

ARMY AVIATION

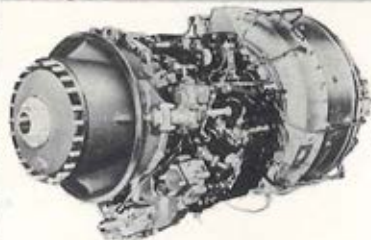
JUNE 15 ★ 1958

Lycoming powers

THE DOAK MODEL 16



U. S. ARMY—DOAK MODEL 16 VTOL
RESEARCH VEHICLE



LYCOMING T53
GAS TURBINE, 825 SHP



Lycoming

A Division of **Arco** Manufacturing Corporation | Stratford, Conn., Williamsport, Pa.

A Plane Is a Car Is a Truck
or, A NEW NAME IS HARD TO FIND

Couple of years ago we found ourselves in hot water when we brought out a nifty little four-place job and christened it the Piper Clipper. Pan American's screams could be heard clear to Lock Haven. "Clipper" was the copyright name for their transatlantic behemoths.

You'd have thought, with Piper Clippers around, people might get in the wrong airplane bound for Europe.

(Turned out to be not so far fetched, after all. By now more than 50 Pipers have flown the Atlantic on routine delivery flights.)

Well, before Pan Am's copyright defense got to the sticky legal stage, we improved our Clipper, changed its name to the Pacer, and everyone was happy.

Next we added a tricycle landing gear to the Pacer, put in simplified controls, and proceeded to revolutionize business flying. We made it so simple that people have learned to fly in a single day . . . and so fast (over 130 mph) that flying businessmen found themselves provided with really swift transportation.

Now what happens? Out comes Ford with a whole new line of Edsel cars and one of the finest is called the Pacer. We're proud as peacocks. Nobody's going to have any trouble distinguishing between these two forms of swift transportation, we figure. At least not until Edsel's Pacer sprouts wings.

Soon after the Tri-Pacer came along we developed a twin engine airplane for all the business firms needing twin engine reliability for round-the-clock air transportation. We called it the Apache—but first we talked it over with North American Aviation. They'd used the same name on a fighter before the war. Gallantly, North American said: "Go ahead, Piper, use it."

As things turned out, this was a real good luck name. The North American Apache turned into the famed P-51 Mustang, one of the best fighters in World War II. Our Apache is outselling all the other light twin airplanes combined. Incidentally, North American now operates three Piper Apaches.

What next? Chevrolet introduces a new line of heavy-duty trucks. What name? Apache, of course. It figures, we figure. No conflict here.

Now the U. S. Army gets into this name-calling act. They've decided to name all their airplane types after American Indian tribes—just as we decided four years ago. Straight off, the Army has staked a claim to some of the best of the redskin names—Choctaw, Iroquois, heaven only knows what else.

We beat the Army to one of the best of the Indian names, though—COMANCHE. It wasn't easy. First we had to talk to the Martin Company who once built the Martin Comanche. Benevolently they waved us on: "Take it away, Piper." Which we did.

The new Piper Comanche, just going into service, is a heap good airplane. All-metal, low wing—looks like it's going 200 miles an hour just sitting on the ground. Here's an airplane that's going to send up a lot of Indian smoke—just like its teepee-mate, the Apache.

We're sure this isn't the last of this name business, but we're not worrying. As long as we can honestly go on saying: "More People Have Bought Pipers Than Any Other Plane In The World," we're happy.

CAPABILITIES . . . Manpower, Tools and Experience



BEECHCRAFT XKDB-1
TARGET AIRCRAFT ON
ZERO-LENGTH LAUNCHER

"Up Where the Shooting's Done"

This Beechcraft target aircraft, the XKDB-1, holds the world's record for altitude for a remote-controlled, propeller-driven target. The record is in excess of 39,500 feet.

By operating "up where the shooting's done," this target aircraft offers "live" practice for America's airmen.

With zero-length launching, which means that no runway or rail is required, the XKDB-1 admirably fits the requirements of the U. S. ground forces for armament systems training and special battle area missions. Equipped with television, the XKDB-1 will report the activities of enemy troops behind the lines. It will also serve as a vehicle to deliver supplies to isolated ground forces.

The XKDB-1 is now being evaluated by the U. S. Navy. It has speeds up to 320 miles per hour, and can be ground or air launched.

Other Beech projects include research and development work on launching and recovery systems for missiles and target aircraft, emergency escape systems and classified projects in the advanced fields of aerodynamics, cryogenics and high-energy fuels, thermodynamics and aircraft range extension.

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



Beechcraft

BEECH AIRCRAFT CORPORATION • WICHITA, KANSAS, U. S. A.

Rebel With Cause

Would you fly a perilous 3,000 mile mission deep into enemy territory for a box of *Jim Dandy Grits*?

Captain Fred F. Fulton did.

On 11 March, 1958, *Capt. Fulton* was summoned from his desk in the Army Aviation Board's Logistics Division. He was ordered to proceed by air over terrain he describes as "very definitely hostile" to retrieve a DeHavilland Beaver single-engine craft that had been downed in a neutral zone.

A hazardous mission? Certainly. But hazardous missions are squarely in the Army's line of duty. The truth is *Capt. Fulton's* flight was not only hazardous, but sinister. He was ordered to take it by the very enemy whose lines he had to breach. In fact, over half the Board was, and is, composed of subversive agents.

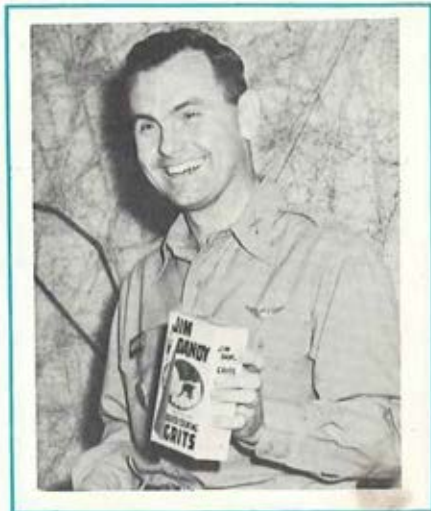
Before Counter Intelligence swarms across the entire face of Fort Rucker we'd better explain ourselves. We'll start by saying *Capt. Fulton* is as southern as a firetruck is red. His desk in Logistics faces South. In Bridge he persistently designates his hand "South" and compels his partner to sit to his left rather than in Yankee territory across the table. Furthermore, his family tree has roots only in deep Rebel day. The Captain himself never sank his boot heels in soil beyond the Mason-Dixon line.

YANKEE-DIRECTED MISSION

That is, not until the Aviation Board discovered this very Southern Gentleman in its ranks. Riddled with clandestine Yankees, the Board grabbed *Capt. Fulton* for its mission across the northern half of the United States to Toronto, location of the DeHavilland-Beaver. The Captain says he shuddered at the news, but we can attribute that to modesty, or to the fact he shuddered at the news.

On March 11 he crossed Mason-Dixon for the first time, with the commercial airliner making short stops at Louisville and New York City on the way to Toronto. He located the DeHavilland and flew, he says, "magnificently

(Reprinted from the "Army Flier," and a most novel tale it is, too!)



undetected" back to Fort Rucker on March 14.

Three days later, *Lt. Col. Alexander J. Rankin*, Deputy President of the Army Aviation Board, tendered the Captain an appointment to the honorary rank of Pfc in *Mosby's Confederate Rangers* by bypassing, "without detection or apprehension, the complete Union Army." The appointment was signed by *Major John F. Mosby* and an obscure fellow named Robert E. Lee.

Finally, to "counteract the ill effects of Yankee food," *Capt. Fulton* received from *Lt. Col. Henry H. McKee* a carton of tantalizing *Jim Dandy Grits*.

He says he won't eat them because they are mementos of his trip. That's what he says, but two bits it's because the Captain can't stand grits.

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THE ARMY'S H-23D RAVEN: INVESTMENT IN TOMORROW

Over 20 major improvements distinguish the H-23D as one of today's most advanced helicopters. But several features in particular verify its unmatched growth potential, which is a prime requisite for the evaluation of any helicopter investment.

Basic Ruggedness: The H-23D has the highest flight and landing load safety factors of any two or three place helicopter flying today.

Component Life: The H-23D's 250 horsepower is available full-time, without restrictions warning of jeopardized service life. In fact, all existing components are designed to accept considerably greater horsepower and to attain an overhaul period beginning at 1000 hours.

Functional Versatility: More power... more cabin space... further qualify the H-23D as a multi-mission helicopter, backing up a basic Army concept: more utility from fewer units.



The H-23D is now prepared to receive a new 305 horsepower engine, without further major modification. The resulting UH-12E (prototype now flying) has already demonstrated a performance which will capture new missions beyond those previously conceived for this helicopter class.



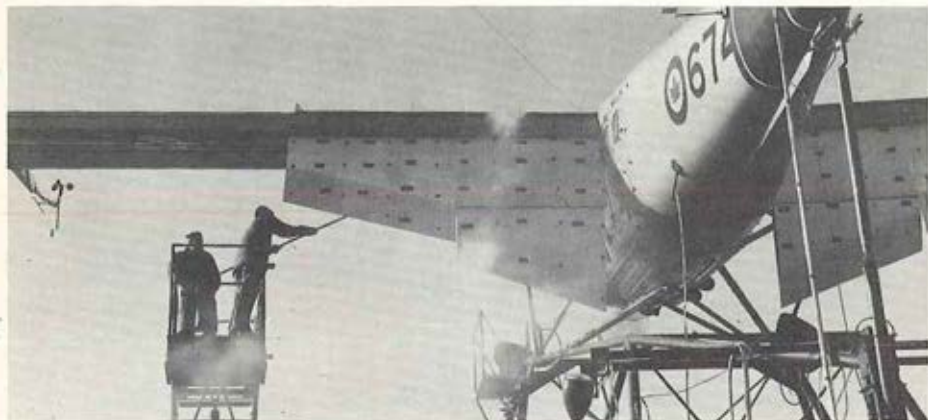
HILLER HELICOPTERS

PALO ALTO, CALIFORNIA

DADDY LONG LEGS



No, soldier, it is not an elongated undercarriage to enable the Otter to taxi through rice paddies or land in muddy fields. Neither is the Otter perched up there to prevent absent-minded G.I.'s from walking into the revolving propeller blades.



As for the bat-wing-like flap barrier, it's definitely not a gimmick to stop objects tossed out the windows from damaging the tail—nor tail winds from blowing exhaust fumes back into the cabin.

The rather mysterious looking rig is just an STOL experiment the de Havilland Canada folks are cooking up at Downsview under the auspices of the Defence Research Board of Canada. D.H. have

been pioneers in the field of fixed wing STOL development for the past decade and now have their sights set on some new developments projected well into the future.

Yours

Oscar Otter

Dear Army Aviator:

The six prototype models of the IROQUOIS (YH-40) are rolling off the production line at the rate of one per month. This first one was delivered in March 1958 and immediately bailed to the contractor (Bell) for product refinement and improvement. This is a normal procedure in the development of an aircraft.

INITIAL IROQUOIS RECEIVED

The second one goes to the Air Force Flight Test Center at Edwards AFB, California, for performance and engineering evaluation tests. IROQUOIS No. 3 is scheduled to go to the Climatic Hangar at Eglin AFB, followed by arctic tests. The Aviation Board is scheduled to receive the fourth IROQUOIS in June 1958 for service test. The fifth and sixth IROQUOIS will go to TATSA for logistical evaluation. It is anticipated that engineering, user and logistical tests will be completed by February 1959. About the same time, the IROQUOIS will become available for issue to the field.

★ The Army Aviation Board has recently completed the evaluation of various types of navigational chart holders. The Board determined that the Navy's standard-type chart holder (Plotting Board, Knee-type Mk-7) is the most suitable type for use in Army aircraft. This chart holder resembles a modified clipboard (about 5" x 8") and incorporates a pencil holder, a pencil sharpener, and a strap to permit attachment to the aviator's leg. In the near future, we hope to have the chart holders available to the field in sufficient quantities to permit issue on the basis of one per rated aviator.

★ With the coming of warm weather, many Posts, Camps and Stations will find it necessary

BY

BRIG. GEN. ERNEST F. EASTERBROOK
Director of Army Aviation, ODCSOPS

to embark upon an insect control program.

In past years many installations have utilized Army aircraft to supplement ground vehicles in spraying insecticide and we are sure this year will be no exception.

A new regulation on "Insect Control by Aircraft" (AR 40-574-AFR 90-3) was published on 21 March 1958 for guidance to all concerned.

June, 1958

in connection with the dispersal of pesticides by aircraft in CONUS and overseas commands.

I strongly recommend that you consult this new regulation when planning your summer campaign against insects.

★ A few months ago, a message was sent to the field reminding all that the conversion from VHF to UHF ground-air communications was progressing very rapidly, and that all Army airfields should take immediate steps to install at least 2 UHF frequencies. The communication section of aviation charts, and other navigation documents reflect that either installation is slow, or, that the Army Aviation Flight Information Division in Washington has not been notified so that the new frequencies can be listed. I suggest that action be expedited to install the UHF ground based radios if you have not already done so, and if they have been installed, assure that the Flight Information Agency has the word.

★ Attention is invited to the provisions of DA Circular 95-3 "Blood Donations by Army Personnel on Flying Status," dated 24 March 1958.

This circular directs that all crew members of Army aircraft be excused from participation in blood donation drives. It further states that individuals on flying status will *not* be encouraged to donate blood except where a rare blood type is involved or in an unusual emergency.

Publication of this circular was deemed necessary in view of the increasing importance

BRIG. GEN. ERNEST F. EASTERBROOK (left), Director of Army Aviation, confers with BRIG. GEN. WILLIAM B. BUNKER, Commanding General, U.S. Army TSMC, during a recent visit to the St. Louis supply and maintenance facility. (U.S. Army photo).



of human physical, physiological and pathological factors in the course of aircraft accidents.

★ A manufacturer's test pilot recently spent several days with the 1st Aviation Company (FWIT) at Fort Benning, bringing the assigned aviators up to date on the latest flying techniques for the U-1 Otter. Of the many fine comments submitted by the test pilot I am most concerned that he found, "There is a strong tendency to use not more than a 'climb' flap and to overemphasize airline techniques with the aircraft." I suppose this is a natural result of having a home base with 5000 ft runways . . . but lest we forget, our primary stock in trade is our ability to live with the soldier . . . All of our flying training must have proficiency in short field techniques as primary objective.

★ Another round of visits to ROTC flight training schools was recently completed. In general the program is proceeding in an excellent manner. Aviation officers at Army and Corps headquarters can assist PMS&T's tremendously by:

Exercising close supervision and follow-up of administrative processing of applicants, particularly on the physical exams which should be given at summer camp, and

Number 7



BRIG. GEN. BOGARDUS S. CAIRNS (left), Commanding General of USAAC, Ft. Rucker, is shown pinning Master Army Aviator wings on MAJ. NORMAN W. GOODWIN at a Ft. Rucker ceremony. COL. ROBERT R. WILLIAMS (2d from left) and CAPT. JAMES H. LEFLER, previous recipients of the Master AA award, observe the presentation of the wings. MAJ. GOODWIN is the seventh Army aviator to receive the coveted award. (U.S. Army photo).

Anniversary Message

Speaking for all the members of the Army, I extend congratulations and best wishes on the occasion of the sixteenth anniversary of Army Aviation.

From its inception, Army Aviation has been characterized by the skill, the initiative, the imagination and the courage of its personnel. Through these valuable qualities, Army Aviation has rendered services which have continuously expanded in scope and extent and which have made significant contributions to the effectiveness of the Army. Today, with its growing capabilities, Army Aviation may look forward to even greater achievements in providing the Army with that form of mobility better permitting it to transcend the traditional barriers of terrain.

It is a pleasure to join with other American soldiers in expressing pride in the past accomplishments of Army Aviation and confidence in its future success.

MAXWELL D. TAYLOR
General, United States Army
Chief of Staff

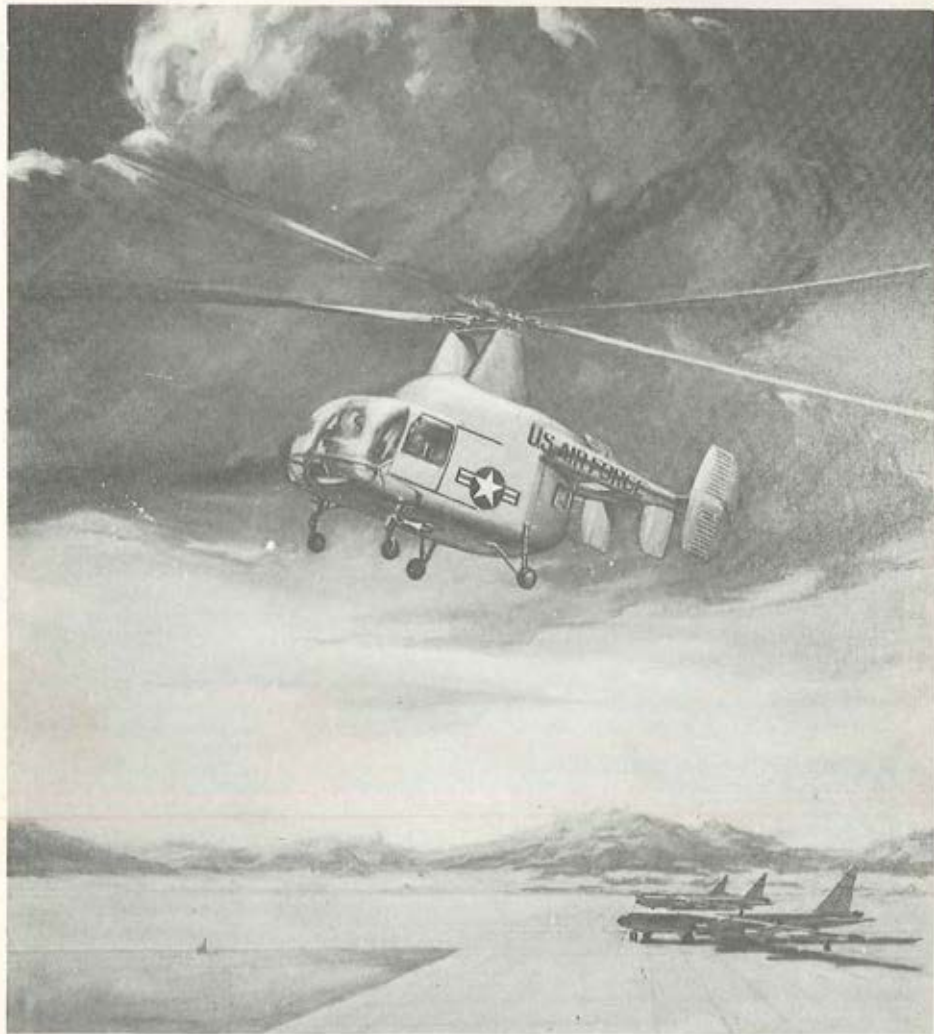
Visiting the schools periodically during the school year to assist the PMS&T in flying training matters. Close coordination with CAA flight examiners in each area is also a must if we are to have a smooth and efficient flying training program.

★ For the past several months the Army has found it necessary to explain, in some circles, the meaning of "Higher Performance Observation Aircraft (HPOA)" when referring to the MOHAWK. Someone always asks "Higher than what?"

In an attempt to solve this difficulty, the Office of Research and Development, DA has adopted a new "descriptive" name—the aircraft is now known as the "MOHAWK, NEW OBSERVATION AIRCRAFT, SHORT TAKE-OFF AND LANDING" (STOL)."

I strongly suspect that we have not simplified our problem in this matter. Of course if worse comes to worse, we can always identify the aircraft by its official designation which is "Airplane Observation Model One," abbreviated "AO-1." It would also be proper to add its Indian name in this manner—AO-1 (MOH-AWK). Used jointly or separately, either should be sufficiently descriptive to identify our latest observation aircraft.

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



"SAC" . . . the mailed fist and the velvet glove

The greatest factor in keeping the cold war cold is our Strategic Air Command. This group of men has the supreme responsibility of preserving the peace of the world and its harnessed might is our best defense. The esprit de corps of these dedicated men has been whetted to a razor's edge and nowhere on earth is there a finer example of teamwork. Evidence of this kinship is the Kaman crash rescue helicopter — a velvet glove to stand on the alert with SAC's mailed fist.

THE KAMAN AIRCRAFT CORPORATION • BLOOMFIELD, CONNECTICUT

PIONEERS IN TURBINE POWERED HELICOPTERS

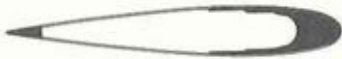
HUGHES BUILDS FIRST FUNCTIONAL TWO-PLACE HELICOPTER

The Hughes 269-A

...the first easily maintainable, reliable, high performance, low cost two-place helicopter. With new engineering from top to bottom, the 269-A is designed to add new mobility to Army observation, and liaison on the company level—and at practical cost.

Easily Maintainable

Necessity for maintenance has been reduced to a minimum. The three fully articulated all metal main rotor blades are



Simplified blade design eliminates interior reinforcements.

unusually simple and are interchangeable without tracking. The multiple belt-type clutch has long life, is fail-safe and easily removable. The horizontally mounted engine is separately removable without special equipment.

Low Cost

Production engineered to provide low cost, the Hughes Model 269-A for the first time makes available a helicopter with power plant, rotor system, and structure components specifically tailored for the two-place mission.

Excellent Performance

With its thoroughly proved 180 h.p. Lycoming O-360 engine, the 269-A can fly at a speed of 90 m.p.h. and has a cruising range of 150 miles. It has a useful load of 660 pounds and an empty weight of 890 pounds. Control system loads are light and no boosters are needed. Over a hundred autorotational landings have been made with the prototype. Hovering out of ground effect at 1750 pounds gross weight was demonstrated.

269-A Helicopter

This new two-place helicopter (shown below) also features a three-bladed rotor, resulting in a smaller disc which facilitates landing, parking and concealment. For further information or complete technical details on the Hughes 269-A Helicopter write:



HUGHES TOOL COMPANY

AIRCRAFT DIVISION
CULVER CITY, CALIFORNIA



ENGINEERS qualified in the helicopter field are invited to send applications to Director of Engineering, Hughes Tool Company, Aircraft Division, Culver City, California

Since the Army took possession of Camp Gary and took over Army Primary Flight Training from the Air Force in December, 1956, the accent has been on the Army wife and the Officer with every effort made to make them feel they are an integral part of the Army.

The Commanding Officer of Camp Gary and his wife, *Colonel and Mrs. Jules E. Gonseth, Jr.*, have advocated that the Army is a good place to live and do duty, and that a happy wife contributes to the husband being a good officer.

EARLY CONTACT IMPORTANT

This is especially important at Camp Gary, since it is the Army's Primary Flight Training School in fixed wing, the student officer going through a rigorous course. An understanding and patient wife is most important in this school.

As the Gonseths so often put it, "*We are trying to sell not only Army Aviation to the officer, but Army life to the wife.*"

At the first training day the officer is accompanied by his wife to the Post Theater where they attend an orientation. The Commanding Officer opens the session with a speech of welcome and an explanation of Army Aviation and Contract flying, Camp Gary training being handled under contract.

The Contractor also greets each class and is followed by Mrs. Gonseth who tells each group of all the activities available for the ladies, extending a personal invitation to the wives to join in any and all of them.

A COMPLETE ORIENTATION

The remainder of the morning is devoted to talks by the Chaplain, Club Officers, Department of Texas State Police, and it ends with a flight demonstration put on by the military check pilots.

At the orientation, each family and each bachelor receives a Welcome Packet, made up by the Chamber of Commerce of San Marcos and the Gary Women's Club. Each student receives special discounts and gift items from the local merchants in this packet which helps to acquaint the newcomer with the facilities of the local town.

The student wives are made voting members of the Women's Club and are represented at the board meetings by their Class Leader's wife. They take part in the luncheons by handling table decorations, serving as hostesses, and taking part in the programs.

The week following the orientation, each wife in the new class is called on in her home by the welcome committee, made up of mem-

bers of the permanent party and volunteers from the student class now in the "senior stage." This gives the newcomer a chance to ask questions concerning the town, Camp Gary, and most important, to compare notes with another flier's wife.

Approximately three weeks after their arrival, the wives of the class are taken on a tour of Camp Gary and have an opportunity

The Army Wife:

GARY KEY to RETENTION

to see every phase of their husband's training—the link trainer, academic classroom, maintenance shops, parachute packing room and, finally, the flight line where that particular class is coming in for landings and so timed that many of the men are making their first solo. The tour is a great factor in helping the wife to better understand what it takes to make a good Army Aviator.

A most attentive audience of wives of student officers are shown below while an Army Aircraft Maintenance Officer explains the advantages of the engine quick-change kits employed at Gary to increase efficiency in aircraft maintenance procedures.



The Women's Club is a combination Military-Civilian Club with the offices and jobs equally distributed between Military and Contract personnel permanent party. Excellent support is received from the student officers' wives.

Since a new class arrives every three weeks, these processes are repeated every three weeks. It is hard to maintain the many activities with such a small permanent party, but the letters that come back from ex-students, now stationed in all parts of the world, in still thanking Gary personnel for the happy experience at Camp Gary, more than make up for the work.

It is even more gratifying to see so many of the officers put in for Regular Army at the

insistence and encouragement of their WIVES!

(Ed. We add the following footnote from Capt. H. P. Jenke, Adjutant at the Training Detachment:

"The above story tells in part of what we at Gary have been doing on a local level for the last year and a half to stimulate retention of young officers in the Army. We believe the program has been eminently successful, and not one word has been said about pay—flying or otherwise. So far some 1,800 officers have received this treatment. The idea is beginning to catch on and we have heard that other schools are following our lead in this approach to retaining officers in the Army.")

Sikorsky Unveils New S-62 Amphibian

STRATFORD, CONN.—The Sikorsky S-62, the first amphibious helicopter ever built with a flying boat type hull that will permit landings and takeoffs from land, water, ice, snow, or swamp, was flown publicly for the first time in late May at a press demonstration held at the Sikorsky Stratford facility.

A 10-to-12 passenger, turbine-powered craft, the S-62 embodies many proven mechanical components of the time-tested Sikorsky S-55 providing overhaul periods four to five times longer than normally expected of new components.

Developed well ahead of its construction and design schedules, the new model is wholly a company project. Sikorsky officials point with pride to the fact that the first flight was held less than a year from the day the decision was made to start the design work on the new aircraft.

Mr. Lee S. Johnson, Sikorsky general manager, disclosed that the final weight of the S-62 was one per cent below the target weight established by the design engineers—"a remarkable achievement."



In addressing members of the aviation press, military representatives, and commercial operators, Johnson pointed to the many other advantages of the new design: instantaneous flight made possible by the introduction of the turbine engine; excellent hovering ability when flying in high-altitude areas or hot weather with the sea level engine rating fully available up to 17,000 feet; and performance statistics revealing a 2,950 lb. useful load, a cruising speed of 105 mph, and a maximum speed of 117 mph.

Jackson E. Beighle, Sikorsky sales manager, said the company is in a position to start deliveries of the S-62 in 1959. This is contingent, he said, on the availability of turbine engines at an acceptable price and with proven dependability. Beighle said purchasers will have a choice of two gas turbine engines, the GE T-58 or the Lycoming T-53, either of which will provide a suitable power plant. The present ship is equipped with the T-58, an engine with which Sikorsky has had considerable flight test experience.

A land version of the S-62 model is shown in the line sketch. Performance of the land version is essentially the same as the amphibious version, with the useful load increased to 3,215 lbs.

A NEW CONCEPT FOR USAF TRAINING

Cessna's T-37 now in operation
fits the new concept in USAF training:
an easier transition into jets
for Air Force Cadets.
Side-by-side seating,
combat flight characteristics
with handling ease
result in substantial
training savings.

CESSNA AIRCRAFT CO., WICHITA, KANSAS



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



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

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

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

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

VERTOL

Aircraft Corporation

MORTON, PENNSYLVANIA

USAREUR REPORT

By Col. Warren R. Williams, Army Aviation Officer

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During part of March and April I visited a number of 21 Army aviators. In addition to seeing the fellows at the Pentagon, I was fortunate enough to get to Davison and Simmons Army Airfields, CONARC, Benning, Rucker, Campbell, Knox, Sill and Leavenworth. I am pleased to report that at each of the Army airfields I visited the reception and services were first class. Sorry I didn't have time to see all the AA's I know at the places I visited.

My return to USAREUR in a L-23D was strictly routine. Capt. Lewis C. Caldwell flew with me. Maj. Henry Weggeland and Capt. Hurst Reynolds flew one of the other planes, while Capt. Billy Wright and Capt. Joseph Smith flew the third plane in the flight.

We assembled in Wichita on 9 April. John Kaufman of Beech showed us the best steak house in Wichita that night and we all tried to eat enough to last till we got home. The next morning we grabbed our airplanes and took off in a heavy rain for our shakedown flights to various parts of the U.S.

FOURTH ARMY HELP

When we found our cabin tanks wouldn't transfer fuel, Caldwell and I diverted to San Antonio to seek the help of the Fourth Army flight detachment. It was after duty hours, but the mechanics willingly worked a couple of hours late to find the trouble. We refueled and went on to Montgomery, Alabama, after dark. On Sunday we made a non-stop flight via Chicago to St. Louis. Wright and Smith also arrived at St. Louis that evening. Weggeland and Reynolds arrived the next day.

Capt. Anderson of TSMC had everything ready at St. Louis for Remmert-Warner to check our airplanes and correct the discrepancies which showed up on the shake-down flights. He also had assembled part of our survival gear, arranged for the rest at McGuire,

and taken care of a number of necessary administrative details in connection with our trip. Much of the credit for our trip being so routine must be given to "Andy" and the others at TSMC who helped him. They certainly went all out for us. Our THANKS, fellows!

The evening of 16 April we gathered at McGuire for a few hours sleep, a 0630 briefing the next morning, and early take off for Torbay, Newfoundland. The Air Force briefings and flight plans, computed at each stop for our next leg, were excellent. We arrived at Torbay after about 7-1/2 hours flying. Plans were made to meet our C-54 escort overhead when he arrived from Goose Bay the next morning and go on to Lajes.

ENCOUNTER WEATHER DELAYS

On 18 April the weather forecast for our arrival time at Lajes was bad so we had the escort plane land at Torbay and help us sweat out the weather. April 19th brought bad weather at Torbay and a severe cold front en route so we postponed again.

The next day all L-23's got off, only to return when the C-54 couldn't check out No. 4 engine. (*Advantage of the L-23: No. 3 and 4 never fail to check out OK!*) We flew local until we burned out some gas and came back in between snow showers. Had some fun kidding the C-54 crew who were rather red faced. Seems Hurst Reynolds had come out during the storm the night before and arranged to get all our planes hanged, which left no inside room for the C-54. The 60 mph driven rain fouled some wiring requiring the crew, plus base personnel, to work most of the night to clear it up.

On 21 April we took off in bad weather and headed for the Azores. Weggeland and Reynolds took off first and climbed to 11000. The other 23's were at 9 and 7 with the escort at 5000. After about an hour we broke into the clear

USAREUR REPORT

and established visual contact, except that we couldn't spot the top plane until we reached the weather ship about halfway to the Azores. After a little more weather we arrived at Lajes about dusk. The scenery between Torbay and Lajes isn't recommended, but fortunately the clouds hid the water most of the way and the engines purred like well bred kittens for the eight hour flight.

LATE CHOW IN MADRID

The next day we got away early with a new escort crew. Our greatest worry was that the ceiling at Lajes would go below minimums before we could all get off. This time we made each plane hold over the airport homer until everyone was at his assigned altitude and then departed together on the same heading at 140 kts true air speed. When we broke out after 40 minutes, we had little trouble estab-

lishing visual contact. The escort left us over Lisbon after a 5-1/2 hour uneventful flight. Torrejon AFB at Madrid was reached after 2-1/2 hours flying over Portugal and Spain.

Since dinner isn't served in Madrid before 2230 we took it easy on 23 April and left for Heidelberg at 1100. Will not bother to go into the details of the night life of Madrid. Can't remember the name of the place *Weggeland* insisted we should go, anyway. We arrived at Heidelberg at 1700 and were met by the Vice Chief of Staff, *General Lemnitzer*; the USA-REUR band; the wives who had been "sweating us out"; and our cohorts who were glad to see us back to take over the extra work they had to do while we were enjoying the ZI.

GREETINGS TO THE 3RD

We are looking forward to the arrival of the Aviation element of the 3rd Infantry Division during May. Hope they don't catch "Accidentitis" which seems to be affecting so many of the units now here. *Lt. Colonel Whitney* and all members of the 54th Helicopter Battalion are to be congratulated for an accident free record of over 10,000 flying hours. Such a record results from the serious effort of everyone in the unit to prevent accidents.

EARNs INSTRUMENT TICKET

General Carl I. Hutton, 8th Infantry Division Artillery Commander, recently completed an Instrument Refresher Course at the Seventh Army Aviation Training Center and renewed his ticket. *Capt. John S. Aufill* gave the check ride and reported that the General does an A-1 job of flying the gauges. Congratulations, General, we desk jockeys know what an achievement it is to keep up an instrument ticket in addition to your other duties.

WELCOME VISITORS

On 18 April two CAA agents from the International Field Office in London visited the Training Center and gave exams to civilian employees, enlisted men, and officers for all types of civil ratings and licenses. Thirty-eight applicants took exams or received ratings based on military competence. The following week the Aviation Training Center was host to a USAREUR Conference on Instrument Examinations. *Capt. Holstad* and *Lt. Conover* attended from AAS at Ft. Rucker to wind up their tour among our instrument examiners. We appreciate their assistance in standardizing our instrument training.

—COL. WARREN R. WILLIAMS, JR.
Army Aviation Officer
USAREUR

The Big Drink



Studying long-range trans-Atlantic charts at St. Louis prior to their departure on a 3-plane L-23D ferry flight to Europe are, l-r, CAPTS. JOSEPH P. SMITH and HERSHEL E. REYNOLDS (Avn Det, USAREUR); COL. WARREN R. WILLIAMS (Avn Off, Hq, USAREUR); CAPT. BILLY R. WRIGHT (Avn Det, USAREUR); CAPT. LEWIS C. CALDWELL (2nd AA Co, FWTT); and MAJ. MAJ. HENRY N. WEGGELAND (CO, Avn Det, USAREUR). (U.S. Army photo).

AROUND THE WORLD WITH SIKORSKY HELICOPTERS



ANTI-SUBMARINE DUTIES—New weapons systems have immeasurably strengthened the U.S. Navy's capabilities in anti-submarine warfare. A key role is assigned to HSS helicopters (Sikorsky S-58s) equipped with sonar. These

are the Navy's only anti-submarine helicopters. Three are shown here operating from a carrier during anti-submarine warfare exercises at sea. S-58-type helicopters are widely flown in both military and commercial service.

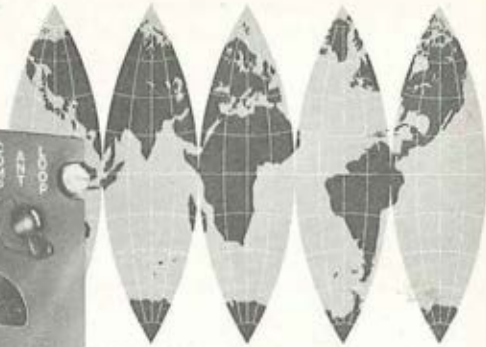
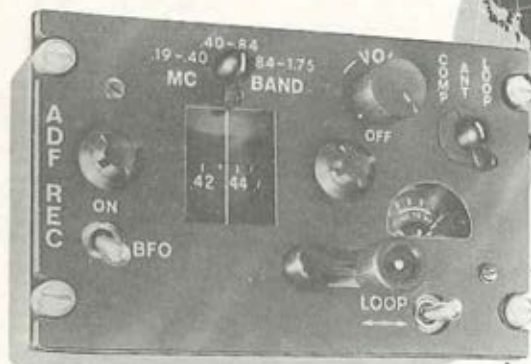


AIRBORNE RATIONS—A twin-engined Army H-37 (Sikorsky S-56) lifts a sling load of C-rations during tests at Laguna Airstrip, Yuma, Arizona. The largest known operational helicopters in the world, versatile H-37s have transported heavy Army missiles, vehicles, and artillery pieces.



HIGH ALTITUDE TRAINING—Seventy Marine Corps pilots and crew members tested performance of HUS helicopters (Sikorsky S-58s) at high altitudes and in extreme cold in the mountains of California. Aircraft were flown at 12,500-foot altitude, operating despite snow and ice.

 **SIKORSKY AIRCRAFT**
STRATFORD CONNECTICUT
One of the Divisions of United Aircraft Corporation



TYPE 21A ADF WEIGHS ONLY 19.7 POUNDS

Component Unit Weights:

Receiver, 6.8 lbs.; Loop, 4.3 lbs.; Loop Housing, 0.5 lbs.;
Indicator, 1.3 lbs.; Control Unit, 1.6 lbs.; Power Unit, 5.2 lbs.;
CAA Certificate No. 184-9 U.S. Military: AN/ARN-59
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The Time Tested ADF Now in Less Weight, Less Space

The ADF is a basic air navigation instrument, used in all parts of the world, tunable to some 60,000 transmitters. But the important thing now about the ADF is that ARC has engineered an ADF system down to less than 20 pounds in weight, with a comparable saving in space.

Now pilots enjoy the advantages of dual installations of this compact miniaturized equipment in tolerable weight and space requirements.

The ARC Type 21A ADF is built to today's more critical speed and environmental demands. It has hermetic sealing of vital components, such as the entire loop assembly. It covers all frequencies from 190 kc to 1750 kc...operates on only 2.8 amps at 27.5 volts dc input, or equal power at 13.5 volts. A significant feature is the extremely low loop drag—only two inches outside the aircraft skin.

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10-Channel Isolation Amplifiers • High Powered Cabin Audio Amplifiers • Interphone Amplifiers • Omnisignal Generators and Standard Course Checkers • 900-2100 Mc Signal Generators

SUSAATC Has Extensive Training Mission

STUTT GART, GERMANY—The Seventh United States Army Aviation Training Center, commanded by Lt. Col. Theodore F. Schirmacher, is the only organization of its kind in Europe. Located at the Stuttgart Municipal Airport, the mission of the Training Center is accomplished by the key personnel in the photo below.

The mission of the Center is to increase the instrument flying proficiency of all Army Aviators to include the qualification and requalification of Instrument Pilots. In addition, the Center develops and standardizes flight instruction and transition training, and prepares and conducts instruction in the associate fields of Aviation including maintenance.

Lastly, it conducts such other training as may be directed and provides an Aviation Safety Board to review all reports of Army aircraft accidents and to prepare for publication, appropriate safety directives and educational literature.

In addition to the courses conducted for pilots, the Training Center conducts an Operations NCO and Supply NCO course. All activities are conducted in the same building which also houses the permanent party per-

USAREUR REPORT

sonnel. The authorized strength is 15 officers and 52 enlisted men.

The Aviation Training Center enjoys an enviable reputation in the field of Army aviation. It is a worthwhile mission and one we're proud to call our very own.

Under the Hood

ECHTERDINGEN, GERMANY—The only US Army general in Europe qualified as an instrument pilot recently got a test of his flying skill here at the Seventh Army Aviation Training Center.

"It's a bit grueling up there in the dark," said Brig. Gen. Carl I. Hutton, Commanding General, 8th Infantry Division Artillery, referring to his two-hour test flight "under the hood." The general took the flight to wrap-up a two-week course of training necessary to renew his instrument flying certificate.

"He passed with ease," said instrument examiner Capt. John S. Aufill. The captain and General Hutton shared an L-19 cockpit on the

SCRAPBOOK SNAPSHOT

Army Aviation Training Center
Headquarters, Seventh U.S. Army
Stuttgart, Germany

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1ST ROW (l-r): Sgts. William A Leach & Bert R Nyberg; Sp3 Richard N Ouolette; Sgt. Jimmy C Kimble; 2ND ROW: Capts. John S Aufill, Victor P Rizzo, & Stanley R Blunck, Sr.; Maj. William F Proncavage; Lt. Col. Theodore F. Schirmacher (Commandant); Maj. Don T Boyd; 1/Lt. Danny J Burkard; CWO-4 Joseph T Cunningham; 1/Lt. Frank E Frey; 3RD ROW: M/Sgt Bernhard Von Essen; Capts. Bernard H Mattson; Howard G Groth, & Edwin S McClure; 1/Lt. Arland D Boydston; Capt. Thomas H Holland; Mr. Robert Shakals; Mr. Hans Rossmann. 4TH ROW: SFC's Silas D Johnson & James I Fowler; Sp3 Richard H Ellsworth; Sgt. Robert E Lee; M/Sgt. J C Ward; PFC Jamie N Johnston; SFC's Robert L Acree & Robert W Smith (US Army photo, Lindenmuth, 7 April '58).

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test flight from here to Rhine-Main airfield and back.

During the "blind" flight, *General Hutton* was obliged to use only instruments to take off, navigate and land.

"This is a valuable paper," stated the general after his flight, indicating the instrument certificate in his hand. "Especially so in Europe, where weather conditions and border flying restrictions create a unique situation."

A West Pointer, who has been connected with Army aviation since 1946, the year he won his wings, *General Hutton* cited a recent fast weather change he'd been through. "The other day during a training flight my-plane's wings developed a half-inch of ice, at a fairly low altitude, shortly after I had taken off in good weather."

The general is a strong supporter of the Center's instrument course. "In combat every pilot will be needed and if some aren't qualified to fly with instruments it's going to hurt."

General Hutton speaks with some authority about Army aviation and Army Aviators. Before coming to the 8th Division he was commandant of the US Army Aviation Center and School and at one time was Director of Air Training, Fort Sill. He is also the second Army general to qualify as an instrument pilot

Check Ride



Commandant of the Seventh US Army Aviation Training Center, LT. COL. THEODORE F. SCHIRMACHER (left) congratulates BRIG. GEN. CARL I. HUTTON upon the General's successful completion of a check ride for an instrument card. CAPT. JOHN S. AUFILL (center) is the instructor pilot who gave the general officer his check ride. (U.S. Army photo).

in the Army's aviation instrument training program.

As part of that program the Seventh Army Aviation Training Center, commanded by Lt. Col. Theodore F. Schirmacher has trained more than 200 aviators for instrument flying.

In addition, since its activation in 1955, the school has conducted instrument pilot courses and various transition courses to qualify the aviators in various type aircraft.

503rd Aviation Company Rates "Excellent" in IG Inspection

Since the October '57 activation of the 503rd Aviation Co, 3rd Armd Division, the unit has undergone an almost complete changeover in personnel. New officers have come in and TO & E positions have been filled to take advantage of experience and rank which enables the company to operate at peak efficiency. A summary of these changes is found in the "Personals" at the end of this report.

In early April, the Company joined in celebrating the 3rd Armored Division's 17th Anniversary by staging a fly-by over the Division Review held at Hanau, Germany. All types of aircraft took part and AA provided one of the highlights at the parade.

Three days prior to the Division Anniversary, the Company completed its first IG Inspection.

The overall grade received by the Company was an "Excellent," which, considering the 100% participation by the Company in *Exercise Sabre Hawk* and the anniversary celebration, exhibited the ability of the unit to work as a team.

With the coming of warmer weather, and the heading of Division units to Grafenwohr, the AA's of the 503rd Aviation Company face a long summer in the training areas. See you there! —Lt. William H. Frye

PERSONALS: Following our personnel changes, here's the stack-up—Lt. Col. Eugene F. Bacon is the new DAO; Maj. Milton E. Greenhagen, the Asst DAO. Our Comdr is Maj. John A. Murray with Cpts Bruce E. Volk (Div Opns/O), Carlisle R. Petty (Co Opns/O), & Ralph L. Crommett (Co Exec). The Platoons have Cpts James R. Lindholm (Direct Support Platoon Leader), David B. Hayes (Tactical Transport Platoon Leader), and Richard K. Mukoeda (General Support Platoon Leader) . . . Three of our officers were recently promoted, all receiving their "trucks" in March. New Captains Richard K. Mukoeda, Harvey C. Mayja, and Leo F. Sulter all celebrated with a party for the Company in Friedberg. —WHF

A talented writer and speaker, Howard E. Haugerud lends a cool, analytical mind to the deliberations of the AAAA's National Executive Board. As the current *Nat'l Vice President for Public Affairs*, the Minnesota AA accepts his Ass'n responsibilities cheerfully and has given substance to many of the initial programs pursued by the organization.

A member of the staff of Senator Hubert H. Humphrey (D., Minn.), Howard has served the Senator in a press-public relations capacity since March, '56, being well known to the Senate press corps.

Elected to the Presidency of the U.S. Senate Staff Club, Howard commented: "*Working 12 to 14 hours a day when the Senate is in session can be a lonely business for there's little time for visiting in the halls or back and forth between offices. Our Club numbering 475 members enables many senators' assistants and secretaries to meet informally at monthly gatherings. We have our serious side, too, participating in philanthropic and charitable work.*"

Minnesota Graduate

Born in Harmony, Minn., the 33-year-old Army National Guard pilot attended Kansas State College ('46-48), completing his education at the University of Minnesota after a second Army tour. Majoring in Journalism and Political Science, Howard received his B.A. degree at Minnesota in '55.

Like many of his contemporaries in the immediate postwar era, he completed his formal education with a wife as a constant helpmate. In April of '46, he married Mary Stafford of Mankato, Kan., while both were attending Kansas State College. Today, the Haugerud family includes Mark, age 11; James, age 5; and Howard Kent, who turned 1 in May.

The '43-'45 period saw Howard serving with the Army Air Corps, this tour being followed by Army service during '48-'53. Now a Captain in the Minnesota Army National Guard, he's served as an AA and an intelligence officer at various times, fulfilling his summer field training periods in his home state when the Senate is out of session.

"I guess my active Army assignments were par for the course. I pulled down unit C.O. duty with the usual 'in addition to' duties; they read up on me and I served as a public information officer for a period; and for a lengthy time I was pilot-aid to Allied and American notables, including High Commissioner McCloy, during their visits to the East German and Czechoslovakia border areas."

A direct pipeline into his Arlington, Va., home revealed that Howard is a prolific writer,

HOWARD E. HAUGERUD



having written everything from poetry to a book (a humorous take-off on Army life). Short stories, information articles, and regular contributions to many periodicals have eaten heavily into his leisure time, Mary attesting that his many other off-hour pursuits are now "mere thoughts."

Part-Time Recreation

Always an avid tennis player, he now serves 'em up when he can and fishing and hunting, long favorites sports, are now on a "Time permitting" basis. It's comforting to know that he's a typical husband being "handy" around the house "*only when he has to be*," although our dossier states that he once papered his entire house (a colossal task for the average husband). *Mary: "Good job, too!"*

Although he does not admit to any of the known superstitions, one immediately detects his "*Don't jinx me!*" hesitant look on asking him if he has any future political aspirations. His stock answer: "*Let's see what tomorrow brings.*" Being a chain cigar smoker, he then customarily beclouds himself in an impenetrable mass of smoke, forcing the interviewer to shift his line of questioning as well as his position. This maneuver would seem to indicate that he is not entirely unfamiliar with politics.

Intense and Alert

Although his fellow Nat'l Board Members have only had the opportunity to view him in committee and know him to be an alert, intensely serious young man, he has a marvelous sense of humor that immediately comes to the fore "out of Parliament."

His thoughts on AAAA: "*The Civilian Components need the organization badly. I hope that the little that I have been able to do has been of some help. The interest, the talent, the membership are all there, and the organization should prove of great benefit to all.*"

Sixth in a series of profiles on the personnel who man the elective offices of the AAAA.



NEW MEMBERS WHO JOINED AAAA DURING MAY, 1958

GENERALS

H. H. Howze, Maj. Gen.

COLONELS

Jack K. Norris

Ben H. Steine

LT. COLONELS

Melvin C. Monroe

William Hupalo

MAJORS

Dale W. Taylor

F. W. Myers, Jr.

George Rogers

Walter S. Makuch

Robert M. Prater

Bradford G. Powell

Leslie C. Boyd

George A. Lafferty

Paul A. De Witt

CAPTAINS

Chris Erhardt

Dlay B. High

Albert F. Gutman

Allie D. Calender

Harry L. Jones

Donald G. Forchette

Upshur B. Quinby

William A. Roehl

William H. Harper

Thad L. Farris

Edwin O. Carr

C. D. St Clair, Jr.

George A. Crowell

Earl B. Montgomery

Edgar N. Kelley

Jean L. Baker

Richard D. Baldwin

Charles E. Harris

Lemuel M. Thomas

Mose E. Lewis, III

Silas W. Bass, Jr.

John A. Willis

William L. Merrill

Loren C. Strange

CAPTAINS (Cont.)

Louis D. Kish

Joseph T. Martin

Robert D. Bretz

Lincoln G. Jones

Wilman D. Barnes

Robert L. Pound

Howard B. Blanchard

Vernon F. Curd

Benny E. Edney

B. F. Chafin

Jerry J. Norton

Billy D. Carter

Michael Peck, Jr.

Robert L. Hurd

Carl E. Goldbranson

Francis D. Moore, Jr.

W. L. Beddingfield

Vaughn C. Emerson

Orville E. Bolhofner

Arthur M. Clarke

LIEUTENANTS

Wallace R. Napier

Alan D. Sutor

Charles R. Bledsoe

J. D. Horne, Jr.

Kydean Whitlock

Robert Wood

Joseph B. Houston

Bobby L. Robinson

Robert W. Otto

Elwood J. Becher

Joseph C. Burns

Carl H. McNair, Jr.

Robert G. Kiess

Charles H. Jacobson

Gordon N. Chapin

Pyne Gramly, Sr.

Robert B. Jones

William B. Crowell

Harry V. O'Tier

Edward M. Browne

Wm E. Thomsen, III

Donald B. Stewart

James R. Rogers

William E. Yates

LIEUTENANTS (Cont.)

Allen L. Welty

John R. Stamps

Grady Perry

Henry L. Quisenberry

T. J. McAndrew, Jr.

Charles W. Washington

Milton Benz

James M. Caudill, Jr.

Douglas T. Banks

William L. Morris

Edward H. Miller

Robert L. Roby

Gary R. Heffner

Wm H. Goodspeed

John C. Phillips

Edward R. Kennington

Paul Bankit

Roy A. Crews

Harry E. Duensing

Warren K. Hoen

Douglass L. Haller

Anthony Ferraro

John K. Ham, Jr.

Archie J. Brown

Donald R. Schessler

Harry V. Hobbs

John G. Roberts

Rudolph Pick

Louis Fioretti, Jr.

William J. Alick

Howard M. Williams

James L. Knight

Robert Kuhn

Harold B. Horner, Jr.

William L. Gallagher

Bruce H. McGarvey

Clark F. Kreitler

Robert A. Raymond

John R. Jeter

Richard C. Collins

John S. Mitchell

David G. Jayne

Wm W. Pedersen

Warner R. Baxter

Eugene R. Walsh

Clarence M. Dunagan

LIEUTENANTS (Cont.)

Michael F. Roysce

David D. Dross

James T. Darrah, Jr.

Gilbert W. Cook

Evans J. Guidroz

John R. Harris

Franklin D. Cantwell

Frank J. Cofsky

Joseph H. Fox

James O. Woodard

James C. Marks

Robert L. Glazier

Howard H. Oakley

Stephen G. Beardsley

Glenn A. Bracken

Ernest R. Hafers

Walter C. Hobbs

Leonard R. Franseen

Robert W. Scott

Edgar A. Westlake

Robert J. Wheeler

Joseph R. Koehler

CWO's

George H. Lawrence

Donald H. Bishop, Jr.

Wm E. Greiner, Jr.

Edward Stevens

Lyle I. Miller

Jimmy R. Price

Douglas E. Story

Billy J. Campbell

WARRANT OFFICERS

John L. Hendrix

Harold E. Gonyer

Carl V. Ayers

William E. Moore

Benson M. Collett

Lindy D. McTier

Clifford R. Hendry

Malcolm E. Furbush

Howard Eubanks, Jr.

Franklin D. Combs

James G. Miner

Whit H. Collins

NOTAM: Those members submitting "Booster Memberships" are advised that the Booster insignia are on order and will be distributed immediately upon receipt at the Ass'n office.



Kilmer



Hill



Hamilton



Stimson



Leer



Armstrong

AAAA ACTIVITY IN CALIFORNIA



Stickler

"We thought that Members in other areas would like to know that the *Monterey Chapter* has taken a page from the *Kiwanis-Elks-Optimist* book and has initiated a monthly *AAAA Luncheon*.

We meet informally every second Wednesday in an off-post restaurant for an informal *nibble-and-quibble* on problems peculiar to Army aviation. (I wish to stress that only the *PROBLEMS* are peculiar.)

In keeping with our "industrial affairs" policy, we plan to invite representatives from the various civilian firms who have a direct interest in this field. This month we shall have

two guests from Ryan Aircraft (Mr. Coward and Mr. Davenport) who may give us some insight into *STOL-VTOL* projects.

We're in the process of lining up the luncheon programs for the months to follow, so that by Christmas time, we should be the *best fed* and *best informed* Chapter in the organization. At any rate, underfed or overfed, we feel that inexpensive, informal luncheon meetings of short duration are a most satisfactory way in which to have our membership meet regularly and perhaps our action may stimulate other Chapters to do the same."

—Maj. Eugene M. Lynch
President, Monterey Chapter

California Regional Board



Lynch

President: Lt. Col. Ernest L. Hamilton (A)
VP, Army Aff: Lt. Col. James W. Hill, Jr. (A)
VP, NG Aff: Lt. Col. Robert L. Stimson (G)
VP, Indus Aff: Maj. William G. Kilmer (A)
VP, Public Aff: Lt. Col. Edwin H. Leer (A)
Treasurer: Lt. Donald Armstrong (G)
Secr: Capt. Lee R. Stickler (PCS)



Britton

Monterey Chapter Board



Winter

President: Major Eugene M. Lynch (A)
VP, Army Aff: Capt. Weldon C. Britton (A)
VP, Public Aff: Lt. Ralph W. Broman (A)
Secretary: M/Sgt. Herbert A. Winter (A)



Broman

1st Cavalry Activates 1st USAFFE Chapter

"The First Team" has done it again! The 1st Cavalry Division's 15th Aviation Company became the first unit in Korea to have 100% membership in AAAA in April. On the 1st of May it organized the first active chapter in the Far East.

Elected President was *Maj. James House*; Executive VP is *Lt. John Thorpe*; VP for Army Affairs, *Lt. James Soupene*. Handling relations at home is VP for Public Affairs, *Lt. Walter Hobbs*; "Keeper of the Coin" (Treasurer) is *Lt. William Lumpkins* and making the pen scratches (Secretary) is *Capt. Seamon Molkenbuhr*.

This Far East Chapter can lay claim also to being the western-most one in the Association. Numbering 31 members, we're now engaged in drawing up



1st Cavalry Division Chapter Officers are, l-r, CAPT. SEAMON J. MOLKENBUHR; LTS. WALTER C. HOBBS and WILLIAM J. LUMPKINS, JR., MAJ. JAMES J. HOUSE; LTS. JOHN C. THORPE and JAMES C. SOUPENE (See story below).

an activities slate that will take advantage of our "United Nations" location."

—*Capt. Seamon J. Molkenbuhr*
Secretary, 1st Cav Div Chapter

SCRAPBOOK SNAPSHOT

15th Aviation Company 1st Cavalry Division Korea

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FRONT ROW (l-r): Lts. JA Conwell & D Millward; Capt SJ Molkenbuhr; Lt. Col. VL Poynter; Maj. JH House; Lt. RA Burbank & HO Bourne, 2ND ROW: Lts. JC Soupene, D Modica, JL Jones, & JG Burbules; CWO AG Little; Lt. RC Gibson; Capt RW Siegert; Lt. J Bishop, 3RD ROW: Lts. ER Dean & RH Lightfoot; Capt CA Wylie; Lts. JD Hill, DS Johnson, CM Paulk, WC Hobbs, & JC Thorpe, BACK ROW: Lts. WJ Lumpkins & DP Wray; Capt. JE Bell; Lts. EB Cook & CA Heller. Missing: Capt RP Keating; Lts LJ Stadler & RC Mitchell.

"Operation Honeymoon" Tests 3rd AA Company Capabilities

Wie Gehts! As a followup to the May 15th "G.I. Commuter" story appearing in *ARMY AVIATION*, we of the 3rd Army Aviation Company would like to amplify the unit's participation in the recent extensive troop-lift operations.

In conjunction with the 2d Army Avn Co (FW-TT), our unit airlifted more than 3,000 troops in 8 weeks, personnel coming from the three major commands in the Seventh Army area.

How do we break down operationally? Our Company consists of three flight platoons, 4 aircraft per platoon. In the recent 504th Inf lift, we made three 2-hour round trips with one side trip to Illesheim for gasoline. Each aircraft carried a maximum load of 9 troops, weapons, and packs.

Airlifting the unit actually was accomplished in 5 hours without incident, the move by Army TO&E aircraft being the largest successful mass transportation of combat-ready troops by FW-TT in the theatre to date.

The air movement of the 4th Armored Division, another lift, has been dubbed "Operation Honeymoon" by our pilots, purely in jest, of course. The company was asked to provide aerial support to move elements of the unit to

Aggressors, Tear Gas Provide Realism to Aviation Unit ATT

GRAFENWOHR, GERMANY—The first formal Army Training Test of a USAREUR based Transportation Helicopter Company was completed at Grafenwohr training area during the period 24-27 April 1958.

The 26th Transportation Company, commanded by *Capt. Clifton Noland*, guinea-pigged the test, which was planned, written, and laid out by *Capt. Robert B. Mowry*, Assistant V Corps Aviation Officer. *Maj. Robert K. Cunningham*, V Corps Aviation Officer conducted the exercise, acting as Battalion Headquarters and Controller. Umpires, who also assisted in writing the test, were provided from other helicopter units of Seventh Army.

Testing in all phases of operations included missions completed under extremely low "VFR Tactical" conditions, and a night displacement of fifteen miles, conducted under blackout conditions. Ground operations were strongly em-

phasized. An indication of the professional soldier qualities exhibited in this area was contained in the statements by the Chief of Aggressor Forces that the tested unit, during repeated attacks, was the first whose perimeter defense had not been penetrated by at least one or two aggressors. Realism was stressed throughout, as was indicated by the employment of tear gas during CBR testing. During the critique, *Major Cunningham*, a paratrooper and combat infantryman, stated that he considered the unit combat-ready.

The 26th Trans Co is attached to the 54th Trans Bn, commanded by *Lt. Col. Edwin F. Whitney*. During the period 1 July 1957 through 31 March 1958, the 54th Trans Bn flew an average of 93.5 per cent of Department of Army programmed hours. For the period January through March 1958 the record showed 73 per cent average availability and 119 per cent of programmed flying hours. The flying safety record of this organization is deemed worthy of mention, the battalion having flown over 10,000 hours without accident.

PERSONALS: Our forthcoming arrivals number 7, all of whom should be here by early Fall . . . Losses included: *Capt. Walter Rampton* (to VII Corps) and *Lt. Howard Foster* (to an Army outfit) . . . Newcomer to the unit is *CWO Whitson* (from Heidelberg) . . . Though not a record, a list of the births within the unit since it left Mobile last July is of interest: Sons were born to *Capt. & Mrs. Dennis A. Havland* (Dennis A. II); *Capt. & Mrs. Donald J. Vernon* (Robin J.); *Lt. & Mrs. Robert T. Sopley* (Robert T., Jr.); *Sp3 & Mrs. Billy C. Hughes* (Fred R.); *Lt. & Mrs. Max Moroz* (George M.); *Lt. & Mrs. Charles S. Wingate* (Jerry W.); and *FFC & Mrs. Edward N. Tremble* (Keith E.).

Playing it impartial-like, the unit had an equal number of daughters: *Lt. & Mrs. James A. Allred* (Julie R.); *Lt. & Mrs. John L. Bohannon* (Cynthia); *M/Sgt. & Mrs. W. C. Dowdy* (Denise A.); *Lt. & Mrs. Don E. Finney* (Tia Leone); *PFC & Mrs. Jack L. Hawley* (Julia D.); *Lt. & Mrs. Jerry R. Keebaugh* (Melanie D.); *Sp2 & Mrs. Dominic Monaco* (Juna L.); and *Lt. & Mrs. Whitney C. Scully* (Julie C.). This listing should substantiate that our women are quite active, also. Like you, we enjoy hearing from friends, so drop us a line when you see our names mentioned. Our APO is 177, NY, NY. —DEF

phased. An indication of the professional soldier qualities exhibited in this area was contained in the statements by the Chief of Aggressor Forces that the tested unit, during repeated attacks, was the first whose perimeter defense had not been penetrated by at least one or two aggressors. Realism was stressed throughout, as was indicated by the employment of tear gas during CBR testing. During the critique, *Major Cunningham*, a paratrooper and combat infantryman, stated that he considered the unit combat-ready.

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USAREUR REPORT

In our first of what we intend to be regular reports on the 8th Aviation Company, we will limit ourselves to a brief status report and a personnel report which we hope will serve to verify the existence of a few souls long ago feared lost. Some of the AA's here in *Happy Valley* have really been hibernating correspondence-wise.

Throughout the Company which, incidentally, is spread out over five locations, we boast of the outright ownership of twelve *Birddogs*, three *Beavers*, thirteen *Sioux*, and Seven *Chickasaw*. This reflects a recent improvement, and we are assured that the near future looks very bright for a full TO&E complement of aircraft.

Recent doings in the Company have included an I.G. Inspection and a very recent inspection by the CG of the 8th Infantry Division, *Maj. Gen. Philip F. Lindeman*. We might also add that there has been a marked increase in the number of flight requests received by *Lt. Paul Schreck* at Opns now that June 30th approaches.

That's it for the month except for the passing remark on the unlimited opportunities for

confusion existing here. In the "Personals" below, you'll find that we have three Smiths, two Sullivans, and a Harpman and Hartman on the morning report.

—*Maj. Oliver V. Norman*

PERSONALS: A rundown on 8th Avn Co personnel has the undersigned as C. O. with Capt. George A. Sullivan who held down the spot moving over to ExecO, . . . DAO is *Maj. Frank Barbour*, assisted by Capt. William Smith. Also in the Division area we find Capt. Harold Hennington (General Support Platoon Leader). Within the Platoon is the Command Support Section led by Capt. (new) Lubert Wing. He calls *Lts Talbert, Pick, Stone, and Rvndgren* his very own people.

Still under Capt. Hennington's bullwhisk is the Tactical Support Section hunched by *Lt. Harold Holt*. His people include *Lts Schrenck, Fugh, Harman, Edwards, Bessler, Conley, Bolyau, Thurlow, Rasmussen, and Junat*. The Utility Section completes the Platoon, headed by *Lt. John Comer* and including *CWO's Wilson, Calentine, Smith, Music, and Kimok*.

The Direct Support Platoon is the pride and joy of Capt. Stanley Morud and includes the five Combat Support Flights. 1st BG, 5th Inf enjoys the services of *Cpts Broady and Anderson (new)*; 2nd BG, 8th Inf has *Cpts Sizemore and Lt. Burnison*; 2nd BG, 12th Inf employs *Cpts Robbins and Lt. Henley* while *Capt Williams* and *Lt. Maddox* serve the 1st BG, 13th Inf. *Capt. Christy* and *Lt. Persch* work for the 1st BG, 28th Inf.

Capt. Morud's Platoon also boasts the services of the Target Acquisition Section headed by *Capt. Charles Leads* and including *Lts Curry, Suttlehan, Colvert, Barker, Harrison, and Keeffe*.

Artillery Flight (which finishes up the DSP) is commanded by *Capt. William Smith* when he's not assisting *Maj. Barbour* at Division, and includes *Lt. Hartman, Gibson, Richard Smith, Timmons, Sullivan, and Lehrman* (the latter, by the way, being a short, short timer, who will probably read this in the Land of the Round Door Knobs by the time it is printed.) That's it! Getting this widespread group together for a group photo will be a mammoth task, but we'll try and hope to have one for submission shortly.

—*Maj. Oliver V. Norman*

SCRAPBOOK SNAPSHOT

TSMC St. Louis, Missouri

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Shown above in a photo taken during the visit of Pentagon party are a substantial number of the Army aviation personnel who serve in TSMC. L-R: *Capt K. Jay Leonard* (Sig Avionics Ln Off); *Lt. Robert E. Schwarzler* and *Capt. Dewey V. Crowfoot* (XI Corps); *Lt. Col. Austin J. McDermott*, *Capt. Donald S. Muttoni*, *Maj. Thomas E. Hall*, *Maj. Robert S. Huie*, *Capt. Darwin D. Beauchamp*; and *Maj. Hal P. Crane*, all TSMC; *Brig. Gen. William B. Bunker*, CG, TSMC; *Brig. Gen. Ernest F. Easterbrook*, Director of Army Aviation; *Maj. Clarence H. Ellis* (Fl. Eustis); *Lt. Col. Ford E. Allcorn* & *Lt. Leonard R. Franseen*, both of TSMC; *Lt. William L. Corley* (Sig Av Ln Off); *Lt. George A. Brown* (TSMC); *Capt. George C. Connor* (ODCSOP5); *Capt. William R. Chairs* (Sig Av Ln Off); and *Lt. Col. Richard L. Long*, *Lt. Thomas J. Towle*, *Capt. Carl R. Anderson*, and *Maj. Kennedy G. Ward*, all of TSMC. (US Army photo).

• USAFFE •

I realize that there would be added responsibilities with my promotion (yes, you disbelieving, Zama-vacating friends of mine, I finally made Captain) but this overall responsibility is beyond my greatest expectations.

Seeing it's *The Vogue* to submit group photos for the new "Scrapbook Snapshot" series, you'll find our unit's group photo immediately below. The group photo should be entitled "AA's Remaining at Rankin Army Airfield." *Captains Koepp* and *Weaver* in that order. I hope that if I add a "left to right" the photo caption will not run over.

The unsmiling one on the left is me. I just found out that HE has an earlier EDCSA than I, and at this stage of the game, this information does not bring on a big toothy smile. Oh yes, the other photo—*Captain Miller* (left), recently departed, of course and I, are shown just prior to an instrument flight."

—Capt. Robert W. Koepp



CAMP ZAMA, JAPAN—(News Item)—Effective 1 May 1958 the U.S. Army Aviation Detachment, Camp Zama, Japan, was deactivated. Personnel in the unit now comprise the Army Aviation Section, Transportation Office/Headquarters USARJ, APO 343, San Francisco, Cal.

"Where did EVERYONE go? Two years ago there were over 25 pilots assigned or attached here at Camp Zama and today there are only five left. Of the five, three are desk jockeys in TC, leaving the remaining two of us with an exclusive franchise on the Local Taxi Service.

As you might guess, duty pilot comes around quite often (every other day)—we get occasional weekend missions (golf was a grand game)—we get plenty of time off (sometimes all day Sunday)—and people realize that we are short-handed now (so they schedule flights during the noon hour).

I'm just joshing; old Bill "Buck" Weaver and I have it made. He is the ranking man and as such took over as Airfield Commander and Maintenance Officer, unselfishly leaving me the titles of Airfield Executive Officer, Operations Officer, Security Officer, A & R Officer, and Postal, Safety, Assistant Maintenance, Training, Air Installation, and Work Order Officer, not to mention Fire Marshal.

US TREGO Airlifts Three Authentic Sky Pilots

CAPE ATHOL, GREENLAND—An Army H-19 *Chickasaw* assigned to USA TREGO, Thule AFB, aided in Easter Sunday religious services by airlifting two U.S. Army Chaplains and a visiting preacher to the small, 18-man Coast Guard Station, located approximately 20 miles south of Thule.

June, 1958

SCRAPBOOK SNAPSHOT

Army Avn Detachment (Deactivated)
Camp Zama, Japan



Capt. R. W. Koepp (l.) & William Weaver (r.)

The return flight to Thule over near impassable Arctic terrain was highlighted by the sighting of an Eskimo hunting party, complete with dogs and sleds, providing a photographic ending to an Easter Sunday morning of service.

The *Chickasaw* was piloted by *CWOs Charles H. Steffani* and *Donald R. Joyce*, with *SFC Edward G. Barr* as crewchief. *Capt. Clyde K. Steele* commands the Aviation Section of USA TREGO.



► While stationed with the U.S. Naval Aviation Safety Center, Norfolk, Va., *Maj. David A. Hill, Jr.*, (top left), U.S. Army Board for Aviation Accident Research representative, completed a check-out in the Navy TF-1. The TF-1 is a 9-passenger, high wing land plane employed by the Navy for instrument, multi-engine, and carrier qualification training.



► A well-coordinated 3-man team (center left) from the T-37 (Jet) Test Unit at the USAAC recently set what is believed to be an all-time record in changing an engine for this particular aircraft. The engine, having just completed 10,000 hours of operation, was removed from the T-37 and replaced with another in a matter of 35 minutes.

► A recent visitor to the USAAC, *Maj. Gen. John B. Medaris* (lower left), Commanding General of the Army Ballistic Missile Agency, Huntsville, Ala., is shown as he arrived at Ozark in a T-37 Test Unit jet aircraft. *1st Lt. Frank L. Treese*, a Test unit officer, is shown at the right.



► While on a four-post visit, 111 officers of the Advanced Armor Course at Fort Knox were recently given a complete tour of USAAC facilities. Accompanied by *Brig. Gen. James I. King*, Asst. Commandant, and 11 members of the Knox staff and faculty, the group boarded H-21 *Shavanees* (bottom left) and were flown to several stage fields where they witnessed R/W and F/W activities and a demonstration by the Department of Tactics.



► Twenty-one students of the Aviation Staff Officer Course recently flew to Atlanta by H-37 *Mojave* to observe the Third Army Aviation Training Conference held at Fort McPherson. Accompanying the students and attending as observers were Senior Staff Officer *Maj. George Rogers*, and *Capt. John DeMaria*, *Fred Demeron*, and *John J. Collins*, course instructors.

In addition, seven members of Fort Rucker's Center Staff actively participated in the conference. *Lt. Col. Walter J. Borden* and *Capt. James Barrett* represented G3; *Lt. Col. Raymond E. Johnson* (Rotary Wing); *Lt. Col. Howard I. Lukens* (Fixed Wing); *Maj. Frank G. Brown* (Standards Div); *Capt. Stanley E. Derby* (Avn Maint); and *Mr. William Gaines* (Center Safety.)

A group photo showing a part of the Fort Rucker conferees is found below.



► Picked up by Navy aviators at Ozark Field, the last three H-25 Army Mules remaining at Fort Rucker were flown to Norfolk, Va., where they will be stored for later use by the Navy. Lt. Col. Russell W. Humphreys (top right), Dept. of Maint., wishes Aviation Chief Pilot Ralph E. Carr (Center) and AE-3 Richard L. Roberson smooth sailing prior to their takeoff for Norfolk.

► Flown to Fort Rucker where it will undergo evaluation by the HOPA Test Unit at the Aviation Center, an RL26D aircraft (military version of the Aero Commander) possesses two separate radar systems for spotting enemy targets in bad weather or darkness. Edward R. Blalock (left), tech rep of Aero Design & Engrg Co.; David G. Brown, Motorola Corp. tech rep; and Lt. Jesse M. Burch, Jr., (right), pilot, view a part of the "under cowling" systems.



SCRAPBOOK SNAPSHOT

Aviation Staff Officer Course USAAVNS Fort Rucker, Alabama

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Shown prior to an H-37 Mojave flight to Atlanta where they attended a Third Army Aviation Conference are (l-r); Capts Donald E Boling & Fred Demeron (instructor); Maj. Robert M Webb; Lt. Col. William C Whorley; Maj. Jean L Chase; Capt. Albert A Johnson; Maj. Samuel E Stanley; Lt. Col. James A McCord, Jr., Capts. Marvin J Beasley & Milton Horwitz; Lt. Cols. Lewis N Shaffer & Gerald B Middleton; Majs. Daniel C Prescott, William B Larson, & Willis F Horton; Capt. Thomas E Stuart; Lt. Col. John Gall; Capts. James M Rockwell, James D Hawthorne, & John M DeMaria (instructor).

FORT RUCKER/USAAB

Appearing below is a current recapitulation of all projects currently being pursued by the U.S. Army Aviation Board, Fort Rucker, Ala. The projects are divided into three categories: *under active test*, *awaiting equipment*, and *monitoring development*. Although the Board concerns itself with a wide variety of projects, the information is categorized by *aircraft*, *electronics*, *cameras*, and *other projects*.

UNDER ACTIVE TEST

Aircraft

H-37 Helicopter (MOJAVE)

Climatic Laboratory, APOC, Eglin AFB, Florida.

Long Tom (Classified)

H-13H (SIOUX)

Relocation of landing wheels; Climatic Lab Eglin AFB, Florida; Evaluation of new tail rotor.

H-23 (RAVEN)

Confirmatory test; Climatic Lab, Eglin AFB, Florida.

YH-41 (Seneca)

Service Test.

U-1A Airplane (OTTER)

Modified Wing Test.

Electronics

(All Under Service Test)

AN/APN-78 Doppler Navigator

Nickel Cadmium Batteries

AN/APN-22 Absolute Altimeter

AN/AIC Intercommunication Set

AN/TRD-12 Direction Finder Set

AN/ARC-59 HF Radio Set

Cameras

(All Under Service Test)

K-37 Camera System

AN/PFH-2 Camera System

KA-9 Still Camera

LM-38 Camera Mount

KA-20 Aerial Camera

Others

(Under Service Test)

Sikorsky Guide Line Coupler

Optical Mirror Landing System

Gasoline Dispensing Unit

FOC Van

Active List

MC's for Ground Suppression Kit

MC's for Target Marking System

AWAITING EQUIPMENT

Aircraft

Djinn Helicopter

YH-40 Helicopter (IROQUOIS)

Electronics

AN/TPQ Ground Control Radar

AN/AVQ-50 Storm Warning Radar

Others

SD-1 Reconnaissance Drone System

Oxygen Recharging Unit

Airfield Surfacing Material

B-5 Life Preservers

Lament

Each year, this magazine receives several letters from subscribers questioning the viscosity of this jar of jam we publish. Most of the letters follow the "For gosh sake, give us legible type" vein. For the benefit of the newer subscribers (the older ones have long since developed the technique of squinting), it is our custom to accumulate a few of these letters before making our "annual" explanation in print.

We attempt to publish EVERYTHING that we receive; hence we "file" very little material each month. Why so? A subscriber-correspondent expects this courtesy. The only LIMITING factor in this operation is the ad intake for a given month which governs the size of the month's issue. Knowing our page limit, the only "out" facing us in regard to the accommodation of editorial copy is normal or reduced type.

We can't go for broke and give you a 64-80 page magazine when the ledgers call for 44-48 pages. We can—by altering the size of the type—cram some 64 pages of "Readers Digest-size type" into 44-48 pages.

This, of course, makes for squinting. But it also makes for happier correspondents and units. By professional standards, ARMY AVIATION startles the non-AA reader (picture the uninitiated reading the adjoining Aviation Board article).

The fact that we continue to put out a jar of jam month after month should indicate to you just how we view professional ridicule. No sweat here. You pay the freight and sustain us and if you're happy, we are.

MONITORING DEVELOPMENT

Aircraft

AO-1 Airplane (MOHAWK)

YAC-1 Airplane (CARIBOU)

YHO-3 Helicopter (BRANTLY B-2)

YHO-2 Helicopter (HUGHES 269)

Electronics

AN/APN-118 Doppler Navigator

AN/APN-119 Doppler Navigator

AN/APN-67 Doppler Navigator

AN/TRN-67 Lightweight Marker Beacon

R-737/ARN Lightweight Marker Beacon

AN/GRA-38 UHF Direction Finder

AN/GRD-11 UHF Direction Finder

AN/ARC-39 HF Radio Set

AN/ARC-54 Tactical Radio

AN/APR-49 FM Auxiliary Receiver

AN/TPB-8 Lightweight GCA System

AN/APN-100 Lightweight Absolute Altimeter

AN/APS-85 SLAR Radar

Cameras

Maurer Aerial Camera (70 mm)

Helicopter Pilot Fatigue Markedly Reduced by ASE



LOOK, MA! NO HANDS! A dream come true for veteran helicopter pilots is demonstrated in this photo of a Sikorsky test pilot with both his hands and feet off the controls while a SIKORSKY S-58 is in actual flight. Without touching the cyclic stick between his knees, the collective stick to his left, or the foot pedals, pilot JOHN PARKER monitors the instruments while an electronic device known as AUTOMATIC STABILIZATION EQUIPMENT (ASE) holds the aircraft on a steady course. Flight characteristics are improved and pilot fatigue reduced. Dials on the instrument panel show the helicopter to be at almost 1,500 feet (left center), hovering at zero speed (top right) and in level flight (top center). Before the invention of ASE, there was no "hands-off" capability in flying helicopters and pilots had to make constant adjustments in their controls to maintain stability. The Civil Aeronautics Administration has certified ASE for commercial use. The Navy and the Marines, having installed ASE in more than 350 of their helicopters, report that the 70 lb installation has markedly reduced pilot fatigue in over 100,000 hours of operation.

Sixteen Bell H-13H Sioux Slated for USARCARIB

FT. WORTH, TEX.—Sixteen factory-fresh Bell H-13H *Sioux* are slated for service this summer with Army engineers attached to the Inter-American Geodetic Survey. Delivery schedules call for the helicopters to be flown in Air Force C-124s from the Bell Helicopter Corporation plant at Fort Worth, to the U.S. Army Caribbean Command (USARCARIB).

Two H-13H helicopters already have been delivered and the remaining 14 are scheduled to be in operation in Central and South America by the end of the summer. The *Sioux* will work in conjunction with other Army aircraft on the Army's IAGS extensive mapping program of the Americas.

During mid-May, Capt. Henry H. Konvicka (above) familiarized himself with the new H-13H helicopters being added to his fleet.



PHOTO ABOVE, Bell Helicopter pilot AL AVERILL checks out CAPT. HENRY KONVICKA in the "H" model of the Bell Fort Worth facility.

Vertol Aircraft Develops New Interchangeable Rotor Blade

MORTON, PA.—An individually interchangeable all-metal rotor blade with a CAA approved service life of 6,000 hours—longest ever achieved—has been developed by Vertol Aircraft Corporation for use on its military and commercial transport helicopters.

Vertol officials, describing the all-metal blade that incorporates a steel "D" spar as the main structure, point to greater inherent strength, resistance to damage in handling and field use, and almost, limitless fatigue life as advantages of the new product.

Possessing greater resistance to erosion, the new metal blade also has a vibration level equal to or better than that of a wooden blade, according to Vertol authorities.



FT. EUSTIS, VA.—The last of the Army's H-25 Mules based at Felker Army Airfield were turned over to the Navy recently. Phased out in being obsolete for the Army's purposes, the Mules were flown by Navy crews to Norfolk, Va. SFC William G. Lytle, of the Trans Airfield Operating Element, is shown above turning over the maintenance records for an H-25 prior to the flight. (US Army photo).

Lycoming T-53-L-1 Completes 150-Hour Qualification Test

STRATFORD, CONN.—The successful completion and approval of the 150-hour qualification test of the Lycoming T-53-L-1 gas turbine engine was recently announced by Lycoming Division, AVCO Mfg. Corp., making the T53 America's only qualified shaft turbine engine in its power class now in production.

The test, military counterpart of CAA flight certification, opened the door for unrestricted use of the engine in military aircraft. Although guaranteed power level of the T53-L-1 was 825 shaft hp, the test was approved by the USAF with a military rating of 860 SHP. The company said that no major problems were encountered during the tests, all parts of the engine being acceptable and no requirements being made for penalty runs.

Accumulating more than 1,000 hours of flight and field operation in nine applications, the T53 currently powers the Bell *Iroquois*, a modified Kaman HOK-1; Vertol's twin-engine Models 105 and 107; the Vertol Model 76 tilting VTOL aircraft; the Doak Model 16 ducted fan VOTL. Additionally, a turboprop version has been selected by the Army to power the Grumman AO-1 *Mohawk* while a marine version is being installed in a high-speed Navy research boat.

Notable Effort



Speaking at Lawson Army Airfield ceremonies marking the achievement of 10,000 flying hours by Lawson's 1st Army Aviation Company (FW-TT) without an accident is BRIG. GEN. JOHN F. RUGGLES (right), deputy commanding general of the U.S. Army Infantry Center, Fort Benning. Standing (l-r) are: CAPT. W. J. BEACH, Executive Officer, 1st AA Co; LT. COL. GERALD L. HOUGH, LAAFC Executive Officer; MAJ. A. V. JULIANO, Ft. Benning Aviation Safety Officer; and NORMAN M. EVANS, Ft. Benning Safety Director. In the center row immediately behind GEN. RUGGLES are: COL. WILLIAM M. BROWN, LAAFC Commander, and CAPT. EMMETT L. HINES, III, C.O. of the 1st AA Co.

Moving to the hangar, following the ceremonies, GEN. RUGGLES, right, observes SFC EARL A. HOGAN, oldest maintenance section member in the 1st AA Co, cutting a cake to commemorate the achievement of the 10,000 safe flying hour mark. (U.S. Army photos, 15 May '58, Dooley-Morrison).



DON'T QUOTE



ME BUT . . .

TERMINOLOGY

Sirs:

In the April 15th issue of *ARMY AVIATION* (page 32), *MIKE BUTTON* discussed the format of de Havilland Aircraft's new -1 Flight Handbook covering the U-1A *Otter*. The implication I received was that the firm was trying to force RAF terminology on Army aviation in regard to instrument nomenclature.

In all fairness to de Havilland who must comply with existing U.S. military memoranda and standardization of instrument nomenclature, I think the following should be made known:

The draft copy of this Handbook had three separate revisions by Detroit Air Procurement District, W.A.D.C., and A.M.C. personnel.

The military specifications and amendments thereto dictated the terminology employed in this Handbook.

The *Otter* Handbook was written in compliance and in accordance with USAF MIL Spec H.7700A as specified by A.M.C.

The above points would seem to indicate that de Havilland acted properly in this instance. Oddly enough, through my position, I happen to know that DHC was censured for referring to the Vertical Velocity Indicator (Standardized Nomenclature) as the "rate of climb indicator," the term preferred by *MIKE* in the column.

MIKE is a most knowledgeable writer (I'd hate to have to do the research required for his column) and being a person concerned with supply and maintenance matters, I enjoy and profit by his column very much.

However, in this case, I feel that an unintentional omission on his part placed DHC in an embarrassing position, a position that I hope will be rectified by the publication of the facts in this letter.

—A "Paper" Man

INSTRUMENT FLIGHT

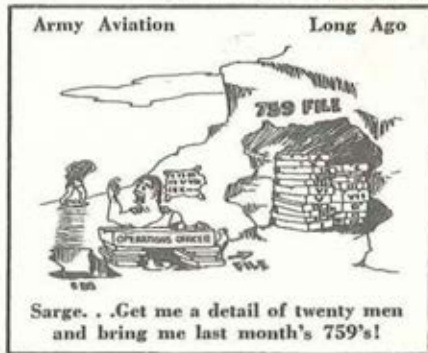
Sirs:

I have noted with interest the several reports in *ARMY AVIATION* pertaining to instrument flight in Army helicopters. All Army Aviators, both within the Continental United States and in overseas commands, should be commended for striving so diligently to prove the capability of the helicopter as an instrument aircraft. It is through their efforts that the true value of the helicopter is being realized and that we have been able to establish a helicopter instrument training course here at Fort Rucker.

The U. S. Army Aviation School made its first helicopter all-instrument flight in weather on 22 January 1956. The flight was of one hour and thirty minutes duration. The first planned and authorized helicopter instrument cross-country flight on civil airways under actual instrument conditions, made by U. S. Army Aviation School pilots, was on 10 February 1956. Incidentally, this was not an "ON TOP" clearance but an "in the soup flight."

The flight (not a round robin) destination via flight plan route was 112 nautical miles from point of take off and was made in an H-19D (*Chickasaw*) type helicopter. IFR cross-country flight had been flown prior to this but were on "ON TOP" clearances. AI time was not logged on these flights due to the short duration of climbing up and letting down through the overcast. The pilots flew hooded on these flights using instruments only. IFR cross-country flights are now considered routine by instrument pilots of the Department of Rotary Wing Training and U.S. Army Aviation Board.

In the past three years, the U.S. Army Aviation School and U.S. Army Aviation Board have completed 3900 hours of hooded helicopter instrument flight and 235 hours under ac-



Sarge. . .Get me a detail of twenty men and bring me last month's 759's!

Gayhart

tual instrument conditions; approximately 125 hours of the weather time were flown on civil airways with ATC clearance. The other 110 hours were logged using GCA facilities at Ozark AAF. All IFR flights and CGA approaches were successfully completed without incident.

Most of the instrument flight time has been in the *Chickasaw* type helicopter. Other types flown under AI conditions include the H-34 (*Choctaw*), H-25 (*Mohican*), H-21 (*Shawnee*) and the H-37 (*Mojave*). Standard instruments were used and considered adequate for flight.

Helicopter instrument flight has come a long way since 1955. Beginning 12 July 1958, the first formal course of instruction is programmed to begin here at the U.S. Army Aviation School. The Helicopter Instrument Flight Course (HIFC) will be of 10 weeks duration, 75 hours of flight time, a minimum of 25 hours of link, and an appropriate ground school. There will be eight students in each of the first two HIFCs, then the quota will jump to 26 students. Upon completion of the first and second HIFCs, a Helicopter Instrument Flight Examiner's Course (HIFEC) will be conducted. This course will be of 4 weeks duration and will consist of 40 hours of flight and an appropriate ground school. The student quota for the HIFECs will be eight. Information concerning both these courses should be forthcoming from higher headquarters in the near future.

Presently we are in the process of training helicopter instrument instructors and examiners to instruct in the HIFC and HIFEC. All instructors will have filed clearances on civil airways prior to completion of course. Upon completion of course, instructors will be awarded Standard Helicopter Instrument cards, with the restriction that they will only be valid in rotary wing aircraft while the holder is participating in the helicopter program of the U.S. Army Aviation School. This restriction should be lifted in the near future after action has been taken on proposed changes to regulations.

Sincerely,
JOHN J. TOLSON
Colonel, Infantry
Assistant Commandant
USAAVNS, Ft. Rucker

ALL FOR ONE

Sirs:

If possible, I would like to have this letter published in *ARMY AVIATION* for I wish to express my sincere appreciation for the prompt and courteous manner in which the AAAA has processed my claims for indemnities under the Flight Pay Protection Plan. I be-



M/SGT. CHARLES R. SNYDER (r.) points out the insignia of the First ROK Army Corps to LT. CECIL C. BLANTON, US Army Advisory Group (KMAAG), newly assigned Aviation Advisor to the Corps. LT. BLANTON also inherits the title of "Commander, Teeny Weeny Airlines (TWA)." (U.S. Army photo).

lieve that others should know of the consideration that the Ass'n has given to me. The promptness with which the Ass'n came through on my initial claim a few months ago caught me by surprise and, needless to say, has made my stay in the hospital considerably easier to bear.

It is sometimes unfortunate how one's troubles seem to have a chain reaction effect and beget a series of other problems, both financial and otherwise. Suffice it to say that had it not been for the FPPP Insurance and the AAAA's considerate handling of matters things would have been much darker for me. As it stands, I'm well on my way to recovery and with luck should be back on full duty within another month or so.

In publicly expressing my thanks to the Ass'n through this medium, I would also like to pass on this thought to my fellow AA's: although it is not exactly desirable to be "on charity" and to be supported by other people's premiums, I'm certain it would be much less desirable to be without any support at all. Fortunately, or unfortunately, what I had originally thought to be a donation—the payment of my FPPP premium—turned out to be one of the best investments I have ever made and I sincerely hope that those who are not already covered under this Plan take advantage of the protection before it is too late.

—A. A. Miyamoto
1st Lt, Infantry
Fitzsimons Army Hospital
Denver 8, Colorado

maintenance tips mike button

New Trainers

While on the subject of Instrument Flying proficiency, here's a bit of news which seems to be choice. It has been reported that ANT-18s are on their way out and Army aviation will acquire, in the very near future, one hundred ICA-1 (Automatic transmission of range signals including builds and fades). Primarily it's the same as the C-8 (USAF), Synthetic Instrument (Link) Trainers and the "Links" will go to Ft. Rucker, Camp Wolters, and Ft. Sill, with Ft. Rucker getting about 85% of them.

Circuit Breakers

Here's a tip to eliminate the continuous popping out of the 5 ampere circuit breaker on *Sioux* (H-13H), which have the "whistle through" device added to the ARC 12 radios. If your 13 has serial number 55-4613 through and including 55-4627 you can replace the present circuit breaker (P/N MS 25005-5) with the new one P/N MS 25005-10 which is more desirable. You can get the new circuit breaker through normal supply channels, but remember if the old one (P/N MS 25005-5) is serviceable, return it to stock.

De-Icer Boots

Anybody having trouble with de-icer boots on *Seminoles* (L-23B and D's) not deflating fully? If so, go back and check the modification AFTO 1L-23B-510, especially fig. 23, "cause this is the trouble.

The arrow on this figure, which shows the direction in which the air should flow through the check valve (P/N 557-10-C), is reversed. This valve is located between tube assembly P/N 50-970000-167 and tube assembly P/N 50-970000-175 so when the modification was made, in accordance with the AFTO, the air-flow was backwards. Simple solution, take out the check valve (P/N 577-10-C) and install correctly so that the air will flow in the direction intended, OK?

Go No Go

Old Mike thought you all had everything under control but here's another goof! The guy tried to pick up the world with his little ole *Sioux* (H-13). Forgot to disengage ground from his *Sioux*, or was it, forgot to engage brain before pulling in collective. You know, by gum, this machine just won't get up and go if the tie down ropes are still attached to the skids. But here's a funny coincidence, it's always the *one* side of the skid that's still tied to terra firma that causes all the trouble (\$8500.00 worth). Which side? Natch the side you don't crawl into the kite.

Kits in Mill

Have you ever tried to depress the starter button on the *Sioux* (H-13H) while you had your cold weather gear on, for instance, your heavily padded gloves? I guess we all have, and it's real difficult, 'cause that little starter button is recessed. A new longer shanked button (P/N 3360-W101P3R-28) is authorized, through normal supply channels, to replace presently installed button (P/N C100 B9R-28) for cold weather operations. Production aircraft will have the longer shank buttons installed at the factory, so I am told.

Spark Plug Info

All the trouble experienced with the "sock" (boot) P/N - C2CF158E located at the joint which allows the throw-over of the upper control column of the *Otter* (U-1A) is being eliminated; first, a new boot with zipper and without stitching is now being procured; second, a real fix to even eliminate the "sock," which will make all IP's real happy—Dual Control Column—83 have been shipped to the depots so when you get the kits you'll be all set.

Depressed by Depression?

A new publication will soon be out, which I think will be very welcome in the field, just as soon as we get the OK, and go ahead. It's entitled, "*Spark Plug Maintenance and Engine Application for DA Aircraft.*" Of course, if you run into a problem be sure you consult the authority AF to 8E2-6-1-37 until the new publication reaches you.

"Crewchief of Month" Faces Arctic Continuous Daylight "On Call"



Specialist
Othman Smiley

THULE AFB, GREENLAND—Sp2 Othman Smiley, crewchief of an L-20 *Beaver*, has been selected as "Crewchief of the Month" for May by the Aviation Section of the US Army Transportation Environmental Operations Group at Thule.

Specialist Smiley, a native of Welch, West Va., arrived at Thule from Ft. Eustis, Va., in March to begin a summer tour with USA TREGO. His careful and proper maintenance have provided the Avn Sect with excellent availability for the rigorous Arctic flying.

Because of the continuous daylight of the Arctic summer and the fast-changing Arctic weather, Specialist Smiley has been called upon at all hours to "roll out the Beaver," and when it returns from the mission, to immediately prepare it for the next day's flying. His diligence and devotion to duty are typical of Army ground crew personnel who keep Army aviation "Above the Best!"

Specialist Smiley will be the first to tell all that TREGO's L-20's have a varied and important mission—they provide air support for TC and Engineer Corps ice-cap operations; aid other branches and services as needed; and act as overhead cover for long distance helicopter flights. The *Beaver* maintained by Sp2 Smiley is one of several that is a most welcome sight to the men located at the isolated outlying sites and on the ice-cap sled trains since it usually carries a bag of important "survival" material . . . MAIL!

The abnormal heating of the clutch, the building up of excessive oil pressure, and the blowing out of the seals in your *Choctaw* (H-34s) are caused by prolonged ground running of the engine prior to clutch engagement. This causes much oil to leak out at the upper and lower end of the Clutch Assembly, P/N S1635-91000. So, be kind to our web footed friend and hold your RPM to 1400 maximum when you gotta make a ground run-up over long periods of time before you engage the rotor.

Also, be sure you have external electrical power connected when you are required to run at this RPM over long periods of time. If you exceed 1400 RPM without engagement of Clutch, Numbers 58050 and all thereafter, you will in all probability "pop" the seals 'cause the pressure release valve is set higher (45-80 PSI) than what the seals will take. However, this valve has been changed to an Alomite 47640 which is set for 7.5-15PSI on all clutches after HC 58886. All previous to HC 58886 are to be modified at overhaul.

You know som'pin, if you check Sect II, page 42, AFTO 1-H-34A-1 (How to properly operate this bold) you can help eliminate a lot of grief for yourself.



Need a little "hood" time to keep up with your 95-32 requirements.

Well, a new device, 1F10, *Channel Vision*

Hood, will be coming your way very soon. TSMC has initiated action to procure 2,025. "Hoods" are to be delivered to CONUS and overseas installations by 30 August 1958 and distribution will be made through training aids sub-centers. This initial distribution will be shipped from the manufacturers, Universal Unlimited, Inc. of Glen Cove, N. Y. No Stock Number has been assigned as yet. However, they will be listed in DA publications as: "*Device 1F10, Channel Vision Hood.*" TA's call for 1 per each Avn Officer, but the initial distribution will be as follows:

- 1 per Utility Aircraft
- 1 per Command Aircraft
- 1 per Cargo Aircraft
- 1 for each 3 Observation Aircraft



Last October Mike put out some information which called your attention to a change in the fire extinguisher used in the *Bird Dog* (L-19). Well, we have gone a step further and come up with a complete fix which relocates the extinguisher. So, check out with TM1-1L-19A-1026, 28 Feb 58. Should take care of all the right rudder trouble in the rear cockpit, if it's not a better fix than the original one let us know.

Better maintenance to keep our aircraft safe, safe.

Mike Button

ARMY AVIATION

ARNG Aviation Passes 1,100 Pilot Mark

By Maj. Harrison A. Morley

ARNG aviation passed another milestone in May by recently exceeding the 1,100 mark in aviator strength. A graduating class at Fort Rucker gave us a total of 1,111 on our books. Four aces is usually a winner in poker, but this figure is still short of our programmed strength for FY 58, so please don't sit back and rest on your recruiting laurels. It is most gratifying to see concrete evidence of your recruiting activities; this indicates that our Guardsmen are serious and sincere about making the Aviation Program a going concern.

Mr. Holmes Bailey, ARC representative conducting the *Avionics Familiarization and Technical Assistance Program*, has visited several ARNG installations to date, and has been impressed with the warm reception accorded his station-wagon classroom. Our ARNG aviation personnel report very beneficial results. Two items have been brought to our attention in connection with the program, pertaining to safety, and we'll pass them on:

First—be sure that all personnel flying your aircraft are aware that the old type T-17 microphone and HS-33 headset can be of use with the ARC 44/60 equipment in case of ARC 44 or HS-101/U failure. There is a jack plug on the control box (left wing root on L-19) into which you may plug the old set and still have UHF radio through the ARC 60 equipment.

Remember that the toggle switch must be in the "HS-33" position in order to effect this operation. This knowledge could really be of value at a time when you have to talk to someone, and can't make it with a dead ARC or HS-101/U.

Second—those of you who must remove the AT-455/ARC whip antenna to get your aircraft through the doors of the hangar, or for any other reason, be sure to inform all personnel that if the ARC 44 set is activated while the antenna is disconnected, the entire set will be kaput in a very short time, and it could get very hot for occupants, both in the aircraft and in the Old Man's office.

Some units placard the control box; others

use light safety wire to lock the switch in the "OFF" position. It is expected that an official "fix" will be published soon.

Another check point in operation of the ARC 44 equipment is the tendency to mishandle the "REMOTE-LOCAL" switch on the control head. A good rule of thumb is to remember that the switch should always be turned—if it must be turned—toward the "LOCAL" position. Never turn the switch toward the "REM" position, as this causes damage to the electronic control system. These items may sound like elementary operating instructions to those of you who are really familiar with the retro-fit equipment, but questions have arisen, and we would like to operate this new radio as it should be operated.

Safety Officers, don't despair of ever seeing another Aviation Safety brochure; we are in the process of getting the data into reproduction and find that our publication people are swamped at this time.

YC is looking forward with pleasure to a Western tour of the field training sites in late June. It will be a wonderful opportunity to meet and do some hangar flying with the many ARNG aviators we talk to on the phone and correspond with, yet haven't met personally.

Welcome breaks in the routine paper war have been visits by *Barfknecht*, Montana; *DeBoer* and *Ashcraft*, West Virginia; *Brown*, Massachusetts; and *Letostak*, Ohio. We'd like to see more of you in here from time to time—I'll buy the coffee.

Our profile this month features *Major William A. Maxwell*, Wyoming. *Bill* is a Senior Army Aviator who wasn't satisfied with inactivity during the Korean War; he transferred to the Air National Guard and flew T-6 Mosquitos over there! Our hat is always off to those who performed that type of flying in good ol' Chosen.

Guess that about empties the drawer for this month. Let's steal a saying from *Approach Magazine* for this issue's Safety reminder. You remember "BALOFIA"—try "SCOPA" for size: "Steer Clear OF Prohibited Areas."

N.G. AA of Month



Major
William A. Maxwell

A Naval aviator during the '42-'47 period, MAJOR WILLIAM A. MAXWELL joined Army aviation with the Wyoming National Guard in 1948. Following his transfer to the Air National Guard in '50, he flew fighters. A Korean tour followed during which he flew T-6 Mosquitos with the Air Force, thereby making him a three-service pilot. While in Korea he directed close support strikes in the X Corps area and served as a Forward Air Controller for a Turkish Brigade. In '52, he transferred back to the Army-NG as Artillery Group Aviation Officer. MAJOR MAXWELL, holder of the DFC and Air Medal, is an Instrument-rated Senior Army Aviator with 4,900 flying hours. Presently assigned as the Army Aviation Officer for Wyoming State Headquarters and serving as Maintenance Supervisor for the State of Wyoming, the Northwest Regional President of the AAAA is a graduate of the Associate Transportation Advanced Course ('55) and the Aviation Maintenance Officers Course ('57).

937th Engr Avn Co Covers Wide Central-South American Area

HOWARD AFB, CANAL ZONE—The month of May brought the usual disorder to Panama and vicinity, the rainy season and the annual written exam. It's hard to say which is more severe, although the rainy season only ruins half the day.

Our TO&E has been cut a little here at the 937th Engr Company (Avn), but we're still a large unit and operational. In '57, the unit flew 15,116 hours on 45 aircraft for an average of 336 hours per machine.

Also, during '57, the 937th transported 835 passengers and 121,291 lbs of cargo, mainly by 3 "Otters." The number of ton miles is unavailable. In slightly over 2 years, the five "Otters" have flown over 6,000 hours for a good respectable average.

At the moment, we're currently re-transitioning the H-13H Sioux, the first two being air-delivered to San Jose, Costa Rica in early May.

To give the readers an idea of our far-flung operations here's a rundown on the unit personnel and their locations:

CANAL ZONE: Major Don George (CO); Maj. Herb Eder (Exec); the writer (OpsO); Capt. Robert Boatright (MaintO); Lt. Robert Tyler (Asst. OpsO); Lt. Ed. Davis (Asst. MaintO), and Capt. Tom Booras & Robert

Mathias and Lts Paul Curry, Dick Newton, Tom James, and Dennis Newport (operational pilots).

MEXICO: Capt. Paul Hopkins (OIC) with Lts Don Coggins, Brooks Homan, and James Owens.

GUATEMALA: Capt. Don Hauck and Lts. Art Van Horne, Joe Turner, David Jayne, and Bobby Bogard.

HONDURAS: Lts. James Allen, George Lincoln, and Delano DeGeneffe.

NICARAGUA: Capt. Mike Lord and Lts. Ed Westlake, John Roberts, Robert Scott, and Dick Eakley.

COSTA RICA: Capt. Bob George and Lts. Bernard Theriault & Michael Costino.

BARRANQUILLA, COLOMBIA: Capt. John Duke and Lts. Gerald Dyer and Dick Grube.

BOGOTA, COLOMBIA: Lts. Daniel Knotts and Tom McMurray.

BUENAVENTURA, COLOMBIA: Lt. Joseph Morris.

VENEZUELA: Capt. Glynn Harris.

BRAZIL: Lt. Daniel Stefanowich.

ECUADOR: Capt. Robert Greenwell.

PERU: Capt. Charles Licha.

HAITI: Lt. Charles Cook.

End to end, side to side, or any way that you care to look at it, pilots of the 937th EAC are scattered about 6,000 miles over almost any type of terrain or weather condition you can mention. —Capt. Claude E. Hargett

CLASSIFIED

\$2 brings you next 8 months of FLYING Magazine. Monthly features include check-pilot reports on new planes and equipment, helicopter information, military news, navigation guidance, etc. Cash now brings you 9 issues. Mail to: FLYING, Dept. AA-6, 434 South Wabash Avenue, Chicago 5, Illinois.

GOING—Sets of twelve clean issues of ARMY AVIATION, 1956-15 sets; 1957-10 sets. \$2.50 per set, postpaid, while they last.

HELICOPTER MECHANICS WANTED—Need men with helicopter experience. Would consider experienced fixed wing mechanics. Must be interested in learning and have ability

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

HELICOPTER PILOTS AND MECHANICS WANTED—Bell experience and commercial licenses mandatory. Long term positions now available with South American operation. High pay benefits—families welcome. Write giving all details to: Keystone Helicopter Corporation, 841 Land Title Building, Philadelphia 10, Penna.

FOR THE ARMY AVIATOR'S BIRTHDAY present him with a set of sterling or gold filled rank and wing insignia—the finest he can wear. Free Flyer. L. G. Balfour Company, Attleboro, Massachusetts.

CHANGES OF ADDRESS

PCS



J. J. Miller



Downing



Thompson

ANDRUS, Rulon, Lt., 909 North Inglewood Avenue, Apt 3, Inglewood 3, California.

ALLEN, Richard A., Mr., 70 Donna Road, Framingham, Massachusetts.

ARLEDGE, William L., Mr., 113 W. Ford Village Road, Knoxville, Tenn. (Unconfirmed; PO Notice).

BALDUS, John C., Lt., 623 Tenth Street, Oakmont, Penna.

BALDWIN, Richard C., Capt., 120 C Wherry, Fort Campbell, Kentucky.

BARRIOS, WILLIE W. J., Maj., 81 Red Cloud Road, Fort Rucker, Alabama.

BARRON, John W., 1/Lt., 611 Monroe, Marksville, La.

BERGERON, Leo E., Capt., 2379 Plantation Drive, East Point, Georgia.

BEST, Leonidas W., Maj., 5705 North 16th Street, Arlington 5, Virginia.

BIVINGS, Yancey H., Jr., Lt. Col., Hq & Hq Det, 40th Trans Bn (AAM), Fort Eustis, Virginia.

BOELTER, Richard W., 2/Lt., 101st Avn Co, 101st Abn Division, Ft. Campbell, Kentucky.

BOLHOFNER, Orville W., 1/Lt., 173 A Kessler Drive, Fort Benning, Georgia.

BONIFACIO, Robert A., Captain, 1st Co, The Student Brigade, Fort Benning, Georgia.

BOYLE, Garrison J., Capt., US Army Aviation Board, Fort Rucker, Alabama.

BRENDEL, Leroy E., CWO, 202nd Army Aviation Company, APO 168, New York, New York.

BROWN, Ewell L., Captain, USAPHS, Class 58-08, Camp Walters, Texas.

BROWN, Leonard T., Lt., 93rd Trans Co (Hel), Fort Devens, Massachusetts.

BRUCE, Robert L., Capt., 4861 Lincoln Avenue, Chino, California.

BUSH, Harry L., Lt. Col., 1905 Arlington Ridge Road South, Arlington 2, Virginia.

CARROLL, Donford S., Capt., 7767 USA Tank Training Center, APO 114, New York, N. Y.

CATHEY, Mrs. E. A., 111 Hercules, Clearwater, Florida.

CHAMBERLAIN, Walter J., Jr., Capt., Hq, CONARC (7100), Flight Det, Ft. Monroe, Virginia (EFF 1 July).

CLARK, Byron L., Mr., 328 Mlynar, Manteca, California.

CLEMENTS, John K., 213 Kingwood Drive, Warwick, Va.

COCKERHAM, Sam G., Capt., 169 Harris Drive, Fort Rucker, Alabama.

COLELLO, Joseph, Jr., 2/Lt., 10th Avn Co, 10th Inf Div, Fort Benning, Georgia.

COOPER, Robert G., 1/Lt, P.O. Box 215, Fort Payne, Alabama (Temporary).

COTE, George J., Mr., 316 Mt. View Avenue, San Bernardino, California.

COX, James A., 1/Lt, 57 Harris Drive, Fort Rucker, Ala.

CROUCH, Jacob C., CWO, 1406 Langview, Lawton, Okla.

CULBERTSON, Robert G., Maj., 209 Harris Drive, Fort Rucker, Alabama.

DAWDY, Shorles A., Jr., Capt., Hq, XIII Corps (Aviation Section), Ft. Devens, Massachusetts.

DENTON, Don A., Sgt., Army Language School, Presidio of San Francisco, California.

DIAL, David M., Sr., Capt., US ARAD SC, Box 10356, 44-A-C5, #8-5B, Fort Bliss, Texas.

DOWNING, Wayne E., Colonel, Spec Proj Branch, Plans Div, ODCSLOG, D/A, Washington 25, D.C.

DUKES, David D., Capt., OACOPS, G3, Fort Eustis, Va.

DUNCAN, Donald E., Capt., 1230 - 16th Avenue No., St. Petersburg, Florida.

FARMER, Marvin E., Jr., CWO-2, Box 146 Route 1, c/o W. T. Lea, Hurt, Virginia.

FOLTA, Russell J., Lt., P. O. Box 282, Fort Rucker, Ala.

FORD, W. J., Captain, 3513 McKinley, Lake Charles, La.

FORESTER, Boyd B., 1/Lt., Hazelton, Kansas.

FRANCE, Paul W., 1/Lt, Hq Co, 18th Engineer Brigade, Fort Leonard Wood, Missouri.

GAPPA, Casimer S., Capt., 148 Harris Drive, Fort Rucker, Alabama.

GARNER, James A., CWO-2, 3rd Aviation Co, 3rd Inf Div, APO 36, New York, N. Y.

GAYHART, Joseph R., Jr., 1/Lt., 63-B Wherry Apartments, Fort Campbell, Kentucky.

GIBBS, Robert M., 1/Lt, Aviation Company, USATC, Fort Ord, California.

GORDON, John E., Lt., 121 Red Cloud Road, Fort Rucker, Alabama.

HACKETT, Everdus H., Capt., 10th Avn Co, 10 Inf Div, Fort Benning, Georgia.

HAMPTON, Valentine, CWO-2, USA OR Sta, USA Pers Cen (6020), OART, Oakland, California, 0-933.

HANEY, Roy W., Major, c/o E. A. Fintel, 241-16th St. North, Wisconsin Rapids, Wisconsin.

HARLAN, James M., Capt., 8135 West Mercer Way, Mercer Island, Washington.

HARSHBARGER, Thomas, Mr., Northrop Aeronautical Institute, 1155 W. Arbor Vitae Street, Inglewood, Calif.

HERMAN, Lawrence J., 1/Lt, 4th Infantry Division, Fort Lewis, Washington.

HICKS, Orman E., Maj., 4th Trans Co (Med Hqtr), LAAF, Fort Benning, Georgia.

HOEFNER, James R., 1/Lt., AAHC 58-9, Camp Walters, Texas.

HOLZER, Kenneth W., Capt., 4710 A Prichard Place, Fort Knox, Kentucky.

HOOD, Baxter M., 2/Lt., 15th Aviation Company, APO 24, San Francisco, California.

HOOKER, James E., 1/Lt., Hq, USAPHS, (204 Magruder Street), Camp Walters, Texas.

HOWELL, Thomas R., 1/Lt., 332 Spear Drive, Fort Bragg, North Carolina.

HUNGERFORD, Charles F., CWO, 170 - E. 132nd, Tacoma 44, Washington.

HUNTER, Sylvester J., Capt., Prairie du Rocher, Illinois. (Temporary).

IWAMASA, Robert H., CWO-2, 108th AAA Group, Fort MacArthur, California.

JOHNSON, Donald C., CWO-2, 26th Transportation Company (Lt Hqtr), APO 165, New York, N. Y.

JONES, Charles W., Capt., 86 Red Cloud Road, Fort Rucker, Alabama.

JONES, Marion K., Lt., Officer Student Company, Box J-11, Fort Rucker, Alabama.

JONES, Raymond G., Lt. Col., Hq, XVIII Airborne Corps, Fort Bragg, North Carolina.

KALLESTAD, Richard D., 1/Lt., 25th Transportation Company (AAM), Fort Bragg, North Carolina.

KEASBEY, Robert B., 1/Lt., 61403 California Street, Fort Huachuca, Arizona.

KING, Freddie G., General Delivery, Belle Chasse, La.

KLUEVER, Emil E., Capt., 125 North Avenue, Auburn, Alabama.

KOEPP, Robert W., Capt., Army Aviation Section, Hq, USARJ/Trans Off, APO 343, San Francisco, California.

LABER, Orville J., Capt., Aviation Company, USARAL, APO 949, Seattle, Washington.

LANDRY, Robert L., Capt., 1st Engr Officer Adv Class, Room 101, Abbot Hall, Ft. Belvoir, Virginia.

LEACH, Walter, Jr., Capt., 202 Jeff Street, Dothan, Ala.

LUST, Robert A., Lt., 315 B Antietam Street, Fort Devens, Massachusetts.

McBRIDE, Dan J., 1/Lt., Mission Hotel, 9235 MacArthur, Oakland 5, California (Temporary).

McDANIEL, Robert L., Major, AHATC 58-9, Camp Walters, Texas (Temporary).

McDONALD, Fritz J., CWO-2, 36th Transportation Company (Lt Hqtr), APO 165, New York, N. Y.

McMILLON, Don, 1/Lt., 9th Aviation Company, Fort Carson, Colorado.

McQUEARY, Charles W., Major, Hq, 41st Transportation Battalion (AAM), APO 28, New York, N. Y.

MARINELLI, Jack L., Colonel, U.S. Army Aviation Board, Ft. Rucker, Ala. (Eff. 27 Jun).

MARKLEY, Thomas W., 1/Lt, Cliff Road, Belle Terre, New York.

MEISS, Guy C., Major, 5345 Thayer Avenue, Alexandria, Virginia.

MENDIETA, Hector H., Capt., Command Hqs, 2d Engr Amph Spt Comd, Fort Lewis, Washington.

MERTEL, Kenneth D., Major AATC 58-10, USAAVNS, Fort Rucker, Alabama.

MILLER, John J., Lt., 52nd AIB Sky Cav, APO 221, New York, N. Y.

MILLER, Oliver J., 1/Lt., 819 "G" Street NW, c/o Roy B. Nance, Ardmore, Okla. (Temporary).

MILLER, Raymond G., Major, 5416 Dupont Avenue South, Minneapolis, Minnesota.

MULLINIX, William F., Lt., (Ret), 1711 Andrea Place, Sarasota, Florida.

MURPHY, Philip J., 1/Lt., Aide de Camp, Chief of Staff, Hq, 7th Army, APO 46, New York, N. Y.

NICHOLS, James H., Lt., Stu Det, Army Med Svc Sch, BAHM, Ft. Sam Houston, Tex. (Unconfirmed, PO Notice).

NOAH, Ross E., Capt., Antilles Aviation Section, Hq, USAFANT & MDRP, APO 851, New York, N. Y.

NORRIS, Eugene V., Capt., Sec 238, Box 877, Officer Mail Room, Fort Monmouth, New Jersey.

O'LEARY, Arthur J., 1/Lt., 4th Combat Spt Flt, 3rd Avn Co (Inf Div), APO 36, New York, N. Y.

PARKINSON, Gilbert N., Capt., 10th Avn Co, 10th Inf Division, Fort Benning, Georgia.

PARLAS, Joseph L., Jr., Lt., Stu Det, USA Transportation School, Fort Eustis, Virginia (Temporary).

FERDELWITZ, Lea E., Capt., Stu Off Co, Avn Adv Off Csq, Class 58-6, Fort Rucker, Alabama (Temporary).

PHILLIPS, Wayne N., Lt. Col., ATOAC No. 21, Fort Eustis, Virginia (Temporary).

PHILLIPS, William G., Capt., 1456 Oakcrest Drive, Hampden, Virginia.

POOLE, Arthur J., 1/Lt., 1433 Percival Road, Columbia, South Carolina.

PRESOTT, Daniel C., Maj., Army Avn Section, Hq, US-CONARC, Fort Monroe, Virginia.

PRINGLE, Edward M., 1/Lt. Box 55, Merrittstown, Penna.

QUINLAN, James A., Jr., 1/Lt., Hq & Hq Co, USA Garrison (Avn Sec), APO 742, New York, New York.

RESER, J. W., 1/Lt., Aviation Company, USARAL, APO 949, Seattle, Washington.

RICHARDSON, Robert O., 9856 Lavergne, Skokie, Ill.

ROBERTS, Donald A., 2/Lt., 10th Avn Co, 10th Inf Div, Fort Benning, Georgia.

RODERICK, John L., Capt., 3rd Transportation Company (Lt Hqtr), Fort Belvoir, Virginia.

RUSH, Robert P., 1/Lt., 501 Castle Drive, Fort Bragg, North Carolina.

SAMUELSON, Roland H., Mr., 2432 Massachusetts Avenue, Metairie, Louisiana.

SANDIDGE, Charles R., Jr., 1/Lt., 29th Engineer Battalion, APO 500, San Francisco, California.

SCHAEFFER, Richard B., Lt., Hq Co, US Army General Depot, APO 343, San Francisco, California.

SCHENCK, Ronald R., Capt., 500 East Main Street, Clarinda, Iowa.

SHARPE, Roy H., 225 Silver Lake Drive, Burlington, North Carolina.

SIGLER, Charles B., Jr., Mr., c/o Petroleum Helicopters, Inc., Box 1209, S.L.I., Lafayette, Louisiana.

SKIMIN, Robert E., Capt., Fifth USAAG (NGUS), S.D., 4116 Jackson Blvd, Rapid City, South Dakota.

SMALL, Harold J., 1/Lt., 832 A Terry Drive, Fort Benning, Georgia.

SMITH, Richard C., Capt., 520 Princeton, Fresno, Calif.

SMITHEY, Paul C., Capt., Davison US Army Airfield (7171), Fort Belvoir, Virginia.

SNYDER, William K., CWO, 319 Outer Drive, Ft. Benning Training Ct, Fort Benning, Georgia.

STACY, John F., Capt., Sixth USA Flt Det (6000), Presidio of San Francisco, California.

STAPLETON, John P., 1/Lt., 1119 Harris Drive, Fort Rucker, Alabama.

STECH, Richard J., CWO-2, 13th Transportation Co (Lt Hqtr), APO 358, San Francisco, California.

STEVENS, George C., Mr., 1210 S. E. 18th Street, Mineral Wells, Texas.

STOVERINK, Robert I., Capt., 75 Birkshire, Richmond Heights, Missouri.

SWEENEY, Alan F., 1/Lt., Gen Spt Flt, 3rd Avn Co, 3rd Inf Div, APO 36, New York, N. Y.

THOMPSON, Bernard D., Jr., Capt., Hq, 52d AIB, APO 112, New York, New York.

TOWNSEND, Harry W., Capt., Quarters 722-A, Fort Carson, Colorado.

VILLENAVE, Wilbur F., Sp3, 501st Aviation Company, 1st Armored Division, Fort Polk, Louisiana.

WALLER, M., Lt. Col., 128 Harris Drive, Fort Rucker, Ala.

WAPPE, George R., 1/Lt., Transportation School (AMOC No. 19), Fort Eustis, Virginia.

WARNS, Robert G., CWO, 2528 - 31st West, Seattle 99, Washington.

WEST, Arthur H., 1/Lt., 1824 Lakeway Avenue, Kalamazoo, Michigan (Temporary).

WILKINSON, James W., CWO, 205th Transportation Battalion (AAM), APO 154, New York, New York.

WILLIS, Howard L., CWO, 110th Trans Company, APO 29, New York, New York.

WILSON, Willie R., Capt., 116 West 12th Street, Dun-cannville, Texas.

WINKLER, Frederick W., Lt., 23226 - 28th Avenue South, Kent, Washington.

WOODMANSEE, D. R., Lt., 303 Orinoco Drive, Dayton 31, Ohio.

YOST, D. R., Capt., USA Elm MAAAG, Box 810, APO 80, New York, New York.

ZENZ, Alexander R., Lt., 937th Engineer Company (Avn), APO 832, New Orleans, Louisiana.

ZEPPENFELD, Bernard M., Major, 105 North Furman St., Alexandria, Virginia.

ZINN, Zoro F., Sp3, 3799 Sycamore Avenue, Pasadena 10, California.

Decca Navigator to be Used by Seventh Army Helicopters

VAIHINGEN, GERMANY—Seventh Army helicopter pilots are now receiving new assignments in navigating German skies as the result of procurement of radio aids to navigation.

Contractual arrangements have been completed and Seventh Army units are beginning to fly their H-34 "Choctaw" aircraft to Pirmasens for installation of the British manufactured "Decca Navigator."

The system utilizes lines of intersection between master and slave radio stations to pinpoint an aircraft's location in flight. The pilot in his cockpit sees a chart of Europe on which a tiny pen traces his flight path. The point of the pen indicates his exact position at any

given moment and the ink trail across the chart reveals the course already flown.

Under good conditions, Decca accuracy is within a mile at ranges up to 240 miles. Although the system is comparatively new—only in use for approximately ten years—more than two million square miles of Europe are now encompassed by Decca stations.

Installation of the equipment in Seventh Army helicopters will allow navigational accuracy and air traffic control to a far greater degree than possible in the past. A new high degree of safety is afforded the aircraft, its crew and passengers.

Seventh Army soldier-technicians will assist the contractor in making the installations as the helicopters arrive at the Pirmasens Signal Depot. The H-34s are expected to have the new device within three months.

To Leave Camp Gary



Reassignment orders have been received by Col. Jules E. Gonseth Jr., commander of this primary flying school since it became the Army's only civilian contract post in 1956. He and his family will leave Texas in late August for Fort Huachuca, Arizona, the US Army Electronics Proving Ground.

As chief of the aviation department there, Col. Gonseth's job will utilize both of his major specialties: aviation and electronics. A Signal Corps officer since commission after graduation in electrical engineering from the University of Illinois, he has been flying since 1939 and holds six Army aviator's ratings.

Gary Safety Banquet Spotlights "Pilot Error" Misnomer

Stressing that "pilot error" is no longer the catch-all hook on which to hang the reason for all aircraft accidents, Col. James F. Wells, chief of Army Aviation Safety was the keynote speaker at Camp Gary's second annual Flying Safety Banquet.

One definite step that has been taken to find the answer was the creation of USABAAR (US Army Board for Aviation Accident Research), Fort Rucker, a Board that is "forbidden to use the term Pilot Error," Col. Wells said. By doing this, we hope to make them "look a little further."

"The old Army policy of 'You pay for what you break' won't stand up any longer," the Pentagon officer stated. "A 'broken' airplane may have cost a million dollars. This was one of the major items that inspired the new Army outlook that tries to analyze the factors that contribute to a 'pilot's error.'"

According to Col. Wells, some of the factors could be: the durability of the aircraft ("You can't kick a helicopter today without doing \$1,000 worth of damage."); the design of the plane ("Unfortunately, Army planes—unlike Army pistols—can still be put together wrong, and controls can be turned the wrong way."); and operational planning ("I personally know of one gas pump in Korea that wrecked eight helicopters, because its hose is six feet too short. Pilots 'err' simply because they are forced to taxi too close.")

Earlier addresses on Safety-mindedness had been made by two Graham & Son safety officials—Owen Lazenby, director, and Gerard Bruggink.

June, 1958



Inspired, no doubt, by the "Made in the Black Forest by Gremlins" decals that adorn petite sports cars, an unidentified Gary gremlin points to a "Made in Texas by Texans" placard found one morning on an unidentified Gary aircraft, or part thereof. (Ed. Best we can do. Plain photo, no captioning, Gary postmark. The placard doesn't lie. We've seen the complete "rebuild" facilities of William J. Graham & Son, the Gary contractor.)



COL. JAMES F. WELLS (c.) is shown chatting informally with WILLIAM J. GRAHAM, Gary contractor, and COL. JULES E. GONSETH, JR., post commander.

A part of the 400-odd pilots and maintenance personnel attending the Safety Banquet are shown during a serious moment in the laughter-flavored dinner.



With Loss of Your Flight Pay — HOW BIG THE BITE?



Army Aviation Association FLIGHT PAY PROTECTION PLAN

Underwritten by the Credit Life Insurance Co., Springfield, Ohio.
Exclusively for AAAA Members



.....
(Please Print) Rank/Grade Name ASN Years Service for Pay Purpose

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

CITY.....STATE.....

AMOUNT OF ANNUAL FLIGHT PAY.....
(Twelve times the monthly flight pay)

I have enclosed a check or money order made payable to the AAAA for the correct premium and I desire coverage to be initiated on the effective date* of my AAAA membership; the last day of the month in which I make application.

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

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

Submit application and premium check to AAAA, Westport, Conn.

The annual premium charge is 1% of annual flight pay.

Non-AAAA Members: I enclose \$4.50* membership dues. Please enroll me as a member of the Army Aviation Association.

*Annual dues as of July 1, 1958.

A Man's World?

Mrs. Sylvia L. Waller



■ That women are playing a more and more important part in Army aviation is known to many. Through *enlightened* leadership—such as is reflected at Camp Gary (see p. 11) and other posts—women are becoming better informed on the roles, missions, and equipment employed in Army aviation.

Mrs. Sylvia L. Waller, a graduate electrical engineer and the wife of a U.S. Army Aviation Board senior officer, has long disproved the trite axiom, "It's a man's world." She is a highly active electronics advisor with the Board at Fort Rucker.

The first woman to receive a degree of Bachelor of Electrical Engineering at Polytechnic Institute of Brooklyn, Mrs. Waller pursued and was awarded her Masters Degree at MIT. While there she met Marshall Waller, an Army officer attending MIT, who did some "off-hour pursuing" of his own, his "co-ed dating" resulting in their happy marriage.

Her high qualifications have con-

stantly overcome the disadvantages of frequent changes of assignment. She's served in such diversified positions as *Ordnance Engineer, Technical Writer, Technical Director of a Missiles Counter Measures Laboratory, and Producer of Technical Film Strips*. Our meeting with Sylvia Waller found her in two temporary (but demanding) spots—*PIO and Photographer* for last year's 15th Anniversary Celebration at Fort Rucker.

Seemingly inexhaustible, she handles her dual role of wife and civil service careerist with ease. An oil painting enthusiast, she spends her spare time with easel and brush, many of her paintings decorating the walls of her Capehart home.

One's logical thought in reading this far: "Sure, anything's easy if you do not have children." Statistics: The Wallers have two well-mannered daughters, Mary, 9, and Janet, 8.

A most unusual woman. ■■



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