. Eddleman (center), Deputy Chief of Staff for Operations, and Brig. Gen. Ernest F. Easterbrook (left), Director of Army Aviation, witnessed the demonstration employing helicopters ranging from the H-13 Stoux to the H-34 Choctaw. An H-19 Chickasaw was the heaviest armed vehicle delivering anti-personnel fire from two .30 caliber machine guns and 132 aerial rockets. **BELOW:** H-21 Shawnee showing Eight 80 mm Oerlikon rockets, two .50 caliber and two .30 caliber machine guns.



REVISIT—Col. Jules E. Gonseth, Jr. (right), former assistant commandant of the Army Aviation School now assigned as Commanding Officer of the USA Training Detachment (Fixed Wing) at Camp Gary, Texas, and members of his staff visited Fort Rucker recently for a standardization board meeting with the Commandant and staff of the Army Aviation School. Col. John J. Tolson, III, assistant commandant of the school, is shown discussing the locations of the various Army aviation training centers with Col. Gonseth. (U.S. Army Photo)



INTERCHANGE—Visiting Fort Rucker to secure world-wide accident data from the USA Board for Aviation Accident Research for a new helicopter crash-injury report, representatives of Aviation-Crash Injury Research of Cornell University examine pertinent data. Shown are (l-r): Maj. Ollie B. Richie, Dep Director; Lt. Col. Edward G. Raff, Director, USABAAR; Capt. William B. Knowles, Army representative with the Cornell Research team; and Jack Carroll, Cornell field representative. (U.S. Army Photo.)

Fort Rucker

USAAC and USAAVNS News



GETTING ACQUAINTED—Believing that contented wives make for trouble-free husbands, the Army Aviation School is pursuing a unique "Get Acquainted" custom in helping the wives of students to accustom themselves to Fort Rucker and the general off-post facilities.

The School welcomed the wives of students in Class 58-3 at the second reception to be held in the new Welcome Center. The wives were served refreshments, and provided with an upstairs nursery to leave their children, while they chatted with representatives of the women's club activities, the Chambers of Commerce of Dothan and Enterprise, and Post facilities.

Initiated in Late '57

The welcome Center was started last year when it became apparent that the morale of students and their wives would be benefited if the women were quickly absorbed into Post activities.

With the help of members of the Aviation School, Mrs. Howard Lukens and Mrs. Raymond Johnson formulated plans for the Welcome Center and held the Center's first reception in December.

Photo Above

In the photo above, Brig. Gen. and Mrs. Bogardus S. Cairns join in as Col. John J. Tolson III gets acquainted with 3 year old Joseph Koehler. Looking are Mrs. Lukens, Chairman of the Welcome Center, and Mrs. Harold Keebargh (far right), wife of the flight leader of Class 58-3. (U.S. Army Photo)

● The Second Army Aviation Officers Advanced Course, which has been redesignated as the Aviation Staff Officers

Course, is now underway. Officers attending the new course include: Lt. Col. Raymond H. Murphy (Bragg); Col. Benjamin B. Elliott (USAAC); Maj. James W. Abbott (Knox); Maj. Leslie C. Boyd (Ft. Hamilton); Maj. Jerome B. Feldt (Ben-



FELDT

ning); Maj. Elmer V. Merritt (Belvoir); Maj. Warren P. Pauley (USAAC); Maj. Alexander K. Stewart (6th Army); Maj. James F. Thompson (5th Army); Maj. Harold G. Waddell (Hood); Capt. Wilford A. Baugh, Jr. (USAAC); Capt. Jerry E. Holstad (USAAC); Capt. Johny Hood (Carson); Capt. Clyde P. Johnson (Devens); Capt. Thomas E. Moody (Selfridge AFB); Capt. Ross E. Noah (P.R.); Capt. Andrew F. Papa (N.Y.); Capt. Barton F. Richards (USAAC); and Capt. Albert J. Fern (Hood). The new course is designed to make available highly qualified aviators to meet aviation staff and command requirements at higher echelons of command.



BAUGH

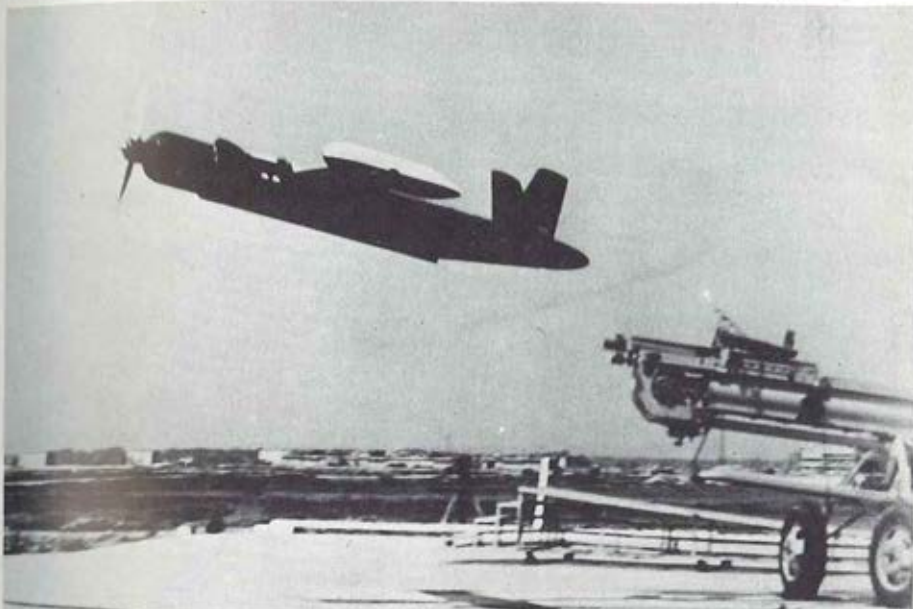
● Maj. Horace G. Cooke, Executive Officer of the Combat Development Office, recently departed for a Pentagon assignment in CMD after three years of Fort Rucker duty . . . Capt. James Bowman, who recently established three world helicopter records, has returned to Omaha University in Nebraska for six months to complete requirements for a B.S. degree in general education . . . The Fort Rucker Hospital



COOKE

claimed the first baby born in the Wiregrass area in '58 with the arrival of little Keith Rand Franklin, at 3:27 p.m. on 1

CAPABILITIES . . . Manpower, Tools and Experience



THIS UNRETOUCHED FIRST ACTION PHOTO RELEASED RECENTLY BY THE U. S. NAVY SHOWS THE BEECHCRAFT XKDB-1 DURING A RECENT EVALUATION

Beechcraft's new target plane, pictured above as it leaves its special portable catapult, offers maximum performance to all of the Armed Services of the United States. It is just one of an entire new family of rocket, turbo-jet, and supercharged powered craft being developed at Beech.

Here are just three occasions where this craft may be used: in procurement of information from behind enemy lines—either during the day or at night; for use as an operational target plane with ground or air launching—and with speeds up to 320 miles per hour; as a vehicle to deliver supplies to isolated combat units. It is now being

delivered as the XKDB-1 to the Navy as a target aircraft.

Other Beech projects include research and development work on launching and recovery systems for missiles, drones, and manned aircraft; engineering test programs on aircraft emergency escape systems; and classified projects in the advanced fields of aerodynamics, cryogenics, thermodynamics, and aircraft range extension.

To put Beechcraft's capabilities to work to solve your research, development or production problems, telephone or write the Contract Administration Division today.



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NOW..

1,200 HOURS*

BETWEEN MAJOR
OVERHAULS FOR THE

BELL



*EQUAL TO 100,000 MILES..

**FOUR
TIMES AROUND
THE WORLD!**

Bell . . . world's most experienced helicopter . . . leads again! Because of its outstanding and proven service record, the famous Bell Model 47 series** has been approved for 1,200 hours of operation between major overhauls. This is twice the previous interval . . . more than any helicopter.

This means a substantial reduction in maintenance hours, plus greater availability and use of the helicopter. It means that one man can do the work of two on minor inspection and repair.

Bell helicopters have passed the test of time with more than 2,500,000 hours of actual flight time in 52 countries of the world. Now, with time between major overhauls doubled, Bell proves once again that it is the undisputed leader in the field of utility helicopters.

**Bell Model 47 series helicopters approved for extended operation include the 47G and 47G-2. Military versions of these models are the Army and Air Force H-13G's and H-13H's and the Navy HTL-6's.

BELL
Helicopter
CORPORATION

Fort Rucker

USAAC and USAVNS News

January. The first child of 2nd Lieutenant and Mrs. Bobby G. Franklin, Keith weighed in at 7 lbs. 2 oz. . . Fort Rucker's T-37 Test unit, commanded

by Lt. Col. Jack W. Ruby, participated in "Project Long Arm," an exercise conducted by the Infantry School to aid in determining tactics and techniques for the employment of higher performance Army observation aircraft in support of infantry tactical employment . . . Off the beat but Fort Rucker joined with six other posts in the Gulf Coast area and officially formed the Gulf Coast Inter-Service Baseball League. Later meetings will discuss the feasibility of extending the League to many other major sports . . . Ribbon-cutting took place in January at the Aviation Center Museum, following its move to a new building on post. . . Col. Edward N. Dahlstrom assumed the duties of Secretary of the school, replacing Col. Lester F. Schockner, who left



BOWMAN



DAHLSTROM

to attend AFSC at Norfolk. Col. Dahlstrom came to Ft. Rucker from the Pentagon where he had been Chief of the Department of Combat Development since July, '55. . . Brig. Gen. Frederick W. Gibb, Commanding General of the US Army's Combat Development Experimentation Center (CDEC), completed a liaison visit to Ft. Rucker in January. . .

Joseph E. Givens, a test pilot with the Army Aviation Board, received the Decoration for Exceptional Civilian Service, the highest civilian service decoration. He performed outstanding achievements in connection with the first non-stop trans-continental helicopter flight by his development of techniques to effect hook-up for in-flight refueling.



GIVENS



HORSE'S MOUTH—Mr. R. W. Sullivan, a Beech Aircraft Corporation representative, is shown giving pointers on the L-23 engine to a group of Fort Rucker maintenance personnel. The visit of a group of Beech officials represented the first phase of a mobile maintenance training program set up by Beech Aircraft for the U.S. Army. Getting sound advice are (l-r) PFC William Johannes, M/Sgt Raymond Dix, M/Sgt Wille Lee, and PFC Joe Crowell.

LUCKY FINS



Back with us after a three-year absence is an old-time feature—**Lucky Fins**.

Each month we'll select three numbers at random and publish them in this column. If you have an aircraft or chopper with these numbers as the last three numbers on its fin or boom, grab your crew chief and pose with him against the fin.

We'll publish all photos that we receive bearing the **Lucky Fin** but the first photo received will net the pilot and crew chief twelve "complimentary" issues.

The size of the glossy print you forward is unimportant—just caption it correctly giving full names and your unit. One requirement: Make certain the three numbers are in the photo somewhere.

This month's **Lucky Fin** is: **376**.



TAKE CHARGE!—Lt. Col. Albert Newton, Commanding Officer of the Army Aviation Unit Training Command (AAUTC), at Ft Riley, Kan., congratulates Maj. Walter S. Makuch upon his graduation from the Army Aviation Officers Advanced Course at Fort Rucker, Ala., at the top of the class. In the same motion, Col. Newton turned over the reins of the Training Command to Maj. Makuch and departed for the Command and General Staff College where he will attend a fifteen-week course. (U.S. Army Photo.)



CITATION—1st Lt Jack D. Joiner (right), 937th Engineer Company (Avn), is decorated with the Army Commendation Ribbon with Metal Pendant by Col. F. J. Tate, director of the U.S. Army I.A.G.S. at Ft. Kobbe, Canal Zone. Joiner was cited for demonstrating outstanding professional skill, initiative, and devotion to duty during the period Dec 1, '55 to Apr 3, '57. Joiner provided aviation support for topographic parties engaged in mapping Colombia. (U.S. Army Photo)

Captain James Earl Bowman, 02208729, United States Army

CITATION



Willingly and with full knowledge of the hazards involved in such flights, Capt. Bowman, piloting a Cessna YH-41 helicopter, established new world altitude records for unlimited class helicopters of 30,335 feet; 1,102-2,204 pound class helicopters of 28,200 feet.

Captain Bowman was responsible for developing the techniques to obtain the maximum altitude for a YH-41 helicopter without regard to weight; to achieve a maximum altitude for a helicopter between 1,102 and 2,204 pounds in weight; and to achieve the maximum altitude with a helicopter between 2,204 and 3,585 pounds in weight.

Captain Bowman's superb pilot ability and meticulous flight planning, together with his stamina and cool execution of his duties during extreme high altitude flight by helicopter to levels far above that normally achieved by rotary wing aircraft, demonstrated the capability of operating such aircraft in the rarified atmosphere ordinarily achievable only by very high performance aircraft. This feat resulted in enhancing the Army's tactical capability to accomplish its assigned mission under any condition of high density altitude operations.

The meritorious achievement of Capt. Bowman, while in the performance of development and test flights to gain data upon which to base future aircraft and engineering production requirements, reflects great credit upon himself and the United States Army.

TIPS / MIKE BUTTON

UNAUTHORIZED MODIFICATIONS

"Too soon we grow oldt, too late schmaradt" fits this situation like Sophia Loren's skirt—Overheard this on the extension the other day—"Go ahead and fix it; it'll fly OK"; "Yeah, "I know it's not cricket, but who'll ever know about it." "Sgt Robins says that's the way he learned it, so what's good for the old Sarg is good enough for me." What do ya say? Let's dig into this one but good. You know what those guys were talking about? Yeah, you guessed it! Unauthorized Modifications to a flying machine.

Did it ever occur to those guys just why we wrote AR 750-712? If it hasn't registered as yet, here's the answer: Without this jewel every machine within the Army would, before long, be a Rube Goldberg because everybody would want to get into the "Modification Racket" and change the "gol darn thing."

All field activities are again reminded that only those modifications which fall within the meaning of AR 750-712 are authorized. Make no bones about it; if those guys are found to be the individuals responsible for an unauthorized modification and the aircraft sustains damage or is involved in an accident, boy, they could pay through the nose! Flying machines are expensive these days; the cheapest is \$13,000.

While we are on the subject of Modifications, did you know that DA Form 1987 (Notice of Aircraft Modification) should be submitted when an authorized modification has been performed? Paragraph 6, AR 750-712, 5 June 1957 and TSMC Supply Letter 60-57, 29 July 1957 should be compiled with and everyone is urged to familiarize themselves with their contents.

TSMC is developing the aircraft CCP (Configuration Control Program) and this essential data is required for implementation of the program to assure efficient support of aircraft.

COLD WEATHER LUBRICATION

Mike contacted the experts at AMC the other day to have a look at their cold weather test equipment and during the conversation I brought up what I thought was a good point: Just what do we use to

lubricate an engine at the initial phase of starting in real cold climates when the aircraft is not equipped with an oil dilution system?

This caused the eyebrows to raise as if I had committed the unpardonable sin of leaving the switches on when I left the cockpit.

"Sure," I said, "We all know that high viscosity oil flows slow when cold, but what do you do when flying from cold to hot and v.s. or when you are stationed at a spot which has extreme temperature variations? Use the same oil and run the chance of busting an engine due to improper lubrication during the period prior to normal engine oil operating temps?"

Here's the experts' answer and it's recommended that all *0-431-17 and 0-480-7 Engines be fed the following oils under the temps as indicated.

○F—Engine Oil

+10 & above—MIL-6082, grade 1605

-10 & below—MIL-15016A, grade 3050

*Seminole, A, B, & D Models

H-21 SHAWNEE

1. The rubber-stamped part number on the rigging pin warning flags seems to be illegible and makes for difficult reading for personnel not familiar with tools. To ascertain the correct part number and tool is very important, so here's a good maintenance tip which will get you a fix in short order—Stencil the flags with white paint and larger letters to make the part number stand out. This may be done by each activity and serves to help locate the proper tool.

2. Let's quit this waste of our money—a little thought will save a lotta bucks. Have any of the gang been throwing away hub nuts, spacers, lock rings, collars, etc. when you have to return rotor hubs for overhauls? Old Mike was up to the shop the other day and found in 9 cases out of 10 that this situation exists—So, for good maintenance practices and economy too, let's see that the hubs are returned with these parts. Don't pitch them—All you gotta do is attach the parts to the rotor hub when returning the hubs for overhaul.

3. Ever touch a "Hot" (electrically)

engine? WOW!—Well, we all have I guess if you been around the engines game very long—But Old Mike would like to call your attention to this one once again cause it might save your "face". It only takes a few moments to take the magneto "P" lead and ground it in the receptacle provided for it on the engine mount when you are removing an engine. To neglect doing this is asking for trouble—Remember an engine is "Hot" as long as the mag is an integral part of the ignition system.

H-23 RAVEN

Raven helicopters have their "bugs" as well as the other birds. The contractor has submitted an ECP (Engineering Change Proposal) on the cracking of the welded seams of the carburetor air ducts. In the meantime, you should repair the defective ducts locally. We have been informed that the rigid mounting plus vibrations have caused the seams to crack.

L-19 BIRD DOG

If you have noticed any oil leakage between the two precision-tooled crankcase on the Bird Dog (0-470-Series) engine there could be two causes. 1st, overheat and 2nd, oh no! not torque again—Yep, that's it probably. So let's get the torque wrenches out, check the handbook, loosen and retorquer each through bolt one-at-a-time. CAUTION—Don't loosen more than one bolt at a time 'cause there's nothing between the two pieces of the case and you'll never be able to stop the leak.

L-20 BEAVER

Ignition Booster Coil for the Beavers as contained in USAF O3C Supply Catalogue is puttin' out the wrong poop. It says right there that booster coils 4213-1367-6A and 4213-513-4B are interchangeable.

T'aint So! Mike sez: That the 4213-513-4B Ignition Coil assembly only be used in the Beavers. Also, supply has been instructed to stop issuing the 4213-1367-6A, instead of the 4213-513-4B. If, by chance, you all have any 4213-1367-6-A coils in stock they should be returned to DA depots for disposition. Then submit requisitions for the 4213-513-4B coils.

L-26 COMMANDER

This may not have happened to your L-26, as yet, but here's a fix which can eliminate a possible complete loss of electrical power supply. The battery and generator switches located on the overhead electrical panel can be switched to the OFF position by cockpit movement without half trying because they are not protected by switch guards.

Take out the 6 screws (AN 515-6R7) from the battery and generator switches and install 3 switch guards (AN 3229-1), one over the battery switch and one over each generator switch; then position the guards in the closed position with battery and generator switches ON and screw down (AN 515-6R8).

SIGN-OFF

Mike can't tell you how to put up a "Spudsniff" but by gosh, I'll do my best throughout the year to get off the best maintenance tips to you. If you have a question on maintenance, send it in. I'll be happy to answer it in this column. If it's bothering you, you can be certain it's aggravatin' many others, too. Address your letters to: Mike Button, c/o Army Aviation, Westport, Conn.

Yours For Better Maintenance,

Mike Button

REIMBURSEMENTS

REIMBURSEMENT will be made to subscriber-correspondents for exclusive editorial, photographic or illustrative contributions to ARMY AVIATION. Material must be original and must not have appeared in print. Reimbursement at the rate of 1¢ to 3¢ a word will be made for exclusive articles (800 word maximum for pay purposes) and exclusive unit reports (400 word maximum for pay purposes). Photo stories (a negative and 200 words of copy), \$5.00; exclusive cartoons dealing with AA situations, \$5.00. Material submitted for publication must be typewritten (double-spaced). For consideration, an original and duplicate copy of editorial material should be submitted, together with a stamped, return-addressed envelope. Reimbursible material does not include personal data (transfers, PCS, promotions, marriages, births, etc.) or personal or group photos of individuals. Mail to ARMY AVIATION, Westport, Connecticut.

HOWELL



BARRIOS



BACHE



CHANGES OF ADDRESS

PCS

ADOUE, Eugene L., Capt., 2595 Lancaster Drive, East Point, Georgia.

AHEARN, John J., SFC, 43 Elm Street, Lowell, Massachusetts.

ANDERS, Charles T., Maj., 6902 Chaco Road, Alexandria, Virginia.

AVANT, Jack E., 1/Lt, Box 516, Sperry, Oklahoma.

BACHE, B. A., Lt. Col. (Ret), ORO, 7100 Connecticut Ave., Washington 15, D.C.

BAKER, Harold L., Capt., The Engineer Center, Fort Belvoir, Virginia (Temp.).

BARRIOS, Willie W. J., Maj., US Army Avn Board, Ft. Rucker, Alabama.

BELER, John R., Capt., Army Aviation Det, Fort Kobbe, Canal Zone.

BOCKBRADER, D. E., Capt., 13424 Winterhaven Drive, Dallas 34, Texas.

BOUAS, Raymond L., Lt., 2105 E. 65th Street N., Kansas City 16, Missouri.

BRADLEY, John B., 1/Lt, USAPHS, HATC Class 5, Camp Wolters, Texas.

BRANDT, William E., 6322 Brynhurst Avenue, Los Angeles 43, California.

CARR, John H., Jr., 1/Lt, 73 Meadowbrook Road, c/o Hayes, West Hartford, Connecticut.

CASE, Onore E., Capt., 407 Patrick, Camp Wolters, Texas.

CASTLE, Edward R., Jr., 2/Lt, 504th Avn Co, (Armd Div), 4th A.D., APO 696, New York, N. Y.

CLARK, Bryon L., Lt., 825 West 7th St., Loveland, Colorado (Temp.).

COLLINS, Benjamin L., Lt., 714th Tank Battalion, APO 36, New York, N. Y.

COX, Robert G., Capt., P.O. Box 685, Fort Eustis, Virginia.

CURRY, Donald G., Lt., Lot 104, South Trailer Court, Fort Knox, Kentucky.

DALUSKY, George A., Capt., 4741-E Prichard Place, Fort Knox, Kentucky.

DARROUGH, Glenn E., Capt., 48 Glenhaven Drive, Hampton, Virginia.

DAVIS, Willie E., Capt., 26th Trans Co (Lt Hcptr), APO 165, New York, N. Y.

FINCHER, Julius W., Lt., 136 Twiggs, San Antonio, Texas.

FRANK, Charles C., Lt., Avn Co, USARAL, APO 949, Seattle, Washington.

GARDNER, Lloyd G., Lt., 112 Harris Drive (Box 485), Fort Rucker, Ala.

GRUBAUGH, James C., CWO, 36th Trans Co (Lt Hcptr), APO 165, N. Y., N. Y.

HAUCK, Donald R., Capt., IAGS, c/o US Embassy, Guatemala City, Guatemala.

HAWLEY, Harvey D., Maj., 3rd Recon Sqdn, 12th Cav, 3rd A.D., APO 39, New York, N. Y.

HOFFMAN, William P., SFC, 1305 Stansfield Drive, Fayetteville, North Carolina.

HOMAN, Brooks, Lt., 439 East French Place, San Antonio, Texas.

HORNER, Harold B., Jr., 1/Lt, 72 School Street, Malverne, L. I., N. Y.

HOWELL, William A., Maj., Davison US Army Air Field, Fort Belvoir, Virginia.

HUTTON, Frank V., Capt., Hq. USAREUR Spc Trps, APO 403, New York, N. Y.

INMAN, Phillip W., 1/Lt, Hq, 34th AAA Brigade, APO 28, New York, N. Y.

JACKSON, Duane P., Lt Col, Grafenwohr Range Det, 7th US Army Training Area Command, APO 114, New York, N. Y.

JOHNSON, Edward L., CWO, 740 West 6th Street, Junction City, Kansas.

JOHNSTON, John A., 1/Lt, c/o Hinson Aviation, Hangar 5, Harbor Field, Baltimore 5, Maryland.

JONES, Herchel C., 1/Lt, Officer Stu Co, Fort Rucker, Alabama, (Temp.).

JONES, Joseph A., Capt., USA ELM Navy 150 FPO, San Francisco, California.

JORDAN, Donald R., 1/Lt., TSMC ASC #1, Maint Division, Ft. Eustis, Va.

JUHL, Milford L., Maj., AFAOAC No. 2, 1st Off Stu Btry, Ft Sill, Okla. (Temp.).

JUNOT, Arthur J., 1/Lt, 8th Aviation Company, APO 34, New York, N. Y.

KALAGIAN, Samuel P., Capt., Assoc C &GS CI 58-2 Ft. Leavenworth, Kansas. (Temp.).

KEIRN, James D., Capt., 313 Patrick St., Mineral Wells, Texas.

KLIM, William Jr., 1/Lt, 571st Trans Det (AAR), APO 915, San Francisco, California.

LESLIE, James M., Capt., 114 Godfrey, Mineral Wells, Texas.

LIEB, Frederick G., CWO-3, 13th Trans Co (Lt Hcptr), APO 358, San Francisco, California.

LUND, Sigurd A., Jr., Capt., 2089 Shelby Street, Columbus, Georgia.

LUKERT, Edward P., Jr., Capt., D Co, 2d BG, 28th Inf, 1st Inf Div, Ft Riley, Kansas.

McKEE, Henry H., Lt Col, US Army Aviation Board, Ft. Rucker, Alabama.

McMILLON, Don, 1/Lt, Box 30 Weatherford, Oklahoma.

MacLENNAN, Robert J., Capt., Army Med Avn Br, BAMC, Ft. San Houston, Texas.

MATHEWS, Morgan H., Capt., 3604 Apple Tree Drive, Alexandria, Virginia.

MAY, William T., Lt., P.O. Box 213, Ellettsville, Indiana.

MESNIER, Charles R., Capt., 8024 Wynwood, Affton, Missouri.

MIKULA, Joseph G., 1/Lt, P.O. Box 273, Fort Bragg, North Carolina.

MUNSON, Van H., Jr., Lt., Route 2, Box 1733, Puyallup, Washington.

NOAH, Ross E., Capt., Off Stu Co, Adv Avn Off Cl 58-4, Fort Rucker, Alabama. (Temp.).

POLITELLA, Dario, 32 Gates Avenue, Bethpage, New York.

PRATER, Robert M., Capt., 5 Charlton Drive, Riverdale, Hampton, Virginia.

ROBBINS, Homer O., Capt., Hq & Sv Co, USAAVNS, (F/W Dept), Fort Rucker, Alabama.

ROCKWELL, James M., Capt., Box 269, Fort Rucker, Alabama.

RUSK, Richard A., Capt., 481 Portaueck Avenue, Oceanport, New Jersey.

SAMUT-TAGLIAPERRO, J., 1205 South 11th Street, Lawton, Oklahoma.

SCHOMMER, John G., CWO, P. O. Box 304, Forge Village, Massachusetts.

1st Lt James E. Dicks, a flight instructor assigned to the Dept. of Fixed Wing Training at Fort Rucker, Ala., was killed on January 11th in Winter Haven, Fla., with his father when a citrus loaded tractor-trailer in which they were riding collided with a train. He was on leave at the time of his death. Interment was at Lake City, Fla., with full military honors.

Lt. Dicks is survived by his wife, Elsie G. Dicks, and three children, Patricia Ann, Michael, and Dennise Suann. Mrs. Dicks will make her immediate residence at Dundee, Fla.

SETZER, Howard L., Jr., 1/Lt, 33 Kremer Avenue, Eatontown, New Jersey.

SHORTRIDGE, R. B., 15332 Mendocino Street, San Leandro, California.

SMITH, Walter E., CWO, 208 Oklahoma Street, Lafayette, Louisiana.

STEPP, Joseph J., Jr., Capt., 185F Prichard Place, Fort Knox, Kentucky.

STIMSON, Robert L., Lt Col, P.O. Box 605, Stockton, California.

STOKAN, Donald A., Capt., P.O. Box 1098, Brooks AFB, San Antonio, Texas.

STORY, Douglas E., CWO, 65th Trans Co (Lt Hcptr), Ft. Eustis, Virginia (Temp.).

VERBEEK, Gerald D., CWO, 13th Trans Co (Lt Hcptr), APO 358, San Francisco, California.

VILLENAVE, Wilbur F., Sp/3, RD #1, Box 203, Belle Vernon, Penna. (Temp.).

VOLK, Bruce R., Capt., Hq, 3rd Armd Div Aviation Section, APO 39, N.Y., N. Y.

WARD, Marion F., Capt., 1st Officer Stu Btry, Box 1680, Ft. Sill, Oklahoma.

WESNER, Dean C., 1/Lt, 521st Engr Co (Topo Avn), Sharpe General Depot, Lathrop, California.

WILLIAMS, Edwin L., Sgt, P.O. Box 39, Fister's Mobile Home Park, Laurel 1, Maryland.

WILLIAMS, John F., CWO, P.O. Box 15, Fort Rucker, Alabama.

WORMAN, James L., Lt., 53 Sollie Trailer Park, Ozark, Alabama.

PHOTOS WANTED

PERSONAL

GROUP

OPERATIONS

EQUIPMENT

Your name will appear in "AA" sooner or later. Do you have a personal photo on file in our morgue? We can only publish those we have on file.



THE AUXILIARY

News of Women and Their Affiliation
with Army Aviation



VOLUNTEERS—Mrs. Bogardus S. Cairns, wife of the Commanding General of Fort Rucker, acts as hostess at a recent coffee in the Officers Club for the volunteer workers in the Thrift Shop. The coffee was sponsored by the Women's Club at Fort Rucker. Waiting to be served are, left to right, Mrs. Rollo Allen, Mrs. James Laycock, Mrs. Otis Wolten, Mrs. Thomas Lang, Mrs. Adrian Cunningham, and Mrs. Joseph Wood. (U.S. Army Photo)



IN OFFICE—Newly-elected as officers of the Ft. Rucker Noncommissioned Officers Wives Club are (front, l-r): Mrs. Marshall Grubbs, Treas.; Mrs. Thomas Lang, Pres.; Mrs. William V. Parks, VP; and Mrs. Wesley S. Wilson, Sec. Back row: Mrs. Roy Carlson, Chairman, Publicity-Sports; Mrs. John H. Sneed, Chairman, Hospitality; Mrs. Herman Cole and Mrs. Charles Williams, Rep. to the Nursery; and Mrs. David J. Silvas and Mrs. James E. Jacobs, hostesses for January. (U.S. Army Photo)



STUDENT—Patricia Scott Martin (left photo), a member of the Fort Lewis Flying Club, stretches high to "pull through the engine," one of the pre-flight checks made before taking the controls of an L-17 Navion. Standing by to check her prop-spinning technique is Capt. William H. Phillips, club instructor. Pat, a former Korean War news correspondent, is one of 30 future pilots currently taking lessons in the club's two L-17 Navions. Eighteen beginners have completed ground school training and are currently

undergoing their initial flight training phase. (U.S. Army Photo)

AND AROUND WE GO—(Right photo) Mrs. Daniel H. Heyne, wife of Col. Heyne, chief of staff of Fort Rucker, dances with



Lt. P. Eberhard at the Ft. Rucker Officers Square Dance. "Caller" for the group which meets every Thursday night is Brig. Gen. Bogardus S. Cairns. Yup. That's right. We said General Cairns. (U.S. Army Photo)

3rd AA Company Tests New Jump Rig

ILLESHEIM, GERMANY—Since the arrival of the 3rd Aviation Company (FW-TT) in Illesheim, we've suffered through the organizational throes that beset any unit moving to a new location; that is, just getting settled and adjusted. We've accomplished this now and the unit is functioning quite well.

Our primary mission here is to enhance the mobility of the Seventh U.S. Army ground forces by air transport and resupply.

For the past three months, however, our unit has been instrumental in developing and proving a new type of rig for jumping paratroops. To date, the rig is functioning properly with no apparent damage to a/c, rig, or jumpers. We've jumped 700-1,000, most of the troops being from the 11th Airborne Division and the 10th Special Forces Group.

Recently, our company began operation

MASS requiring 4 a/c per day in flights to Frankfurt (Rhine Main A/P) to deliver parts and materia's along 3 distinct routes, returning to Illesheim in the evening. The operation is an all-weather mission (except ice) and that's prevalent in our weather right now.

This mission is quite important in that Seventh Army has been trying to speed up deliveries of parts shipped overseas by air freight. Heretofore, they've had difficulty in substantiating delivery of parts via air freight when the parts laid in Frankfurt for 10 days to 3 weeks. This operation is expected to reduce this delay in parts arrival to the minimum.

Another mission call required this unit to furnish 4 pilots for a trip requiring expert navigational and instrument flying knowledge. The mission called for a two-hour AI over-water flight and enroute terrain in excess of 10,000 feet at times. Needless to say, the Otter is proving capable of most every test that we have put it to thus far.

TELL YOUR STORY!

by Brig. Gen. Ernest F. Easterbrook
(Continued from Page 8)

an excellent vehicle that will be more than capable of performing the mission for which it was designed. Three X-H-40 models have been built. The manufacturer is presently constructing 6 Y-H-40 models which will be completed by August 1958. These first nine aircraft will be used for

engineering and user tests. Starting in September 1958, HU-1's (designation of production models has been changed from H-40 to HU-1-A) will be constructed at a rate of one per month until late in 1959 when engineering and user tests will be completed. At that time production will be increased to satisfy the Army requirement.

ERNEST F. EASTERBROOK
Brigadier General, GS
Director of Army Aviation, ODCSOPS

USAREUR REPORT

by Col. Warren R. Williams
(Continued from Page 15)

In closing this first "USAREUR REPORT," I would like to invite all Army aviation personnel throughout USAREUR to mail me short items (with photos, if appropriate) for inclusion in future REPORTS. There are many AA's who are quite interested in what we are doing here and "Army Aviation" serves as an excellent clearing house for information.

side of USAREUR, I would like to extend an invitation to put in for service in this command. We have many requirements, especially for instrument examiners and lieutenants who are 'copter qualified.

Since we do not have contract instrument training schools, try to secure your instrument ticket before leaving the Z.I. Also, please bear in mind that since you may be enroute longer than anticipated and may not know what type of job you will have here, you should try to meet as many of your required minimums as pos-



Many National Guard Vacancies Still Exist

By Maj. Harrison A. Morley

The Army National Guard is still in need of many more applicants for aviation positions. If you know of any ex-military pilots, or bright young men who could

qualify, help us out. Steer them to your State personnel listed in the Civilian Component Assignment Information of the November, 1957 issue of this magazine.



MAJOR H. A. MORLEY

For you Guardsmen who are interested in recruiting applicants, the State OCS graduating classes should be fertile fields for an energetic aviator recruiter. See if you can't sell a package deal—branch basic course, primary flight, and tactics course, to run consecutively.

This way, the young man just commissioned may get a good start on his ARNG career before settling down to a civilian occupation from which he may not be able to take time to attend at a later date. Make sure the applications are accurate and complete with all necessary allied documents. For our convenience, please have him include the date of release from last duty station on flying status and suspension statement.

Our ARNG Aviation Safety Program is rolling at long last; you should have received the first brochure by now. Your contribution will be wholeheartedly welcomed. We would appreciate copies of your Safety Council minutes; pamphlets and handouts; anything that you think is worth putting into the mill for general use.

We would also like to see some of your near accident, incident, or operational

From That" stories. Let us have your suggestions for bettering the Safety Program—the results will be reflected in this year's accident statistics.

The State Army Aviation Advisors will conduct the annual written examinations again this year for ARNG aviators. We understand the exam has been revised and will be the "open-book type" in 1958. What won't these modern educators think of next?

Your correspondent managed to get unstuck from his desk long enough this month to get to Wichita and pick up an L-23D for the National Guard Bureau. We traded the "B" in, with some misgivings, since it had given such good service, but both Capt. Koons and YC were sold on the "D" by the time we arrived in Washington.

The editor has assured me that he will print any usable photos that will provide additional interest in this column, so send in any good shots of your personnel, operations, equipment—any good action photos that you think aviators would like to see. Don't forget to label them, and identify your people, please.

This is the place for ARNG aviators ARNG Aviation Program. Send in your ideas, training methods, maintenance hints, or just plain gripes, and we will include everything that is printable.

Our profile this month features Lt. Col. Robert L. Stimson, Aviation Officer, 49th Inf. Div., Cal. ARNG; State Aviation Maintenance Supervisor; and California Regional Vice President for NG Affairs, AAAA. Col. Stimson is one of our Senior

DON'T QUOTE



ME BUT . . .

I know this is somewhat tardy but in skimming through a back issue (August, '57) I came to Page 10 and after duly noting the illustration describing the "First Hand Report" of the initial trans-Atlantic Flight of L-23D's, I could not help but ask myself, "Which way did he go, George?"

The drawn chart line of the flight as it appears in the illustration and the actual flight path of the two aircraft (as reported in the article) just do not jive.

Being an old MATS campaigner while in the AAF and the USAF, I detect either doglegs that just couldn't be, hurricane winds along the flight path creating impossible "drift" situations, or an editor who does not have a complete file of pilfered "sectionals" and who guessed at the locations of Goose Bay, BW1, Keflavik, and Prestwick. Which?

Bill Bickham
(Alias Mike Button)
St. Louis, Mo.

(Ed. Note: Sometimes the hand ISNT quicker than the eye. Not having the properly acquired and appropriate sectionals in our limited morgue, we lifted a page from a nearby Encyclopedia belonging to a friendly neighbor, an act, which you must admit, indicates a certain degree of desperation. We logically assumed that by February, '58 we were scot free, but you caught us in the cookie jar.)

USAR EQUIPMENT

"ARMY AVIATION" recently carried the notice that L-19's are to be released to Reserve units as TO & E equipment. We received our first aircraft in October, '56 as part of an experimental program and since the 475th FA Bn in Akron may have been the first to employ the aircraft, here's a little unsolicited advice.

Among the many things to consider is maintenance. Our suggestion is to work out some form of contract arrangement with a local operator for the USAR mechanic will have a tough time keeping up with the maintenance no matter how well qualified he is. And with a USAR mechanic it seems that one always is on hand to fly at the same time he reports for maintenance.

A part-time paid mechanic is an alternative, if you can't secure a contract.

Be certain to set up operations at the airfield, rather than try to work out of the Reserve Center, and don't try to perform a taxi service for the entire organization.

If you are offered full TO & E strength, i.e., two aircraft per Bn Air Section, don't take it. You'll have sufficient trouble utilizing one aircraft. Last but not least, work into tactics slowly. The Bird Dogs do not fly like Cessna 172's and it's a long time between summer encampments.

Lt. J. T. Lendrum, USAR
Kent, Ohio.



STIMSON

LT. COL. ROBERT L. STIMSON — N.G. AA OF THE MONTH

The February "National Guard AA of the Month" is an ex-Army Air Corps pilot with 105 P-39 combat missions and two Zeros to his credit. Awarded the Purple Heart, Air Medal and DFC, he survived a rugged experience after being shot down over Port Morsby in June, '42. Joining the California National Guard as an Army aviator in 1947, he became 49th Infantry Division DAO in '50. The National Guard Aviation Maintenance Supervisor for the State of California since '48, he is a graduate of AATC ('48), AHATC ('55), and Army Instrument Flying School ('56). A Senior Army aviator with 4,200 flying hours, he serves in the AAAA as the California Regional Vice President for National Guard Affairs.

-RANDOMS-

● Capt. Jack O. Ray, on a PCS from Benning to Hq, Fifth Army, pens: "I've been diverted while on leave and I am now serving as the Instrument Examiner for the Fifth US Army Instrument School located at Hutchinson, Kan. Our first class is presently in its sixth week of training at this Ross Aviation (Tulsa) contract school. We have a very nice set-up here and would welcome any visitors coming through these parts." ● Along with his photo for our "morgue," Lt. Col. William A. Richards, Ohio-NG, added a vital statistic: "Nothing to report from this area 'cept the fact that I recently joined the married ranks, and following a five-week vacation in the Caribbean, I'm back at my desk wishing I could do it all over again."

● **Pushing-Your-Luck Department:** Green One Flight (Class 58-4, Camp Gary) consisted of 13 members; they started their flight training on Friday, September 13th; and, quite audaciously, they sported big "13" emblems on their solo caps. Result? All graduated in late January and established what may be the first perfect safety record in any primary aviation training—3,553 hours without a scratch. ● National Guard AA's will be pleased to know that Lt. Col. Wayne N. Phillips, their affable active Army representative in the NGB, has been integrated into the Regular Army. As the man said, "Keep the records and supply room in order. I'll be back to check you again."

501st Army Aviator Rescues Frozen Pair

FORT POLK, LA.—1st Lt Howard A. Kendall, an Army aviator assigned to the 501st Avn Co, Ft. Polk, La., recently rescued two Civil Aeronautics Administration electronics technicians from a 6,700 foot mountaintop near El Paso, Texas.

The two men had been snowbound atop Mount Franklin for two days when a cable car in which they ascended the peak threw off a cable that had been frozen with ice.

Subsisting with only a can of beans and a few cookies, the two men were very happy to see Lt. Kendall and his H-13 Sioux.

With the March, '58 issue "ARMY AVIATION" will begin its sixth year of publication. There are times when we find this fact most difficult to believe but the calendar does not lie.

Although we cannot predict with any certainty whether there will be an eighth year or a twelfth, we can say—with complete editorial safety—that the first five years have been most enjoyable.

We've met scores of friendly people and have engaged in warm editor-subscriber, pen-pal relationships with hundreds whom we've yet to meet but consider as "friends" in every sense of the word.

Our goal remains the same—to help produce a professional magazine of which all in Army aviation can be proud.

We italicize the word *help* for it is you, the professional or part-timer engaged in this field, who have made the copy and who have written the copy.

In the months to come, we hope that you will find "ARMY AVIATION" to be a more informative, more factual publication. We've received recent encouraging promises of editorial support from many levels, all of which should be reflected in subsequent "editorial copy."

If, however, you're forced to turn up the 3-way bulb another notch to see the copy—yet alone read it—bear with us. A minimum of advertisers and *additional* copy do not make for large type and something's got to give.

Rest assured that we'll do our very best to hold your *Murine* consumption down for we've got a bi-focaled sister-in-law who reads each issue cover to cover.

In the years to come, we'll take every possible step to insure that a medium for self-expression continues to exist. We hope that you will not forget that an interesting, informative publication depends in great part upon you.

Your Editor,
Art Kesten

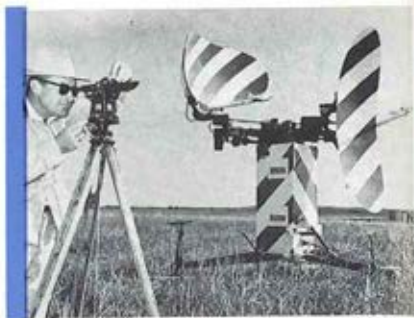
CLASSIFIED

HELICOPTER PILOTS—Career employment with excellent promotional opportunities. Age: 32 or under, weight: 175 lbs. maximum. Minimum 350 helicopter hours. Contact PETROLEUM HELICOPTERS, INC., P. O. Box 1209 S.L.I., Lafayette, Louisiana.

ONE OF 40—A premature delivery, a short incubator time for installation, and Gary AAF became the proud parents of the Army's newest baby: a **Quadradar** GCA. Developed by Gilfillan Brothers, Gary's **Quadradar** is the first of 49 sets purchased by the Army to be installed for operational use. The orange and white zebra-striped "baby" will aid in surveillance, final approach, height finding and taxi control. Assembly to operation of Fort Hood's unit took four hours.



A LA DUTCH—Dutch-born Bob de Wolff, senior design engineer at Lockheed's Georgia Division, admits new "uplift" skis of C-130 Hercules are not unlike the toes of the Dutch shoes he and his teen-age daughter, Anneke, are wearing. The new skis, undergoing tests at Bemidji, Minn., this winter, will be more effective in throwing off ice and snow on landings and takeoffs for the 62-ton, prop-jet troop and transport aircraft. King-size sitzmark, too.



UNVEILING—Pressurization and air conditioning feature Aero Design's new high-flying **Alti-Cruiser**. Available in either 4 or 6-place versions, the **Alti-Cruiser** incorporates dual instrumentation to provide a high degree of safety. Three separate panel groups, one with electrically driven flight instruments for pilot use, a vacuum driven set for the co-pilot, and a center-mounted engine instrument arrangement, are added features of the new Aero Design model.



WHERE'S THE FIRE?—Kaman Aircraft's **H-43** Air Force aerial fire engine is shown carrying its fire extinguisher externally. Riding to the scene are three rescue crewmen and the pilot, the H-43, upon depositing its fire-fighters, being a quick evacuation vehicle for casualties requiring medical aid. Playing a role in the fire-fighting, the H-43 helps to submit the fire by using the powerful blast of air to its rotor to beat down the flames.

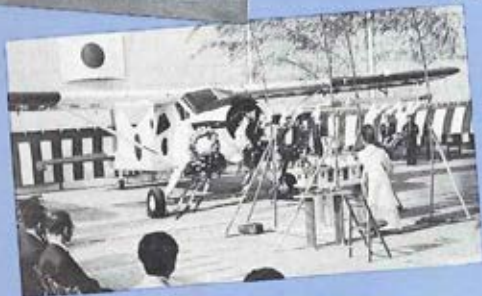
THE CLIPBOARD

Handling Ozark's 1,300-2,000 landings each day are Gerald Schofield and M/Sgt John J. Reynolds. Far rear: SFC Ancil Hooper, Kenneth Wilson, and Dennis L. Hue*

Choctaw from Ft. Sill air-evacuates a disabled Raven in Camp Walters activity



U.S. Senator Lyndon Johnson attended the rollout of Bell Helicopter's 2,000 aircraft. Harvey Gaylord, left, president, looks on.



A Japanese I.G.Y. Beaver receives a solemn Shinto blessing in a Tokyo ceremony.

ARMY AVIATION MAGAZINE

Westport, Connecticut

RETURN POSTAGE GUARANTEED



S-62 FLIGHT TEST SCHEDULED BY SIKORSKY

Scheduled for its first flight within the next few months, Sikorsky Aircraft's new helicopter design, the **S-62**, features a combination of turbine power and helicopter components that have accumulated more than one million flight hours on well over 1,000 S-55 helicopters.

Greater Payload Seen

Powered by a single T-58 gas turbine engine, the S-62 will provide water landing and takeoff capabilities, increased cabin space and greater payload.

Among the S-55 components to be incorporated into the S-62 are the rotor blades, main and tail rotor heads, main, inter-

mediate and tail gear boxes, tail rotor pylons and portions of the flight control and hydraulic systems.

Designed for water as well as land operations, emergency flotation gear for the S-62 will not be required, the bottom of the fuselage being watertight and strengthened to permit landings on either snow or water. While in flight, the wheels are capable of partial retraction.

The empty weight of the S-62 will be 700 pounds lighter than the S-55, and with the turbine application, the new model will have 230 more horsepower available for high altitude or hot weather flight.

