

# ARMY AVIATION

MAY 15 ★ 1958

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# VIEWPOINT

- Have we increased our airlift capability?
- Are we overlooking relatively simple and inexpensive aircraft?
- In labeling our aircraft as "expensive," have we studied the complete costs of surface transportation?
- Is maximum pilot discomfort an ultimate goal?

by

Lt. Col. Melvin C. Monroe

An afternoon's musings here in my hootchie on Radar Hill in Korea have resulted in the following thoughts and suggestions about the Army aviation program. Now 15 years old, this fast-growing pup has many characteristics, both good and bad.

It seems that "changing world events" have resulted in Army aviation being farther from meeting its required goals than ever before—and this despite its cargo helicopters and twin-engine planes. From the original mission of adjusting artillery fires, observation, and hauling the Old Man's whiskey we now have the requirement of moving major elements of combat units about the battlefield by air and are presently far short of that goal.

## "Low and Slow" Adequate

I think a lot of movement about the battlefield can be accomplished by the "low and slow" methods. The movement can be accomplished by relatively simple and inexpensive aircraft which should not be overlooked while we are waiting for the development of high speed, long-range devices.

One can appreciate the use of an aircraft in Korea, not by flying over it, but by travelling in a jeep. Such a trip explains to the unbelievers why people will go to considerable trouble to get even a 20-mile plane ride. From my battalion to I Corps Artillery Headquarters is 2 hours by jeep and 18 minutes by L-19.

It's too bad that we can't move everything by air. Our modern trucks and tanks, forced to use existing road nets, blocked by other vehicles, A-Frame, and ox carts, don't show up so well.

Many times we've found that the rate-of-march of a tactical unit scarcely exceeds that of the old horse-drawn artillery. Compound the situation with slippery roads and a lot of troops trying to use existing routes and it slows progress to a snail's pace.

## Ground Distribution Expensive

It's a common complaint that our present aircraft—particularly helicopters—are expensive. Granted, but has anyone ever figured the cost in man-hours (and wear and tear on equipment) required to move a *truckload* of fuel oil from the Inchon Port to the compound of some tactical unit up in the battle position?

I can well imagine the effort and equipment that was expended in supplying artillery ammunition to the front lines during the fighting over here. Present methods are not expeditious and certainly are NOT cheap, so let's not apologize for what we spend for aircraft, but let's strive to get all that we can.

## Costs Compared

As an example, my jeep costs \$2,000 and after 25,000 miles is worn out. My L-19 cost \$10,000, has travelled 2,800 hours or 280,000 miles, and will be good for another 5 years. We use it like a taxi and with no guilty feeling whatsoever.

So far, we've filled the battle area with hundreds of aircraft without appreciably increasing our "airlift capability." Let's get over the fascination of our own reflection and get going on the job ahead. I think the powered glider idea should rate another look to see if it wouldn't furnish us with comparatively cheap transportation of the old Ford Tri-Motor type. I wonder if we could—someday—write up military specifications on an aircraft that would list the gadgets *which it would not have*. Enough of this.

## Troop Duty Urged

Most aviation progress has been against strong headwinds which consume our fuel and threaten to drop us short of our goal. One of these seems to be that of getting that "old troop duty" on the record. Combat Arms career management is incapable of distinguishing between the well-qualified aviator and the one who is flying an L-19 four hours per month for pay. Their records show only how long it has been since their boy has had troop and/or command duty.

(Continued on Page 38)\*

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# ARMY AVIATION

VOLUME 6 - MAY 15, 1958 - NUMBER 5

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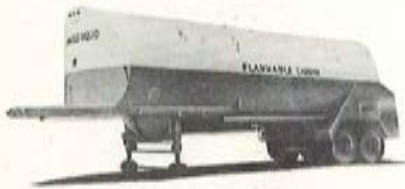
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Gentlemen: In my February letter I made mention of the Budget Execution Plan and recommended that aviation staff officers work closely with local budget personnel in its development.

Army aviation has grown to be a billion dollar business with an annual expenditure of well over 200 million dollars. The Army aviation staff officer is an important executive in this billion dollar business and *must* know how to obtain the necessary operational funds and

baccalaureate degree in six months or less are referred to the "final semester plan" of AR 621-5. Today, when a special premium is placed on education, promising officers who lack only residence credit for college graduation should consider application under this plan. Details are outlined in paragraph 11, AR 621-5; but generally this plan authorizes selected officers to obtain their degree while attending the university of their choice. Application should be made

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AA is a Billion Dollar Business:

## KNOW YOUR BUDGETARY PROCEDURES!

how to spend them in the best interest of the program.

I feel that I must re-emphasize the necessity for aviation staff officers to have a *sound* working knowledge of budgetary procedures and strongly recommend that you call on your local budget people for instruction and guidance in appropriate budget areas.

★ One of our aviation officers who has devoted a great deal of time to the current pay legislation, reports the *pay* Bill in the Senate. Favorable action should be forthcoming this time. The Bill, known as the "Kilday Bill," has significant meaning to the aviation program besides a pay raise. It is a modernization of our current pay system, particularly in the concept of proficiency pay; and the aviation en-

to the appropriate career branch. Attendance at schools will be in TDY status for not more than six calendar months.

★ Third Army will hold their second Army aviation training conference at Fort McPherson, Georgia on 1-2 May 1958. Several notable results were attributed to last year's "pow-wow" and I feel that this year's conference will produce even better results. An excellent program has been arranged for the May conference and invitations have been extended to other CONUS commands and interested agencies.

Perhaps other commands in the CONUS would benefit from similar conferences in their Army area.

★ The Corps of Engineers has developed

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BY

### BRIG. GEN. ERNEST F. EASTERBROOK DIRECTOR OF ARMY AVIATION, ODCSOPS

listed maintenance personnel are slated for a fair share of the increases. At the moment two versions are in the proposed legislation:

1. Upgrading wherein an enlisted man, because of his MOS, skill and proficiency may be upgraded one or two pay grades; and,
2. Proficiency designation wherein an enlisted man proficient in a critical skill may receive a monthly rate of \$50, \$100, or \$150 above his basic pay and allowances.

The use of this pay, coupled with the basic pay increases and the expanded pay grade structure to E-8 and E-9, should assist us materially in attracting and retaining our skilled maintenance and leadership personnel.

★ Aviators who can complete study for their

eleven colors of gasoline soluble camouflage paint for Army aircraft. These colors range from desert sand to forest green. This paint will have a shelf life of six months. Initial Army-wide requirements have been computed and action initiated to procure the required quantities in Fiscal Years 1959-61. The Engineers estimate the paint will be available for issue by the end of CY 1958. A circular is being prepared for publication which prescribes requisitioning procedures and "color employment."

★ This summer should see some usable results from the Army's VTOL program. The status of some of these projects are as follows:

- (a) *The Vertol Tilt-Wing*. This aircraft  
(Continued on the Next Page)

has been flying for sometime and has gone through transition from hover to forward flight.

(b) *The Ryan Deflected Slipstream.* This aircraft has been completed and should fly sometime this spring.

(c) *The Dosh Rotating Duct.* Static tests have started on this aircraft and if all goes well it should fly this summer.

(d) *The Fairchild Vectored Slipstream.* This project has been held up for power changes but should be ready to try its wings this spring.

Upon completion of the flight demonstrations of these test beds, NACA will undertake the flying qualities tests in order to establish the type VTOL most suitable for the Army's various operational missions.

★ There have been a few aviators who have or will have to accept Regular Army commissions under the integration program in branches not authorized Army aviation. A policy is being staffed to allow these officers to remain on flying status until such time as they can obtain branch transfers, or still better, requirements for organic aviation are formulated by the branch to which they have been newly assigned.

★ One final look is being taken at the Master Aviator Badge to include the requirement of an instrument ticket for all categories of aviators. The warrant and MSC officer does not have to meet that requirement at this time; however, the majority of our staff feel that the wearer of the wreath should be qualified to fly on the gauges.

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

## EYES . . . RIGHT!

We'll bet you blinked twice when your eyes passed over the adjacent photo. If you didn't, we certainly did.

*Maj. Stuart Reid*, the Aviation Advisor for the Kansas-NG, submitted the rare photo along with the following story:

*"Our Beaver has been grounded since early February due to prop trouble. The necessity for having this plane operational forced the mechanics to resort to field expedients. The aerodynamic efficiency of these particular propellers PRECLUDED a test flight."*

Shown in the photo are, left to right, *M/Sgt Joseph D. O'Hanton*, Asst Aviation Advisor; *M/Sgt Ronald D. Bluthardt*, Aircraft Tech

## MASTER AA



LUDWIGSBURG, GERMANY—An 8th Trans Gp officer became the first man in USAREUR to qualify for the Army's Master Aviator Badge.

LT. COL. DAVID E. CONDON, Gp Executive Officer, received the badge at a group Headquarters ceremony on April 24th. MRS. CONDON pinned the award on her husband while COL. ROBERT B. NEELY, Seventh Army Transportation Officer (left, above) and COL. JOHN R. DALE, Group Commander (right) looked on.

Joining the Army in '41, COL. CONDON won his wings at Ft. Sill in '43, eventually serving in five major WW II campaigns as well as in the Korean campaign.



nician, Kansas-NG; and *Sp2 Emery G. Austin*, A & E, Kansas-NG.

(Ed. Note: The correct address for bicarbonate shipments is: Mr. Russell Barnock, de Havilland Aircraft of Canada, Ltd., Downsview, Ontario.)



Since you arrived at this base, about four months ago, people have been talking to you every day and all day in order to accomplish the main objective of this post: laying the foundation for competent Army aviators.

Well, the talking is almost over now and in a few minutes you'll receive your hard-earned certificates. I feel honored to be the last obstacle

## SAFETY:

between you and that certificate and I welcome this opportunity to say a few words as representative of a less conspicuous part of our organization: the Flying Safety Office.

When I say less conspicuous, I mean that you won't see us climbing the hangar roofs and imploring people to fly safe, please. In your operations rooms, you did not find pictures of burning aircraft, pretty girls, and Buck Rogers type pilots to remind you of the importance of

## A TRUE

a much used but little understood phrase: flying safety.

I remember a poster I saw during World War II in an operations room somewhere in South West Asia. It showed an artist's conception of a pretty woman with big melancholy eyes that seemed to plead for mercy, of all things. We have never been able to determine if she was wearing an evening dress or a night gown but that's besides the point here

## PERSPECTIVE

anyhow. The caption on the poster said, "Fly safe! She is waiting for your safe return." Personally, I did not like that kind of an appeal to a pilot's common sense. In the first place, it excluded all of those poor pilots that did not have a pretty thing like that waiting for them on their return. Secondly, it is not wise to remind people of what they are leaving behind when going on a dangerous mission. And in the last place, it induced some good natured char-



acters, (who had more nature than was good for them) to say, "Why let her wait", and neglect their primary duty.

As I said before, we don't look at safety as an item that can be sold with commercials; although it would not be hard to find sponsors, mainly in the form of insurance companies, and that for very obvious reasons.

We don't think that safety is a goal in itself or a special way of doing anything. *We believe that safety is the logical by-product of doing something the right way.* In other words: quality in performance.

That's the reason why we don't look at accidents as something that ruins our safety record but as an indication that an individual, a condition, or a procedure needs improvement.

As such, although you were not always aware of it, flying safety has been an integral part of your training here, since you first met your Flight Commanders and your instructors. And before you leave this post I want to make sure that you understand the impact of your future career as Army aviators of looking at flying safety as a synonym for quality.

### Nothing Beats Quality!

The Army is *not* a charitable institution, although some people like to see it that way. The Army has an important mission and you as a pilot will play an important role in fulfilling that mission. Being officers you will realize that the completion of a mission always comes first and that safety has to play second fiddle. However, and here is my point, if you have made it a habit to strive constantly for the highest possible proficiency and quality in

Photo above: Too nice to 'X' completely, Mrs. J. L. Hill, Jr., models Texas' answer to the 'sock.' She's the wife of an Army lieutenant undergoing primary at Gary.

your own profession and in your own unit, you will not only complete your mission the best possible way but also the safest possible way. Nothing beats quality, especially where it concerns beating your enemies!

Don't think now that dreaming about sky-heroes and space travel will make you a first-class pilot. You'll have to do something more about it. I am sure that some of you were slightly surprised to find out that going through this program is not as easy as dating your way through some high schools. There is no easy way to become a good pilot.

Those of you who saw the Lindberg picture, *Spirit of St. Louis*, will undoubtedly remember the scene in which Mr. Lindberg tries to teach a chaplain how to fly. This pious student, however, is enjoying the flying itself so much that he is not even interested in such basic maneuvers as the landing. When his instructor asks him how he is ever going to be a pilot without knowing how to land the plane, he answers, "Well, why worry, I have a prayer for every occasion."

Although this is a highly humorous situation it stresses one important point: if you are interested in flying only as far as you enjoy it, you'll never exceed the level of a Sunday-flyer and never attain any operational value. Of course, it is good to have confidence and faith but remember that one day you might run out of prayers or use the wrong one at the wrong time.

#### **Your Insurance: Quality!**

Your best insurance policy is quality and that can be attained only through hard work. Working under constant supervision, as you did here, and will at Fort Rucker, other people are responsible for your level of proficiency and quality. You had to do a certain amount of work in order to fulfill certain requirements, even if it was by the skin of your teeth. This is a typical training situation and it reminds me of what an old instructor told me in my training days. (By the way, there is something about a pilot's first instructor that can be compared to a first love. It marks you for life, they say. So before you leave, you'd better take a long last look; at your instructor, that is!)

Anyhow, he was one of those fine characters that started flying in the days that aeroplanes apparently were not subject to aerodynamic laws and flew by the guts of the man who rode them. He was also a rough psychologist. After a very satisfactory ride, sometime halfway during the year and half course, he noticed the first symptoms of over-confidence in me and said: "Young man, I can teach you how to fly. I could even teach a monkey how to

### **And He Has 'Em, Too!**

At the recent AHS Forum in Washington, D.C., Col. James F. Wells, Aviation Safety Officer, D/A, preceded his showing of "accident" slides with a laugh-getting quip to this effect: "These slides represent a broad cross-section of various types of accidents in which Army aircraft were involved. I may have overlooked the products of some of our manufacturers in the audience. If so, please call my attention to this. I assure you that we do not wish to slight your product in this presentation."

*fly, if that makes you feel better. But don't feel pleased too soon."*

It took a lot of sad experience and even more undeserved good luck before I realized what he meant.

For your benefit I'll translate his words in contemporary terms. Once you get your wings you are on your own and that is the time when so many young pilots make the worst blunder. They relax because they see in their wings the ultimate achievement of their goal. Don't make that mistake! When you receive your wings, look at them as the beginning of an independent training period that will last as long as your life as a pilot. Keep this idea about quality in your mind and you will find that the only unsafe factor in the aviation world is not the airplane itself but the human element around it and in it; from the drawing board to the dump!

Before ending I want to say a few words to your pretty wives. (Incidentally, I have it from personal observation that pilots all over the world, from whatever creed or color they may be, have one thing in common: they are always associated with pretty women. Although I never found a satisfactory explanation for this phenomenon I think it is a very satisfying situation.)

#### **Wife Exerts Strong Influence**

But I am not here to hand out compliments. What I want to say is this. There are few man's professions that are directly influenced by the woman a man marries. Flying is one of them! This may sound exaggerated but I have seen too many promising pilot careers go haywire because some adorable creature was no longer sure if she came first or second.

Let us be realistic about this. A man's work and his family are two separate entities. If you expect your husband to have you in mind while he is flying you are asking him to neglect his work and endanger himself and possibly other people.

*(Continued on Page 42)*

# Doppler: All-Weather Eye

What is the greatest need of a pilot in any sort of aircraft?

To know *where* he is.

Another giant step in the direction of navigational knowledge is currently being taken by the United States Army Aviation Board at Fort Rucker, Ala.

Army aviators and astronomers may literally seem men worlds apart. . . but now those worlds are merging. The bridge? *The Doppler shift.*

Astronomers have long used the *Doppler shift* in the study of the universe around us. . . now Army aviation proposes to use the principle to study the ground beneath us.

The need for a self-contained navigation system, operating independently of ground-based equipment, is one all aviation has recognized for a long time. Information on at least thirteen US military Doppler navigation systems has been declassified within the past year. The Navy revealed details of its AN/APN-67, a 200-pound system, which—typical of the scope of this equipment—gives the pilot his drift angle, deviation from desired course, true ground speed, distance traveled and his present latitude and longitude. This particular system was developed by the *Ryan Aeronautical Company.*

## Beam Measurement System

Canada and Britain have also developed Doppler systems, and civil use of the technique is expanding. The technique, which consists of bouncing two or more radar beams off the ground and then measuring the *Doppler shift* resulting from the motion of the aircraft or

missile, is considered one of the greatest strides in aircraft instrumentation.

The United States Army Aviation Board, with its sharp gaze on the future, is currently testing one of the very latest of the Doppler Navigation systems—the AN/APN-78. Produced by the *Laboratory for Electronics*, Boston, Mass., it is designed for use in helicopters.

The set, which is also being tested by the Air Force in a combined operation with the Army, is intended for all-weather use over land or water. Navigational information is computed and displayed visually and present position is determined continuously and automatically.

Primary display on the AN/APN-78 is the Course-Track-Distance (GTD) indicator which is mounted on the instrument panel. It provides course-to-destination, distance-to-destination, and ground track information. The other two panel mounted display instruments present hovering and ground-speed data and vertical velocity data, respectively. In addition to set controls and function switches, the Control Indicator for the AN/APN-78 has further data display of destination and present position, expressed in degrees of latitude and longitude.

## Lightweight Unit

Since weight is a natural consideration, a<sup>1</sup> effort has been made to keep the equipment as light as possible. The AN/APN-78 weighs approximately 100 pounds and is 6.68 cubic feet in size.

A definite advance in making helicopters all-weather aircraft, the system is dependent upon heading reference for continuous heading information. It is designed to operate with either a standard gyro-stabilized magnetic compass, such as the MA-1 or J-2, or with an accurate free-gyro or earth-rate heading reference for polar operations.

## Thorough Board Testing

As with all equipment tested by the United States Army Aviation Board, the AN/APN-78 will get the full treatment. It will be tried on missions with continuous changes of altitude as well as on missions at constant altitude with enroute-fix correction data introduced by the pilot. It will be tried on contour flights requiring frequent changes of course, as well as over various types of terrain, in extreme aircraft attitude and in all sorts of weather. It will be evaluated as to its aid in hovering the helicopter, and in the transition between cruising and



hovering without visual reference to the ground.

Maintenance and operating procedures will receive close attention. In fact, in every aspect of its use the AN/APN-78 will be evaluated, including the procedure for detection of jamming efforts and countering the effectiveness of enemy jamming. The entire field of interference effects will be explored—such as its compatibility with other installed equipment in the aircraft as well as compatibility with other airborne and ground radar operation in the same area.

If the system passes all tests, it may be installed in Army and Air Force helicopters requiring precise day and night navigation, as well as adverse-weather operation. It would be used to aid in search and rescue operations—both in peacetime and combat. It should prove of enormous value in cargo and troop transport work by providing navigational information on the location of drop zones and landing areas.

All of this is a huge order to be filled by a piece of equipment weighing only a hundred pounds, and being but a few cubic feet in size.

When the Air Force and the United States Army Aviation Board combine to test this equipment at Eglin Air Force Base and Fort Rucker there will be someone else present, too. Long the astronomer's friend, now the friend of the Army aviator, the great scientist, Doppler, will be there in this new application of the Doppler effect.

#### ABOUT THE AUTHOR

An active Reservist, Major Dorothy L. Johnson (USAR) performed research on this article while completing her annual two-week active duty tour with the U.S. Army Aviation Board. An accomplished writer, she is the wife of Lt. Col. Raymond A. Johnson, Director of the Department of Rotary Wing Training at USA-AVNS. This husband and wife team, high on Army aviation experience, are expected to serve as frequent contributors to ARMY AVIATION. Don't misunderstand us! Major Johnson performs the full writing chore. We're just surmising that the Senior AA in the family will insist upon proofreading privileges, and fully live up to his "I'm your severest critic" title.



BLOOMFIELD, CONN.—The first successful flight of a new cold cycle pressure jet helicopter was announced recently by the Kaman Aircraft Corporation.

The joint U.S. Army-Kaman built K-17 helicopter is one of several types of helicopters employing tip-driven rotors currently being investigated by the U.S. Army.

The K-17 is powered by a Blackburn Turmo 600 gas turbine of 400 hp driving a Boeing compressor located in the fuselage. Air from the compressor is ducted through a rotating seal to the rotor hub, and out through the blades to jet nozzles at the tip of the rotor blades. This simplified system is reported to eliminate the transmission and clutch found in conventional type helicopters.

The small tail rotor is a fixed pitch propeller used for steering only. Driven by a hydraulic pump, the tail rotor reverses direction of rotation in response to the movement of the pilot's rudder pedals. This produces thrust for turning the helicopter.



**THE MAN BEHIND THE GREASEGUN...** The exploits of the fliers and aircraft that are keeping our nation secure can not be written without proper credit to the unheralded man behind the greasegun. He is a member of a maintenance crew... a crew chief... a plane captain who is content to enjoy the reflected glory of his ship. Something of him flies with every aircraft, and when ship and crew return safely he knows his job has been well done. For he knows that nothing could fly, no pilot could climb aboard without his contribution. Kaman Aircraft recognizes the job these men are doing and gives them a tangible salute by designing helicopters which require minimum maintenance and make the man behind the greasegun whistle while he works.

**THE *KAMAN* AIRCRAFT CORPORATION**  
PIONEERS IN TURBINE POWERED HELICOPTERS  
BLOOMFIELD, CONNECTICUT



# USAREUR REPORT

I must be getting this thing "organized" by now since this month we received sufficient editorial contributions to fill up most of the space required to give USAREUR a fair representation in *ARMY AVIATION*.

I spent more than a month in the Z.I. recently, returning to Europe by L-25D. It was a relief to find the articles by *GVO's Long* and *Bachmurski* for this *REPORT*. I haven't as yet been able to get to the bottom of my work box, much less find time to contribute to this month's *REPORT*.

*Capt. Lewis C. Caldwell*, 2nd Army Avn Co (FW-1T), my co-pilot on the flight back to Europe, and I spent the night at the publishers' home en route to Maguire AFB. We autographed the ceiling of their office and can personally vouch for the fact that both are as busy as can be with *AAAA* and magazine activities. They are also most wonderful hosts to both tired and very tired Army aviators.

Will try to write more about my long jaunt in the Z.I. next month when I have caught up

in my work. Found the following definition of a "CO-PILOT" in my airplane when I reached Germany (*Capt. Caldwell* will not admit to being the originator).

—COL. WARREN R. WILLIAMS  
Army Avn Officer, USAREUR

I'm the co-pilot, I sit on the right  
I'm not important, just part of the flight  
I never talk back but I have regrets  
But I have to remember what the pilot forgets.

I make out the flight plan, and study the weather  
Pull up the gear and stand by to feather  
Make out the forms, and do all the reporting  
And fly the old crate when the pilot's a-courting.

I take the readings, adjust the power  
Handle the flaps, and call the tower  
Tell him where we're on the darkest night  
And do all the bookwork without any light.

I call for my pilot and buy him cokes  
I always laugh at his corny jokes  
And once in awhile when his landings are rusty  
I come through with "Gawd, but it's gusty."

All in all I'm a general stooge  
As I sit on the right of the man called scrooge  
I guess you may think this is past understanding  
But maybe some day he will give me a landing.

## FLIGHT DETACHMENT -- 7TH U.S. ARMY Stuttgart, Germany

*How does the Seventh Army Flight Detachment stack up with similar operational units in personnel, equipment, facilities, and what have you? If you have a pending assignment with the unit, or have thought about a Flight Detachment assignment in Europe, what can you expect? CWO William L. Long, provides the following rundown:*

"The Seventh Army Flight Detachment, based at Stuttgart, Germany, has a staff of thirteen pilots who possess a cumulative total of 23,000 flying hours. As a Detachment, we're authorized three L-23's, five *Beavers*, two L-19's, two H-19's, and two H-13's.

Operating from Stuttgart Municipal Airport, the Detachment is charged with the responsibility of coordinating eleven other military units operating from the same field, which should begin to give you a picture of the extensive operations in the Stuttgart area.

Statistically, in the last six months, Army aircraft made 22,939 landings and takeoffs and of

this number 3,669 were instrument takeoff. In being a *Municipal* Airport, the field also accommodates most of the major civilian airlines operating in Europe.

The facilities available at the field include all detachment hangar and maintenance facilities, where the detachment crewchiefs and mechanics maintain our aircraft in excellent condition.

All troop facilities are also readily available including the mess, day room, library, EM Club, movie, PX, cafeteria, barber shop, laundry, dispensary, and BOQ with bar. (As a point of information, the Detachment will be supported during the month of April by the *Esso Company* for all refueling purposes to include transient aircraft.)

A six month statistical picture of Flight Detachment operations reveals the following: Total hours flown: 1,732; *Weather*-hours flown: 187; Total *GCA's*: 51. In February, the Detachment participated in *FTX Sabre Hawk* and had the additional requirement of operating a *Guest*

# 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

# FINNISH AIR FORCE ADOPTS THE L-20



**Air Force** The Finnish Air Force recently took delivery of two De Havilland Beavers. The sturdy L-20 was chosen because of its proven ability to cope with rugged Arctic flying conditions. The "Half Ton Truck of the U.S. Army" is now serving in liaison, reconnaissance and military transport with the forces of 14 nations.



**Survey** In 1957, Imatran Voima, the government directed electric power authority in Finland, took delivery of a Beaver. The aircraft is used for survey, and for personnel, equipment and material transportation on extensive hydro electric developments in Finland's northern regions.



**Coast Guard** The Finnish Coast Guard adopted the Beaver in 1951 for patrol, supply and personnel transport over bleak inhospitable Finnish coastal terrain. The Beaver fleet provides an efficient communication link between isolated Finnish Coast Guard stations.

**The De Havilland Aircraft of Canada, Ltd.**  
Downsview, Ontario

Washington Offices: 319 Tower Bldg., 14th & K Sts., N. W.



# USAREUR REPORT

*Observer Bureau.* (Lesson learned: Never again will the Detachment attempt to operate with but one or two sets of four star plates.)

—CWO Bill Long

Finally—a word from the WHOODES at Echterdingen: a big "Nella" to that Chief of all WHOODES, COL. R. M. (RED DOG) HAMILTON. Most of our oldtimers have rotated to the Land of the Big PX and expensive beer; the last three to qualify being CAPT. M. MOSLEY (now shoveling snow away from the Mainz-NG Advisor's office); CAPT. ED ZIEGLER (who also may be having snow problems at Meade); and MAJ. DAN PRESCOTT (now soaking up sun in Alabama while en route to CONARC. Major, did you lose the P-38?)

Our newest arrival is CWO TURNER J. VAUGHAN (ex-Eustis) who hasn't had a chance as yet to get his bear level in the green. A few visits to Frau Meyers (Honey) Bar in the SOQ will rectify this situation, without doubt. He is to be our assistant maintenance officer and will be available to supervise daily maintenance while the rest of us bore holes in the gray.

We suffered a great loss when LT. ARLAND BOYDSTON was transferred to the AAUTC as an instrument instructor. . . . CAPT. BILL BRAKE is on 90 days TDY to Pakistan as an instructor pilot for their Army. (It must be a good deal because he has asked his wife to send him two MORE boxes of golf balls. These Pakistani students must be receptive and sharp!)

CAPT. WILLIAM O. ("Doc") WHEELER is still taking care of all of our flight physicals and aches and pains by day and is impressing all of the local belles at night with his bright blue Mercedes 190SL.

The group photo (see this page) provides the most con-

DFC



SECRETARY OF THE ARMY WILBER M. BRUCKER is shown presenting the Distinguished Flying Cross to CAPT. JAMES E. BOWMAN in a recent Pentagon ceremony. CAPT. BOWMAN, presently serving with the U.S. Army Aviation Board, received the award for record-breaking altitude flights made in an Army YH-41 in December, 1957. (U.S. Army photo).

cise rundown on our presently assigned personnel. Those not shown were CAPT. BRUESTLE (who was taking one more trip to Garmish before he leaves this June); LT. FOX (in the air when he got a chance to take the right seat in an Otter and took it) and this correspondent (As they say, "There's always someone who doesn't get the word. . .") Here it is April and for the last two nights we have had snow; plenty of slush during the day but good for the cabbage, I guess. Just looked out and can see the TV tower so it's VMC and time to get into the blue. . . . ops, I mean gray.

## SCRAPBOOK SNAPSHOT

Flight Detachment  
Hq Co, Seventh U.S. Army  
Stuttgart, Germany

4



Aviation Section, Hq Co, Seventh US Army (April '58), FIRST ROW (L-R): Capt JD Jones; CWO BA Dykes; Cpts CF Ward & N Reese; Lt. Col. Lester McCants; Cpts FW Rupp & ES Hawkins; 1/Lts RD Bayne & WJ Arink. SECOND ROW: SFC Evans; Sgt Goff; Pfc Cerny; Sgt Lee; M/Sgt Hodges; PFC Meadows; Sp3 Rhoades; SFC Perez; Sp3 Krakosky; PFC Jarvis; SFC Ramiroz. THIRD ROW: Sgts Plunkett & Beye; Sp2 Taylor; Sp3 Kranzsch; Sp2 Bunker; Sp3 Urban; SFC Mancina; PFCs Lee & Born. FOURTH ROW: PFC Dressback; Sp3 Kohler, Pierce, & Reeves; PFC Brady; SFC McDonald; Sp3 Yoshihara; PFC Jones. (Ed. The photo represents only a part of the assigned personnel; many of the unit personnel were missing at the time the photo was taken.)

A group of twenty-seven aircraft, recently received from CONUS, were ferried from Rotterdam, Holland, to the U.S. Army Transportation Depot in Sandofen, Germany, in an *unusual* manner.

Five H-34, five H-19, and seventeen H-13 helicopters arrived aboard the aircraft carrier "Corregidor" and were unloaded from the carrier directly onto river barges designed to transport cargo on the historic Rhine river water-way.

This routing was necessary due to the great distance of the depot to the ports along the northern reaches of the European continent, as well as the unpredictable and severe climatic conditions.

Formerly, the aircraft destined for this theater were routed to the Port of Bremerhaven at the mouth of the Weser river, and flown, after assembly, two hundred and forty airline miles to Sandhofen. At Bremerhaven it was necessary to unload the aircraft at the docks and have the aircraft towed a distance of four miles to a suitable field where the aircraft were assembled, test flown, and ferried to the depot. This made it necessary to tow the airplanes and helicopters through built up areas, and, to truck the airfoils of the fixed wing aircraft to the erection site.

During winter months, the cold and wet climatic conditions slowed the assembly and test flights to a marked degree. In several instances aircraft assembled and ready for issue were delayed for weeks awaiting suitable flying weather for pilot pickup. Therefore, arrangements were made to have aircraft re-routed to Rotterdam during winter months and to Bremerhaven during the summer months.

The off-loading at Rotterdam now makes it possible to transfer incoming aircraft onto barges with subsequent shipment to the depot

up the Rhine river to Ludwigshafen, or Worms, which places the aircraft within 10 to 15 miles from the depot. It is an age old fact that movement of freight by barge is economical. Aircraft sustaining damage in shipment that require repairs prior to flight can now be repaired with ease at the ports of Worms or Ludwigshafen due to the nearness of the depot facilities.

In a matter of hours, for example, a sheet metal repair crew can be moved to dockside and make necessary repairs to release the aircraft for issue, or can provide repair to the



## PROBLEM SOLVED: BARGES!



extent that allows a "one time" flight to the depot sheet metal shops.

Also, the services of shop technicians and manufacturers' Technical Representatives are readily available. Needed equipment and repair parts are near at hand when the requirement arises.

Trucking of parts and tools over treacherous roads during winter months is reduced to a minimum, thereby reducing costly accidents as well as considerable TDY and transportation costs.

The H-34A and the H-19D helicopters (with blades folded) were loaded onto barges as both deck and hold cargo. The blades were removed from the H-13H helicopters and both helicopters and blades were loaded in the barge holds as well as on the decks.

Upon arrival at the ports and after off-loading, it was only a matter of unfolding or re-installation of the blades, servicing and the aircraft was ready for fly-away to the depot shops. Preparing the aircraft in heated shops, where necessary tools and personnel are on call, speeds the acceptance inspection considerably.

All off-loading at the port of Rotterdam and re-loading is under the supervision of maintenance officers furnished by the depot. This is necessary as port civilian personnel assisting with loading, transporting, and off-loading are not familiar in the methods used in transporting aircraft. The Rhine river barge captains refer to aircraft being transported as "*unusual cargo.*"





# THE BELL.. WORLD'S LEADING HELICOPTER

*.. in O. D.'s or in Civvies*

In civilian life as well as the military, the Bell is the world's most widely used helicopter. Bell has produced more helicopters than any other company in the world.. sold more commercial helicopters than any other manufacturer.

Just this January, Bell produced its 2,000th Model 47 helicopter.. the series that includes the famous Army Sioux. Just as the Sioux distinguished itself on the battle front, the Bell 47 G-2 has distinguished itself on the business front. Today, there are over 700 Bell helicopters in commercial use in 52 countries of the world.. more Bells than all other helicopters combined.

Because the Bell has proven dependability based on more than 2,500,000 hours of flying experience.. because it has the most advanced operational features.. the Bell is the pacesetter in the helicopter field. And because it is volume-produced, it has the lowest initial cost.. lowest maintenance cost.. making Bell the *best buy* in the field!

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.. consult your local paper for  
time and station.

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**BELL is First Choice With Many of  
America's Best-Known Companies**  
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that are discovering hundreds of cost-cutting  
uses for the Bell.

FORT WORTH, TEXAS

# G.I. COMMUTERS

STUTT GART, GERMANY—After two weeks of strenuous field living at the Hohenfels training area in southern Germany, some 835 paratroopers of the 504th Infantry, 11th Abn Div, boarded 30 U-1A Otters and were airlifted to their home station in Augsburg in late March. 8th Trans Gp officials who handled the movement said it was the largest fixed-wing airlift yet accomplished by Army aviation.

"This is our fifth straight weekend of running these troop-lift missions," said co-pilot, Lt. Richard R. Murphy, 2nd Army Avn Co, as he maneuvered into flight formation with four other Otters.

"These missions are a matter of planning and timing—flying the Otter is simple," explained Murphy. "Today it will take us an hour and 45 minutes to make the 200-mile round-trip between Augsburg and Hohenfels—we'll make three trips before all the troops are home."

For the past two months, men of the 2nd and 3rd Army Avn Companies, 8th Trans Gp, who are responsible for operating and maintaining the 42 Otters in Seventh Army, have lifted more than 3,000 troops from training areas to their home stations. These lifts give the aviators important training and speed up required troop movements in the Army area.

How would an Otter company operate in combat?

"Our main mission would be to carry troops, weapons, supplies, gasoline, or anything that

Surveying the landing approach of an Otter Flight area, left to right, MAJORS FRANCIS W. HOLDEN, In Off, 8th Trans Gp; GEORGE E. BEAN, 2nd AA Co Comdr; and RALPH O. BENNETT, 3rd AA Co Comdr. (U.S. Army photo)



ARMY AVIATION



can fit between the Otter's two doors," said Maj. George E. Bean, 2nd Army Avn Co Commander. "We're a transportation link between the Army rear area and the front-line area."

"The toughest job we have is maintaining the aircraft," reports 3rd Army Avn Co commander Maj. Ralph O. Bennett. "With such a heavy demand for our services, our mechanics must have the Otters ready for three daily trips. As corny as it may sound, these boys deserve most of the credit for our successful operation."

Economically, 8th Trans Gp officials realize that the Otter cannot compete with ground transportation cost-wise. However, they are quick to point out that speed and comfort advantages in troop movements or the rapid delivery of needed supplies far outweigh the cost difference advantage of ground movement. (Ed. A contrary viewpoint is expressed in the article on Page 2 of this issue.)

"Vulnerable! The Otter is no more vulnerable than other ship we have in aviation, Maj. Holden, the liaison officer, explained. "In the first place, it would not be used where there is a heavy concentration of enemy anti-aircraft weapons. In combat the Otter would never get to the actual front lines. Helicopters would be used from the fixed-wing landing strips to the front-line."

"Secondly, as a slower craft, the Otter can out-maneuver faster planes and stay at lower altitudes where jets cannot operate."

"Let's face it, said Major Holden. The new concept is to have a completely air-mobile Army and the Otter is one important part of this advancement."



# Anniversary Messages



Brigadier General  
Ernest F. Easterbrook  
Director of Army Aviation  
ODCSOPS

Dear Colonel Leich:

I am very pleased to note that 18 April 1958 marked the first birthday of the Army Aviation Association of America. Its inception and growth, though the result of the efforts of many people, can be attributed in great measure to the ceaseless energy and organizational ability of your Association officers.

Army aviators throughout the world are already benefiting from the organization, particularly in the Flight Pay Protection Plan. *ARMY AVIATION MAGAZINE* as spokesman of the AAAA is growing in stature and is more fully representative of our growing number of aviation boosters. Various other projects concerned with close liaison with industry have broadened our field of interest and will materially assist our aviators in the future when they depart from the service. The Association, through the magazine, for the first time, has furnished our aviators with a compact list of all civilian component commanders and addresses.

May I offer my congratulations for a job well done—and with best wishes for the future.



Brigadier General  
Bogardus S. Cairns  
Commanding General  
U.S. Army Aviation Center

Dear Colonel Leich:

Congratulations to the Army Aviation Association of America upon this, its first year of successful operation. The time and effort exerted by yourself and other members of the National Executive Board along with the many regional and chapter officers have proven productive and beneficial to all of us concerned with Army aviation.

AAAA has knit together the kindred feeling of Army aviators the world over. We are closer to industry and the individuals therein as well as the many other friends and supporters that we seemingly have had for some time. It required only the common bond provided by AAAA to bring us together.

May, 1958

I wish the Association and its membership the best of luck throughout the coming years. With a little effort from we Army aviators in our various jobs and diversified regions the life of AAAA should be a long and happy one as this first year has proven it can be.



Senator  
Hubert H. Humphrey  
Committee on Government  
Operations

Dear Colonel Leich:

This is just a note to offer my congratulations and best wishes to the Army Aviation Association on its first birthday. It is a real tribute to any organization to be able to boast of a membership such as yours at the end of the first year and to have chapters throughout the United States and in nearly every country where our Armed Forces are stationed. To accomplish this takes real organizing ability. . .

Army aviation is destined to play a greater and greater role in the developing concepts of a highly mobile army. I have been particularly pleased over the past few years with the research and development program carried on by Army aviation in the face of limited funds and other obstacles. It signifies a unique devotion to duty and belief in a cause that is personified by Army Aviators everywhere.

As you know, my assistant, Howard Haugerud, is an Army Aviator and an officer in your Association. As far as we know, he is the only Army Aviator on Capitol Hill, and you may rest assured that we are kept informed on the problems and developments within Army aviation.

Again, well done, and good luck during the coming years.



Senator  
Richard B. Russell  
Chairman  
Committee on Armed Services

Dear Colonel Leich:

It has been brought to my attention that the Army Aviation Association of America observed its first anniversary on April 18.

I would like to take this opportunity to congratulate the Association for the fine progress it has made during its first year and to extend my best wishes for your continued success.



# NEW MEMBERS WHO JOINED DURING EARLY APRIL, '58

## GENERALS

Richard D. Meyer, BG

## COLONELS

John W. Britten  
Christian Hanburger  
Robert B. Neely

## LT. COLONELS

Mansell A. Walker  
David Bisset, Jr.  
Robert L. Hoffman\*

## MAJORS

James C. Smith  
Harold E. Woolf  
Kenneth R. Eckert  
Henry N. Waggeland  
William C. Tyrrell  
Bruce O. Ihtenfeldt  
Harry O. Davis  
Clifford D. Boven, Jr.  
James H. House  
William T. Schmidt  
Hunter G. Harbison  
Remaine T. Alsbury  
Joy Sterling  
George E. Bean  
Donald L. Platt  
James C. Goode  
Frank L. Shaw  
Donald L. Wagner  
Alexander K. Stewart  
William B. Larson  
William A. Hosh  
Jerome B. Feldt  
Jack K. Elrod

## CAPTAINS

Michael R. Thomas  
John E. Gilroy  
Harold E. Cook  
Paul C. Smythier  
Athal M. Smith  
Wesley D. Chitty  
Stanley R. Blunck  
William B. Berry  
James F. Spaulding  
Robert L. Hodges  
James M. Frederick  
James E. Martin  
William O. Wheeler  
John E. Bell  
James L. Tease  
Ewell L. Brown  
Robert M. Tysen, Jr.  
David B. King, II  
David D. Dukes  
David M. Dial, Sr.  
Clifford R. Stewart  
Robert L. Stunkle  
James R. Stegall  
Bernard R. Cobb  
Eugene H. Edmonds  
Sam G. Cockerham  
James W. Johnson  
John M. De Maria  
Benjamin D. Waterman  
Malvin W. Borick  
Wilbur C. Bruce  
Julius A. Anderson  
Jerry E. Holstad  
Edwin S. McClure  
Ernest M. Williams  
Joseph Levinson  
J. D. Van Meter  
Edward J. O'Donnell  
Herschel E. Reynolds

Thomas Y. Harrison  
Charles F. Kieffer  
Earl K. Wooley  
William M. Allen  
Roy R. Buckwalter  
Robert W. Miller  
Ross E. Naoh  
William G. Hooks  
Milton Horwitz  
Charles W. Cummins  
Harper K. Morris  
Donald L. Hendershot  
John C. Burford  
Walter E. Bampton  
Russell E. Baugh  
Carl E. Rhodes  
Wilfred G. Gilly  
Leonard T. Bolton  
Robert M. Reuter  
Ernest C. Smith  
Robert B. Knowles  
Harvey E. Stewart  
Arthur G. Kalih  
Robert A. Roseberry  
Alder Belli  
William H. Phillips\*  
James Y. Sheppard\*  
Robert C. Sanders\*  
William W. Detoch\*  
John M. Burhae\*  
John L. Cecil\*  
Daniel O'Hara  
Danford S. Carroll\*  
Robert M. Grow\*  
Jack L. Olive\*  
William H. Wolff\*  
Frederick W. Rupp\*  
Robin M. Barrett\*

## LIEUTENANTS

John F. Lytton  
Samsel M. Pierce  
Robert S. Schneider  
John D. Passano  
Glenn D. Spradlin  
Jack A. Dunn  
James R. King  
Charles A. Hinkins  
Robert E. O'Donald  
Edward R. Dean  
Richard P. Keating  
Robert C. Mitchell  
James C. Soupene, Jr.  
John M. Kallina  
Marion K. Jones  
Donald R. Nersisid  
Frank H. Miller  
Arthur J. O'Leary  
William L. Mordock  
Duane R. Broder  
Wayne E. Coulter  
Albert H. Rogoshen  
Ernest C. Stram  
James F. Vaughn  
Ralph V. Lemes  
Allen L. Darling  
Donald A. Roberts  
Robert B. Holt  
Charles S. Steen  
William F. Simpson  
Howell D. Fleming  
Clarence W. Smith  
Bernard R. Lefebvre  
Gene L. Maeller  
George E. Morrison  
Richard E. Haynes  
John A. Canwell  
Clarence A. Heller\*

## LIEUTENANTS (Cont.)

Julius L. Jones, Jr.  
Donald A. Wray  
Ervin L. Billman  
Charles L. Nowell  
Paul L. Hurley  
Warren T. Trent, Jr.  
Richard W. Sealter  
Jody L. Williams  
Dean G. Boyle  
James Bishop  
David S. Johnson  
Wm. J. Lumpkins, Jr.  
Louis J. Stadler  
Robert A. Peterson  
Leon H. Stone  
Bak Y. Chin  
Joseph J. Colletto  
Robert F. Heinz  
Robert N. Adams  
Bobby Mochen  
Robert G. Elton  
J. Stephen Bond, Jr.  
Eddie H. Newkirk  
Danny L. Romig  
Arthur W. Mason  
James R. Hoefener  
Edward A. Wing, Jr.  
Baxter M. Head  
Norman E. Hart  
Alfred F. Brodeur  
Laurence L. Rusiewicz  
Stanley S. Kraus  
Stokely L. Wilson  
George R. Waggis  
Ernest E. Varney  
Donald M. Hanks  
James L. Hastings  
Jack D. Hill  
Robert H. Lightfoot  
Hazen C. Schouman  
Billy G. Williams  
Donald J. Millyar  
John L. Weaver  
Bruce R. Dempsey  
Edward N. Grix  
George A. Hodges, Jr.  
B. S. Persanson, Jr.  
Kenneth L. West  
Don A. Pace  
William A. Stansland  
Fred W. Pierce, Jr.  
Tommy J. Shelton  
Burdette Thompson  
Eugene I. Smith  
C. A. Stephenson, III  
Joseph B. J. Halden  
Dunne S. Ford  
Frank W. Schorle, Jr.  
Hubert D. Merritt  
Williams Gless  
Thomas E. Anderson  
Peter J. Malinoff  
Clifford R. Nelson  
W. W. Dillenaire  
Malcolm L. Holmes, Jr.  
Kenyan L. Forrest  
Ephraim A. Gass  
Arthur T. Conroy  
Everett O. Sanburn  
Robert S. Patten  
John A. Johnston  
Ceil G. Christian, Jr.  
Frank H. Bloom  
Rowland J. Nicholson  
William H. Tausch, Jr.  
Dale E. Hommons\*  
Roger H. Boehnke\*

Norman L. Stewe\*  
Henry P. Copozzi\*  
Patrick E. Shay\*  
Jim I. Hunt\*  
Glen D. Thornton\*  
William F. Bauman\*  
Harry L. Woodard\*  
Thomas C. Christie\*  
Lawrence O. Ziltstein\*  
Gleann A. Leister\*  
Bernard A. McGee, Jr.\*  
Albert L. Smith\*  
Carroll C. Isaacs\*  
George R. Cole\*  
William R. O'Neill\*  
Robert Semanick\*

## CWO's

Gordon F. Mescham  
Allen J. Mangrum  
James H. Maxey  
Louis J. Giddens  
James P. Ray  
Howard E. Parsons  
Robert H. Iwanano  
Irisling E. Blithon  
Ray C. Adams  
James C. Drubbaugh  
Billy R. Holt  
Bobby Boyd  
Harold W. Graham  
Allen G. Little  
Eugene E. Price  
Roy J. Molick  
Charles R. Brown  
Martin G. Knudtson  
James E. Aldridge  
James R. Oden  
Billy L. Wester  
Stanley P. Denning  
Raymond L. Bondy\*  
Wesley E. Esso\*

## WO's

Clayton E. McLoughlin  
Donald W. Yackey  
Gwain L. Johnson  
Kyle J. Spaulding  
Howard R. Marquardt  
Jerry L. Ansel  
William T. Lamb  
Eugene F. Jones  
William H. Shaw  
Rex H. Chambers  
Donald E. Herman  
Horace Horn  
Anthony G. Kulliko  
Hu. B. Rhedes  
Donald C. Johnson  
Louis G. Smith  
Lawrence M. Snyder  
Kenneth G. Donley  
Charles D. Robertson

## ENLISTED

Master Sergeants  
P. R. Druckemiller  
Roy Eich  
Donald A. Baker

## CIVILIANS

John S. Coyne  
Hans Weichelt, Jr.  
Charles O. Albene, Jr.  
William R. Hewitt  
Wilton G. Rhodes  
William P. Peery  
\* Joined March, '58



**Credentials:** Membership cards for the 1958-1959 membership year and pertinent other data were forwarded to all new and renewal members in early March. This Office sincerely appreciates the patience shown by all Members in this matter.

**Booster Lapel Insignia:** The National Board has approved the distribution of distinctive "Booster" lapel insignia, and in late March entered into discussions with a major supplier of fraternal insignia.

The Association does *not* contemplate the general issue of membership insignia. However, those Members who participate in furthering the growth of the Association by securing a new member will be forwarded a distinctive "Booster" lapel insignia. Details and applicable forms are found in the Member's credentials mailing.

**Fly-In Get-Togethers:** Several Regional areas are planning extensive Fly-In social-educational get-togethers. You are encouraged to stimulate and participate in similar gatherings. The National Office will provide whatever promotional and correspondence help you request.

**Membership Renewals:** As of this date, close to 70% of the initial year's Members had renewed their AAAA membership. Tops? Fort Belvoir with 100%; Fort Rucker, 96%.

**Films:** Several "unofficial" Army aviation films of considerable interest to both active Army and civilian component Members are available and this office will make a sincere effort to secure them for general membership "after hours" meetings. Contact your Regional and Chapter officers to determine if an "activity movie night" is possible in your area. If so, have them contact us and we'll take it from there.

**MAPS:** A revision in the MAPS Service will extend the benefits rendered to those who desire Placement Information follow-

ing their departure from active service. Additional MAPS "resumes" will now be forwarded to each applicant following reproduction so that the applicant may supplement any material he forwards to firms other than those contacted through the Service.

**Locator Service:** The Association's continual membership growth has provided a stronger base for effective "Locator Service." If you have lost track of a long-time friend, use the "Locator Service" cards provided in the credentials mailing and let the Ass'n go to work for you.

**FPPP:** Five Army aviators (one Major, two Captains, one Lieutenant, and one CWO) are now receiving 100% monthly pay indemnity under the Flight Pay Protection Plan. Monthly manna: \$920.00. Some 1,069 AA's and enlisted crewmen now have coverage under the AAAA Plan.

**Civilian Component Data:** A revision of the Ass'n's earlier 4-page leaflet that listed the National Guard Advisors and State Supervisors is now being prepared. The revision will include USAR assignment information and addresses. Distribution will be made to all Members by the "insert" method.

**Organizational-Functional Charts:** The National Board approved the preparation, distribution, and maintenance of organization charts of Army aviation major commands as an Ass'n service to industry and the general Ass'n membership. Implementation (admittedly difficult) will be initiated in mid-May.

LAST THOUGHT! *Be a Booster!*

Your Executive Secretary

# Branch Rep

Following the receipt of a request for "levels, the National Office polled the members Presidents for "comment." Several of the

◆ The base of existence in the Army is the branch system. Sooner or later we'll get geschhardt, eliminate the branches, and go functional. The current reorganization plan is going to give a substantial push to the Army in this direction.

Army aviation, is, in effect, branch immaterial. Aviators are assigned by and large according to their pilot's MOS, and in most units, on a branch immaterial basis.

As you can guess, I am opposed to the branch system, to changing the By-Laws to permit "branch" representation at either the local or Nat'l level. Our "component" system seems to be a valid one, and I vote to keep it that way."

◆ I do not see how strong emphasis on Army branches can serve any useful purpose within our organization. In fact, it could be detrimental to the overall program. The nature of the Association together with its aims and objectives indicate that we should strive for "Army aviation teamwork" and avoid, as much as possible, overt reference to internal parochialism."

◆ I believe quite strongly that we should keep the (organizational) setup as it is now—on a component basis, rather than on a branch basis. My reasons for this are two-fold. First, we must discourage competition among our branches and make all people feel that they are a part of Army aviation and not part of their branches and secondarily part of Army aviation.

In addition to this, as somewhat of a side-line, there is discussion of authorizing aviation in branches other than those that now have aircraft. If this is done, we would then find ourselves with an ever-expanding (National) Board or we would find ourselves playing down or excluding the new branches authorized aircraft.

Second, one of the primary things we must promote in Army aviation is its participation by the Reserve Components. Stressing branch representation, rather than component representation, will play down the Reserve and the National Guard. It is in this area that we really need to do some promoting and get more member support."

◆ Let us permit any type of representation. I'm all for it."

◆ The suggestion urged by a senior officer for Branch Representation at Nat'l Board level is considered inappropriate to a basic aim of the AAAA—the objective of unifying the aims and objectives of Army aviation as a whole. It is the considered belief of the undersigned that

narrow branch viewpoints and inter-Branch rivalries have done much to retard the growth of Army aviation.

The sooner our Army Aviators lose some of their branch consciousness and start thinking of Army aviation in terms of its capabilities to serve Army aviation as a whole, the faster will be the development of effective Army aviation. Branch considerations have generally prevented Army aviation from presenting a unified case in its struggles to progress. Let us not weaken the first unifying agency we have developed, the AAAA, by dividing it into branch lobbies.

As an extra thought, neither the USAF, the Navy, or the USMC aviation activities are plagued with disuniting subdivisions comparable to the Army's various branches."

◆ I strongly oppose any effort to introduce any fragmentation by branches. In fact, I think one purpose of the Association should be to strengthen the common aviation ties between aviators regardless of branch.

I would suggest your reply set forth the following points:

First, we want to cultivate unity of aviation interests and to minimize branch differences.

Second, we want to keep our (Ass'n) agencies as simple as possible with officers kept to a minimum."

◆ The senior officer may have a good point in regard to branch representation. His view may include the thought that one branch of Army aviation may more or less dominate the thinking of the Association.

I agree that we now have a balanced Association among the branches and to soothe those individuals with branch jealousy, perhaps it would be a good idea to have representation on the Nat'l Board based upon a "percentage basis." The branch with the most Army aviation personnel would naturally have more members on the Board.

We must present a solid-front, inter-component organization and it may require the representation of all branches on the Nat'l Board in order to insure this solid front."



# resentation?

branch" representation at the various activity  
ers of the National Board and the Regional  
survey's comments appear here.

Speaking as an individual member, I think 'branch representation,' while it certainly would have certain advantages, would be an unwieldy thing to handle. I also think that we're all Army aviators first (despite claims to the contrary.)

I'm strongly against branch representation, and if I were Chief of Staff, US Army—which Lord knows I'll never be, probably because of heretical views such as this—I'd go so far as to remove branch insignia from uniform lapels.

'Stratification' by branch does more to impede unification and the overall good of the Service and Army aviation than one realizes. I'm against it, and unlike the senior officer who suggested 'branch representation' on the Nat'l Board level, I don't care if you do know who I am."

I think the proponent for branch representation loses sight of the fact that our present list of Ass'n officers, Nat'l, Regional, and Chapter, in itself, indicates a most satisfactory 'across the board' representation of all branches. Our growing Chapter structure, which I have followed very closely, also reveals that the membership in pursuing local free elections has returned an admirable, all-component, multi-branch structure.

I wish to stress that this is being done freely—as it should be. To demand 'branch representation'—in effect, to create spaces where the By-Laws do not provide spaces—is forcing, is against the essential democratic election processes successfully achieved, and is contrary to the basic tenet of the Association—inter-component harmony and fraternity.

If the Members wish to elect an officer with particular 'branch qualifications,' they are permitted to do so by our election procedures. The slates elected to office by the membership comprise our 'governing body,' regardless of their lapel insignia."

There is a long standing axiom, 'Don't drive any more vertical pegs than you have to to achieve your objectives.'

It is my personal opinion that branch representation per se will achieve no useful pur-

pose and could well serve to be a bone of contention. I believe that representation on the Nat'l Board should be comprised of recognized leaders who are willing to serve and who represent the Members of the Ass'n regardless of branch or component.

The component representation does serve a useful purpose in that the Civilian Components as well as active Army personnel are assured of a voice in the Ass'n deliberations."

I strongly recommend that the Ass'n effort continue in its present format. This principle of organization homogenizes the mass without detracting from the force of same.

To accede to the principle of 'forced representation' does not 'beget the best of the bunch,' and further, provides an initial hobble to bold and unfettered action.

I would be-quick to set aside this (proposal) at this time and to focus our energies on the primary function of membership."

When a person is elected to office he assumes certain responsibilities and is expected to perform his specified duties. Our By-Laws clearly define these duties.

Creating offices based upon branch considerations, to my way of thinking, does not imply any specific duties or general usefulness, other than the mere function of 'monitoring.'

We do not need monitors; we need sincere, interested people who are willing to work towards an effective fraternal-social-educational grouping. Your answer should suggest to all potential Ass'n officers that they pitch in at a Chapter level. If their participation is sincere and durable, accession to Regional and National office will follow. The Members, who will elect future slates, will reward sincere effort and participation. Accession to higher office by any other means is objectionable—and I consider the creation of 'officer slots' to accommodate branch recognition as one of the objectionable means."

The personal views of the Executive Secretary are similar to those found in the last comment. The AAAAA does not deny membership or office to any person affiliated with Army aviation.

The By-Laws, approved unanimously by the National Board upon the creation of the organization, reflect an Army-Civilian Component structure. Although quite extensive, the By-Laws do *not* take cognizance of the existence of branches, nor do they attach 'branch qualifications' to any office.

The Association desires the participation of sincere, interested leaders. A democratic election process by the membership should guarantee the perpetuity of this sincere interest.



## USAFFE Region

"Since my last correspondence we have pursued AAAA organization here and I'm certain the Nat'l office has been seeing the results. To bring all up to date—the following brief:

Due to the proximity of the end of the membership years we decided to hold off formal action until after 1 April. Accordingly, on 3 April we had our Regional Organization meeting in the Seoul Area Officers Club. Some 50 Members and potential Members attended the sessions which featured a short business meeting at 1700, cocktails at 1800-1915, dinner 1900-till!

The results of the business meeting were the organization of the Regional activity, furthering Regional activity to secure at least four organized Chapters, the election of a complete Regional slate, and the announcement of the first 100% element in USAFFE.

### Envision Four Chapters

Our Chapter activity envisions four, possibly five Chapters: a *First Cav Division Chapter* (APO 24); a *7th Inf Div Chapter* (APO 7); a *Seoul Area Chapter* which takes care of 8th Army Hq, the Flt Det, the Army Acft Maint Center, KMAG personnel, 2nd Engr Gp, and other adjacent units; and a Chapter (name to be selected) to include I Corps Hq, 3rd LAS, I Corps Arty, 36th Engr Gp, 13th TC Hcptr Co, and other adjacent units as are in the J Corps area and not otherwise covered.

A fifth Chapter is a possibility, *Maj. Hank Wann* to ascertain whether the number of personnel in Japan will warrant or support a Chapter organization over there. If not, they are to be members of the *Seoul Chapter*.

### USAFFE Regional Slate

Regional Board Members elected at the business meeting were: Pres: *Col. John D. Edmunds* (Avn Off, EUSA, APO 301); Exec VP: *Lt. Col. Charles P. Dannon* (Avn Off, I Corps (Gp), APO 358); VP's: *Lt. Col. Vernon P. Poynter* (Avn Off, 1st Cav Div, APO 24); *Maj. Harley Hungerford* (EUSA Acft Maint Cen, APO 971); *Maj. Frank Shaw* (Avn Sec, 7th Inf Div, APO 7); *Maj. Henry Wann* (Avn Off, MAAG Japan, APO 343); Treas: *GWO Fred Lieb* (Avn Sec, EUSA, APO 301); and Sec: *Capt. Robert Openshaw* (Avn Sec, EUSA, APO 301).

As a point of interest and for the record, *Lt. Col. Poynter* reported that all Army aviators assigned to the 1st Cav Div were 1958 AAAA Members, thereby becoming the first 100% element in this Region.

We were able to get advance publicity in the Pacific edition of the *Stars and Stripes* and

over the *AKFN* radio network. Both *S & S* and *AKFN* carried a report of the meeting and the organization of the activity.

One of the major problems of an effective organization will be the *short tour*. As it now stands the people arrive and are gone in what appears to them to be a long time—while actually they have hardly had time to get their feet on the ground. This constant turnover can't produce a working organization. To offset this, we must have an operating—fully effective—top echelon. This means that the aviation officers of the various elements must promote the organization on a personal basis. The *present* incumbents realize this and are planning accordingly.

### Phase Back in Japan

Army activities as an entity are being reduced all over the area. Japan is being phased back rapidly and by 30 June will be but a bare shadow of itself. The transfer of emphasis was initiated last July when the Command Headquarters moved over here to Seoul. Korea has—or will have very shortly—more than 95% of all Army aviators.

I've requested that Chapters, as soon as they have completed their organization meetings, forward a report of such through Regional Headquarters. As of now (23 April), I have not received any dope from them.

Now that we've gotten under way the USAFFE material for our magazine will be coming along regularly. I plan that the first material be a general outline of aviation activities and the organizational and geographical layout which will form a basis for succeeding articles. All of the above should indicate to *all other Members* that we've gotten the ball on and that we're moving in the right direction. We'll keep all abreast of details as they develop."

—John D. Edmunds  
Col Inf  
Aviation Officer

## Fort Belvoir Chapter

Meeting at the Boat Club at Fort Belvoir in mid-April, AAAA members in the Fort Belvoir area activated the first Chapter in the Washington Region, the *Fort Belvoir Chapter*. Under the guidance of *Majors Clifford O. Bowen* and *Jack Andrews*, the membership participated in a closed ballot election, returning the following slate to office:

Pres: *WO Robert W. Buechter*; Exec VP: *1/Lt. James F. Haynes*; VP, Army Aff: *1/Lt. James M. Gillespie*; VP, Industrial Affairs: *Mr. Charles M. Wibert* (Beech Aircraft); VP, Public Aff: *Capt. William M. Bell*; Treas: *WO Clifford D. Bradley*; and Sec: *1/Lt Richard T. Harrison*.

# FORT RUCKER NEWS



TUXBURY



BROOKS BROTHERS



HEMENES

Following the loss of a leg in an aircraft accident, *CWO Clarence Tuxbury* (left above) took a dim view of his chances of ever flying again as an Army pilot. In mid-April, however, he logged his first hours as a full fledged Army pilot for more than a year, thereby becoming the first amputee in Army aviation.

*WO Tuxbury*, an ex-Marine pilot currently assigned to the Dept. of Rotary Wing Training, lost his leg during a January, 1957 helicopter accident while practicing forced landings. Of the four persons involved in the crash, he was the only one hurt. His injury resulted in the immediate amputation of his leg at the knee.

Many of his friends rallied to his aid during the ensuing months carrying his case before the Evaluation Board. The Board members recommended that he be returned to flight status after having satisfactorily determined that he was both capable and physically able to fly. The recommendation was forwarded to higher authority, a review board in Washington ultimately granting the waiver permitting his return to flight status.

Department of Maintenance personnel have a steady "recognition problem" in their daily endeavors, identical twins in the persons of *Jerry* and *Jack Brooks* (center above) being maintenance instructors in the Department.

Both are Sp3's (match); both have received similar military training and assignments; and both have similar past histories. *Jerry* is the one with the slightly tousled hair.

Coincidental with the efforts of the Ft. Rucker Wildlife Association to protect game like turkey, dove, quail, and small deer, *M/Sgt Bennie W. Hemenes* (right above), Aviation Center game warden and a wildlife NCO, is shown holding a 25-lb bobcat he trapped behind one of the Center's Ranges. Tabby, measuring 3 feet from nose to stub tail, cashed in on No. 9 when it ran afoul of one of the sergeant's traps.

*The Month in Digest:* Located near the Copper Corner tennis courts, the Ft. Rucker Enlisted Men's pool was opened in mid-April. It's plush, measuring 75' x 164' and has an eleven foot depth at the deep end. . . Rucker has golfers. The Post six-man team put down a Maxwell AFB sextet, 24½-2½. . . A TATSA H-37 realized over \$10,000 in savings by salvaging a jet engine from a swamp near Rocky Creek on the Eglin AFB, Fla., Reservation. Following the safe ejection of the pilot, an F-102 *Delta Dagger* augured in, creating serious accident investigation problems due to the terrain. Road cost plus bridge to gap swamp land to reclaim the 3700 lb engine: \$10,000. *CWO's Walter S. Catlow & Bert E. Rattiff* under the direction of *Capt. John C. Geary*, Test Division, TATSA, air-evacuated the engine and the afterburner from a tricky clearing.

Recent USAAC visitors shown below, left to right: *Maj. Gen. W. Preston Corderman*, Commanding General, Ft. Monmouth, N. J.; *Air Commodore T. "Tommy" Clift*, Chief of Staff of the Burmese Air Force; *Lt. Gen. Arthur G. Trudeau*, Chief of R & D, D/A; *Maj. Gen. Charles K. Galley*, Chief of Civil Affairs and Military Government, D/A.



CORDERMAN



CLIFT



TRUDEAU



GALLEY



LEFT: Lt. Gen. Thomas F. Hickey (cen.) is shown on a visit to Ft. Rucker just prior to his retirement as CG of the Third US Army. Maj. Harold H. Thomas, Exec of the 2nd Bottle Co, 31st Inf, is shown beside him; immediately to the rear is Brig. Gen. Bogardus S. Cairns, CO of Fort Rucker. CENTER: PFC Russell Hayes (cen.) of the Aviation Board is congratulated by Sp3 Fred Stewart, Manager of the Fort Rucker Flying Club on being the Club's first member to receive an Instrument rating utilizing club facilities. PFC John Ellington, Ass't Manager and club instructor (left) looks on. RIGHT: The student Fly-in (Steak) Dinner mentioned in last month's issue is verified by photo. Shown with de-vittled plates are, (l-r) Lis Everett Luk, Frank Fredenburg, and Rudolph Seale; Mr. Lee Berkowitz (instructor) and Capt. Robert Shanabarger. A worthy innovation by Flight 4.



LEFT: Maj. George Rogers (r.), Chief of the Aviation Staff Officers Course, is shown being sworn into the Regular Army by Lt. Col. James A. McCord, Jr., a student in the course. On two occasions Maj. Rogers has served under Col. McCord, once at SIII, and once in Germany, receiving his 'Oak Leaves' from Col. McCord while in the latter assignment. CENTER: Brig. Gen. Bogardus S. Cairns, receives his scorecard for his round in the International Golf Day Tournament from Capt. James E. Bonniater, project officer. Others in the leadoff foursome (l-r) are: Lt. Col. Robert L. Huffaker, Post Provost Marshal; Capt. William H. Harper, Information Officer, and Tye Adams, Athletic Director. RIGHT: Fourteen Explorer Scouts from Phenix City, Ala., are shown during their 2-day visit to Fort Rucker to study aviation maintenance for Explorer merit badges.



LEFT: Maj. Gen. Frank S. Besson, Jr. (far left), Chief of Transportation, was a guest of the USAAC while on a recent post tour and orientation. Shown accompanying him are (l-r): Olan O. Peterson, Hayes Airtel Corp.; Brig. Gen. William B. Bunker, Commanding General, TSMC; and Lt. Col. Russell W. Humphreys, Chief of Fort Rucker's Aircraft Maintenance Section. CENTER: Cracking books prior to taking leaves of absence to attend the University of Omaha to complete work for their bachelor's degrees are Capt. Jeff J. Metzker (left), Dept. of Mater., and Lt. Robert E. Vossar, Dept. of F/W Trng. Both will attend college under the terms of the Army Education Program (see Gen. Eastbrook's letter, p. 8, this issue). RIGHT: Mrs. Daniel H. Hayne, wife of the Chief of Staff at Ft. Rucker, is shown with one of her paintings on display at the Center Library.

## 1st Army Avn Company (FW-TT) Compiles Enviably Record

FORT BENNING, GA.—The officers and men of the 1st Army Aviation Company (FW-TT) wish to congratulate their sister unit, the 3rd Army Aviation Company (FW-TT) upon their many achievements since the arrival of the unit in Germany.

The accomplishments mentioned in the article appearing in the March issue of ARMY AVIATION should make the members of the "3rd" very proud and determined to continue in the same manner.

The personnel of the 1st Army Aviation Company are also proud of their work. Foremost is the unequalled safety record established by this company. To date, no other unit in Army Aviation has claimed this honor. Since 11 September 1956, 9,764 flying hours have been logged, 11,425 troops have been transported, and 342 tons of cargo have been transported without either a ground or flying accident. This Safety Record is attributed to pilot experience and the continuous Safety and Standardization Program in progress. The aviators average four years and ten months as rated aviators, with an average of 1,325 hours of flying time. All but two are instrument rated, and these two are presently attending instrument school.

During 1957, aircraft of the "1st" landed at 191 Military and Civilian airports in the United States. While engaged in tactical exercises, in-

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numerable landings were made on road and field strips at Fort Benning and other installations. The missions were many and varied, ranging from landing a company of Rangers on road strips at night to transporting VIPs.

The pilot of the U-1A—in the past, a type aircraft not frequently seen in the United States—often heard the question "Say again, type aircraft," when making position reports. This is now rarely heard.

The mission of the 1st Army Aviation Company is to support the Third US Army, Lawson Army Airfield Command, the Lawson Field Instrument School, and the Infantry Center, which incorporates the Airborne-Air Mobility Committee, the Pathfinder School, and the Jumpmaster School. Troops and cargo are paratropped from the "1st" aircraft. Since August, 1957, each student of the Pathfinder School at Ft. Benning has made a day and a night jump from the "Otter."

The entire Company participated in two Aerial Resupply tests conducted by the Quartermaster School at Fort Lee, Virginia, and supported four "Armored Battalion in the Attack" demonstrations at Fort Knox, Kentucky. Portions of the unit participated in "Operation Jumpflight" at Fort Campbell, Kentucky, and the Desert Test of Army Aircraft conducted by Board Six at Fort Bliss, Texas. The aircraft of the "1st" were used to assist in the mass movement of a helicopter company from Fort Benning, Georgia to Desert Rock, Nevada by transporting supplies, critical parts, and maintenance personnel required to repair helicopters enroute. Members of the unit are presently participating in "Operation Cumberland Hill" at Fort Bragg, North Carolina, and the Desert Tests of the H-37 Helicopter at Fort Bliss, Texas.

The officers and men of the 1st Army Aviation Company (Fixed Wing-Tactical Transport) are justifiably proud of the motto on the Unit Crest "We Support." —Lt. Jackie S. Daughtry

## Start 'Em Young!



Top winners in a recent Antilles Cub Scout model airplane contest are shown with MAJ. GREGORY L. OLNEY, Antilles Avn Off, at Isla Grande Naval Airport, San Juan. ANDY STUMPF (l.), 1st prize winner; KENNETH MATHEWS (cen.), runner-up; and third-place winner ROBERT SENSKE enjoy the "real thing." The boy playing peek-a-boo at the right was a non-winner but succeeded in crashing the party. (U.S. Army photo.)

May, 1958

## REIMBURSEMENTS

The magazine's "author-reimbursement" program is now in its fifth month, many AA personnel being pleasantly surprised by the incoming checks. Only wish we could send more. One problem: the writer who sends us the second (or third) carbon on a story. We must assume the first went elsewhere and the material is not exclusive to this publication. You're first with us! Let us be first with you!

# CONTRACTS AND BIDS

## CONTRACTS

**AIRCRAFT RADIO CORP.**, Boonton, N. J.; Radio Set, AN/ARN-59 (Automatic Direction Finder, Type #21), 33 each; through USA Sig Supply Agency, Phila., Pa.; \$51,685.

**AMERICAN BITUMULUS & ASPHALT CO.**, Mobile, Ala.; 200,000 gallons asphalt, emulsified; through P & C Office, Ft. Rucker, Ala.; \$26,600.

**BEISER AVIATION CORP.**, Ft. Huachuca, Ariz.; Additional 5-1/2 months of organizational and field maintenance of Army Aircraft Contract No. 68020; \$360,639.

**BENDIX RADIO DIVISION** of Bendix Aviation Corp., Baltimore, Md.; Radio Receiver, Glide Slope; 79 each, Modification; through USA Sig Supply Agency, Phila., Pa.; \$77,499.

**CURTISS-WRIGHT CORP.**, Wright Aeronautical Div., Wood-Ridge, N. J.; Overhaul of government owned aircraft engines used on US Army H-19 aircraft (Stock No. 2WBIN-R-1300-3,3A, and 3B); Quantity 62; through TSMC, St. Louis; \$166,560.

**LYCOMING DIVISION, AVCO Mfg Corp.**, Stratford, Conn.; T53-L-1 Shaft-Turbine Aircraft Engines for Army H-40 and the USAF H-43B Aircraft; \$3,000,000.

**MINNESOTA AIRMOTIVE, INC.**, Minneapolis, Minn.; Overhaul of government owned various shimmy damper units, servo units, gear box assemblies, cylinder assemblies, and servo azimuth assemblies used on US Army H-19 aircraft; Quantity 584; through TSMC, St. Louis; \$72,559.

**SIKORSKY AIRCRAFT DIVISION, STRATFORD, Conn.**; Overhaul of government owned clutch assemblies used on US Army H-34A aircraft (Stock No. 1AWF-51635-91000-3,4,9,12 and 15); Quantity 221; through TSMC, St. Louis; \$61,575.

**SIKORSKY AIRCRAFT DIVISION, Stratford, Conn.**; Overhaul of government owned tail gear box assemblies used on US Army H-34A aircraft (Stock No. 1AWF-51635-64000, 1, and 3); Quantity 200; through TSMC, St. Louis; \$50,400.

**SIKORSKY AIRCRAFT DIVISION, Stratford, Conn.**; Overhaul of main rotor assemblies used on H-19 aircraft (Part No. 1AWD 510-10-1400 Series); Quantity 140; through TSMC, St. Louis; \$155,920.

**VERTOL AIRCRAFT CORP.**, Morton Pa.; Overhaul of government owned central transmission and clutch assemblies used on US Army H-21 aircraft (Stock No. 1AGJ-42D-1001-10-20-22-13); Quantity 109; through TSMC, St. Louis; \$98,000.

**VERTOL AIRCRAFT CORP.**, Morton Pa.; Overhaul of fan and hub assemblies and rotor hub assemblies used on US Army H-21 aircraft through TSMC, St. Louis; F & H Assy, \$140 ea.; RH Assy, \$292 ea.

## BIDS

Apr. 2 — Training of 192 Army pilots in instrument flying, should cover entire cost to Army for complete training of each pilot. Bids opened 30 April; through P & C Office, Bldg 65, Ft. McPherson, Ga.

Apr. 7 — Refueling and defueling aviation gasoline, estimated 527,500 gallons monthly; refueling and defueling lubricating oil, estimated 28,200 quarts monthly; defueling gasoline and motor oils. Bids opened 18 April; through P & C Office, US Army Avn Center, Ft. Rucker, Ala.

Apr. 11 — Construction of helicopter pad, access road, and hardstand with tie downs, Ft. Sill; Bids opened 29 April; through P & C Div, G4, USA Arty & Missile Center, Ft. Sill, Okla.

## Changeovers

**CAMP DREW, JAPAN**—*Maj. James R. Hodge* became the new Commanding Officer of the 6th Trans Co (Heptr), the oldest Army Helicopter Company. Change of Command ceremonies took place at Patton AAF, Camp Drew, Japan, in early March with *Maj. Hodge* replacing *Maj. Raymond C. Chapman*, the outgoing C.O. *Maj. Hodge* came to the 6th from the 13th Trans Co (Heptr) in Korea, and is believed to be the first officer to have commanded both organizations, the only two Army Helicopter Companies in the Far East.

—CWO *William H. Parker*



**FT. BENNING, GA.**—*Maj. James R. Woods* (left) recently assumed command of the 4th Transportation Company (Med Heptr, H-37) (MOJAPF), replacing *Capt. James C. Evans* (right) who retired from the service in April. (U.S. Army photo).

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## Quiz Show

It's "Perro Buscador" says MAJ. COLON GRIJALVA from Ecuador (left) to LT. COL. CHUIK KO from Korea (2nd). "Jaghund" says LT. JOHANNES STUMPF from Germany (4th from left); "Au Kopegi" chimes in MAJ. MEHMET GOKER of Turkey (right). But to the USA's COL. GEORGE MILLER (center) it's plain "Bird Dog." The venerable training plane was flown by her most cosmopolitan class to date (Class 58-13)—five nations strong. By solo-time, that dictionary will be bird-dog-eared, to say the least.



## Fly Right!

Straighten your cap, sirl Lt. Walter Urbach, Jr. (left) fits one of his class' green flight caps onto "DAD" URBACH, a 30-year USAF Colonel who stopped by to check on today's student training. TOM WEBB, Lt. Urbach's civilian flight commander, witnesses the "shaping up" of WALTER URBACH (SR.). Come 1975, the father-son career officers expect WALTER URBACH, III to ply the blue although your guess is as good as ours as to the type of vehicle he'll use in '75.

May, 1958



## Gunners

These four captains at Camp Gary, Texas, zeroed in on a recent .45 calibre competition and came up with a monopoly. Between them, they divided all 16 medals awarded at the event. CAPT. PAUL CAGLE (center) won the grand-aggregate trophy after sharp competition from, left to right, CAPTAINS ROBERT PALMER, WILLIAM DILL, and PAUL RUDDER. CAPT. CAGLE serves as the President of the Post's Gun Club. (This figures.)



## Best Wishes!

Prior to reporting to Ft. Monroe as deputy commanding general of Reserve Forces, CONARC, MAJ. GEN. HERBERT B. POWELL (left) was presented with a plaque by AA's at Fort Benning. LT. COL. GERALD L. HOUGH (r.), Exec Off of LAAFC, made the presentation to the dual-rated general officer. MAJ. WILLIAM A. HOWELL (far left), Gen. Powell's fixed-wing instructor, and CAPT. ROBERT A. MICHELSON, his rotary-wing instructor, look on. (US Army photo.)



FORT EUSTIS, VA.—Sp3 *Alto Furlong Jr.*, Operations Scheduling Clerk at Felker Army Airfield at Fort Eustis, is definitely not a newcomer to the aviation field. In fact, he has quite a record in the field.

At the age of 18, he was possibly the youngest co-pilot among the few father-and-son flying teams operating large commercial transports. At that time, his father, *Alto Furlong Sr.*, was flying as Captain of Coastal Airlines with *Alto Jr.* as his co-pilot.

Following World War II, the *Furlongs* entered the helicopter field, forming one of the

first father-son helicopter teams in commercial operation.

*Alto Sr.* taught *Alto Jr.* how to fly helicopters before opening a helicopter instruction school known as the Metropolitan Aviation Corporation, at Teterboro, New Jersey. *Alto Sr.* had many hours of helicopter flying to back him in his venture. One of his most apt pupils at the schools was *Arthur Godfrey*.

*Alto Sr.* is presently a combination helicopter and aeroplane test pilot for Douglas Aircraft Corporation.

*Alto Jr.* continued his flying career as a pilot for World Airways, and has logged many hours as an airline co-pilot. Prior to entering the Army, he was establishing himself deeper into the Helicopter Pilot field by flying helicopters for the Helicopter Corporation of America, at Santa Monica, Calif.

Upon leaving the service, *Alto* plans to continue his career in both fixed wing and helicopter flying as a commercial pilot. He is presently assigned to the US Army Transportation Airfield Operating Element, a unit of the 40th Trans Bn (AAM).

In the photo above SP-3 ALTO FURLONG, JR., discusses the engine of an H-23 Raven with 1ST LT. LOWELL E. JOHNSTON.

### Academic Honors

FORT EUSTIS, VA. (Delayed.—SFC *Francis A. Smith*, Rotary-Wing Section Leader of the 582nd Trans Co (Army Aircraft Heavy Maintenance & Supply), was recently awarded a Certificate of Merit from the Wright Service Engine School, Woodridge, N.J.

The certificate was awarded for "having achieved the highest academic honors in the Wright R-1300-3 Line Maintenance Course" which SFC *Smith* attended in January of this year. The certificate was presented by Capt. *George E. Patterson*, Commanding Officer of the 582nd.



### 8th Trans. Co. Supports USMC Operation

FT. BRAGG, N.C.—In late March, the 8th Trans Co (Lt Hcptr) provided four H-21 *Shawnees* to the U.S. Marine Corps at Camp Lejeune, N.C., to be used in support of Operation FIB-X. The mission of the *Shawnees* was to provide air support to elements of Fort

Bragg's 77th Special Forces and Able Company, 505th Abn Inf who acted as Aggressor Forces. The ability of the choppers to air-land assault teams in virtually inaccessible areas proved to be a great asset to the combat forces and did much to provide realism to the entire operation. Personnel of the 8th enhanced their unit training during the week of operational flying. A part of the participating group is shown below. —W/O *Leonard H. Burroughs*, Unit PIO



# STATESIDE

TSMC, ST. LOUIS—In addition to the "common" duties of our TSMC Flight Branch, the Director of Field Services has directed that, for the time being at least, that we will act as the co-ordinating agency for the overseas flight delivery of L-23D aircraft. Proper co-ordination with all interested agencies is somewhat difficult at times, but much progress has been made during the short time since the task was undertaken by TSMC.

Among the problems of co-ordination are those in which the Air Force comes to our aid—namely, the outfitting of our aviators with exposure suits; approving flight routes; furnishing logistic and administrative support enroute; and the like. Our own internal problems of supply likewise require close relationships with other Tech Services and interested organizations—Signal Corps for electronic modifications; Aircraftco, Wichita, for installation of auxiliary ferry tanks; depots and other sources of supply for spare parts kits (flyaway kits); etc., etc., etc.

Naturally, a fool-proof system cannot be

worked out overnight, but we're pushing a little closer everyday.

Much discussion has taken place in the past few months concerning the possible transfer of the Commanding General, Hq U.S. Army, TSMC. We are happy to report to all earthwhile prognosticators that *Brigadier General William B. Bunker* will remain in command of this installation until approximately April 1959.

*Lt. Col. Ford E. ("Ace") Allcorn* just about had his bags all packed for a PCS to Germany, but fortunately (for us at least) the orders were canceled. He will still head the Directorate of Field Services for another year.

*Lt. Col. Richard L. Long* and *San F. Fleming, Maj. Thomas E. Hall*, and *Mr. Joseph Moro* FINALLY returned from their two-month sojourn around CONUS in TSMC's L-23D (*ARMY AVIATION*, March issue). In addition to much valuable data being attained on supply and maintenance problems, AA's *Long* and *Hall* gathered some similarly valuable flying experience as they spent five hours A.I. (of a five and a half hour trip) with rain, snow, hail, and both engines cutting in and out. Comment was: "I was never so tired!" Our comment: "We bet you were!"

*Lt. William J. Towle*

## SCRAPBOOK SNAPSHOT

### 8th Transportation Company (Helicopter) Fort Bragg, North Carolina

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8th Trans Co personnel pictured above are, left to right, TOP: CWO's F. P. Cullen, Jr., Rex Flohr, D. V. Gadwin, B. R. Prater, C. J. Bolton, and R. E. Dixon. BOTTOM: Sgt R. Figg, Sp3 J.R. Blaine, Sp1 A. J. Krantz, and SP2's D. Hunter and C. M. Yoder. (U.S. Army photo)



Old Mike's November '57 column in ARMY AVIATION made reference to all activities possessing Synthetic Instrument Trainers 1-CA-1 and the old "Link" AN T-18 types, spelling out the procedure for support which was published in *Supply Letter 65-57*, 9 August 1957. Well, we got together and decided that if the

field activities were to be properly supported we would "haf ta" change the procedure. So, *Supply Letter 68-57*, 30 August 1957, especially paragraph 3, must be taken care of. *Supply Letter 18-58*, 7 March 1958, paragraph 3 is the one you should pay strict attention to, if in CONUS.

When you get *Supply Letter 18-58* you'll soon discover that you were left out in centerfield without a glove when it cancelled *Supply Letter 65-57*, 9 August 1957.

A new *Supply Letter* will be published very soon by TSMC, but meanwhile use *Supply Letter 18-58*, 7 March 1958 for the correct procedure for getting an assist when you run into trouble with that old AN T-18 "Link."

- VII, 7 or 8

Any way you write it, it's still SEVEN. Numbers are one of the most important "gadgets" we got in the modern Army. Regulations are numbered; dates are numbers; Aircraft serials are numbers; Tugs are numbered; Locomotives are numbered; Pay Checks are full of numbers; etc., etc., etc. We could go on ad infinitum. Without numbers the modern civilized world would be totally lost. Just think for a moment!

Practically every minute of our day numbers play a very important role. Try to get along, even for one hour, without referring or consulting a number or series of numbers. Difficult, to say at least!

The invention of the number was equally as important to mankind as learning to control fire. However, using numbers erroneously and uncontrolled is just as bad as using fire that is not under control.

In this aircraft business nothing is accomplished without the use of numbers and accuracy in reports cannot be overemphasized.

You know that *DA Form 1890* contains a lot of numbers when filled out. Without these, "Aircraft Engine Reporting" in accordance with

AR 700-2800-2, would not be worth the effort and time it takes to pick up a pencil. However, when numbers are used correctly and in the right place it becomes a very valuable "scrap" of paper which affects the whole Army Engine Actuarial System. This system will eventually tip Army Aviation off, almost to the very day, just how long an aircraft engine will last when properly taken care of.

That means you will have your replacement engine *there* when the old engine "dies."

So, when reporting these numbers and filling in *Form 1890* here are a few pitfalls to avoid 'cause they make trouble for everyone.

Be sure of the following:

1. Don't report the serial number unless it agrees with the engine serial number. (Check it out with your buddy). Also, cross-check your numbers with the typed numbers.
2. That the starting and ending hours are correct and in the proper place.
3. You don't have starting hours more than the ending hours (this has really happened).
4. Your *since new hours* do not vary.
5. That the ending hours on the previously submitted report agrees to the starting hours on the current report.
6. Starting and Ending codes are shown.
7. Cite the appropriate removal code.
8. If aircraft is TDY no need for using activity and accountable activity both reporting. That's double work.
9. You don't ever report an engine when it's been transferred and lost from inventory.
10. Last one, but equally important as the rest: compare the current report with the one just prior to—before you release it.

Correct info is required if engine life is to be increased. So, remember longer engine life means greater safety and less maintenance.



After 1 June 1958 U.S. Army TSMC will accept requisitions for certain depot stock items which are now identified in supply manuals as non-stocked items under supply status Codes 08, 09, and 50. We are preparing supply manuals which will change these items to supply status Code 19. Here's a couple of examples:

Code 08 to Code 19 for:

3120-423-8681

6115-305-5964

Code 09 to Code 19 for:

3020-091-7820

Code 50 to Code 19 for:

2815-352-3124

TSMC Supply Letter 30-58, just off the press and still wet when this was written, gives the complete listing of stock numbers for items which are to be available from depot stocks on



Maintenance Tips from TSMC...

1 June 1958. Authority must be gotten from TSMC to purchase any of these items through the use of open-end contracts after 1 June 1958. So check these items off carefully, then requisition them as required. If you don't get the complete list between now and the deadline get in touch, Mike can and will help.



## SEMINOLE

Tired of kicking chutes and baggage around? I suppose we all are. So here's a new TM that will help everybody concerned. TM1-L-23D-1001, 7 February 1958, which provides enough storage space to take care of up to 6 chutes plus miscellaneous "crud" up to 70# weight, should be in your hands very shortly.

If you have YL-23 Serial numbers 52-1800 through 52-1803; L-23D Serial numbers 56-

3695 through and including 56-3718; 57-3084 through and including 57-3101; and 57-6077 through and including 57-6082 you gotta take a look see and modify your ship as outlined in this TM 90 days after you get hold of this TM or else put in the correct symbol for non-compliance until you get it done.

All re-manufactured *Seminoles* (L-25As & B) which will become L-23Ds should be taken care of during the re-manufacturing process. However, all new L-23Ds, 57-6083 and all thereafter will be modified before you get them. Organizational (1st & 2nd) will not have the capability but Field Maintenance will, "cause there is considerable construction work involved. One point Mike would like to make: Be sure your "modifier" doesn't forget the maximum capacity placard that's gotta be shown in the newly installed shelf.



## BIRD DOG

When you get TM1-1H-19-542, 31 January 1958, be sure you take a look at paragraph 1. And 2.d, Mike would like to call attention to some typesetting errors.

Paragraph 1 should read:

*"Complying with this TM will permit a visual indication of the Accumulator Pressure, eliminating the removal of panel (S14-50-4062-1) and attaching an air pressure gauge when preflight is performed; thus, saving approximately 15 minutes."*

Paragraph 2.d, should read:

*"From 800 PSI to 1050 PSI Are - Vivid Green."*

If you have Supply Letter 70-57, dated 17 September 1957, toss it aside cause new SL 29-58 (still wet) is out.

If your *Bird Dog* (L-19A, E or TL-19D's) has troubles in the Undercarriage Department, Mike advises to get the following instead of Wheel, Landing Gear (FSN 1630-368-5140) which is now on the critical list (real sick):

1630-601-0107—Wheel, sub-assembly-outboard half.

1630-604-0108—Wheel, sub-assembly-inboard half.

So, requisition the above items in lieu of FSN 1630-368-5140 until you hear otherwise.

Last month *old Mike* told you to hold the phone on that *Bird Dog* (L-19A, E & D) and *Soiux* (H-13) Inspection and Modification of Batteries (PN AN 3154-1A, FSN 6140-257-0777) until further advised. Remember? Well here's the latest on these batteries. Go ahead and comply with Interim TM 8D2-1-502 but only for those machines which are equipped with AN 3154-1A Batteries manufactured by Gill Electric Company. You do the job in accordance with the original Interim TM (TWX A00-02-2127, 20 Feb '58).

If by chance you have AFTO 8D2-1-502, 28 February 1958, the time compliance factor is not applicable to U.S. Army aircraft, but you'll find the time compliance in TWX A00-02-2127, 20 Feb 58.

If you get any trouble from this battery get a message off as a UER to TSMC, ATTN: TCSMC-EAB, yesterday. (Refer to TWX A00-04-212, 2 Apr 58 for additional details when taking action to fix this battery.)

'Til next time,  
Informationally yours,

*Mike Button*

## Employment Opportunity

### IN SALES ENGINEERING

*If you have all the following qualifications, there is a fine opportunity awaiting you:*

1. Sound grounding in military science
2. Ex-officer, rank of major to full colonel
3. Graduate Aeronautical or Mechanical Engineer
4. Helicopter Pilot — C.A.A. Commercial Rating

*All inquiries will be held in strictest confidence and only the selected applicants will be acknowledged.*

Send full information in first letter to:

Box No. AA-7

## PRESENTATION



LT. COL. EDWIN WHITNEY, C.O. of the 54th Trans Bn, is shown presenting a plaque for "Best Helicopter of the Month" to SP-1 WILLIAM R. JOHNSON of the 36th Hcptr Co. In addition to the plaque, JOHNSON received a \$10.00 cash award for having the best maintained helicopter. The ceremony took place at Hanau, Germany. (U.S. Army photo)

## Think A Bit!

For those who mothballed the khaki for the Dacron, we quote the following from various Service media, indicating to us, at least, that the oft-maligned military life has its points:

*Effective 1 April, 1959, the retail price of gasoline will be as follows: 100 gallons—\$14.95; 50 gallons—\$7.35; 20 gallons—\$2.95.*

—SUSAATC Propwash  
Stuttgart, Germany

## The Cat's Out! MIKE BUTTON PROFILED

"Mike Button" is the nom de plume used by an erudite ex-AF Ferry Command pilot, known to TSMC'ers as Bill Bickham. Full name? William D. His earthy, ungrammatical "Ol' Mike" lineage is



out of character since this man can discuss Chaucer, megatons, classical music, and let-down procedures with little effort and complete knowledge. Egghead? Far from it! He's been checked out in everything from helicopters to C-54's and his log-book lists 32 separate aircraft and 5,500 hours plus in military and civilian aircraft. An accomplished writer, he's served on several service publications, has done tech writing as a civilian for both the AF and the Army, and is currently coordinating the publication of all AA maintenance data in "PS," A Florissant, Mo., resident, his AF Green Card is useless in bucking St. Louis traffic. The photo? As he says, "Normally, they letter me, place my chin on something, and shoot from across the room. This time they wheeled up something the size of a 280 mm howitzer to within six inches of my nose and fired."

# Aviation Company Plans To Enlarge ARNG

By Maj. Harrison A. Morley

Encouraging news for those applicants for primary flight training who have attended the summer OCS course at a branch service school. A new ruling by USCONARC establishes these summer OCS courses as sufficient branch qualification for primary flight training. Please re-submit the applications of those officers to whom this ruling applies; NGB will give them prompt consideration. This information is being published as an NGB Bulletin item.



Major

H. A. Morley aid us in meeting program requirements for this year. Your cooperation and efforts in connection with this and the recruiting letter recently sent out over Gen. McGowan's signature, dated 31 March, 58, is urgently solicited. Changes in the troop structure and implementation of the aviation company concept will require that ARNG aviation sections be as near to full strength as possible, with prospective trainees lined up in preparation for the change.

The study and proposed change to TB AVN-7, concerning marking of Army aircraft, has been staffed, approved, and a bulletin item is being published. Basically, the change concerns the retention of the large white letters "ARMY" on the fuselage, and the State abbreviation, along with the "NG" on the vertical stabilizer of ARNG aircraft. This painting is to be accomplished at the next scheduled SCAMP or, if desired, the aircraft may be spot painted to conform by the unit to which it is assigned. An amended TB AVN-7 incorporates the recommended changes, and is forthcoming, pending TC action.

And ARNG Aviation Officer Career Program pamphlet is being prepared to be used for guidance in planning the ARNG aviator's career pattern. We realize it will have shortcomings

and problems built in, the ARNG being what it is, but it will serve as a useful guide in most cases.

For those of you who have questions concerning the planned issue of additional aircraft, we have been assured that a substantial number of TL-19D's will be made available to the ARNG, to be issued between now and the end of summer field training. Also received advice to the effect that we are to get a few more L-20s and recon helicopters in FY 59. The L-20 issues are slow but sure, running about four per month, and the recon helicopters will be used aircraft being returned to the system by the active Army, so don't look for any gigantic improvement in equipment for some time. The increase, however, does make the aircraft availability, especially for something to get instrument training in, look brighter than it has for a long time.

## Annual Exams Disseminated

The annual examinations have been disseminated in the usual manner—the Army Aviation Advisors will conduct the exam, as they have in the past, and will forward the completed answer sheets to the US Army Aviation School, ATTN: Training Analysis Branch, in accordance with USCONARC instructions. Change 2, AR 95-67 contains added info on grading of the exam.

The ARNG Avionics Equipment Familiarization and Technical Assistance Program, to be conducted by Aircraft Radio Corporation, was officially opened 2 April by Gen. McGowan and Mr. William F. Cassidy Jr., president of ARC. (See following article and photos.) Mr. Holmes Bailey, electronics engineer for ARC, and a very personable and knowledgeable young man, will bring his traveling classroom to the various ARNG aviation units and carry out this program on a schedule monitored by NGB. We think this program represents a large step in the direction of advanced know-how in our technician program, and a well-regarded

boost its pleasant relations with the industry. A big hand for ARC, please, Mr. MC.

Our profile this month features Major William H. Graul, Aviation Officer of the 29th. Inf. Div., Maryland NG. Bill is a senior Army aviator who is also the State Army Aviation Maintenance Supervisor for Maryland. He is currently sitting in for Col. Phillips at NGB.

Visitors to our office during this period have been: *Mosley*, Maine; *Alford* and *Strickland*, Georgia; *Morris*, New Hampshire. and *Carpenter*, Colorado. We enjoyed having you call, and you're welcome to come back anytime if

you can find us, what with moving around the building. We are now located in Room 3 D 262 of the Pentagon, for those of you planning a visit in the near future. If you come any later than three weeks from now, though, give us a phone call from downstairs, we may have done it again. Now I know what a yo-yo feels like.

Another quarterly Safety brochure is in the mill for May publication. Hope you all use it in good health and flying safety. SALT says: "Before you learn the tricks of the trade, learn the trade." Good advice, and an appropriate spot to close the drawer for this month.

## N.G. AA



of Month

Major Graul is a Senior Army Aviator and a National Guardsman of vintage having enlisted in Battery A, 110th FA Regt, Maryland National Guard in August 1943. Commissioned a 2nd Lt FA June 1943. Subsequently served in the AGFRD #1 at Fort George G. Meade, Maryland and in various Artillery Battalions. In 1945 attended Liaison Pilot training at Sheppard Field, Texas and Fort Sill, Oklahoma, upon completion of which received specialized training on the "Brodie Device."

In February 1949 rejoined the Maryland National Guard as aviator in Headquarters Company, 29th Infantry Division. Took position as Operations and Maintenance Officers for Maryland National Guard in August, 1949. Became Aviation Officer of Headquarters Company, 29th Infantry Division 1950. Assigned Aviation Officer 29th Inf Div 1952. Attended Helicopter training 1953. Currently located at Army Aviation Hangar, Harbor Field, Baltimore 22, Maryland.

# SCRAPBOOK SNAPSHOT

## Instrument Class 58-5 Hinson Aviation Company Baltimore, Maryland

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In this April 17, '58 photo taken at Harbor Field, Baltimore, are, left to right, BOTTOM: John K. Hinson; Cols. J. W. Britten and H. D. Edson; Lts. B. R. LeFebvre and J. L. Knight; Capt. B. F. Chafin; Lt. D. F. Stoutmire. TOP: Frank Rosenberg; Capt. T. L. Prevost; Lts. L.C. Gatling, W. E. Thomsen, and R. J. Wise; Capt. F. L. Jensen, Jr., Lt. W. C. Walker; Robert Combs.

## ARC INITIATES EDUCATIONAL ROAD SHOW

A one man traveling school—first of its type ever used by the military services to teach the use and maintenance of electronic aircraft navigation equipment—began service recently with the Army National Guard.

The traveling classroom was made available by the Department of the Army with the cooperation of *William F. Cassidy, Jr.*, president of Aircraft Radio Corporation, Boonton, New Jersey, to meet the unique training requirements of the Army National Guard. *Holmes Bailey*, electronics engineer with Aircraft Radio Corporation, will visit Army National Guard Aviation units throughout the United States with his specially equipped station wagon to instruct pilots and signal technicians in the maintenance, uses, capabilities, and limitations of new navigation equipment.

*Maj. Gen. D. W. McGowan*, Chief, Army Division, National Guard Bureau, explained that without the service, known officially as the Avionics Equipment Familiarization & Technical Assistance Program, it would not be economically or physically practical to give all National Guard aviators and technicians the same high quality training. Many of the technicians who maintain the new equipment have attended Signal Corps schools, but the new program will give all personnel of the small and relatively isolated Army aviation units the benefit of on-the-spot assistance with the unit's avionics equipment problems.

The program is expected to extend over a period of approximately ten months and will be scheduled so that visits will follow as closely as possible the installation of new electronics equipment in each unit's aircraft.

### BALTIMORE CONTRACTOR ABETS INSTRUMENT PROGRAM

WASHINGTON, D.C.—Accompanying the Glass photo (oppos. page) was this brief notam from *Col. Hallett D. Edson*, Deputy Director of Army Aviation, a member of the graduating class:

"Returned to work last week—with plenty to keep me busy—after finishing a very complete and interesting course at Hinson Aviation in Baltimore. The school is held under the direct supervision of *Lt. Col. Lyle Wright*, Second Army Aviation Officer, and has been so conducted for the past two years. *Mr. John K. Hinson*, the contractor, also conducted Contract Instrument Training for the Army during the Korean War.



Shown inspecting the Aircraft Radio Corporation "one man mobile school" are, left to right, *WILLIAM F. CASSEDY, JR.*, President, ARC; *MAJ. GEN. D. W. MCGOWAN*, Chief, Army Division, NGB; *HOLMES BAILEY*, ARC; *E. H. McMICHAEL*, P & D Division, U.S. Army Signal Corps; *LT. COL. ARTHUR DICKS*, NGB; and *MAJ. HARRISON A. MORLEY*, Army Aviation Section, NGB.

*HOLMES BAILEY*, electronics engineer at ARC, is shown making a final check of the equipment he will carry on a ten-month tour of Army National Guard aviation units in 45 states, Hawaii, and Puerto Rico.



Many similar contract civilian flying schools are materially aiding our instrument program and I thought the inclusion of a boost would acknowledge their contribution, as well as be interesting to the readers."

*We would like to point out well in advance of the many letters we expect to receive that the photo of Lt. Col. Frank O. Grey, Jr. appearing on Page 43 of the March, '58 issue was in error. In stripping in the negative of the photo, the printer slipped the negative over, giving Col. Grey a decided "off-balance" look in that his ribbons, Senior AA badge, et al are shown above his RIGHT breast pocket. We Goombah at least once each issue. This was it for March. Were there more?*

# ROTC PROGRAM IN HIGH GEAR



MAJ. JOHN E. STANIS, a Senior AA assigned as Ass't PMST at Northeastern, explains the aircraft instrument panel to Cadet pilot JOHN C. MCPHEE.



Getting the good word from Major Stanis, just prior to some aviating, are ROTC Cadet pilots THOMAS M. HALFPENNY (left) and CHARLES M. REINE.



ROTC CADET THOMAS M. HALFPENNY is shown above receiving his pilot certificate from CAA Flight Inspector BARTON M. HEEFNER. Halfpenny was the first trainee to solo this year among 33 Northeastern cadets enrolled in the AROTC Flight Training Program.

One of the first institutions in the country to take advantage of the U.S. Army program offering primary aviation training to Army ROTC cadets, Northeastern University remains the only institution in Massachusetts conducting this type of training. The program to train Army ROTC cadets as potential Army aviators, to include their qualification for CAA licensing prior to graduation, found sufficient acceptance at the Boston, Mass. institution to enable the university to increase its original quota of 12 trainees to 20 trainees.

In the second year the program attracted additional Northeastern cadets and 33 are expected to win their licenses by this June.

Major John E. Stanis, an Army Aviator assigned as Assistant PSM & T at Northeastern, supervises the ROTC Flight Training Program.

CADET JOHN C. MCPHEE (pointing) asks question of MIKE GUILAN, Instructor at East Coast Aero-Technical School, Bedford, Mass., while trainees CHARLES M. REINE (left) and THOMAS M. HALFPENNY (right) look on.



## CHANGES OF ADDRESS

# PCS



GURLEY



COYLE



QUINT

ADAMS, John D., Sgt, Signal Det, Fourth U.S. Army, Ft. Sam Houston, Texas.  
 ANDERSON, John H., 1/Lt., 8th Aviation Company, APO 185, New York, New York.  
 ARNOLD, Glen I., Captain, Dept of Rotary Wing, USAAVNS, Ft. Rucker, Alabama.  
 BACON, Eugene F., Lt. Col., Hq, 3rd Armd Div Avn Section, APO 39, New York, New York.  
 BAIRD, John R., 1st Lt, 44 Mooros Lane, Warwick, Va.  
 BEAN, Robert A., Captain, Dept of Maint, H-37 Branch, Fort Rucker, Alabama.  
 BLEVINS, B. B., Dr., Box 444, Kingston, Tennessee.  
 BOGER, Lurey V., Captain, P.O. Box 194, Union, Ohio.  
 BORLAND, Robert E. R., Major, P.O. Box 166, Fort Rucker, Alabama.  
 BOYD, Ralph W., CWO, Hq & 5vc Co, USAAVNS Regt, Fort Rucker, Alabama.  
 BOYSEN, George W., WO, 3318 Jemez Drive, San Diego, California.  
 BROADHURST, Edward C., Sgt, 435 Park Boulevard, Worthington, Ohio.  
 BRODEUR, Alfred F., 1/Lt, 194 Harris Drive, Fort Rucker, Alabama.  
 BRYAN, Clyde M., Jr., Lt., P.O. Box 485, Fort Rucker, Alabama.  
 BURHOE, John M., Captain, US Army Engineer Center, Fort Belvoir, Virginia.  
 CAMPBELL, John, Jr., Captain, 3rd Avn Co, 3rd Inf Div, APO 36, New York, New York.  
 CASE, Onore E., Captain, 209 Atkinson Street, Fort Bragg, North Carolina.  
 COLLISON, Bernard D., Captain, 52nd A.I.B. (Sky Cav), APO 221, New York, New York.  
 CONSTANCE, Harbin A., Captain, 4th Cmbt Supt Flt, 3rd Avn Co (Inf Div), APO 36, New York, New York.  
 COTE, George R., Lt., 64th Trans Co (Lt Hcptr), Fort Knox, Kentucky.  
 COYLE, William G., Captain, P.O. Box 274, Fort Rucker, Alabama.  
 CULBERTSON, Robert G., Major, Dept of R/W, USAAVNS, Fort Rucker, Alabama.  
 CURRY, Donald G., Captain, Avn Sect, Summer Trng Command, Camp Breckinridge, Kentucky.  
 DAVIS, Charles D., Lt., 584 Yale Avenue, Baltimore, Maryland.  
 DEAN, Wesley A., 1/Lt, 129 West Dewey Avenue, Youngstown 7, Ohio (Temporary).  
 DETWILER, Harvey C., Jr., Lt., 107 Red Cloud Road, Fort Rucker, Alabama.  
 DICKEY, Kenneth E., CWO, Sallie Trailer Park, Lot 20, Ozark, Alabama.  
 DRUMMOND, Charles H., Jr., Captain, USAPHS Class 3, Camp Walters, Texas (Temporary).  
 DUHAIME, David G., Lt., 3rd Trans Co (Lt Hcptr), Fort Belvoir, Virginia.  
 ECHETTE, Joe D., 1/Lt., Apt 10-D, Battle Park Homes, Fort Benning, Georgia.  
 EHARDT, Chris, Captain, 100 Red Cloud Road, Fort Rucker, Alabama.  
 FICKLIN, Marvin D., CWO, 3rd Trans Co (Lt Hcptr), Fort Belvoir, Virginia.  
 FISCHER, William K., CWO, 418 West Rustic Drive, Pasadena, Texas (Temporary).

FISHER, Robert D., Lt., 4918 W. Hampton, Apt 6, Milwaukee 18, Wisconsin.  
 FRAZER, Bruce W., Lt., 7 Cross Highway, Westport, Conn.  
 FRETZER, Donald C., Lt., Hq Co, 2d Bn, 6th Armd Cav Regt, Fort Knox, Kentucky.  
 GERLACH, Frederick L., Lt., Route 1, Grove Street, Missoula, Montana.  
 GOSHEN, Peter C., Mr., 32-62 45th Street, Long Island City 3, New York.  
 GOODWIN, Frederick C., Lt. Col., 9th Division Artillery, Fort Carson, Colorado.  
 GRIG, Edward N., Lt., 67 Harris Drive, Fort Rucker, Ala.  
 GURLEY, WILLIAM F., Captain, 803rd Engineer Battalion, APO 35, New York, New York.  
 GWINNER, Maurice D., 1/Lt, 229 Fairfax Avenue, Louisville, Kentucky.  
 HALEY, John C., 1/Lt, 22 Williamson Park Drive, Danbigh, Virginia.  
 HAMPTON, Jerry L., 1/Lt, 1313 Cheyenne Boulevard, Colorado Springs, Colorado.  
 HANEY, Roy W., Maj., 241 16th St. North, Wisconsin Rapids, Wis. c/o E. A. Finch (off June).  
 HEYDEN, Donald R., CWO, Route 3, Box 138, Thiensville, Wisconsin.  
 HODGE, James E., Major, 6th Trans Co (Lt Hcptr) APO 43, San Francisco, Calif.  
 HOFFMAN, James L., CWO, Route 1, Box 10, Ontario, Oregon (Temporary).  
 HOLDCROFT, George T., 1/Lt, 4421 9th Ave Wylam, Birmingham 8, Alabama.  
 HOLSTAD, Jerry E., Captain, 75 Red Cloud Road, Fort Rucker, Alabama.  
 HUFF, Richard F., Mr., 1132 E. Elmwood Avenue, Burbank, California.  
 HUMES, Richard A., Captain, 2304 South Rundle Avenue, Lansing, Michigan.  
 JOHNSON, Jack O., 1/Lt, Hq, 32nd AAA Brigade, APO 227 New York, New York.  
 JOHNSTON, John A., 1/Lt, US Army Trans Arctic Group, APO 23, New York, New York.  
 JOYCE, Donald R., CWO, US Army Trans Arctic Group, APO 23, New York, New York.  
 JUTZ, Donald G., 1/Lt, 508 Newton Street, Ozark, Ala.  
 KELLOGG, Kenneth E., Lt., Hq, 1 Corps (Gp) Arty, APO 358, San Francisco, California.  
 KETCHERSID, Foy R., CWO, Dept of R/W, USAAVNS, Fort Rucker, Alabama.  
 LANDRY, Edward L., Captain, 9 Osborn Road, Aberdeen, Maryland.  
 LeMAy, Melvin E., SFC, Building 122, Apt A, Fort Eustis, Virginia.  
 LEWIS, Glenn W., 1/Lt, QM-Signal School, APO 108, New York, New York.  
 LINDSEY, James F., 1/Lt, Box 16, Canyon, Texas.  
 LITTLE, Robert F., Jr., Captain, 1st Avn Det, SHAPE, APO 55, New York, New York.  
 MAQUIRE, John H., Lt., AHATC Class 50-B, Camp Walters, Texas (Temporary).  
 MANGUM, Henry E., Jr., Captain, 9 Curry Street, South Charleston, West Virginia.  
 MEISS, Guy C., Major, 558 Sunbury Street, Minersville, Pennsylvania.  
 MORROW, Thomas O., Lt. Col., 19 Faith Lane, Fort Rucker, Alabama.

The magazine's PCS Column serves as a monthly locator service for subscribers. The Column serves the dual purpose of acknowledging the receipt of a change of address for magazine distribution. Changes of address, as received through the 28th of the month preceding the cover date month, are published. Notices received after the 28th of the month appear in the subsequent issue.

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O'BERRY, Lee R., CWO, 6th Trans Co (Lt Hcp), APO 43, San Francisco, California.  
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ROZZANO, Donald J., 1/Lt, 4441E, MCA, Fort Huachuca, Arizona.  
SANDERS, Robert C., Captain, Hq & Svc Co, USAAVNS Regt, Fort Rucker, Alabama.  
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SMITH, Harold T., Captain, 215 Harris Drive, Fort Rucker, Alabama.  
SNYDER, Paul B., Captain, 606 Lonmore Road, Wayne Terrace, Wayne, Pennsylvania.  
STANFIELD, Robert R., Major, Stu Off Co, Cx Nr 56-2, Fort Rucker, Alabama.

## VIEWPOINT

By Lt. Col. Melvin C. Monroe

(Continued from Page 2)

Several aviators have managed to get troop duty in Korea, though *Col. Edmunds* (Avn Off, 8th Army) is hot on their trail. *Col. William Leeney* is probably the first aviator to command a Battle Group. *Maj. William Shaver* is Exec of a Division Engr Bn; *Lt. Col. Gene Wilson* commands a Division Sig Co; *Maj. Lockhart* was Exec of a 280 mm gun battalion; and I have a heavy artillery battalion.

While needle and ball are awfully important, younger aviators should not hesitate to take the plunge into troop duty whenever they can grab it. Sometimes the water's rather cold, but the same old business that gets them through when the weather has gone sour will still help them here.

Just one more whimsical note in that I see

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STRAWN, Willis G., Captain, 912 Phyllen Court, Glen Burnie, Maryland.  
STYVE, Lester O., Major, 7750 Mary Avenue N.W., Seattle 7, Washington.  
TRUAX, Robert L., 1/Lt, 6033 Morningside Avenue, Dallas 6, Texas.  
TYNER, Robert R., Captain, Hq, 11th Engineer Group, APO 403, New York, New York.  
VALDEZ, Isidro S., Jr., CWO, 2137 Carroll Street, Lawton, Oklahoma.  
VAN DER VLIET, August M., Capt of Artillery, Voetlustaan 45 II, Arnhem, The Netherlands.  
VASSEY, Lyman W., Captain, 1st Army Avn Co, Lawson AAF, Ft. Benning, Georgia.  
WALLACE Gene O., WO, 408 Folecia Drive, Lafayette, Louisiana.  
WATERBURY, J. W., Captain, Avn Sect, US Army Chemical School, Fort McClellan, Alabama.  
WATERMAN, Benjamin D., Captain, 131 Red Cloud Road, Fort Rucker, Alabama.  
WHITE, John W., 1/Lt, 714 Park Drive, Bremerton, Washington.  
WILCOX, William H., Captain, USOM/Afghanistan, c/o American Embassy, Kabul, Afghanistan.  
WILLIAMS, Charles J., Jr., CWO, 202d Avn Co, APO 168, New York, New York.  
WINN, Richard M., Lt., Avn Sect, 1st Bn, 3d Armd Cav Regt, Fort George G. Meade, Maryland.  
WINTERS, William F., Captain, Hq & Hq Btry, 3rd Automatic Weapons Bn, 2d Arty, Ft. Riley, Kansas.  
WOOD, Herace M., Colonel, BQ T-52, Fort Myer, Va.  
WOOLF, Harold E., Major, 1744 Alvarado Terrace SW, Atlanta 10, Georgia.

the slicky boys and the cross-eyed Paju-Ri moose are beginning to patrol my perimeter fence:

Since the closing out of the last pack artillery unit in Colorado, the emphasis has apparently shifted to saddling the Army aviator with the harnesses and trappings that were left over. The horse got a 10 minute break every hour, but the aviator remains saddled and loaded hour after hour with no let up. Maximum pilot discomfort is obviously the ultimate goal.

Apparently, someone had an accident, so now we wear parachutes at all times, regardless of the terrain below. Someone bumped his head, so now we'll all have helmets. Someday someone will go into a river and then we'll all wear Mae Wests and dinghies. Someone will land in a rice paddy and then we'll all wear hip boots and carry a bottle of Cologne. Someday someone will hang one in a tree and we'll all be issued pole climbers colored to match our Jeppesen manual. This business *must* be getting dangerous!

to advance on own initiative. If qualified contact: Test and Development Company, P.O. Box 517, Fort Rucker, Ala. Telephone 3138.

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# Book Review

**OPERATION GRASSHOPPER** by Dario Politella, published by The Robert R. Longo Co., Inc., 1958. Illustrated; 212 pages; Index; \$4.95.

The exploits of the Army aviators in Korea have found little expression in the literature of modern arms, so the appearance of *Operation Grasshopper* is a glowing hope that the service may be silent no longer.

The first of a trilogy planned by the author, this book is the most complete popular record of the Army's air operations in Korea to be available in many years. It is valuable not only as an historical record, but as an entertaining piece of writing since the book is loaded with anecdotes about the individuals who helped to write the AA chapter in Korea. A total of 212 names, all of them familiar to Army aviators, is included in connection with the deeds that made AA history on the Peninsula.

#### Foreword by General Clark

The Foreword by General Mark W. Clark, the UN Forces Commander in the Far East from 1952, sets the tone of the book. His words of praise for the Army fliers in Korea are used as the dedication: "American servicemen in



future decades will owe a great debt to the dauntless pioneers of Army aviation who learned their skills in World War II and developed them beyond all expectations on the bloody peninsula of Korea."

#### Unique Appendix

The publisher has spared no expense in producing a volume worthy of the AA story. Profusely illustrated, *Operation Grasshopper* offers a unique appendix entitled "The Army Aviator's Album" which contains collections of the poems written, the songs sung, and the peculiar vocabulary used by the fliers. In addition, an extensive scrapbook of photographs makes this section alone well worth the addition of the book to every Aviator's library. For the bibliophile, an extensive index will assist in research.

The dust jacket painting by Jo Kotula, one of America's best-known aviation artists, (see above) depicts the story of Charles Poss, who lost almost ten square feet of his right wing to enemy ack-ack fire and brought his L-19 back to fly again against the enemy.

Pre-publication reports state that *Operation Grasshopper* is one of the finest contributions to the complete Army aviation story that has appeared to date.

—C.B.H.

## MASTER AA



The fifth Army aviator to receive the Master Army Aviator rating, MAJ. WILLIAM G. KILMER (center) is shown being congratulated by two other Master Aviators, COL. ROBERT R. WILLIAMS (left) and COL. JACK L. MARINELLI (right). The presentation took place at Palo Alto, California, furthering the tradition whereby a previous recipient presents the coveted award to the new recipient.

# THE WOMEN



**ALL IN FUN?**—The ladies of Fort Riley, Kan., are laughing out loud at these parodies of the 1958 styles. In a Fashion Parade presented by the ladies of the 1st Aviation Co., Mrs. Samuel Pierce models the "sack" (burlap) and Mrs. Eugene Leber shows off her idea of the "balloon." Don't show your ignorance by asking us to caption the normal "left to right." The men at Fort Riley, we hear, are glad that the ladies are laughing.

**AND MORE**—They're turning the clock back down South, too. Shown below are Camp Gary Women's Club Members ready to revive "the Twenties" for a "ROARIN' Twenties Party" held recently on Post. Wearing the cat's pajamas and crying, "23 Skidoo" is Mrs. B. B. McPhail whose beads and rolled stockings do not hinder the Charleston. Full-fledged Flappers are (l-r) Mesdames William Heck, Bert Rhodes, John Denney, Raymond Hill, Harry Denning, John Passano, G. W. Jaubert, William Doss, and Robert McClandlish. (Both U.S. Army photos).



## AHS AWARDS

The American Helicopter Society's Kossler Award, presented for the "most outstanding practical application of the helicopter," was awarded to the U.S. Army's Transportation Aircraft Test and Support Activity. LT. COL. CHARLES E. HOLLIS, TATSA C. O., is shown above accepting the award on behalf of the Chief of Transportation.

JACK LEONARD of Cessna made the award address and presentation. TATSA was cited for its work in running accelerated logistical service testing on helicopters at Fort Rucker.

COL. ROBERT R. WILLIAMS (below) was awarded an Honorary Fellowship in the AHS along with PROFESSOR RENE MILLER of M.I.T.

Under COL. WILLIAMS' direction, pilots of the U.S. Army Aviation Board set speed records in the H-34; made the first non-stop trans-continental helicopter flight, using mid-air refueling, in an H-21; and returned the altitude record to the U.S. in a YH-41. Through his direction of engineering tests for the Army to determine requirements, many of the Board activities have served to improve the usefulness of the helicopter.



# DON'T QUOTE



## ME BUT . . .

### FLY-WHEELS

Sirs:

Since the inception of Army aviation a great deal has been said about the so-called "fly-boy type" of Army aviator and his adverse effect upon the program. An explanation of the connotation of this term is unnecessary. However, some discussion as to the reasons for the existence of the "fly-boy" may be in order.

Over the years it has been generally assumed that the reason for the Aviator being the "fly-boy type" stemmed solely from his personal irresponsibility. This was undoubtedly true in some cases.

But, in many instances, it has been the observation of this author that inherently *responsible* officers have developed an unfavorable attitude shortly after graduation from flying school when they found themselves assigned to aviation units that were isolated and remote from their parent combat team.

Commanders of parent organizations—often completely uninformed as to the roles, capabilities, and limitations of Army aviation—choose to virtually ignore their air sections, rather than to risk disclosure of their *lack* of knowledge of aviation matters.

In maneuvers the potential of *organic* aviation was often disregarded. Air Sections tagged along after their parent units in the field, were often without even proper communications with supported units, and were forced to scrounge equipment and supplies which they required for their limited contribution to the overall effort. "C" rations were frequently a routine diet for both pilots and mechanics. The result of this estrangement, isolation, and non-productivity was an understandable sense of *frustration* on the part of the aviation personnel concerned.

Then too, the lack of an *adequate* career

program and the resentment by other officers within the parent organization of the extra pay received by the aviator also contributed a share to this unfavorable position.

Happily, as a result of the great contribution of organic aviation to the overall operational effort of the last two conflicts, this situation is rapidly diminishing. With an increase in the size and complexity of Army aircraft, the maintenance of pilot proficiencies and related professional skills has become a full time job.

Extensive tactical operations and the maintenance of adequate aircraft logistic support have created requirements for competent and energetic officers at *all* echelons. Virtually all courses in military tactics and all operations in the field now place emphasis on the full utilization of the capabilities of organic aviation. In short—with few exceptions—today's Army aviator has become a full fledged member of the *team*.

The policy of giving flight training to competent officers of higher rank which proved so effective in reducing the growing pains of the Naval Air Arm promises to produce similar benefits for the Army. For several years there has been an obvious requirement for highly competent personnel of sufficient rank and experience to "fight our battles" at the levels where they can be won. In view of the rapidity of the growth of our program, it cannot be denied that sufficient personnel to meet this requirement can only be obtained by "importing" them from other fields.

Fortunately, it appears that the genus *fly-boy* is now becoming more extinct than the whooping crane and in his place there has rapidly emerged the new breed "*fly-wheel*."

This is by *NO* means inteded as a derogatory term. It is, in fact, quite appropriate.

The inertia provided to the *components* of a machine by a well balanced flywheel carries over the rough spots and smooths out the en-

Army Aviation

Long Ago



C'mere, woman . . . I finally got last month's flight pay!

tire (performance and) operation, even as the carefully selected and competent "fly-wheel" in our program will carry us over the "rough spots" and immeasurably increase our effectiveness.

It may be safely assumed that virtually all of the personnel chosen for this program have been and will continue to be carefully selected and that, as highly competent individuals, in recognizing their initial limitations in Army aviation experience they will respect the judgment of persons lesser in rank, but long on technical and operational experience.

It may be observed here that kinetic energy as it is developed is directly proportional to the mass and the square of the velocity. The "fly-wheel" can provide a substantial impetus to the aviation program. By the same token, should he move at high speed in the wrong direction, he is in a position to do infinitely greater disservice to the program than the "fly-boy" of previous experience.

The "fly-boy," fouled up like a spark plug, can roughen up the operation somewhat, but the overall effect of his erratic performance is infinitesimal when compared to an out-of-balance "fly-wheel" possessing the potential to tear the whole structure apart.

We may all be thankful that the present "quality control system" seems to have resulted in the replacement of most of our "fouled spark plugs" as well as the rejection of all but a handful of our unbalanced "fly-wheels." There

remains the possibility that the remainder of the latter will disintegrate from their own imbalance before too much structural damage is imposed.

—APO 343, S.F., Calif.

## COMPILATION

Sirs:

The 13th Trans Co is now in the process of compiling a comprehensive unit history. In accordance with existing regulations, letters have been sent to the appropriate Army agencies. This is fine, as far as it goes.

We feel, however, that personal letters from former members of the unit could supply us with information of a more personal nature and give us a better insight to the working-day happenings of the unit in the past.

If any of you former "Lucky Thirteneers" would take a few minutes and drop us a line as to what the unit was doing while you were here, we would be deeply appreciative.

We, in turn, will keep a steady volley of letters flowing to ARMY AVIATION letting you know what we are doing.

We've determined that the unit came to Korea sometime in '51 or '52 and participated in the Korea conflict. We're in the dark as to what was accomplished or where the unit traveled. If you're an ex-13th man, give us a hand.

—WO JAMES L. GERRETSON  
13th Trans C (Hcptr)  
APO 358, S.F., Calif.

## SAFETY: A New Perspective

By Gerard Bruggink

(Continued from Page 10)

And if you make his departure every morning look like a departure overseas, for life, just because you don't trust airplanes, you are undermining his self-confidence.

Everybody knows that worrying make people absent-minded and induces errors, even when driving a car.

So, if you really care for your husband-pilot, take a positive interest in his work, encourage

him to make the best possible job of it and give him a chance to enjoy his flying without having to feel guilty about it.

I am saying this, not because I want to interfere with your personal life, but because I have seen too many people get hurt this way.

This winds up your last sermon at Camp Gary. I hope that you all get safely past New Orleans, and that the last two month's training in Fort Rucker will entitle you all to wear those shiny new wings that mean so much to a man who is proud of his profession: *Flying above the best.*

### ABOUT THE AUTHOR



Holland born GERARD BRUGGINK's aviation experience of 3000 plus pilot hours in 30 types of military aircraft began with flight training in Indonesia in 1939 where later as a fighter pilot with the Dutch Air Force he was knighted with the MILITAIRE WILLEMSORDER, the Dutch equivalent of the Medal of Honor. After three years as a POW in Siam he rejoined the Royal Netherlands Air Force for a series of assignments from instructor in Spitfires through MDAP training in the United States in instrument instructor jet training and the USAF Flight Safety School.

MR. BRUGGINK initiated the aircraft accident investigation system in the RCAF and helped lay the foundation for their present Flying Safety Program.

In 1955 BRUGGINK moved to the U.S. to pursue his interest in American aviation training, through working with contract schools, and to continue his specialty of Flight Safety by attending designed safety courses conducted by the University of Southern California.

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# ARMY AVIATION MAGAZINE

Westport, Connecticut

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## THE GUARD AT WORK!



"The new-fangled transport helicopter companies have nothing on the California-NG when it comes to the field recovery of wrecked aircraft. The 49th Infantry Division, California-

NG effected a *Beaver* recovery without power winches, slings, cables, dollies, bulldozers, a standby Engineer Brigade, or Tunisian police. When an L-20 assigned to the State Adjutant General had an engine failure on takeoff, *Maj. William Trigg* and *Capt. Roy Jones*, both Aviation Advisors to the Cal-NG, landed in a muddy plowed field. Neither pilot was injured, but the *Beaver* was in sad shape.

Because of the mud, *Lt. Col. Robert E. Stimson*, Division Aviation Officer, decided to attempt an aerial recovery with one of the Division's H-23B's. Every removable part of the L-20 was lifted out by organic helicopter except the engine and the main fuselage section, the recovery requiring more than 25 trips. The toughest loads were the two wing panels, weighing over 400 lbs. each.

For those who may view the above shot with some concern, the pilot reported that there were about four inches static (droop) clearance between the rotor blades and the *Beaver* wing panel."

—Don Armstrong