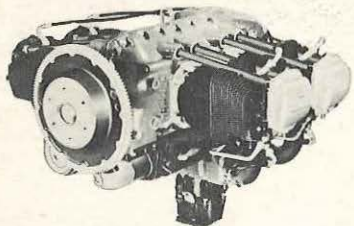


ARMY AVIATION

AUGUST 18 ★ 1958

Lycoming powers



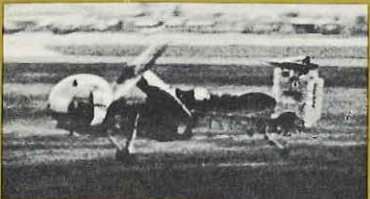
LYCOMING O-360,
4-CYL., 180 HP

PIASECKI 59-K VTOL DEVELOPED
FOR TRECOM, U.S. ARMY

1908-1958
FIFTY YEARS
OF POWER

Lycoming

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



Flight Testing The Vertol Model 76 Tilt-Wing

As Written for ARMY AVIATION
By Leonard J. LaVassar
Chief Test Pilot

■ The tilt wing VTOL program was officially initiated in April, 1956 when Vertol Aircraft Corporation received a contract from ONR to design, construct, and flight-test a tilt wing research aircraft for the U.S. Army.

An effort was made to simplify the program to a minimum in order to reduce cost commensurate with the requirements for a flight article that would demonstrate the fundamental engineering principle of the tilt wing concept of VTOL. It was concluded that a *minimum* size aircraft should be realized in an attempt to reduce cost. To keep development time and technical unknowns to a minimum, standard and existing components have been utilized wherever possible. This permitted a better utilization of development time on the main points such as the control system, the tilt wing system, the dynamic and aerodynamic aspects.

Rolled Out in April, 1957

The aircraft was designed and shop completed 11-1/2 months from receipt of contract. Following rollout on April 1, 1957, the aircraft underwent extensive ground testing.

During the *first* phase of the flight test operations, the pilot, design, aero-dynamicist, and project engineer were a closely coordinated group. The project pilot followed closely the design and formulation of the flight test program, assisting the Engineering group in design of the cockpit and instrument layout and in studies of control and stability requirements. During the course of these activities, several visits were made to NACA at Langley Field where a one-quarter scale wind tunnel model of this aircraft was being tested.

Early in the program it became apparent that several design decisions would be predicated on the technique and altitude to be maintained during the conversion flights. At
(Continued on Page 46)

10,000 HOURS

Accident-Free Flying



DE HAVILLAND CANADA

Congratulates

The Officers and Men of the 1st F.W.T.T. Company
on their outstanding record of
10,000 HOURS
of Accident-Free Operations



THE RECORD REAPS THE REWARD

Interservice Cooperation Plus



SPALDING

The Air Force quickly procured a De Havilland aerial insecticide spraying kit obtained through AFMDC procurement with AF funds.

D-Bugged in Three Passes

The Army Detachment installed the kit; Capt. William W. Spalding, Detachment Commander, piloted the "mixture" on three successive early-morning, low-wind flights; and Holloman was virtually de-bugged.

Capt. Spalding, by coincidence quite familiar with the task having performed many spraying missions throughout the Southeast as a civilian, commented after dispensing one morning's 750 gallons of insecticide: "Flying at ten to fifty feet through clouds of mosquitos and several flocks of wild ducks, I feel that I killed as many mosquitos with the plane as with the spray." Although he saw no ducks fall, his windshield attested to the fact that he did fly through "clouds" of mosquitos. (USAF photo).

HOLLOMAN AFB, N. MEX.—A classic example of interservice cooperation—in reality, the rule, rather than the exception—was recently performed at this Air Force installation by an Army pilot and an Army *Beaver*.

Plagued by mosquitos, AF authorities turned to the Army when needed "spray" equipment could not be rapidly provided by Langley Field, Va.

In rapid order the Army gave approval to modify a *Beaver* assigned to its on-post unit, an Army Aircraft Field Maintenance Shop (Detachment 8).



Missile Age Helicopter Roles Shown in AUSA Demonstration

FORT BLISS, TEX.—Transporting large, heavy missiles swiftly and firing their own rockets in a convincing demonstration of ground fire suppression, Army helicopters demonstrated their place in the missile age during a recent AUSA two-day missile orientation and demonstration for key members of the executive branch of the government, senior military commanders, and industry representatives.

Swooping in low, three H-37 *Mojave* helicopters from Ft. Benning's 4th Trans Co carried an *Honest John* rocket and its launching equipment in three external loads. (Rocket-jeep and trailer-launching equipment). In fast order, the *Mojaves* released their loads and retreated to nearby defilade while the 11-man launching crew prepared the heliborne guided missile for firing in a matter of moments.

Armed helicopters (*AA, Sept, 1957*) also participated in the program, hovering at ground level and rising sharply to fire 2.75-inch rockets at simulated enemy strongpoints.



T-37
AT WORK

Side-by-side seating
in Cessna's T-37 jet trainer
fits the new USAF training concept:
a quicker, easier transition into combat jets!
Other features—high-altitude performance
and high to low speeds
with easy handling.
USAF saves training time,
money!

CESSNA AIRCRAFT CO., WICHITA, KANS.





"TAC" . . . aerial firebreak against brush fire wars

In spite of the tremendous retaliatory action our Air Force can take in case of attack, the United States Army bears the burden of stamping out the brush fire wars which might ignite the holocaust of World War III. In this heavy responsibility our GIs are backed by the Tactical Air Command which is ready around the clock to provide the Army with the air support without which modern foot soldiers cannot survive. But fire fighting in Kansas or Korea is a dangerous business and TAC will go all out to give its pilots every protection, including Kaman H-43 local crash rescue helicopters.

PIONEERS IN TURBINE POWERED HELICOPTERS

THE **KAMAN** AIRCRAFT CORPORATION • BLOOMFIELD, CONNECTICUT
NUCLEAR DIVISION • ALBUQUERQUE, NEW MEXICO

TRENDS

We are all aware that the primary reason for the existence of Army aviation is to provide the Army a mobility differential which it did not formerly have. Together with the Army missile program, we share without question the limelight of attention in the Army, both tactically and logistically. The Army aviation program is an expensive one, probably far more expensive than most of you imagine. I mention this subject because it behooves all of us to recognize our responsibility to the Army and to the aviation program. Every dollar of the Army budget spent on your flying pay, on providing the wherewithal for you to fly aircraft, for the aircraft themselves, and for other associated aviation equipment, is a dollar less available* for use elsewhere in the Army.

In addition to performing our jobs as best we know how, it is also incumbent upon each one of us to further the cause of aviation and thereby the cause of mobility in the Army by explaining, in a mature fashion and with reasoned logic, the mission and the capabilities of aviation to all other personnel in the Army. It is a sort of public relations job, but it goes far beyond the common understanding of the word "public relations." I encourage each one of you to take every possible occasion both speaking-wise and flying-wise to tell this story of aviation, its potential and its possibilities, to as many of our fellow officers in the Army as can be reached. This is done primarily by thoughtful action. Although administrative flights are necessary and important they are not the primary purpose of Army aviation and we must so indoctrinate all those who fly with us.

Before we leave this quasi-public relations subject, let me also encourage every aviator who can find the time to do so, to create a wider understanding of Army aviation in the civilian population. This can be done by judicious contacts with the local press, with the Chamber of Commerce, and with the many other activities in any civilian community.

■ Hand in hand with the above requirement to tell the aviation story to other officers in the Army, goes the equally important and equally essential requirement for aviators to be professionally qualified as Army officers in addition to being technically qualified as aviators. By and large this qualification can only be obtained through experience.

Schools are a necessary and valuable adjunct. You learn the theory of combat operations of the combined arms in our schools. You apply

this theory and gain knowledge and experience only by service in the Army with its operational elements. Any aviator who expects to be successful in the long run (and we all do) must acquire throughout his years of service frequent duty with his parent arm or service. This experience must be acquired initially in the junior grades and continue with every promotion. Not only does this valuable ground experience help the individual career of an aviator immeasurably but it helps the field of aviation in general. Only by fully understanding through experience the requirements of the ground elements of the Army can we make aviation responsive to these requirements and thus provide the mobility differential for which we exist. The moral here is to seek rather than to avoid ground duty on every occasion compatible with your development as

BY

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



"Let me encourage every aviator who can find the time to do so, to create a wider understanding of Army aviation in the civilian population."

TRENDS/Continued

an aviation officer. In my personal opinion any tour of ground duty with a troop unit longer than three months in duration and probably of a shorter term than three years is highly beneficial to the individual officer and to the field of aviation.

■ Recent visits to the field by myself and other officers here in the Pentagon, as well as reports which arrive in this office, indicate very clearly that in some instances we in Aviation are not exercising one of our primary responsibilities. I refer to the responsibility of each officer in the Army for the supervision of the activities and the personnel under his control. This responsibility for supervision exists at all echelons of command and does not, as apparently some people think, fade away into nothingness as we advance in rank.

The commander or staff officer must first of all know his job; know how to supervise the activities of his subordinate; know what to look for; and then insure by personal attention, and by personal attention I mean seeing for himself, that the activities of his subordinates are properly, efficiently, and logically carried out. I do not mean here to inhibit the freedom of action of subordinate personnel. This freedom of action and its associated spirit of initiative is essential to success in aviation as in any other endeavor in the Army. However, our subordinates at any echelon of command are generally less experienced than their supervisors or commanders, and it is part of the commander's job, and an essential part of his job, to give them the guidance and the attention that their activities deserve.

■ All segments of aviation, civil and military, have been exceedingly active during recent weeks in response to the ever-increasing problem of mid-air collisions. The military services have imposed certain restrictions to minimize risks of air collisions pending completion of a more comprehensive modern Federal Air Traffic Control System.

Under the voluntary restrictions, non-tactical jet flights would take off or land under visual flight rules except for those flights to be conducted above 20,000 feet or off Federal airways, or specifically approved by the Civil Aeronautics Administrator.

This is the first in a series of steps which it is believed can be taken as interim measures.

Checkout



HOW DID IT GO?—Following some stick time in Bell's XH-40 Iroquois, Brig. Gen. Ernest F. Easterbrook chats with Bell president Harvey Gaylord at the Ft. Worth facility. (Bell photo).

Additional steps now under consideration for early implementation include the creation of some specifically reserved altitude blocks on key Federal airways in which instrument flying rules would be obligatory for all at all times.

The military services will increase their instrument flight rule operations to the extent that they can be accommodated by the air traffic control system, and commensurate with mission accomplishment. The airlines will continue their program of progressively lowering the altitudes above which instrument flight rules will be used in all weather conditions. These programs were coordinated, and account for the varying mission requirements of the civil and military missions. The CAA recognizes that an additional load will be placed on the air traffic control system by this joint cooperative effort, but will expand the capacity as rapidly as possible.

During this critical period every Army aviator must be particularly careful that his knowledge of current flying rules and the observance of voluntary restrictions is perfect. We simply cannot tolerate a lesser standard.

■ Aircraft maintenance has always been and I suppose will always be one of our major problems. Pilots being the breed of cat that
(Continued on Page 10)



The Business of Versatile Helicopters . . .

One of the primary objectives of the Army's growing aviation program is to execute its many aerial missions with the fewest possible aircraft types. The necessity of this consolidation in terms of logistics and over-all economy is underlined by the continual increase in the number of missions to be tackled on the nuclear battlefield.

The Army's H-23D "Raven" meets that multi-mission requirement in the light helicopter category. Its versatility is attained by a performance, a load and space capacity, and a ruggedness to perform its tasks without compromises or limitations.

Hiller has now applied a new 305 hp engine to the basic H-23D ship. The resulting 12E aircraft—the most powerful in the two to four place class—is prepared to capture a whole new order of missions, many of them not previously considered within the realm of light helicopters.

HILLER AIRCRAFT
PALO ALTO, CALIFORNIA



CORPORATION
WASHINGTON, D. C.

they are, are a little prone, as a generality, to fly aircraft and let somebody else maintain these aircraft. This is a perfectly natural reaction, but one which cannot be tolerated in the long run.

One of the steps taken by the Army to correct the lack of knowledge in the aircraft maintenance field was the establishment last year of an Organizational Maintenance Officers Course at Fort Rucker. The Aviation School, after long and careful study, has come up with a very excellent maintenance officers course. As of this writing there has been insufficient interest on the part of the field to justify starting any class in this very vital area.

I would like to ask all of you once more to examine your aircraft maintenance knowledge on the part of the officers in your organization and to look very closely into the possibility of breaking loose as many officers as possible to send to the Organizational Maintenance Officers Course at Fort Rucker. This is, in my opinion, an essential procedure and one to which we must give close and continued attention.

■ For those of you who are interested in graduate schooling and who meet the qualifications, vacancies occur periodically for schooling in some of our best institutions, leading toward a degree as a master of science in aeronautical engineering. This schooling is available primarily to officers in Armor, Artillery, Corps of Engineers, Infantry and Transportation Corps. It is, of course, an essential program and one which is contributory to the furtherance of aviation. Your attention is invited in this respect to Army Regulations 350-200 and 350-205.

■ Apparently some of us are not aware of all our entitlements in the poopsheet department insofar as flying aircraft is concerned. Here I am talking about the authority for every pilot who flies a particular aircraft habitually to own personally a copy of the -1 Tech Order for that aircraft. If you will look in the preliminary paragraphs of any -1 Tech

Order, you will see a notation to the effect that "each flight crew member, except those attached on an administrative basis, is entitled to have a personal copy of the flight handbook." Certainly, whether or not we go to the authorized extreme of personal handbook copies, we should have more of these in general circulation at all of our installations. This is a matter for local commanders to decide. The normal TAG requisitioning channel is the one to follow here.

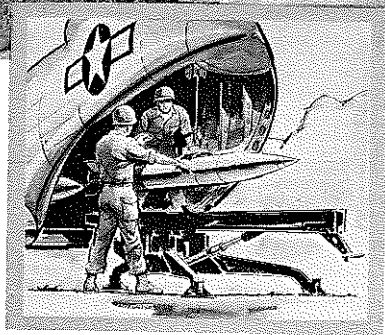
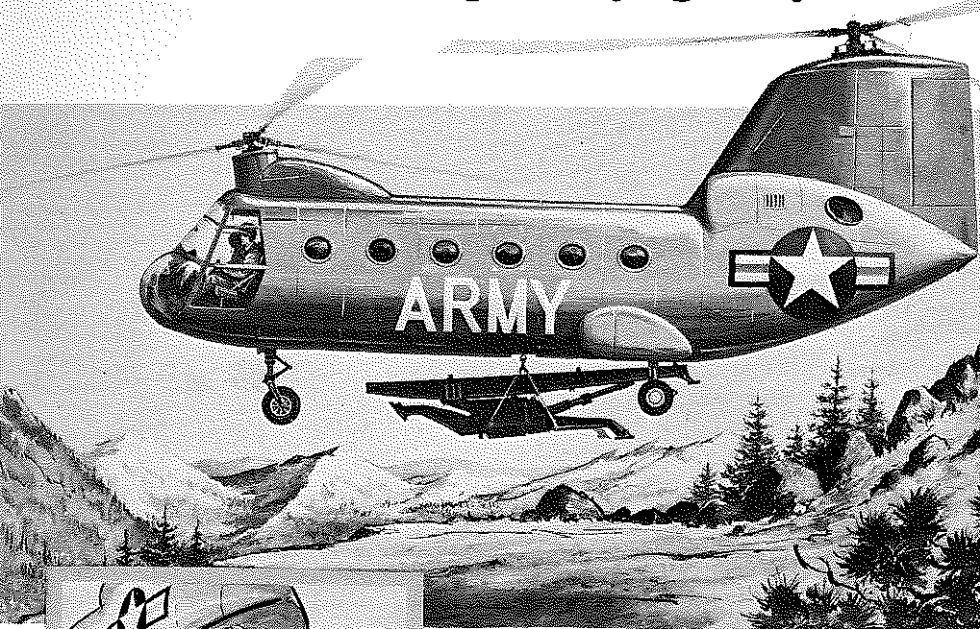
Before leaving the subject of the flight handbook, let me make one additional point. We find that this book is commonly referred to throughout the Army. However, certain cockpit procedures and flight procedures as stated in the flight handbook can be improved upon, in the light of experience. Just as you submit a UER on a piece of equipment, you are equally obliged to submit a UER on the flight handbook, when you discover an improper procedure. When the item in the handbook is not the best, submission of a UER on the handbook to correct this procedure will serve to notify other persons in the field of the approved or better procedure.

■ The Signal Corps has the responsibility for the training of control operators, MOS 901.1 (tower operator), 901.2 (aircraft landing control operators) and 901.6 (approach control operators). These enlisted specialists are trained under Signal Corps mentorship at the USAF Technical School, Keesler AFB, Miss. Course length varies from 13 to 18 weeks, and the specialists graduate with a thorough knowledge of aerodynamics, ATC procedures, and pertinent air regulations. The GCA specialist, MOS 901.2 and 901.6, requires additional on-the-job training after graduation, as he is trained at Keesler on a different radar set than that common to the Army.

Furthermore, GCA operators require constant daily practice runs by actual aircraft in order to maintain their proficiency. The Signal Corps has contracted for the services of a manufacturer's representative who is touring the United States, flight checking our GCA operators. His mission is to help establish standard phraseology and procedures, and to insure that a high state of proficiency is maintained by our GCA people.

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Twin-turbine *VERTOL* 107 tomorrow's helicopter — flying today



Missile launcher is flown into a remote location... then the missiles are hoisted into position and fired. Immediate departure to new location evades counter fire.

The new twin-turbine Vertol 107 (U. S. Army designation: YHC-1) has the high speed and brute lifting ability to do the work of two piston-powered helicopters of similar size. Its design is based upon careful study of the needs of military and commercial operators, with the result that the Vertol 107 has these significant new features:

- *All-Weather operation.* First transport helicopter to be flown that was designed from the start for IFR flight.
- *Rear loading.* Ample headroom over the ramp permits a jeep to be driven into the cabin. A cargo load too long to fit fully inside can be flown with the end projecting beyond the open rear door.
- *Short fuselage, big cabin.* The Vertol 107 is ten feet shorter than the piston-powered H-21 but the cabin is higher, wider and longer, providing 1000 cubic feet for passengers or cargo.
- *Ease of Maintenance.* Engines, control system, fuel system, transmission system are accessible from the outside without entering cabin.
- *New safety standards.* In addition to twin-engine dependability, the Vertol 107 provides inherent stability, fuel tanks *outside* the cabin in stub wings, and the best pilot visibility yet in a transport helicopter.

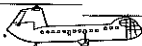
Because of these and many other new features, the Vertol 107 is ideally suited to a multitude of military missions, and it will be available commercially by 1960. The Model 107 is truly tomorrow's helicopter—and a prototype has been flying since April.

VERTOL

Aircraft Corporation

MORTON, PENNSYLVANIA

SUBSIDIARY: ALLIED RESEARCH ASSOCIATES, INC.



RECONNAISSANCE AND LIAISON—ARMY STYLE

Today the Company Commander uses the jeep for reconnaissance and liaison. The Hughes 269-A two-place helicopter, now under evaluation by the Army, is specifically designed for this mission.

The 269-A gives the Company Commander a new set of eyes. He can quickly obtain a first-

hand aerial view of enemy installations and movements. With its hedgehopping abilities the helicopter will reduce the hazards of enemy fire.

The small size of the helicopter gives it two additional combat advantages. It is easy to conceal, park and land. It presents an extremely small silhouette in flight.



Engineered specifically for the two-place mission, the 269-A has these additional features—

Performance: With its 180 h.p. Lycoming engine, the 269-A flies at speeds up to 90 m.p.h. and has a cruising range of 150 miles. Weighing only 890 pounds itself, it has a 660-pound payload.

Economy: Simplicity and production type engineering result in both low initial cost and low operating costs.

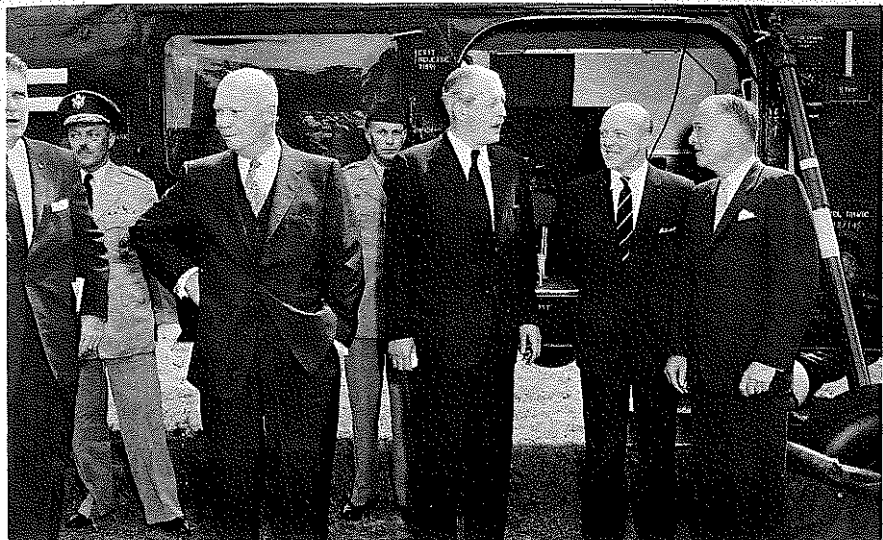
Ease of Maintenance: The multiple belt-type clutch contains built-in safety features, is easily removable, and provides a long service life. The horizontally mounted engine is separately removable without special equipment.

For additional information concerning the Hughes 269-A helicopter, please write to the address below.

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 Co., Aircraft Division, Culver City, California



Presidential Airlift

FORT BELVOIR, VA.—Utilizing Army and Marine versions of the H-34 Sikorsky *Choctaw*, President Dwight D. Eisenhower has solved the vexing transportation problems that often play havoc with his tight official schedules.

The first President to fly in a helicopter, Mr. Eisenhower regularly soars over the congested streets and highways in the Washington area by using military helicopters for trips as distant from the White House as 100 miles.

Flights Now Commonplace

Reducing the travel fatigue, time element, and strain normally associated with motor trips, the Chief Executive treats the helicopter flights as routine, the arrival and departure of the ships from the South Lawn of the White House having become commonplace.

The President alternates his flights in the Army and Marine helicopters, each service having assigned a crack pilot to transport the Chief Executive. The Marine pilot is Lt. Col. Virgil Olson, 39-year-old commanding officer

of the Marine Helicopter Experimental unit at Quantico, Virginia.

Maj. William A. (Bill) Howell, an old-timer in Army aviation, serves as the Army *Choctaw* pilot.

Split-Second Timing

Split-second timing typifies each flight. Landing on the South Lawn, the two *Choctaws* wait with engines running, the President and his party immediately boarding one of the aircraft and taking off, usually within three minutes after the landing.

Secret service agents and occasionally a staff member or two proceed in the second helicopter. Where the mission requires press coverage, a third helicopter takes off from another point in Washington and flies to the destination ahead of the Presidential party. The operating expenses of the third helicopter are borne by the press.

The President's employment of rotary-wing craft is an outgrowth of an alert system initi-

The photo above was taken on the South Lawn of the White House on June 10th prior to the departure of the Presidential flight to Johns Hopkins University. Shown left to right are James Rowley; Col. Robert L. Schulz, Military Aide; President Eisenhower; SFC Thomas E. Hill, U.S. Army crewchief; Prime Minister MacMillan; British Ambassador Sir Harold Caccia; and Charles S. Garland, President of the Board of Trustees, Johns Hopkins University.

ated several years ago. In this respect, the regular trips serve to familiarize the Army and Marine units with the intricacies of transporting the Chief Executive and contribute substantially to their overall readiness for any possible alert mission.

Mr. Eisenhower's initial contact with the larger Choctaw occurred during a vacation at Newport, R.I., in September, 1957. At that time, domestic and international problems required his presence in Washington on three separate occasions. Faced with a 2-hour motor trip, a forty minute boat trip, or a seven minute helicopter flight from the summer White House on the east side of Narragansett Bay to the air station on the west side of the Bay, the President elected to go by helicopter, his three round trips on this shuttle service selling him on Choctaw utility.

Notable Flight By Two Leaders

One of the notable flights taken by the Chief Executive occurred during the recent visit of Prime Minister Harold MacMillan of Great Britain. The President and the Prime Minister flew to Baltimore to receive honorary degrees at Johns Hopkins University returning to the White House Lawn only two hours and five minutes later. The flight, suggested by Mr. Eisenhower in the face of Mr. MacMillan's extremely heavy schedule during his brief Washington stay, provided an aeronautical "first"—for the first time in history two leaders of the free world were transported in the same helicopter. It also marked the first helicopter ride for the British Prime Minister.

When the President and the Prime Minister alighted from the helicopter on returning from



HOWELL



OLSON

Sidelights

Bill Howell adds the following comments: *"These missions are very interesting and they are certainly a grand finale to my Army career. In flying President Eisenhower on numerous occasions, I've always found him to have a cheery greeting for the crew when entering and leaving the Choctaw. He certainly gives me the impression of enjoying his helicopter flights and, of course, we try to insure that he continues to like them through tip-top maintenance and making flight safety the order of the day."*

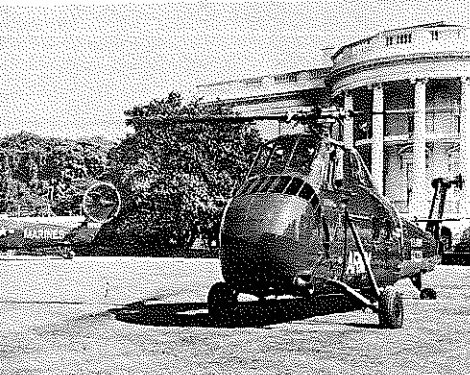
All of the Army personnel involved in the Presidential flights are aware of the responsibility of the missions and give them their most conscientious attention.

Although I have been designated to fly as the pilot whenever the President is aboard the helicopter, many co-pilots have participated in the mission, including Lts Robert D. Anderson, Billy R. Hawkins, Leo E. Schmitz, and William C. Hampton, as well as CWO Raymond C. Bowers.

Crewing the ship at various times are SFCs Thomas E. Hill, Paul E. Kelly, Marvin R. Harper, and Everett K. Ragge, all of Fort Belvoir.

Baltimore, they were presented with cards making them official "Hoverbugs" of the U.S. Army, both "having remained motionless in space, flown backward, forward, sideways and vertically in U.S. Army helicopters."

Long familiar with military aircraft and a former pilot in his own right having soloed while he was in his middle 40's, President Eisenhower often reveals a natural curiosity about the aerodynamics and operation of helicopters. Capt. E.P. (Pete) Auernd, his Naval Aide, has often discussed the aspects of rotary-wing aircraft with the President.



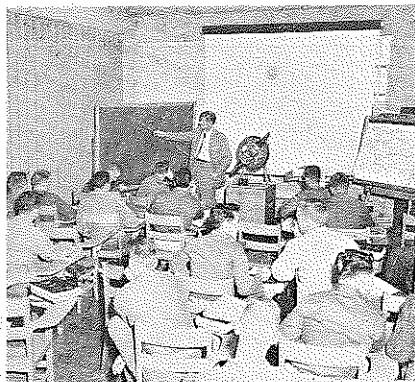
MOBILE TECHNICAL ASSISTANCE TEAMS



YOU, our CUSTOMERS, will be served—requests will be accepted at any time—just ask through normal military channels.

■ When did this program originate?

Planning this program, as a medium to assist large numbers of mechanics—while on post—by conducting condensed factory courses adjusted to introduce the latest Department of the Army maintenance techniques and procedures, began in late 1956. Various approaches were considered. However, a firm plan of execution was approved and implemented with the dispatching of six Mobile Technical Assistance Units to the several Department of Army field activities within CONUS.



■ Why do we require such teams?

The Army Aircraft Mobile Technical Assistance Program (AAMTAP), introduced, scheduled, and controlled by U.S. Army Transportation Supply and Maintenance Command, St. Louis, Missouri, was conceived to render on-site maintenance to all users of DA aircraft throughout the world.

Through highly mobile teams, Army aviation maintenance personnel are given the opportunity of attending maintenance theory classes, practical demonstrations on applicable aircraft, and participating in the solution of the many complex maintenance problems which, due to time lag, the text books, TOs, and TM's forget to mention.

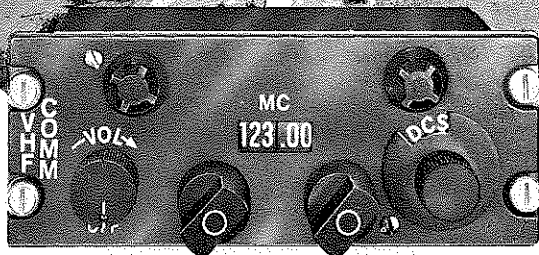
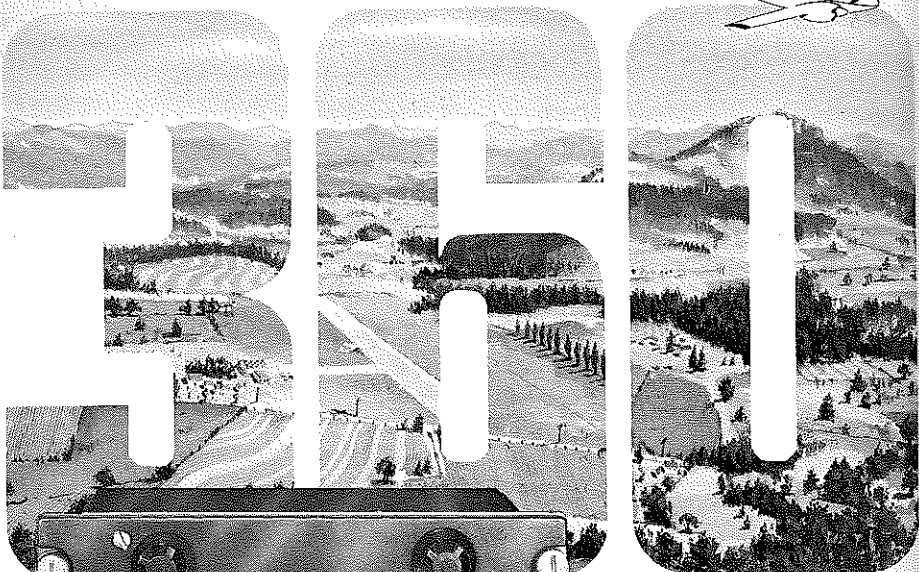


■ What types of aircraft are involved in the program?

These units—known as Phase I for identification purposes—represented six different types of Army aircraft; i.e., *Seminole* (L-23), *Sioux* (H-13), *Shawnee* (H-21), *Raven* (H-23), *Chickasaw* (H-19), and *Choctaw* (H-34).

Many factors, such as various maintenance complexities, quantities, assignment of in-service aircraft, and maintenance problems, indicated by the using organization, were used to determine the final selection of these units. Once selected, the composition of the complete unit, endowed with immediate mobility and capable of carrying enough training aids and necessary material for adequate performance of their respective functions, was considered.

COMMUNICATE ON



CHANNELS

WITH ARC's TYPE 210 TRANSCEIVER

The rapidly increasing volume of air traffic and the need for more precise traffic control has necessitated a tremendous increase in the number of assigned radio frequencies to carry on the necessary air-ground communications.

Only a few years ago pilots could operate with 10 or 20 channels. Later frequencies were increased to 80 or 90. Plans now call for 360 frequencies—enough to meet the need for years to come. In view of this channel increase, ARC now offers an all-channel, flight proven transmitter-receiver (Type 210 Transceiver) covering all 360

channels. The powerful 15 watts guarantees optimum distance range and the knifelike selectivity assures freedom from adjacent channel interference. Provision has been made for the selective use of single or double channel simplex whereby transmissions are made on a frequency 6 megacycles higher than the receiver frequency. There is no wait between receiving and transmitting for re-channeling.

This is ARC's latest contribution to air safety. Ask your dealer for a quotation to include a single or dual installation, along with other units of ARC equipment listed below.

Dependable Airborne Electronic Equipment Since 1928

Aircraft Radio Corporation BOONTON, N. J.

OMNI/LDC RECEIVERS • MINIATURIZED AUTOMATIC DIRECTION FINDERS • COURSE DIRECTORS • LF RECEIVERS AND LOOP DIRECTION FINDERS
UNF AND VHF RECEIVERS AND TRANSMITTERS (5 TO 300 CHANNELS) • INTERPHONE AMPLIFIERS • HIGH POWERED CABIN AUDIO AMPLIFIERS
10-CHANNEL ISOLATION AMPLIFIERS • OMNIRANGE SIGNAL GENERATORS AND STANDARD COURSE CHECKERS • 800-2100 MC SIGNAL GENERATORS



CUSTOMERS/Continued

■ What training aids are employed in this program?

Charts, graphs, films, technical literature, accessories, and cut-away aircraft components were carefully selected as training aids with emphasis on organizational maintenance functions outlined in the official Maintenance Allocation Charts. Using these materials, a course outline was developed for a specific period of time which contained an adjustable ratio of theory to practical demonstration; coupled with enough flexibility to allow adjustments in certain areas to more fully meet the individual requirement of an activity.

■ Who staffs the mobile teams?

The last requirement, and certainly the most important, was the selection of personnel for each unit to carry out the designed service. The personnel are provided through contract and are believed to be the highest qualified contractor maintenance personnel available. Thus, we have shown the completed Mobile Technical Assistance Unit Team; and, it is now ready for assignment under the direction and control of the administering headquarters.

■ Has the program been amplified with use?

Developments, however, did not stop at this point, but continued toward developing additional mobile units. It was recognized that the initial services provided by the program were deficient and left much to be accomplished toward extending identical services to maintenance personnel at higher echelons.

Generally, the same development pattern was followed when Phase II introduced six additional mobile units in April 1958. These units will provide the same quality service, represent the same equipment as Phase I, perform identical service under the same administering headquarters (TSMC). *except*, efforts will be specifically directed toward field maintenance activities and general depots.

■ Will the program encompass other aircraft models?

Even with the advent of additional units, development will not cease. It is considered highly probable that, in the very near future, a Mojave (H-37) unit will be in the offing and followed very closely by an Iroquois (HU-1ABF) unit. To date, this program has not

only developed into a highly successful operation, but is has expanded, considerably, to engulf desired services anywhere in the world.

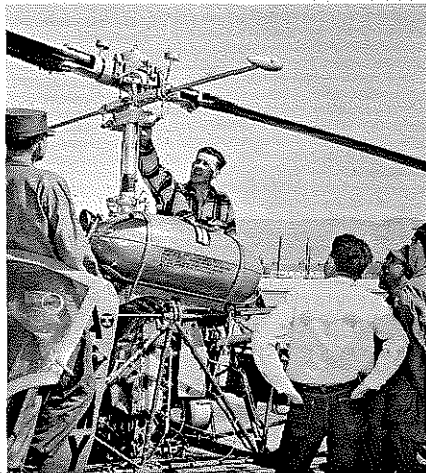
■ How is the team itinerary determined?

All program operations are conducted and controlled by the Air Division of the Directorate of Field Services, U.S. Army TSMC. The scheduled itineraries are developed for each specific unit and then forwarded to the team members during their tours. Each unit itinerary contains inclusive dates of the several visits to various activities.

At precisely the same time the mobile unit itinerary is forwarded to the team, identical information is transmitted to each major Army commander with information copies to the Transportation Officer of the activities to be visited. This action assures complete coordination of the forthcoming visits and provides ample time for scheduled activity to prepare itself. Although it is desirable to schedule visits upon request, projected scheduling is necessary to insure continuity, which, in turn, will reflect the greatest value for dollar expenditure.

■ Does the program have flexible scheduling?

Revisions to a projected schedule quite frequently occur due to conflicting schedules of other functions and/or priority operations at an activity. This creates a chain reaction in the program and after all adjustments are completed, each unit or activity affected is



CUSTOMERS/Continued

immediately notified. Consequently, scheduling units of the program, in response to requests, are far more desirable than projecting schedules, because it utilizes the maximum benefits available.

■ What category of unit may participate in this program?

To date, over 2,000 students have received maintenance instruction on six different types of aircraft. These students, consisting of officers, enlisted men of the Regular Army, Army Reservists, National Guardsmen, and civilian employees, represented all echelons of Army aviation maintenance. Each student received an average of 70 instructional hours on one or more types of aircraft and in recognition of their accomplishments were awarded an official DA Certificate of Training, DA Form 87.

■ Do the mobile teams "get around?"

Forty-two Army activities have been visited by the mobile units to date, with recurring visits to some. Recurring visits are highly desirable since they are not only a welcomed refresher to those having previously attended, but they also serve as adequate formal training for newly assigned maintenance personnel.

■ Where may information on the program be obtained?

Much publicity has been created in various forms to stimulate interest in the services available within the program. Outstanding among this publicity has been the distribution of two highly informative brochures announcing program policy, procedures, together with descriptive unit information and pictorial data. These were distributed on a limited basis to all major Army commanders, Chiefs of Technical Services, and Transportation Officers of all Department of the Army activities. For more

specific acquaintance with AAMTAP, it is suggested that these brochures be consulted. They contain numerous questions and answers formulated to assist with typical inquiries about the program. In the event that further information is desired, relative to the program, all inquiries should be forwarded to Headquarters U.S. Army TSMC, ATTN: TCSMC-FAT.

■ How may this service be requested?

Requests for services of any unit represented in the program should be submitted through normal military channels in accordance with SR 750-95-10 and should be accompanied by the following information: type of unit services desired by Phase identification; number of students expected to attend; and, dates desired for visit with alternate visit dates.

Every effort will be expended to meet requests submitted.

Your Better Maintenance Booster
Irvin J. Wagner
Program Administrator

Hiller Revises Corporate Name To Reflect Diversified Activities

PALO ALTO, CALIF.—Following an early July meeting of stockholders, company officials announced that the corporate name "Hiller Helicopters" would be changed to Hiller Aircraft Corporation effective immediately.

Executive Vice President Edward T. Bolton pointed out that the new company name had become more suitable due to the company's diversified activities within the past five years, including the acquisition of the Adhesive Engineering Company as a new division and the expansion in general aviation industry to include the X-18 tilt-wing VTOL, several ducted propeller projects, and nearly 20 other military and company sponsored aircraft projects outside the helicopter category.

Mack Sennett

■ A brief "In Germany" interlude provided Seventh U.S. Army Aviation Training Center personnel with some hearty guffaws. Capt. Stan Blunck, anxious to discuss a flight scheduled for that evening, visited Capt. Bernard Mattson in his new quarters. Someone turned a key in the new lock, the lock jammed. *Situation:* Locked in, hubba-hubba flight, no phone. *Action:* shouts to neighbors "Have to fly." MP's came. Fire ladder came. *Exit:* Capts Blunck and Mattson out window down ladder. *Entry via ladder:* one small boy (unnamed in report). *From 500 witnesses:* cheers as flash bulbs popped. On his return from the night flight, Capt. Mattson found that he couldn't get in nor could his family get out (lock still jammed). *Expedient:* He slept in his old quarters for the night (with no per diem). *Morning's end to story:* the Post Engineers finally showed.

—Sgt. George M. Chancellor ■■

AROUND THE WORLD WITH SIKORSKY HELICOPTERS



TURBINE-POWERED SIKORSKY S-62—With an empty weight 700 pounds less than an S-55's and a turbine engine producing 200 more horsepower, the S-62 outperforms the earlier aircraft while offering the extra benefits of using proven S-55 components. A completely

watertight boat hull provides takeoff and landing capability on water, land, and snow. The power plant is a G.E. T-58 gas turbine. The S-62, which will carry 12 passengers, has many advantages for both commercial and military operators.



ASSAULT AIRLIFT FOR 6000 MEN—Sikorsky helicopters flew 2000 sorties in a recent amphibious exercise on the Atlantic Coast. Flying from naval vessels, they carried ashore a Marine Corps regiment, 100 vehicles, and hundreds of tons of cargo. Hardest workers were HUS (S-58) and twin-engined HR2S (S-56) helicopters, above.



HELICOPTER "SKYHOOK"—The Army has found that disabled light aircraft can be successfully brought back to their home bases by helicopter. Above, an Army H-34 (Sikorsky S-58) from Fort Huachuca, Arizona, brings home an L-19 damaged in a landing accident at Tucson Municipal Airport, about 100 miles away.

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

Bell H-13H To Augment AMB's Operations in N. Y.

FORT WORTH, TEX.—Airways Modernization Board began flight evaluations in the New York City area recently with a specially-equipped Bell H-13H helicopter.

The helicopter, which was turned over to AMB personnel at Bell Helicopter Corporation's Fort Worth plant and flown to the east coast, will be used to monitor the government agency's two-year helicopter operations program in New York.

Contains Bendix-Decca Unit

Painted white and Day-Glo orange for easy recognition in the air, the helicopter was instrumented by Bell engineers with a complete Bendix-Decca navigation unit that gives the pilot a map presentation of his position in scales up to 850 feet to the inch. Similar Bendix-Decca units are being installed in all five New York Airways passenger helicopters.

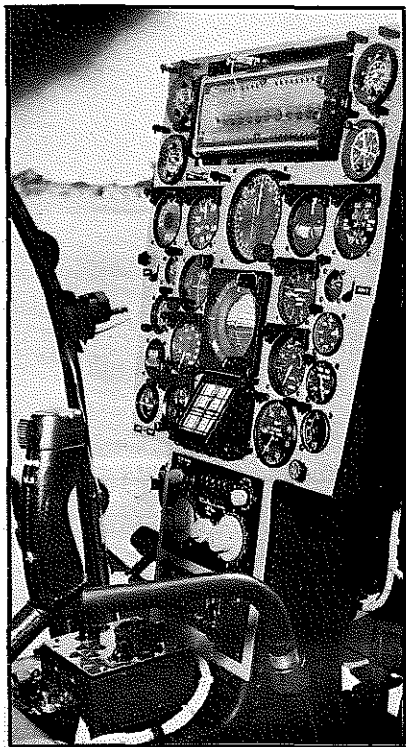
AMB pilots will operate the helicopter to take engineering measurements of the Bendix-Decca system's accuracy and reliability under all weather conditions. A secondary function of the Bell helicopter will be to determine what additional information can be obtained from the navigation unit.

Pictorial View Sought

Bert Denicke, AMB manager of the New York helicopter operation program, said that the blind flight capabilities of the specially-equipped Bell helicopter will not be tested in the New York City area.

"Primarily we want to find out to what extent a pictorial presentation such as the Bendix-Decca unit provides will enable helicopters to be navigated with great accuracy down to the ground, and how well air traffic control can integrate such helicopters with fixed-wing aircraft in a high-density multiple-airport terminal area," he explained.

Capt. I. J. Kersey, deputy manager of the operations program who will be the pilot in charge of the evaluation tests, flew the helicopter to the east coast from the Bell plant at Fort Worth.



■ With a leave coming up next week the "sweat" to get this out is more profuse than usual. I can see some of the Pentagon and other desk pilots drooling at the thought of a nice cool leave in Norway. The answer is: "Come on over, fellows, we can use you in USAREUR."

I remember one flight section in Japan which when having electronic problems with a plane always seemed to send that plane on a flight carrying the Theater Signal Officer. The pilot would explain with great regret the extra risk of the flight because the electronic equipment did not work. If the signal section could

USAREUR REPORT

BY COLONEL WARREN R. WILLIAMS, JR.

■ Recently Major H. O. Davis and Captain O'Donnell from the Aviation Depot accompanied me on a trip to the three flight sections in COMZ (France). Ned Baker, COMZ Aviation Officer, came along to keep watch on us. The sections looked good. ADSEC, at VERDUN, is rattling around in nice spacious facilities while BASEC, at Poitiers, is really packed into a "cracker box." However, new construction has been started which will give BASEC a better facility.

Frequent Medical Evacuations

BASE SECTION at Poitiers does a lot of interesting flying using their *Beavers* in medical evacuations. A number of their widespread installations are not large enough to justify much in the way of medical facilities so an emergency or accident usually means a hurry up call for aircraft into a small, convenient strip. According to Colonel Moore, the surgeon and a staunch friend of Army aviation, a number of lives have been saved. (Note to Editor—maybe we can get Col. Moore or one of the pilots to write up some of the mercy flights they have made.)

Next to helping clobber an enemy who is giving the ground troops trouble, there is no greater satisfaction to an Army aviator than knowing his ability as a pilot helped the medics save a life. Many of the emergencies occur when the weather is approaching the duck grounding stage so the pilots must keep sharp.

I know the aviators will not mind my telling the most prevalent, yet the most easily corrected trouble we found. This trouble was not taking problems to the proper staff section in the headquarters for assistance. It is not peculiar in USAREUR in those sections, and I expect exists in other theaters. One is usually surprised at how rapidly many signal problems can be solved if you go see the Signal Officer or fuel problems if you see the Quartermaster, etc.

do anything about the problem, you can be sure they did when the General got home. Usually the other officers in your headquarters are more than glad to help you if they are told of your problems.

Otter Techniques Reviewed

■ Mr. Robert Fowler from De Havilland came over in June to give us a hand in checking on the flying habits of our *Otter* pilots in the 2d and 3d Company and in SETAF. He reported that we had a number of very good pilots, but that some of our pilots had a few rather strange ideas about the *Otter*.

We appreciate his coming over and hope the fellows with the strange ideas have gotten rid of them. Our best Army pilot instructor on this straighten up and fly right business, Capt. Hugh Reed, just departed for Denver. Hugh was one of the reasons that Hank Weggeland's outfit has gotten so much good service out of the L-23D. He showed the other pilots just how to handle the plane and explained why it must be flown correctly. At the same time he impressed on the mechanics the importance of doing maintenance absolutely as prescribed. The first L-23D engine change in the USAREUR Flight Detachment was made recently for time compliance. Some of our other USAREUR units have quite a different record.

Mountain/Molehill

■ Now that annual minimums and written exams are out of the way we can all breathe easier for a short time. For the fellows who had trouble with the written, I would like to break the news that one pilot who commands a division in addition to flying had a perfect score on the non-instrument exam; and, the corporal who operates the link trainer in COMZ Headquarters Flight Section, had a perfect score on the instrument exam when he took it for fun.

USAREUR REPORT

German TV Network Presents Typical Pilot's Role

NELLINGEN, GERMANY—*Sueddeutscher Rundfunk*, the south German radio and television station in Stuttgart, has filmed the story of a Seventh U.S. Army helicopter pilot presenting the program over the German national network in mid-July.

CWO Henry R. Beau of the 11th Trans Co (Lt Hcptr), was chosen to portray himself—the typical helicopter pilot on duty with Seventh U.S. Army.

Teams of German cameramen, directors and producers photographed and recorded Mr. Beau on several occasions, catching scenes of moun-

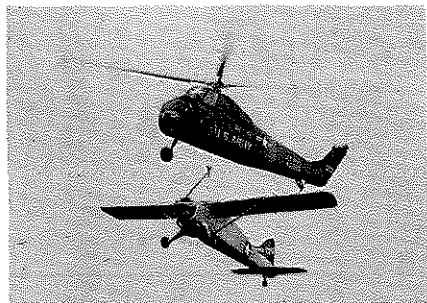
tain and water rescues and the more routine cargo and troop hauling missions.

The television people also filmed the pilot's participation in community service flights undertaken as part of Seventh Army's active community relations program.

Family Glimpse Given

German television viewers witnessing the finished product will also see glimpses of Beau's family and home life in government quarters here, featuring his wife, the former Joyce Jackson and sons Bobby, 6 years, and James, 1 month.

Sueddeutschen Rundfunk undertook the production with the approval and cooperation of Stuttgart USIS and Seventh Army. They were actively assisted by the commanders of the 11th Transportation Company and the 8th Transportation Group, Capt. Robert F. Corneil Jr. and Colonel John R. Dale, and Ernst-guenter Patzold, USIS Baden-Wuerttemberg.



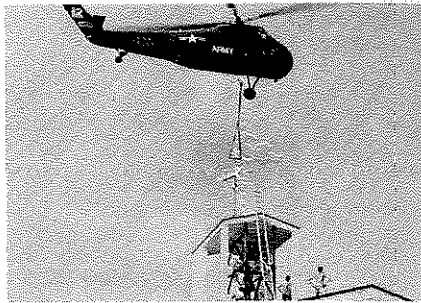
STUTTGART, GERMANY—Reminiscent of the days of falconry when men hunted game with trained hawks is this undated photo of a *Choctaw* of the 11th Trans Co (Lt Hcptr).

However, that's "no dead pigeon." That's a USAF L-20 being air-evacuated some 3-1/2 miles to a strip of the Seventh U.S. Army's Tank Training Center.

The pilot had made an emergency landing in a small field following an engine conkout. At the Tank Training Center strip AF mechanics installed a new engine returning the *Beaver* to flyable condition.

The airlift of the 3,300 lb. plane without difficulty reflects highly upon both crew and equipment. (U.S. Army photo, undated).

(Ed. We know that "flyable" should read "flyable," but it was an apropos error and we let it stand.)



OBER-SCHLEISSEIM AAF, GERMANY—Faced with the problem of placing a metal angel and cross weighing one ton atop their newly constructed church at Ebersberg, civil and church authorities consulted with Lt. Col. Jack Blohm, CO of the 8th Trans Bn (Hcptr).

The "Can Do" was immediate and within a short period an 8th Trans Bn arrived on the scene and placed the Angel and Cross atop the bell tower of the church.

The prompt and efficient handling of the delicate mission were gratefully acknowledged by the local Burgemeister, the Minister of the church, and the entire Lutheran Parish, the majority of whom are escapees from the East Zone. Flying the *Choctaw* and performing most gratifying work were Lt. Charles H. Amos and CWO John G. Foley of the 18th Trans Co (Lt Hcptr). (U.S. Army photo).

—CWO Herbert E. Woodward

GONE ARE THE DAYS

By Major Byron E. Sheppard
Company Commander, 202nd AA Co.

■ One of the most interesting assignments available to Army aviation personnel is with the 202d Army Aviation Company near Verona, Italy. This company provides general aviation support for the Southern European Task Force. It is a proud unit with high morale built upon accomplishments *without* lavish facilities. In addition to maintaining and flying assigned aircraft, personnel of the unit have built many of their own facilities. The assistance provided by other SETAF troop units to the 202d in building their home has served to cement the close feeling of comradeship so evident throughout SETAF.

On 7 August 1956, the air sections of the 510th FA Bn, 305th Infantry Regiment and SETAF Headquarters were combined to form the 202d Aviation Company under command of Capt. James C. Isabell. The new unit was authorized 31 officers, 41 EM, two L-19's, five U-1A's, two L-23's, two H-13's and seven H-34's. Personnel were billeted at the Verona Storage Depot. The aircraft were based at Villa Franca Airport, an Italian Air Force Base.

Alps: Lead Pipe Cinch

In October 1956, 4 pilots and 4 crew chiefs departed for Germany to undergo two months H-34 transition training with Seventh Army. Upon completion of this training in December the crews returned to SETAF with three H-34's. Their trip marked the first crossing of the Alps by H-34. Hannibal must have turned over in his grave at the ease with which these "Beasts" crossed the Alps, compared with his feat of crossing with elephants.

Arrival of new personnel, five Otters, four additional H-34's, and a L-23D during the first six months of 1957 really put the company in

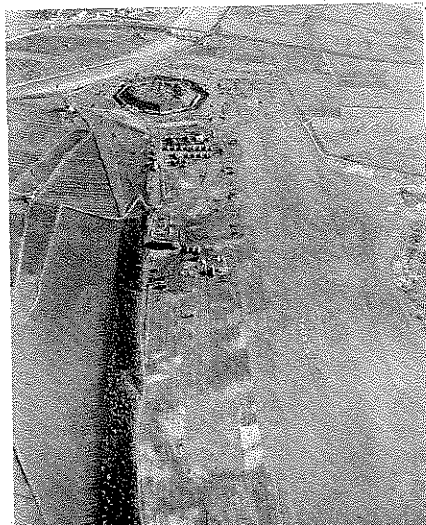


Villa Franca



Roughing it!

Bosco Mantico



USAREUR REPORT

business. The L-23D had been flown over from the US in the first trans-Atlantic flight of Army aircraft. The company outgrew the space made available by the Italian Air Force so a new home had to be found. Bosco Mantico Airport was the base of a civilian flying club which agreed to share the field. *There was nothing else at the location to share except a nice view.*

In August, after weeks of work on their part of the airfield and on tents for the men, the company moved into its new home. In ten days quonset huts and prefabricated buildings, erected with the help of Company A, 52d Armored Infantry Battalion, provided better living conditions. *The lack of heat and running water were compensated for by the fact that the men were nearer their aircraft. Arrangements were made to run trucks to the showers of the nearest unit in town. Life was far from plush, but SETAF was receiving organic aviation support.*

Changeover In Command

Capt. Isabell assumed duties as Task Group S Aviation Officer and Major Raymond P. Johnson took command of the company. Under Major Johnson the company worked in the field with other elements of SETAF, worked at home base on their aircraft in the open, and spent spare time improving the living area. A second L-23D arrived and the well worn L-23 was turned in. The L-23's remained based at Villa Franca Airport to take advantage of the paved parking area, paved runway and good GCA operated by the Italian Air Force.

Major Johnson moved up in November 1957 to the position of SETAF Aviation Officer in the G3 Division. Major Byron E. Sheppard replaced him as company commander. *The end of December brought not only Saint Nicholas but also running water in the latrine. Suitable ceremonies were arranged for this auspicious occasion. However, the dedication party arrived too late. Somebody had been in a bigger hurry and broke the ribbon of the special paper across the door.*

Supply Assistance Rendered

The arrival of a new year brought official supply assistance from the USAREUR Aviation Depot since SETAF was now a USAREUR unit. Personnel of the Depot had previously provided what assistance they could on an in-

formal basis. Colonel Williams and his assistant, Major Colozzi, soon came down to see the latest expansion of USAREUR Aviation. They utilized the Italian GCA through the fog which had moved onto one end of the airfield. At minimums, with no runway in sight, they started a missed approach. Upon reaching the far end of the field they broke into the clear and came in VFR from the opposite direction. GCA had to guide them from the runway to the parking area, certainly a good introduction to Italian weather.

1958 brought not only visitors from USAREUR, but also results from some of the previous planning. A contract was signed for hard-surfacing at the Bosco Mantico Airfield and construction of a permanent type maintenance hangar. Work was started on the first of February and progress has been rapid.

Additional aviation personnel and aircraft are arriving in SETAF. The old timers of the 202d can consider themselves as pioneers, and with some justice, remark to the newcomers, *"Bud, you should have been here in the early days when conditions were rough."* ■■

2nd AA Company Offers: Familiar European Sight

ILLESHEIM, GERMANY—The 2nd Aviation Company (FW-1T) having completed one-third of its tour in Europe, we'd like to pass on a bit of information to other AA's throughout the globe.

Experience is the best teacher: this we've discovered. After our border check-out last year, we soon found that many units in Germany had heard that an Otter can carry a few people, and even some baggage, too. Along with the transition program given to our new pilots, U-1's began to cover Europe like "flocks of ducks."

It seemed to us that every unit in France required supplies. While some of us were scattering on missions, others were at SUSAATC getting Instrument Cards.

Flying time, yes. During FY 58 we logged 5,686 hrs; flew 422,239 miles; and carried some 282,400 lbs of cargo. July of '57 was no vacation month, the unit piling up 1,009 hrs.

Through our flights, and the flights of other Otter units, we know that the Otter is no strange beast to Europe, having been seen in Oslo, Copenhagen, Amsterdam, London, Brussels, Paris, Barcelona, Rome, and of course, all throughout Germany. Care to see Europe? We've only got one fan but the chances are you'll get the full tour.

—Lt. Merrill "Pete" Peterson

ARMY AVIATION

THE ARMY AVIATION ASSOCIATION OF AMERICA, INC.

Booster Lapel Insignia Program Terminates September 30th

Some 150 "Boosters" will receive distinctive Lapel Insignia during September. The supplier, O.C. Tanner Company of Salt Lake City, has promised early deliveries on the initial order.

The Booster Program terminates as of September 30th, the end of the second membership quarter and will be reactivated at the start of the '59-'60 membership year (April 1, 1959). Reasoning: the Ass'n cannot underwrite the costly insignia for third and fourth quarter memberships.

If you'd like to have one of these attractive insignia, be certain to submit a Booster Membership at the dues for the second quarter (\$4.50). By head count, there are some 6,000 rated potentials and an undetermined number of non-rated "could be" members. It shouldn't be too hard . . .

Monterey Chapter Proposal

"In mid-May the MONTEREY CHAPTER, by a unanimous vote of the 27 Members present during an official Chapter meeting, proposed that the Nat'l Executive Board take immediate action to request D/A to consider establishing distinctive aviation badges to be awarded to enlisted members of the Army Aviation team, such badges to include:

(a) *Non-Flying Crew Members: A distinctive aviation badge denoting completion of an authorized maintenance course, an air traffic control course, an airfield operations course, or any other academic course established for Army aviation, and*

(b) *Flying Crew Members: a distinctive aviation badge denoting assignment as a flying crew member in Army aircraft."*

National Board Action: At its June 28th meeting, the Nat'l Board took the above proposal under consideration. The Board, a group of 14 individuals, felt that it could not arbitrarily support this proposal or take action upon it without first determining the degree of "Member support" for such a proposal. With conclusive "Member support" the Board felt that it could then present a resolution to the appropriate D/A authorities stating that the Ass'n as a body favored the above proposal

either in its entirety or in part. The Board then directed the Nat'l office to poll "Member opinion."

Nat'l Office Action: A comprehensive poll of each Ass'n Member not being feasible at this time, the Nat'l office polled the 160-odd Nat'l, Regional, and Chapter officers who are in direct contact with the membership on a wide geographical basis. The AAAA officers were asked to vote on approval of the proposal in its entirety, approval of (a), approval of (b), or disapproval. At the time of publication, the poll was underway and the results will appear in the next month's AAAA insert.

Industry Membership Program

Endeavoring to strengthen the relationship between industry representatives and those personnel who are directly concerned with Army aviation, the Nat'l Board has initiated an *Industry Membership Program*.

The primary purposes of the modest program are to interest ten people in each particular firm in the Ass'n and to provide familiarization with Army aviation through the Ass'n periodical and voluntary participation at Ass'n affairs.

In the President's words, "Our discussions with industry representatives in the past have indicated that this familiarization is desired, particularly pertinent knowledge of the activities of Army aviation—both present and planned, the use of products within this field, trends in AA as exemplified by editorial material appearing in the Ass'n periodical, and summaries of R & D activities in the Army as they apply to Army aviation.

We've found that there is a crying need in the industry-military relationship for the (editorial) interchange of ideas, all of which cannot be completely achieved through official channels. The AAAA, through its periodical, provides and excellent medium for industry to tell its story to the users. This printed forum welcomes your opinions, your desires, and your criticisms . . ."

The program currently extends the benefits of the AAAA Placement Service, Locator Ser-
(Continued on AAAA-8)



NEW MEMBERS JOINING AAAA WITHIN RECENT WEEKS

EASTERN AREA

(NY-NJ-Penna)

Lt Robert G. Riess
Capt Herschel R. Nichols
Lt Edward J. Kauchick

WASHINGTON AREA

(Md.-D.C.-Va. within 60
mi of D.C.)

CWO Harold E. Marks
Lt George S. Murry
Capt Carl C. Johnson
Lt Charles R. Mercier
Lt Norman S. Clark
Lt Drexel E. Sanders
Maj William F. Roos
Lt Charles H. Miller
Lt James K. Knerr
Lt Joe L. Smith
Lt Donald L. Gausvik
Lt William C. Walker
Capt Lowell Mikles
Capt Harry E. Ziegler
Lt John D. Pritchard
Lt Marvin C. Thorpe
Lt Richard D. Duerr
Lt Eddie D. Monroe
Lt Henry S. Raymond
Lt Gerald L. Peterson
Lt John R. Allen
Lt/Col Wm C. Bowen, Jr.
Lt Raymond E. Smith
Capt William H. Bell

MID-EASTERN AREA

(W.Va.-Del.-Va. outside
60 mi. of D.C.)

CWO Billy J. Campbell
Lt John K. Clements
Lt Warren Chamberlain
Capt Samuel S. Walker
Lt George T. Tracy
Capt George S. Bosan
Lt Richard S. Tobiasen
Lt Joe D. Berry
Capt Wilbur Gates, Jr.
Lt Herbert R. Metoyer
Capt Jack C. Coffman
Lt Alden G. Hannum
Capt Robert E. Bendl

SOUTHEASTERN AREA

(Ga-NC-SC-Fla)

Lt Howard M. Williams
Lt Alan D. Sutor
Lt Kydean Whitlock
Capt O. E. Bolhofner, Jr.
Capt Elmer B. Geiges
Lt Gerald D. Burroughs
Lt Allen G. Truby
Lt Harry L. Thomas
Lt Wilbur L. Middleton
CWO Arthur J. Uim, Jr.
Capt Wm H. Bartholomew
Capt Howard R. Johnston
Maj Jean L. Chase
Capt Harold G. Keebaugh

SOUTHERN AREA

(Tenn-Ark-Miss-La-Okl)

Lt Louis J. Fioretti
Capt Harold Dennis
Lt Billy R. Needham

CENTRAL AREA

(Ohio-Ill-Ky-Mich-Ind-Wis)

CWO Eugene E. Johnson
Lt Thomas D. Seay
Lt Harry D. Robinson
Lt Robert C. Ayers
Capt David A. Carroll
Capt Robert N. Cressy

ALABAMA REGION

(Alabama)

Lt William J. Alich
Lt Wallace R. Napier
Lt Robert W. Otto
Sp/2 Harold J. King
Capt John A. Willis
Lt Robert Wood
Lt Charles H. Jacobson
Lt Jas. B. Houston, Jr.
Lt W. M. Adair
Lt J. M. Stamper
Lt N. Petrillo
Capt Harold E. Lockhart
Capt Walter F. Jones
Edward J. Gargan
Maj Murray S. Pinckney
Capt Thomas B. Steward
Capt James D. Foley
Lt Charles P. Callaway
Capt Floyd E. Potter
Capt Hollice E. Kidd
Capt Loren D. Eaton
Capt James D. Hawthorne
Lt Robert L. Graham
Lt J. C. Sheriff, Jr.
Capt Bernard O. Withrow
Lt Alton B. Reid
CWO R. E. Heltnerbrun
Lt Floyd R. Kendrick
Lt Edward H. Bauerbrand
Lt Stanley E. Dressler
Lt Burnett R. Sanders, II
Lt Leonard E. Small
Lt Edward Champagne
Capt Jack Cranford
Lt Roy R. Howell
Lt Loren W. Webb
Lt Oscar C. Caylor
Capt Frank A. Druyer
Capt William R. Swift
Lt Arnold R. Pollard
Capt J. J. Atkins
Lt T.M. Kilpatrick
Lt Col Walter J. Borden
Capt John H. Cunha, Jr.
Lt Dawson L. Burton
Lt R.L. Godwin
Lt F.L. Duke
Lt A.B. McClintock
Lt D.H. Yenglin
Lt W.F. Callinan
Capt Charles W. Jones
Lt Jack D. Joiner

TEXAS AREA

(Texas)

Lt Walter Jefferson, Jr.
Lt Eldon R. Perkins
Capt William F. Armfield
Lt Ernest W. Rhyman, Jr.
Lt Peter W. Moore
Maj Willis F. Horton
Lt Carl C. Tidmore
Capt Dale M. Liggett
Capt Elmer D. Huffer

MIDEASTERN AREA

(Kan-Mo-Minn-Neb-
Iowa-NDak-SDak)

Lt Donald R. Ruskauff
Lt Eugene K. Prosser
Jack Leonard
Lt Gerald E. Royals

NORTHWEST AREA

(Wash-Idaho-Ore-Mont-Wyo)

Lt Donald E. Potter
Capt James M. Harlan
Phillip G. Blair

WEST CENTRAL AREA

(Ariz-NMex-Colo-
Nev-Utah)

Capt Charles E. Stanley
Capt Harrell N. Gillis

CALIFORNIA AREA

(California)

Lt Charles R. Bladsae
Lt Joseph C. Burns
Capt Silas W. Bass, Jr.
Lt J. D. Horne, Jr.
Lt Robert D. Fetter
Lt Gerald S. Rose
William C. Daywood
Capt James L. Guion, Jr.
Lt Denver C. Harper
Capt Dale W. Buffington
Capt Jack M. Sloan
CWO William J. Williams

USAREUR REGION

Lt James C. Gaine
Lt Elwood J. Becher
Lt Bobby L. Robinson
Lt Arland D. Boydston
Lt Milton C. Shattuck
Capt Ronald J. Rogers
Lt Ronald J. Jarvis
Capt Richard K. Mukaeda
Lt Neil I. Leva
Lt Mike Ellis
Lt Robert W. Mills
John L. Phillips
Lt Richard E. Mackin
Capt Carlisle R. Petty
Lt William H. Frye
Lt Edward D. Adams
Lt Glenn E. Miller
Capt Donovan M. Beadle
Capt Albert G. Benson
CWO Jack W. McKeever
CWO John D. Cleary

USAREUR REGION (Cont.)

CWO Frank H. Price
Capt Alfred J. Reese
Lt Martin C. Sprague
Lt David S. Knauss
Capt Willis C. Dyer
Lt Vincent Otersen
Lt Carl G. Clark
Capt David B. Hayes
Capt Robert A. Arnet
Lt Fred. W. Schenker
CWO F. D. Crommeents
Capt Ralph L. Commett
Maj John A. Murray
Lt William J. Hennigan
Lt Lonnie T. Howard
Capt Curtis M. Sanders, Jr.
Mr. William R. Hill
Lt Heyard W. Riley
Col M. F. Boyd
Maj F.W. Holden, Jr.
Col Edgar C. Wood
Capt C.A. Benedict
Lt C.E. Nickolls
CWO E.T. Maxwell
CWO John W. Patterson
Lt Donald H. McDonald
Lt Larry J. Baughman
Lt Reginald H. Carliss
Lt Willie K. Davis
Lt Donald McRae

USAFFE REGION

Capt Vaughn C. Emerson
Lt Carl H. McNair, Jr.
Capt Samuel E. Tillery
Lt Richard W. Rogers
Capt Robert W. Chinske
Capt Radcliffe Healy
Allen R. Jenks
Lt Gary E. Langston
Lt Henry F. C. Gebelt
Lt Orville McNatt
Lt Dean R. Willwerth
Capt Stuart T. Ashton
Lt Hughey L. Weston
CWO Mike Rodriguez
CWO Robert N. Gidney
Lt Billy D. Myron
Maj Austin F. Espars
CWO Leonard R. Wilson
Maj Clifford S. Athey
Lt Floyd J. Tiemann
Lt Raymond F. Holleran
Lt Robert A. Gwallney
Lt Robert E. Ainslie
Lt Clyde P. Wilson
Capt Samuel P. Kalagian
Capt H.J. Langley
WO James C. Campbell
WO William J. Fraser
WO Michael N. Antoniou
WO Harry L. Conyer

USARAL AREA

Lt Walter B. S. Wong

USARCARIB AREA

Lt Richard L. Eakley



ACTIVITY STRUCTURE

Revised As Of August 1, 1958

National Executive Board

Pres: Col. Robert M. Leich (R), Post Office Box 869, Evansville, Indiana.

XVP: Col. Robert R. Williams (A), Student Detachment, Army War College, Carlisle Barracks, Pa.

VPA: Col. Jules E. Gonseth, Jr. (A) AEPG, Fort Huachuca, Arizona.

VPG: Lt. Col. Frank O. Grey, Jr. (G), Chicago-Hammond Airport, Lansing, Illinois.

VPR: Col. Frank K. MacMahon (R), Providence and Farnum Roads, Media, Pennsylvania.

VPI: Lt. Col. Bryce Wilson (R), 67 Melanie Lane, Atherton, California.

VPP: Col. Hallett D. Edson (A), 3617 Oval Drive, Alexandria, Virginia.

VPP: Capt. Howard Haugerud (G), 2026 Columbia Pike, Arlington, Virginia.

Treas: Col. O. Glenn Goodhand (A), U.S. Army Aviation Board, Fort Rucker, Alabama.

Sec: Lt. Col. Wayne N. Phillips (A), 2820 S. Buchanan Street, Arlington 6, Virginia.

XSec: Arthur H. Kesten (R), 9 Elizabeth Drive, Westport, Connecticut.

Alabama Regional Pres: Col. John J. Tolson, III (A), Asst Comdt, USAVNS, Ft. Rucker, Alabama.

USAREUR Regional Pres: Col. Warren R. Williams, Jr. (A), G3 Div, Hq, USAREUR, APO 403, N. Y., N. Y.

USAFCE Regional Pres: Col. John D. Edmunds (A), Avn Off, Eighth U.S. Army, APO 301, S.F., Cal.

Northeast Area

Mass., Conn., Vt., R.I., Maine, N.H.

Pres: Lt. Col. James E. Murphy (R), 1 Hartshorn Ave., Malden 49, Massachusetts.

XVP: Lt. Col. William H. O'Connell (G), 7 Valentine Road, Arlington, Massachusetts.

VPG: M/Sgt Paul E. Cunha (G), 425 Bedford Street, Lexington, Massachusetts.

VPR: Maj. Arthur V. Andersen (R), 2120 Commonwealth Avenue, Auburndale 66, Massachusetts.

VPI: Mr. Jackson E. Beighle, Sturges Common, Westport, Connecticut.

Treas: Capt. Basil G. Abbott, 6 Duchess Avenue, South Burlington, Vermont.

VPA, VPP, and Sec to be elected by the Area Board.

Massachusetts Chapter

Pres: Capt. Robert E. Willis (G), 58 Norwich Circle, West Medford, Massachusetts.

XVP: Capt. Donald A. Boynton (R), Sandown Road, Chester, New Hampshire.

VPA: Capt. Donald P. Frandsen (A), Ft. Devens Army Airfield, Fort Devens, Massachusetts.

VPG: Lt. Lloyd W. Godfrey (G), 14 Woodrow Wilson Court, Roxbury, Massachusetts.

VPR: Lt. Col. Samuel P. Gordon (R), 278 Clarendon Street, Boston 16, Massachusetts.

VPI: Capt. Arthur H. Meyer (R), 109 Circle Drive, Wrentham, Massachusetts.

Treas: Capt. Nelson F. Hermance, Jr. (R), 21 Reed Street, Milton 86, Massachusetts.

Sec: Mr. Paul J. Bartori (G), Greenough Avenue, Jamaica Plain 30, Massachusetts.

VPP to be elected by the Chapter Board.

Eastern Area

New York, New Jersey, Pennsylvania

Pres: Lt. Col. Samuel Freeman (R), P.O. Box 95, Far Hills, New Jersey.

VPR: Maj. Harry A. Lutz (R), 1300 N. Broad Street, Philadelphia 21, Pennsylvania.

VPI: Lt. Col. Sheldon M. Smith, 511 Cayuga Heights Road, Ithaca, New York.

VPP: Lt. Col. Charles E. Haydock, Jr. (R), 165 E. 83rd Street, New York, New York.

Sec: Capt. Evan F. Magney (A), 1241 Lower Ferry Road, Trenton 8, New Jersey.

XVP, VPA, VPG, and Treas to be elected by the Area Board.

Washington Area

D.C., Md., Va. within 60 miles of D.C.

*Pres: Col. I. B. Washburn (A), 4311 Woodacre Drive, Falls Church, Virginia.

VPG: Maj. William H. Graul, 4405 Ridge Road, Baltimore 6, Maryland.

VPR: Lt. Col. Joseph E. McDonald, Jr. (R), 10606 Huntley Park, Silver Spring, Maryland.

VPI: Lt. Col. Michael J. Strok (A), Woodside Estates, Route 2, McLean, Virginia.

VPP: Lt. Col. J. Elmore Swenson (A), 809 Sable Drive, Alexandria, Virginia.

Treas: Major J. Y. Hammack (A), 521 Hazelton Street, Falls Church, Virginia.

Sec: Maj. William P. Craddock (A), 517 North Overlook Drive, Alexandria, Virginia.

*Acting. Pres., VPA to be elected by the Area Board.

Fort Belvoir Chapter

Pres: CWO Robert W. Buechter (A), 3rd Trans Co (Lt Hcptr), Fort Belvoir, Virginia.
VPP: Captain William H. Bell (A), Route 1, Box 95-L, Springfield, Virginia.
Treas: CWO Clifford T. Bradley (A), 3rd Trans Co (Lt Hcptr), Fort Belvoir, Virginia.
XVP, VPA, VPI, and Sec to be elected by the Chapter Board.

Mid-Eastern Area

W. Va., Del., Va. outside 60 miles of D.C.
Pres: Col. Robert F. Cassidy (A), Mat Devel Section, Hq, USCONARC, Fort Monroe, Virginia.
VPA: Lt. Col. Harry T. Shiveley (A), 348 Gulick Drive, Apt B, Fort Monroe, Virginia.
VPR: Lt. Col. B. B. Elliott (R), 453 West Washington Street, Suffolk, Virginia.
Treas: Capt. Lee R. Green (G), 72 A Street, Keyser, West Virginia.
Sec: Maj. Clarence H. Ellis, Jr. (A), 208 Milstead Road, Warwick, Virginia.
XVP, VPG, VPP, VPI to be elected by the Area Board.

Fort Eustis Chapter

Pres: Maj. Alma Chamberlain (A), 10 Astor Drive, Denbigh, Virginia.
XVP: Capt. Clifford C. Wilson (A), Building 2556, Apartment 4, Ft. Eustis, Virginia.
VPA: Capt. Lavern R. Riestler (A), DOTL, Hq, USA Trans School, Ft. Eustis, Virginia.
VPP: Capt. Robert N. Tedd (A), 1 Buchanan Drive, Denbigh, Virginia.
Treas: Capt. Robert G. Cox (A), P.O. Box 685, Fort Eustis, Virginia.
Sec: Lt. Raymond E. Moore (A), 11 Williamson Park Drive, Denbigh, Virginia.
VPI to be elected by the Chapter Board.

Southeastern Area

Georgia, N.C., S.C., Florida

Regional slate to be completed from Chapter Boards within Region when Chapters are activated.

Southern Area

Tenn., Ark., Miss., La., and Okla.

Regional slate to be completed from Chapter Boards within Region when Chapters are activated.

Central Area

Ohio, Ill., Ky., Mich., Wisc., Ind.

Pres: Maj. John S. Sarko (G), Route 3, Box 317A West Bend, Wisconsin.
VPG: Lt. Col. William A. Richards (G), 8 East Broad Street, Columbus 15, Ohio.
VPI: Maj. William R. Dodd (A), 5345 Duquesne Avenue, Dayton 3, Ohio.
Treas: Col. Gordon J. Wolf, 3075 Victoria Avenue, Cincinnati 8, Ohio.

Sec: Capt. Albert F. Kochanski (R), 9111 Columbia Avenue, Detroit 39, Michigan.
XVP, VPA, and VPP to be elected by the Area Board.

Alabama Region

Pres: Col. John J. Tolson, III (A), Ass't Comdt, USAAVNS, Fort Rucker, Alabama.
VPA: Lt. Col. Thomas O. Morrow (A), D/CS, USAAC, Ft. Rucker, Alabama.
VPG: Lt. Jesse Bruton, Jr. (G), P.O. Box 487, Fort Rucker, Alabama.
VPR: Lt. Gale V. Smith (R), 208 Roberts Street, Dothan, Alabama.
VPI: Lt. Col. Charles E. Hollis (A), USA TATSA, Fort Rucker, Alabama.
VPP: Mr. James R. Holmes, 107 West Westmont Drive, Dothan, Alabama.
Treas: Lt. Col. Thomas J. Sabiston (A), 501 Roosevelt Drive, Dothan, Alabama.
Sec: Maj. James O. Townsend (A), Asst' Secretary, USAAVNS, Fort Rucker, Alabama.
XVP to be elected by the Regional Board.

Army Aviation Center Chapter

Pres: Col. Daniel H. Heyne (A), P.O. Box 335, Fort Rucker, Alabama.
XVP: Lt. Col. Howard I. Lukens (A), DOI, Fort Rucker, Alabama.
VPA: Maj. John J. Walters (A), 104 Ann Street, Enterprise, Alabama.
VPI: Lt. Col. Russell W. Humphreys (A), P.O. Box 368, Fort Rucker, Alabama.
VPP: Capt. William H. Harper (A), Information Section, USAAC, Fort Rucker, Alabama.
Treas: Lt. Roger H. Coye (A), Hq & Svc Co, USAAVNS Regiment, Fort Rucker, Alabama.
Sec: Maj. William J. Hix (A), G3 Section, US Army Aviation Center, Fort Rucker, Alabama.

Combined Test Activities Chapter

Pres: Lt. Col. Charles A. Merritt (A), USASATSD, Fort Rucker, Alabama.
VPA: CWO Bert E. Ratliff (A), 107 Hutchison Avenue, Enterprise, Alabama.
VPI: Capt. John C. Geary (A), USA TATSA, Fort Rucker, Alabama.
VPP: Capt. Allen P. Murphy (A), US Army Aviation Board, Fort Rucker, Alabama.
Treas: Capt. Stanley O. Nelson (A), US Army Aviation Board, Fort Rucker, Alabama.
Sec: Lt. Anthony Carroll (A), US Army Aviation Board, Fort Rucker, Alabama.
XVP to be elected by the Chapter Board.

Texas Area

Regional slate to be completed from Chapter Boards within Region when Chapters are activated.

Midwestern Area

- Kan., Mo., Minn., Neb., Iowa, N. Dak., S. Dak.
*Pres: Maj. Milford L. Juhl (G), Army Aviation Pool, Iowa-NG, Boone, Iowa.
*XVP: Lt. Col. John D. McCarty (G), The Armory, Warrensburg, Missouri.
*VPR: Lt. Col. Harold V. Terrill (R), RR No. 1, Ashland, Missouri.

West Central Area

Regional slate to be completed from Chapter Boards within Region when Chapters are activated.

Northwest Area

- Wash., Idaho, Oregon, Montana, Wyoming
Pres: Maj. William A. Maxwell (G), Box 498, Cheyenne, Wyoming.
VPA: Capt. William H. Phillips (A), 2507-C, Fort Lewis, Washington.
VPG: Capt. Walter F. Huber (G), 1025 South Wilson, Boise, Idaho.
VPR: Lt. Col. Gerald B. Middleton (R), 4989 S.W. 31st Drive, Portland 19, Oregon.
Treas: Maj. Clinton C. Johnson (G), Box 355, Steilacoom, Washington.
Sec: Maj. Roland C. Smith (G), 2136 N.E. 42nd Avenue, Portland 13, Oregon.
XVP, VPI, VPP to be elected by the Area Board.

California Area

- Pres: Lt. Col. Ernest L. Hamilton (A), 204 Salerno Road, Stilwell Park, Ft. Ord, California.
XVP: Lt. Col. Edwin H. Leer (A), Sharpe General Depot, Lathrop, California.
VPA: Lt. Col. James W. Hill, Jr. (A), 265 Mar Vista Drive, Monterey, California.
VPG: Lt. Col. Robert L. Stimson (G), P.O. Box 605, 6004 Sharps Lane, Stockton, California.
VPR: Capt. Thomas C. Young (R), 7011 Harvey Way, Lakewood, California.
VPI: Maj. William G. Kilmer (A), c/o Hiller Helicopters, Palo Alto, California.
VPP: Capt. Donald L. Hendershot (A), 47th AAA Brig Avn Sect, Long Beach Munic. Airport, Long Beach, California.
Treas: Lt. Donald Armstrong (G), 40 Amherst Avenue, Menlo Park, California.
Sec: Capt. James L. Guion (A), USACDEC, Fort Ord, California.

Monterey Chapter

- Pres: Maj. Eugene M. Lynch (A), 13 Paseo Cuarto, Salinas, California.
XVP: Capt. Max A. Clark (A), 29 Lower Private Road, Carmel, California.
VPA: Capt. Weldon C. Britton (A), USA CDEC, Fort Ord, California.
VPP: Lt. Ralph W. Broman (A), Information Section, 1st Brigade, Ft. Ord, California.

- Treas: CWO Charles R. Graeber (A), 33rd Trans Co (Lt Hcptr), Fort Ord, California.
Sec: M/Sgt Herbert A. Winter (A), 1860 Military Avenue, Seaside, California.
VPI to be elected by the Chapter Board.

SF Bay-Delta Chapter

- Pres: Kenneth D. Sampson (C), 2335 North Fraser Street, Stockton, California.
VPA: Capt. John L. Cecil (A), 413-C Washington Blvd, Presidio of San Francisco, California.
VPG: Capt. James T. Dean (G), 826 Grant Avenue, Novato, California.
Treas: Lt. Robert E. Bishop (A), 9190th T.S.S., Sharpe General Depot, Lathrop, California.
Sec: Monda Wyrick (C), 3136 Redwood Avenue, Stockton, California.
XVP, VPR, VPI, and VPP to be elected by the Chapter Board.

USAREUR Region

- Pres: Col. Warren R. Williams, Jr. (A), G3 Div, Hq, USAREUR, APO 403, New York N. Y.
Pres: Col. Charles W. Matheny, Jr. (A), Munich Sub Area, APO 407, New York, N. Y.
VPA: Lt. Col. George L. Lovett (A), USA Trans Depot (Sandofen), APO 28, New York, N. Y.
VPI: Lt. Col. Cloyd V. Taylor (A), USA R&D Liaison Group, 8671st DU, APO 757, New York, N. Y.
VPP: Lt. Col. Theodore F. Schirmacher (A), SUSAATC, APO 46, New York, N. Y.
Treas: Maj. William B. Gardner (A), Hq, 205th Trans Bn (AAM), APO 154, New York, N. Y.
Sec: Lt. Ted R. Pappas (A), 2d Army Avn Co (FW-TT), APO 177, New York, N. Y.

Stuttgart Chapter

- Pres: Col. Charles W. Matheny, Jr. (A), Munich Sub Area, APO 407, New York, N. Y.
XVP: Col. Robert B. Neely (A), Hq, 7th US Army Trans Section, APO 46, New York, N. Y.
VPA: Maj. Donn T. Boyd (A), 7th U.S. Army Avn Training Center, APO 46, New York, N. Y.
VPI: Capt. Robert F. Corneil, Jr. (A), 11th Trans Co (Lt Hcptr), APO 46, New York, N. Y.
VPP: Lt. Col. Theodore F. Schirmacher (A), SUSAATC, APO 46, New York, N. Y.
Treas: Col. Edgar C. Wood (A), Hq, 7th US Army Avn Section, APO 46, New York, N. Y.
Sec: CWO William L. Long (A), Hq, 7th US Army Flight Det, APO 46, New York, N. Y.

Heidelberg Chapter

- Pres: Maj. Herbert M. Luckfield (A), Hq, 41st Trans Bn (AAM), APO 28, New York, N. Y.
XVP: M/Sgt Donald A. Baker (A), Trans Div, USA-REUR, APO 403, New York, N. Y.

VPA: Maj. Carl A. Colozzi (A), G3 Army Aviation, Hq, USAREUR, APO 403, New York, N. Y.
 VPI: Maj. Harry O. Davis (A), 7703rd AU, APO 28, New York, New York.
 VPP: Maj. Henry N. Weggeland (A), Aviation Det, APO 403, New York, N. Y.
 Treas: Lt. Warren R. Trent (A), 245th Trans Co (AAHM), APO 28, New York, N. Y.
 Sec: Capt. Guy R. Claybourn (A), Aviation Det, Hq, USAREUR, APO 403, New York, N. Y.

Frankfurt Chapter

Pres: Capt. Carlisle R. Petty, Jr. (A), 503rd Avn Co, 3rd Armd Div, APO 165, New York, N. Y.
 XVP: Capt. Richard K. Mukoeda (A), Avn Sec, Hq, 3rd Armd Div, APO 39, New York, N. Y.
 VPA: Capt. Robert Arnel (A), 503rd Avn Co, 3rd Armd Div, APO 165, New York, N. Y.
 VPP: Lt. Edward J. O'Meara (A), 503rd Avn Co, 3rd Armd Div, APO 165, New York, N. Y.
 Treas: 1st Lt Robert W. Mills (A), 503rd Avn Co, 3rd Armd Div, APO 165, New York, N. Y.
 Sec: 1st Lt Heyward Riley (A), 503rd Avn Co, 3rd Armd Div, APO 165, New York, N. Y.
 VPI to be elected by Chapter Board.

USAFFE Region

Pres: Col. John D. Edmunds (A), Aviation Officer, 8th U.S. Army, APO 301, S. F., California.
 XVP: Lt. Col. Charles P. Damon (A), Avn Off, I Corps (Gp), APO 358, S. F., California.
 VPA: Lt. Col. Vernon L. Poynter (A), Avn Off, 1st Cav Div, APO 24, S. F., California.
 VPI: Maj. Henry Wann (A), Avn Off, MAAAG, Japan, APO 343, San Francisco, California.
 VPP: Maj. Harley Hungerford (A), 8th U.S. Army Acft Maint Cen, APO 971, S. F., California.
 Treas: Maj. Frank Shaw (A), Avn Section, 7th Inf Div, APO 7, S. F., California.
 Sec: CWO Fred Lieb (A), Avn Sect, 8th U.S. Army Avn Sect, APO 301, S. F., California.

AAAA ACTIVITY STRUCTURE

Hawaii Chapter

Pres: Capt. Wallace I. Baker (A), 25th Avn Co (Inf Div), APO 25, San Francisco, California.
 XVP: Capt. Sidney W. Achee (A), G3 USARHAW/25 Inf Div, APO 957, San Francisco, California.
 VPA: Capt. Robert P. Swann (A), 25th Avn Co (Inf Div), APO 25, San Francisco, California.
 Treas: Capt. Carroll W. Smith (A), 25th Avn Co (Inf Div), APO 25, San Francisco, California.
 Sec: Lt. Gerald W. Larson (A), 25th Avn Co (Inf Div), APO 25, San Francisco, California.
 VPI and VPP to be elected by the Chapter Board.

1st Cav Division Chapter

*Pres: 1st Lt. John C. Tharpe (A), 15th Aviation Company, APO 24th, San Francisco, California.
 VPA: Lt. James C. Soupene (A), 15th Avn Company, APO 24, San Francisco, California.
 VPP: Lt. Walter C. Hobbs (A), 15th Aviation Company, APO 24, San Francisco, California.
 Treas: Lt. William J. Lumpkins (A), 15th Aviation Company, APO 24, San Francisco, California.
 Sec: Capt. Seamon J. Molkenbuhr (A), 15th Aviation Company, APO 24, San Francisco, California.
 *Acting. Pres, XVP, VPI to be elected by Chapter Board.

USARAL Area

Pres: Capt. Joseph B. Cooper (A), Aviation Co, APO 949, Seattle, Washington.
 XVP: Capt. Orville J. Laber (A), Hq & Hq Co, 23rd Inf Regt, APO 949, Seattle, Washington.
 VPA: M/Sgt Ralph L. Marohn (A), Aviation Co, APO 949, Seattle, Washington.

USARCIB Area

Regional slate to be completed from Chapter Boards when Chapters are organized.

FORMATION OF CHAPTERS

■ Upon receipt of a petition for recognition as a Chapter as signed by five (5) or more Members, the National office shall forward a roster of all Members residing in the area specified by the petitioners and a copy of the Ass'n By-Laws for guidance in conducting the initial Chapter meeting.

■ A meeting of twenty-five (25) or more Members residing in the area should then be held. At this meeting, and acting in consonance with the By-Laws, the Members are to elect their Chapter officers from those Members whose names appear on the current membership list. Following this installation, the Chapter Secretary should forward to the National office a list of the newly-elected of-

ficers and a list of 25 or more Members who participated in the election and who wish to affiliate themselves with the newly-formed Chapter.

■ Upon receipt of these lists the National activity shall, in correspondence with the newly-elected Chapter President, grant recognition to the Chapter.

■ Upon securing recognition, the Chapter accrues distinct Chapter revenues as derived from the Annual Dues Program and as based on the existing Chapter membership. These funds are at the disposal of the Chapter activity and may be expended locally or may be kept on deposit with the National activity and expended through National activity disbursements.



AAAA REGIONAL ACTIVITY

Revised As Of August 1, 1958

1. Alabama Region	283	SF Bay-Delta Chapter (11a-6g-1r-11c)	29
Fort Rucker, Alabama:		S. California (13a-2g-7r-3c)	25
Center Chapter (216a-1g-1r-3c)	221		
Test Activities Chapter (55a-2c)	57		
Alabama (5a)	5		
2. USAREUR Region	275	8. Central Area	84
Frankfurt Chapter (40a-1c)	41	Fort Knox, Kentucky	19
Heidelberg-Mannheim Chapter (39a-1c)	40	Fort Campbell, Kentucky	19
Stuttgart Chapter	38	Illinois (6a-9g-1r-1c)	17
APO 177	22	Ohio (3a-4g-1r)	8
APO 29	15	Wright-Patterson AFB, O	8
APO 112	14	Indiana (2a-1g-1r)	4
All other APO, N. Y.	105	Kentucky (4a)	4
		Michigan (1a-2r)	3
		Wisconsin (2a)	2
3. Washington Area	158	9. Southern Area	75
Virginia (49a-1g)	50	Fort Sill, Okla (56a-1c)	57
Fort Belvoir Chapter	41	Louisiana (6a-1c)	7
Ft. Meade, Maryland	37	Tennessee (3a-1g-1r)	5
Maryland (9a-4g-3r-3c)	19	Oklahoma (3a-1c)	4
D.C. (7a-4c)	11	Mississippi (1a)	1
		Arkansas (1a)	1
4. USAFFE Region	157	10. Texas Area	66
Hawaii Chapter	39	Fort Sam Houston (18a)	18
1st Cav Division Chapter	32	Camp Wolters (13a-1c)	14
APO 358	23	Fort Hood (13a)	13
All other APO, S. F.	63	Camp Gary (8a-1g-2c)	11
		Texas (6a-1g-1c)	8
5. Southeastern Area	150	11. Eastern Area	57
Fort Benning, Georgia	89	Pennsylvania (10a-3g-4r-3c)	20
Fort Bragg, North Carolina	34	New York (7a-6g-3r-1c)	17
Georgia (6a-1r)	7	Fort Monmouth, New Jersey	12
Fort McPherson, Georgia	7	New Jersey (1a-4r)	5
South Carolina (7a)	7	Fort Jay, N. Y.	3
Florida (3a-1g-2c)	6		
North Carolina	0	12. Midwestern Area	56
6. Mid-Eastern Area	129	Fort Riley, Kansas	30
Fort Eustis Chapter	107	Fort Leavenworth, Kansas	6
Fort Monroe, Virginia	16	TSMC, St. Louis	5
Virginia (3a-1r)	4	Minnesota (1a-2g-1c)	4
West Virginia (1a-1g)	2	Kansas (1a-2g)	3
Delaware	0	Missouri (1a-1g-1r)	3
		Iowa (3g)	3
		Nebraska (1g)	1
7. California Area	100	South Dakota (1a)	1
Monterey Chapter (44a-1r-1c)	46	North Dakota	0

vice, and "morgue" material to its Industry Members, the planned Directory being a "future" benefit.

Some 20 firms have been invited by the President to participate as Industry Members.

Hayes Aircraft First To Join

Joining the AAAA as its first *Industry Member* was the Hayes Aircraft Corporation. In fact, the Birmingham, Alabama firm forwarded an application for the membership prior to the receipt of Colonel Leich's information letter on the Program, a gratifying indication of their sincere interest in the AAAA.

Individual AAAA Members of the firm now include:

- L.F. Jeffers, President.
- N.F. Vanderlipp, Executive Vice President
- W.B. O'Neal, Vice President
- E.D. Gerhardt, Military Sales Manager
- A. J. Hanes, Asst. Military Sales Manager
- J.R. Campbell, Project Engineer
- M.H. Sherry, Group Engineer
- J.W. Holloway, Director of Engineering*
- W.T. Neal, Works Manager*
- G.O. Peterson, General Manager*

*Fort Rucker operation.

Chapter News

At the time of publication, a Membership Election was being conducted in the Washington Region. Following the election of its Board, the Washington, D.C. Chapter will be formally activated and will join the Ft. Belvoir Chapter as the Region's second Chapter activity. A gen-

eral "Membership Meeting" is planned following the election of the Board.

Members in the general Fort Meade area planned an August 18th "rumble" with the possible offshoot being the Washington Region's third Chapter. Maj. William R. Miller will serve as Chairman.

Monterey Chapter Members, conducting their second mid-week luncheon meeting, heard Bryce Wilson, Customer Relations, Hiller Aircraft Corporation, as their guest speaker. Mr. Wilson addressed the group on general aviation projects now underway at the Hiller firm, and provided many insights on the turbine-powered H-23D configuration.

FPPP

Those Members who have had FPPP coverage for over a year and have renewed their coverage should be amused by the following which, in itself, indicates *sincerity of purpose*:

Receipt for a renewal premium is by *countersigned* invoice, the invoice in being attached to the basic certificate continuing the coverage in force.

On receiving and countersigning the invoice this office has forwarded it to the Member for attachment to his basic policy. Darned if four AA's in the past month haven't paid a *second* premium on receiving the receipted gizmo. The *second* premium payment is returned, of course, and the customary follow-up letter from the Member usually says: "*My wife, you know. She lives in a separate world.*" These little notes —*nothing else*— make life interesting.

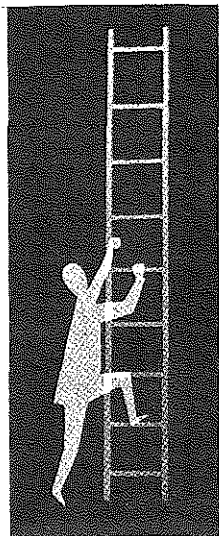
MEMBERSHIP/Continued

13. Northwest Area	48
Fort Lewis, Washington	17
Washington (4a-8g-1r)	13
Oregon (3a-7g-1r)	11
Idaho (2a-3g)	5
Wyoming (2g)	2
Montana	0
14. Northeastern Area	42
Massachusetts (14g-9r)	23
Fort Devens, Mass.	11
Connecticut (1g-1r-3c)	5
New Hampshire (1r)	1
Maine (1g)	1
Vermont (1g)	1
Rhode Island	0
15. West Central Area	36
Fort Huachuca, Arizona	17

New Mexico (5a-1r)	6
Colorado (3a-1r)	4
Utah (2a-1r)	3
Arizona (2g)	2
Nevada	0
16. USARCARIB Area	16
Central, S. America (7a-2r)	9
Canal Zone	7
17. Alaska Area	12
18. Canada	1
Compilation	1,745*
Active Army Members (a)	1,557
National Guard Members (g)	90
Army Reserve Members (r)	51
Civilian Members (c)	47

*Does not include 367 new Members in process of being sorted geographically.

USAREUR REPORT



Although a brand new member of the Heidelberg-Mannheim Chapter of AAAA, CWO Alexander J. Gallacher is no newcomer to Army aviation. In fact, he's thought to be the oldest, most experienced Army aviation maintenance man in Europe.

"Scotty" has been connected with aviation since high school days having attended Haaren Aviation H.S. in NYC during '37-'40. In Jul '42 he attended Class M-9, DAT, Ft. Sill, and upon graduation in November reported to the 36th Inf Div as a crewchief. WW II actions saw him in Tunisia where he assembled the first L-4 on the mainland, and at Salerno as a crewchief-aerial observer.

Postwar duties found him as a crewchief-observer at the TJS, Ft. Benning, as line chief with the 1st Cav in '46-'48, and as Sgt Instructor with the NJ-NG in '49. (This must have

been good duty for *Scotty* is still planning to start his own NG one of these days.)

Another first in his career was the organization of the first aircraft field maintenance shop in the First Army Area under the Ordinance at Miller Field, Staten Island, N. Y. In June '52, he was one of three men who made direct Warrant in AA. Korean duty (40th Trans Bn), instructing in "Structure & Rigging" (T-School), and assignment to the 30th TAAM Company followed in order.

Qualified CAA Representative

Upon activation of the 41st Trans Bn (AAM) he was the first officer in the headquarters where he has served as maintenance officer ever since. An inspection authorization man for the CAA, he has the responsibility for the territory from Frankfurt to Stuttgart, Germany, holding A & E, Ground Instructor A & E, and CAA Inspection Authorization ratings.

In September, *Scotty* will leave Germany for reassignment to TRECOM, Ft. Eustis. He'll be sorely missed—both on the job and socially. However, the small "furry" population of Southern Germany will only be too happy to see the "Great White Hunter" leave. He's been trying without avail but let's hope *Scotty* get his first wild boar before he leaves.

—Lt. James J. Hughes, Jr.

"It isn't the flight; it's the cargo!"

GERMANY—Though short in quantity, the 8th Aviation Co offers a wide variety of news in this report.

First, of course, 30 June (probably the most red-circled day on AA calendars worldwide) has come and gone with minimums having been met by all. For some it was "No Sweat," but a few misguided souls were found wandering around the Company area on the 28th mumbling something about "just three more hours of night X-C" (substitute "hood" or what have you). The weatherman finally cooperated on the 29th just as the tar was coming to a boil.

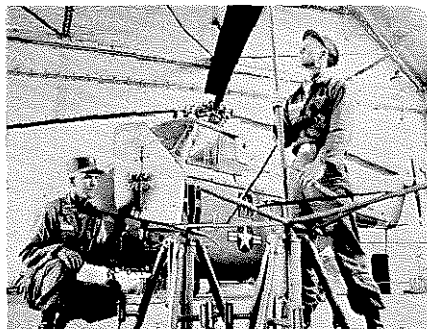
A courier flight has been initiated within the Division under the auspices of Lt. Col. Jerome Feldt, Division Trains Comdr, and Maj.

Oliver Norman, Avn. Company CO. Utility Company has undertaken the 128 naut. mi. daily trip which links the six widely scattered locations of the Division elements. Run time is 2 plus 30 and since the maiden flight on 11 June some 568 packets of official mail, 162 passengers, and 6,927 lbs of highly-assorted cargo have been moved. Except for Sundays and training holidays only one run was cancelled by weather.

As one of our fearless Chickasaw pilots remarked as he somewhat shakily vacated his acft at the end of a run. "It isn't the flight; it's the assortment of the cargo that gets you."

—Lt. Arthur J. Junot
(Ed. Add'l 8th Avn Co news in "Personals Section.")

USAREUR REPORT



"I'll Take the High Road!"

WUERZBURG, GERMANY—Not content to buy a readily available foreign car and then face German-type road jams, one 3d Division crewchief is spending his off hours in an airplane hangar constructing his own type of motive power—an autogyro.

This novel undertaking by Sp/2 Bruce Dyer of the 3rd Division's Aviation Company will someday place him above the motoring hordes.

"The idea came to me a long time ago when the Army bought several autogyros for training," said Dyer. Since then he's been accumulating the necessary materials to construct his air-cab.

No "Moonlight Requisition"

The autogyro is being built completely with spare parts. "You'd be surprised," Dyer said. "I easily find all of the material in nearby junk heaps."

The most expensive component, the engine, is a used Volkswagen model costing some \$15. Cost of the autogyro complete: "Somewhere in the neighborhood of \$50."

Working at an easy pace, Dyer, an accomplished flyer in his own right, expects to make his maiden flight sometime in August or September. The builder anticipates a 65 knot speed and a 150-mile range for the 150 lb. craft.

"Me, buy a car?" he queried. "Why should I? The spare parts-spare time buggy should be able to transport him to all of the spots he wants to see around Kitzengen."

In the photo above Sp/2 Dyer (right) and PFC Earl Polasek view the initial three weeks of production. (U.S. Army photo).

The Word For It in France

VERDUN, FRANCE—With all of the publicity in *ARMY AVIATION* on our "German" contemporaries, the reader may lose sight of the fact that AA does play a part in the French scene.

Our unit, the Avn Section, Advance Section, COMZ, engages in flights of an administrative nature for the most part and with 5 instrument pilots assigned, we are not to be stopped (usually) by French sunshine (liquid type). We're also on a 24-hour call for emergency medical evacuations and have been credited with saving several lives by quick flights to Landstuhl Hospital.

In case you "Joinez Les Compagnes" we'll tell you that we have 3 *Beavers*, 2 *Bird Dogs*, and a *Sioux* at present, with a *Chickasaw* (approved) but no word on it as yet. No difficulty has been experienced by any of the unit personnel due to the fact that we have some sharp pilots and some of the best mechanics found in Europe.

Utilization has been about 140 hrs per month per aircraft so you'll not wither on the vine if you happen to be assigned here. The usual IRAN, minor repairs, etc. have worked to keep our average a little on the low side, but utilization on the whole is excellent.

—Lt. John S. Jacob

(PERSONNEL: Maj. Jack R. Forbes (AO); Capt. William V. Goodwin (OpsO); John F. Brosnan (InstalO), and William R. Lynn (MaintO); Lts. Kenneth M. Fritz (TrngO), Robert B. Galusha (SuppO), John S. Jacob (Asst Maint), and Nathan B. Lee (Asst Ops).)

Sweet Tooth



Helping to make the 11th Trans Co (Lt Hcptr) the first 100% Unit in a recent Seventh Army Red Cross Drive, wives of the 11th sponsored a successful Hangar Cake Sale. Shown above from left to right are: Mrs. J.T. Smith, E.L. Gnip, D.R. Houston, C.E. Larkin, and J.H. Maxey. (US Army photo 4/1/58/Lindenmuth).

FORT RUCKER JULY, 1958



Roundup

PINCKNEY

MORROW

WHETSTONE

CAIRNS

TUCKER

■ July was a "normal" month at Ft. Rucker—plenty of activity . . . Some 92 teachers, (below) attending a University of Tennessee aviation workshop, toured the Center early in the month . . . *General Cairns* was nominated for promotion and appointment as Major General AUS, the promotion to become effective as soon as vacancies in the higher rank exist . . . Alert MP's smashed a \$12,000 robbery ring. . .

■ Over 100 high ranking officers, representing all U.S. Army Continental Commands as well as many APO units, attended the fourth annual *Army Aviation Training and Instructors Conference* in mid-July. During the course of the three-day conference, the delegates heard talks by specialists in aviation doctrine, witnessed an Aerial Combat Reconnaissance exhibition at Matteson Range, participated in panel discussions, visited departments on Post, engaged in orientation flights, and renewed acquaintances with officers stationed at the Alabama facility.

■ Underway at the Department of Maintenance and Rotary Wing is the initial attempt to train aviation crews as functional groups rather than as individuals. Coordinated through DOI, the training encompasses group of four mechanics and two pilots with a fifth mechanic to join every crew upon their return to their home bases. The teams undertake 6-week training on H-37's at present. (*Ed. More on this next month.*)

■ Oddity of the Month: *Maj. Murray S. Pinckney* (above) returned to Fort Rucker where he had built an airstrip as a second lieutenant fourteen years ago. Too small for present-day

fixed wing craft, the same strip is still in use as a chopper field.

■ Some 800 Reservists, including an Engineer Battalion that engaged in a 300,000 cubic foot grading project, participated in their annual summer field training at Ft. Rucker during July . . . Taking to the air in another way, Fort Rucker initiated a weekday fifteen-minute radio program on Station WIRB, Enterprise, beaming the "*Fort Rucker Report*" to the Wiregrass area and Post personnel.

■ A \$4,213,279 construction contract, the largest since Ft. Rucker became the Army Aviation Center in '54, will provide the Post with six 3-story barracks, two mess halls (728 capacity), two administration and storage buildings, four engine repair shops, and a central heating plant. Some 1,956 men can be housed in the six barracks.

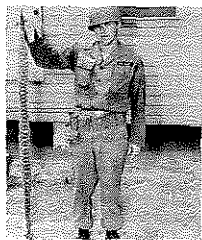
■ Personnel shifts were frequent. *Lt. Col. Thomas O. Morrow* (above) assumed the duties of the Deputy Chief of Staff of USAAC, replacing *Lt. Col. Walter F. Tucker* (above) who'll attend C & GSC. *Col. Russell E. Whetstone* became Director of the Department of Tactics. *Col. Lester F. Schockner* (left, below) is shown during flight training with *Schuyler L. Mathews*, Flight Supervisor, F/W Dept, prior to assuming command at Camp Gary this month.

■ Last photo (center below): *Sp/3 Donald Knight*, 21st Avn Co, holds the twelve-rattle, 5-foot rattler he encountered while being tested on a Compass Course. Need we add "*typical Compass Course?*"

TEACHERS

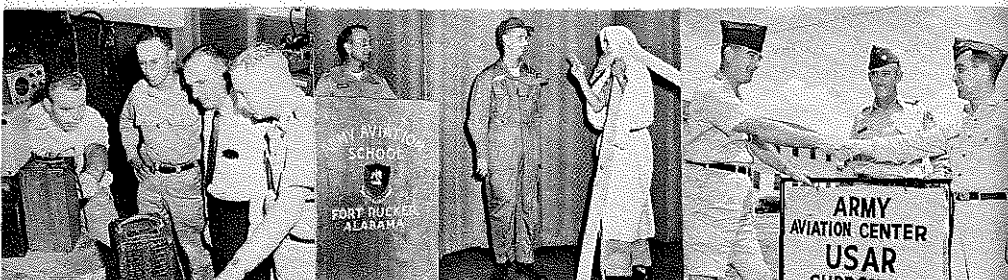
POST-FLIGHT

RATTLER





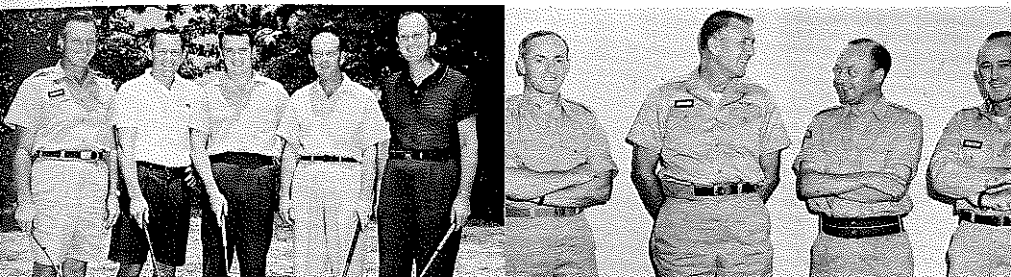
LEFT: College-bound are (l-r) Capt. James A. Johnson & Lts. Robert C. Hallmark & William R. Benoit. They're shown with William Smith, local Education Officer. CENTER: Shown on arrival at Ozark AAF are (l-r): Brig. Gen. Ernest F. Easterbrook; Gen. Jacob L. Devers (Ret.); Brig. Gen. Bogardus S. Cairns, host of the armed helicopter demonstration of the Aerial Combat Reconnaissance Company; Maj. Gen. D.E. Beach, ODCSOPS; Brig. Gen. R.H. Tucker, Chief of Infantry, OAD; Brig. Gen. F.H. Borland, O & T Mobilization Designee. RIGHT: Interviewing Col. John F. Blatt (c.), CO of the U.S. Army Hospital at Ft. Rucker is Mrs. Elizabeth Dysinger, narrator of the weekday "Fort Rucker Report" currently being aired on Enterprise Station WIRB.



LEFT: A.W. Parkes, Jr. (2nd from right), Vice President of Aircraft Radio Corp., examines the AN/ARC-39 test facilities during a visit to USASATSD at Ft. Rucker. Looking on are (l-r) William Kaman, ARC field engineer on duty with USASATSD Lt. Ralph V. Lomez, USASATSD Maintenance Officer; and Capt. Virgil D. Evans, USASATSD Operations Officer. CENTER: Maj. Robert G. Culbertson (r.), the "Grim Reaper," admonishes Capt. Ben Waterman (c.) while Capt. Lewis J. Neville (l.), narrator, tells of the "Careless Aviator" during a recent safety presentation by F/W Dept personnel in Theatre No. 3. RIGHT: Welcoming Reservists to Ft. Rucker during late July is Col. James S. Luckett (l.) of USAAC support headquarters. He's shown greeting Lt. Col. W. A. Wooten (r.), S-3 3007th Station Complement, while Lt. Col. F. A. Gosch, S-4, looks on. Some 800 Reservists completed their SFT at the Alabama facility.



LEFT: Jack Clark (c.), a civilian Flight Instructor, is shown receiving the Exceptional Civilian Service Award from Gen. Cairns (l.). The instructor had wrested a student pilot from the wreckage of a burning plane in which he had been pinned. Capt. Paul Ankey (r.) received the Commendation Medal with metal pendant. CENTER: Mrs. George L. McElmurray (l.), newly-elected president of the Women's Club of the Ft. Rucker Officer' Open Mess, receives the gavel from past president, Mrs. Russell W. Humphreys. RIGHT: Mrs. Argyro Nickas, wife of WO Argyro Nickas, receives her "Pushing Hubby Through" Diploma from Brig. Gen. Richard J. Werner prior to her husband's graduation from a recent Cargo Helicopter course. Capt. Benny Edney (c.), CO of the Cargo Helicopter Company, looks on. Gen. Werner did the honors while at Ft. Rucker on an inspection tour of USAR units undertraining.



LEFT: Shown prior to their departure for a Third Army Tournament at Ft. Benning are members of the Aviation Center golf squad: 1-r: Lt. Col. Robert L. Huffaker, Lt. R.K. Ward, Lt. Scotty Fraser, CWO Guy Benoit, and Lt. Col. Russell W. Humphreys. Not shown is Major J.P. Morgan. (They did well!) RIGHT: Col. H.W. Lepafour (3rd from left), General Staff Officer for Infantry and Air, British Army Staff, Washington, and Lt. Col. Robert I. Walton (left), British Liaison Officer, Ft. Rucker, were recent visitors to the U.S. Army Board for Aviation Accident Research. Briefing the officers on USABAAR's mission were Lt. Col. Edward G. Raff (2nd from left), Director, and Capt. Thomas B. Steward (right), Chief of the Analysis and Research Division.



LEFT: Unique reminder—a hearse—is presented as the monthly Safety Display by the 2nd Battle Group, 31st Infantry. Guaranteed to raise the foot off the gas pedal on sight. CENTER: Bigadier Cecil W.B. Orr (2nd from right), U.K. School of Land-Air Warfare, Air Commodore R.A. Cameron (2nd from left), Canadian Joint Staff, Washington, D.C.; Lt. Col. John W. Oswalt, Combat Developments Office, USAAVNS; and Col. John J. Tolson, Asst. Commandant, USAAVNS, chat during the recent visit of the two officers. RIGHT: Brig. Gen. Richard D. Meyer (left), Deputy Chief of Transportation, D/JA, is shown being congratulated by General Cairns on receiving his diploma and wings as an Army Aviator.



LEFT: One of four recon copters that completed a 1,000-hour accelerated logistical evaluation in 5-1/2 months is shown prior to takeoff. Averaging 10-12 hours a day in the air, two Sioux (H models) and two Ravens (D models) were flown and maintained by TATSA personnel during the marathon designed to reveal logistical requirements. CENTER: Retaining the Third Army Tennis Championship title two of the three members of the Fort Rucker Team present their trophy to General Cairns (r.). Lt. Richard White and Lt. John Winfrey do this honors while Capt. Hugh King, Special Services, and Mr. Tye Adams, Athletic Director, look on. RIGHT: Lewis T. Jeffers (c.), President of Hayes Aircraft Corp., visits with Lt. Col. Charles A. Merritt (r.), CO of the U.S. Army Signal Air Support & Test Det. John R. Hayes (left), Hayes Project Engineer, accompanied Mr. Jeffers on his visit to the Aviation Center.

Test Board Evaluates Djinn With Litter Configuration

FT. RUCKER, ALA.—Here's a photo of the *Djinn* helicopter fitted out with litter pods which give it an unusual appearance. However, I think this photo shows the engine intallation to good advantage and should be of interest to all readers. The *Djinn* is currently undergoing test and evaluation at the U.S. Army Aviation Board, as you know . . . Aside from the subject, but the Board has evolved into a brand-new 2-story building and this coupled with the large personnel changes made within the recent months make the normal chaos here even more confusing. I'm heading for the Student Detachment at Ft. Leavenworth and Maj. Bill Dysinger will be taking over as Board correspondent. I'm sure that he'll be a more punctual and complete historian than YC. It's been fun, though.

—Maj. James J. Brockmyer

Growing Percentage

FT. EUSTIS, VA.—Again emphasizing the importance it places upon the future of Army aviation and Army aviators, the U.S. Army



Transportation School graduated Transportation Officers Advanced Course #11, and among the sixty-three U.S. Army graduates were sixteen proud wearers of Army wings.

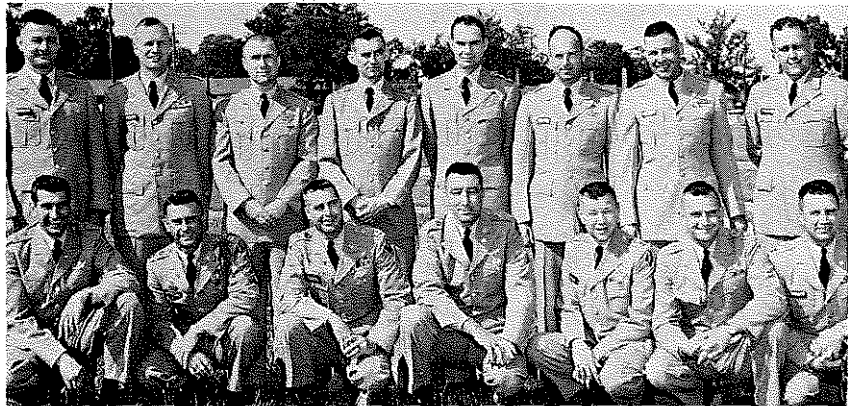
The nine-month course covered all phases of transportation and served to prepare the students for future duty as Transportation Staff Officers. It certainly speaks well of the quality of the Army Aviator when they compose such a great percentage of the hand-picked membership of a course like this one.

—Capt. William A. Rathbone
(Ed. "Snapshot Scrapbook Photo" of TOAC No. 11 appears below.)

SCRAPBOOK SNAPSHOT

TOAC No. 11 Transportation School Fort Eustis, Virginia

9



BACK ROW (left-right) Capts H.W. Huntzinger, A.B. Suttle, E.E. Waldron, W.M. Allen, R.L. Head, J.F. Cobb, W.A. Rathbone, and W.G. Phillips. FRONT: Capts V.F. Curd, S.B. Franklin, and G.J. Boyle; Maj. O.E. Hicks; Capt J.M. Harlan; Maj. J.F. Denhart; and Capt. W.G. Reid. Missing: Maj. F.F. Pfeifer. (U.S. Army photo 7/7/58).

GARY-GO-ROUND

New Gary Omni Station Site Reviewed By CAA

■ Gary is one big step closer to a new navigation system that is bringing \$20,000 worth of new equipment and a fleet of instrument planes fresh from the factory.

Clearing the way for an Omni station "open for business," a mobile TVOR station from the CAA rumbled onto the field recently to run technical tests on the site selected.

If the site—four miles south of an extension of the North-South runway—gets the CAA's okay after flight checks, Gary will be ready to pour concrete.

Col. Jules E. Gonseth Jr., commander, said he hopes for an October complete-conversion date for the new system. *"It will take that long,"* he said, *"to wind up receipt of the new Omni-equipped instrument planes that are gradually replacing older models."*

Replacing the post's less modern low frequency range, the new Omni station will teach students to navigate using the latest and most sensitive equipment. Instructor upgrading, which began several months ago, is expected to be completed well in advance of the conversion.

Younger Colonels?

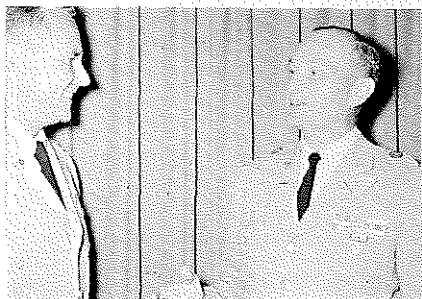
Personal NOTAM: Flying, apparently, is no longer for the birds—and junior birdmen—period. We recently graduated our first KUNNLS (see photo) who came as a surprise, but who have since become commonplace on the Gary scene.

Eight more are now suited up for flying and are the ranking men in four of the six classes currently in training.

I'm wondering—Is the aviator gettin' older? Or are the KUNNLS gettin' younger?

Here's the roster: Lt. Cols. Richard H. Ferrier and George M. Miller (Class 58-13); Lt. Cols. John F. Jenkins and Robert E. McGraw (Class 58-15); and Lt. Cols. Russell P. Bonasso and Marvin Lindmark (Class 59-1).

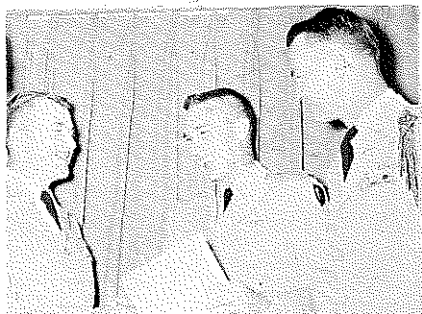
Frances Spencer
Editor, *Graham Roundup*



Previewing his job on a recent visit, Col. Lester F. Schockner (r.) exchanges comments with the man he'll replace at Camp Gary, Col. Jules E. Gonseth, Jr. They work as co-commanders for a week on Sept. 1.



Unpatched Brown Hats stare at the display of class "solo patches" in the Service Center Cafeteria—25 in all. Gary's missing a few. Can any of you Alumni help here?



Distinguished Graduate 2nd Lt. James Adams (holding diploma) had some high-ranking competition. Among his classmates—Lt. Col. Kenneth Langland (left) and Lt. Col. James Neumann (right).

UNIT PERSONALS

8th Aviation Co, Germany:

BRIG GEN. CARL I. HUTTON, 8th Div Arty Comdr, is now in the process of completing his Chickasaw checkout under the watchful eye of CWO WILLIE WILSON. WILLIE, one of our three Chickasaw IP's, reports that the General is a very smooth and capable pilot and is breezing right through the checkout. Incidentally, the General's aide, EDDIE FORD (of Ft. Rucker fame) is a new Captain . . . Inbound are LTS. FRANK TONER and HERB THOMPSON. Outbound (and heading for release from AD) is LT. WALT HARTMAN.

—LT. ARTHUR J. JUNOT

TSMC, St. Louis:

TSMC is continuing its steady growth and now numbers approximately 2,200 civilian personnel busily engaged in the functions of supplying and maintaining all U.S. Army equipment, worldwide. Our Officer Complement now totals 68 in the headquarters, 15 of whom are AA's. Here are our TO and FROMs:

LT COL RICHARD L LONG, Exec for Air in the Directorate of Engineering, left TSMC to attend the Army War College at Carlisle Barracks. We'll miss his considered opinions.

CAPT DONALD S MUTTONI, also Dir of Engrg, departed in June on a PCS move, attending the TOAAC at Eustis prior reporting to Atlanta General Depot for duty as Chief Maintenance Officer.

LT GEORGE A BROWN, Asst Chief, Ft Opns Branch, Field Services, will leave shortly on his 2-year tour with the Field Artillery. Having accepted his RA Commission a while back, he'll attend FABOC at Sill, and then join Hq, 2nd Armd Div at Ft. Hood.

CWO-2 DELMONT H SCOTT, a new arrival here, has

been assigned as a Project Officer with the Tools Project Office, Directorate of Engineering. A rotary-wing qualified officer, SCOTTY is an Acft Maint Officer and a Mechanical Engineer formerly assigned to TRECOC.

YC is still "subbing" for LT. LEONARD FRANSEEN as Aide-de-Camp to GENERAL BUNKER. Lenny is attending chopper school at Wolters and should return in August. All in all, the transition from "Via Median" to "Epicure" is pleasant enough!

—Your correspondent, THOMAS J. TOWLE

65th Trans Co, Ft. Eustis:

Twelve Shawnees of the 65th, one of the largest single flights of H-21 helicopters at Ft. Eustis, participated in an aerial "fly-by" during change of command ceremonies in mid-July. The "air cover" was seen as MAJ. GEN. RUSH B. LINCOLN, JR., turned the command of the Transportation Training Command over to MAJ. GEN. NORMAN H. VISSERING . . . July also found the unit participating in two emergency flights. LT. GUY E. NEW and WO ROBERT B. HARR flew a small boy from Ft. Eustis to Portsmouth Naval Hospital where specialists removed a straight pin that had become lodged in his lungs. An earlier flight of H-21's had participated in the search for a small child who had drowned in the James River near Williamsburg, Va. The Shawnees searched for two days but were unable to locate the little girl. She was found on the second day by divers from Ft. Eustis. Participating in the search were 1ST LT WILLIAM C CARTER; CWO's GEORGE D. OXENREIDER & CLAYTON E. McLAUGHLIN; and WO's LLOYD K. KAUL, JAMES E. BEEMAN, & WILLIAM LEIGHTY, all of the 65th.

Vertical Aviation Mobile Assistance Team Members, FRANK HENRY and RAY TRAJSTER, provided unit personnel with classroom instruction and practical demonstrations on the H-21 Shawnee. Designed to assist and instruct Army personnel on H-21 maintenance at the Third and Fourth Echelon maintenance levels, the mobile unit supplements its instruction with cut-away components, visual aids, special tools, and the technical publications applicable to the Shawnee.

SCRAPBOOK SNAPSHOT

Class 58-5
Fourth Army Instrument School
Fort Sill, Oklahoma



BACK ROW: Lts Jay L Tilby, Hood; Putt D Wright, Hood; Louis J Henderson, Sill; and Howard A Kendall, Polk; Capt Louis B White, GA-NG; Lts Paul E Jackson, Sill; Norman E Hoeltzel, Hood; and Wilbur R. Pierce, Jr., Sill; Russell T Blair. FRONT: Lts Hubert Morris, Sill; Lindberg A James, Hood; Darrel W Basom, Gary; Jack W Anderson, Hood; Hunfley E Shelton, Polk; William M Edwards, Sill; Leslie J Kramer, Sill. Absent: Capt David G Emery, Hood. (Ross Aviation, Inc. photo).

De Havilland Announces Changes In Washington Sales Staff

TORONTO, ONTARIO—De Havilland Aircraft of Canada, Ltd. announced the recent appointment of *Lt. Col. Joseph E. McDonald, Jr.* (USA, Ret.) as its Washington representative.

Active in Army aviation since 1941 when he was selected to participate in the first tests with light, unarmed aircraft for artillery spotting, *Joe McDonald* served in a wide variety of AA assignments in later years. Prior to the time of his retirement, he was assigned to the Office, Chief of Research and Development, Washington.

De Havilland announced the simultaneous appointment of *Doug Givens* to Assistant Sales Manager. An ex-RCAF Squadron Leader, he



MCDONALD



GIVENS

joined DHC in 1951 as a Test Pilot subsequently moving into later positions in Sales. The Washington representative for the last three years, he will return to Toronto to assume his new position.



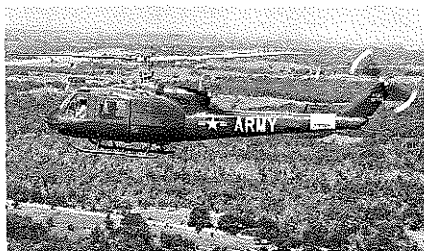
McDonnell-Financed Model 120 Features Pressure-Jet Power

ST. LOUIS, MO.—A new multi-turbine cargo helicopter, expected to lift more weight for its size than any similar craft, has been developed by the McDonnell Aircraft Corporation.

Possessing a new rotor and drive system combined with a utility type airframe, the Model 120 has been developed at McDonnell expense.

Salient features of the new model: Empty weight, 2,400 lbs. Maximum take-off gross weight, 6,300 lbs. Useful load is 62% of gross weight.

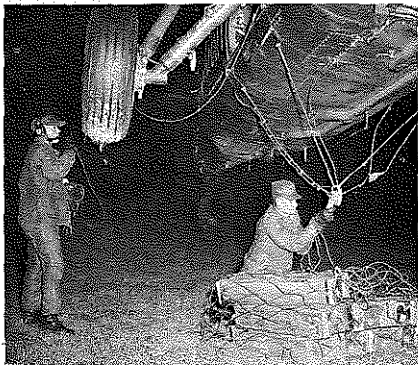
Embodies McDonnell-developed pressure jet-powered rotor with pressure jet-burners mounted on each of the three rotor blade tips. Compressed air is ducted through the rotor hub and rotor blades to the pressure jets where fuel is injected and burning occurs. Compressed air furnished by three *AirResearch GTC-85-35* gas turbine compressors. The engines are mounted at shoulder height and can be changed in five minutes without the use of tools.



Iroquois Certification Discussed

FT. WORTH, TEX.—Steps have been taken to certificate the turbine-powered Army HU-1 for civilian use, according to a recent announcement by Bell Helicopter Corporation authorities.

Meeting at the Bell plant in mid-July, a group of 14 CAA experts from Washington and CAA Region 2 discussed certification details with Bell officials. An Army HU-40 (service test version of the HU-1) was used by the group for familiarization. President Harvey Gaylord stated that the civilian models will be designated as the Bell Model 204 and will be available for commercial delivery as soon as military production permits.



Sikorsky Unveils Tether Device; Evaluated by Test Board

STRATFORD, CONN.—Thanks to an electronic device known as the *tether*, Sikorsky officials point out that a man on the ground can lead a flying helicopter around on a leash, as illustrated in the photo on the preceding page.

By manipulating the cable hanging down from the side of the ship, the controller can raise or lower the helicopter or move it in any direction, removing the disadvantage of limited "pilot visibility" for close-in coupling of external sling loads.

Aware of the many military uses of the tethering device, the U.S. Army Aviation Board recently completed an evaluation of the device on the *Choctaw* helicopter. A similar evaluation is planned by the USMC employing their *HUS*.

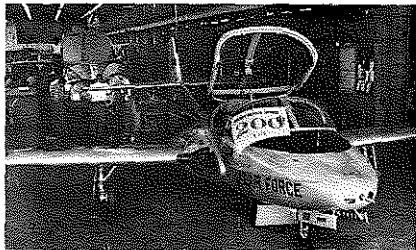
Mohawk Production Ordered

BETHPAGE, N. Y.—Receiving a production order for thirty-five YAO-1 *Mohawks*, Grumman Aircraft anticipates early deliveries to the Army.

Nine prototype models of the 7,700 lb. design are already in production at Grumman under an April-awarded \$22,200,000.00 contract. The unit price of the production models has not as yet been determined.

Designed to operate from small unimproved fields, the YAO-1 features a "bug-eye" canopy offering exceptional visibility to its two-man crew during the fulfillment of their tactical observation mission.

Originally fitted with a single vertical stabilizer, the *Mohawk* has been redesigned as a triple-tail airplane in an effort to further simplify its operation. The craft has a 55-knot stalling speed and tricycle landing gear.



Cessna Rolls Out 200th T-37

WICHITA, KAN.—Producing a jet trainer every 11 hours 12 minutes of the working day, Cessna Aircraft Company recently rolled out its 200th twin-jet T-37 intermediate Air Force intermediate trainer. Phased into the Air Force program early this year, the T-37 is in current use at three contract flying schools with additional bases to receive T-37's as they are produced.

New Wing Expands Sikorsky Plant

STRATFORD, CONN.—More than 600 employees moved into departments in the Sikorsky Aircraft Division's new 500,000 square-foot engineering wing in mid-August, according to a recent company announcement. Situated in the northwest corner of the 830,000 square-foot plant in Stratford, the new wing will be devoted chiefly to engineering and experimental work, emphasizing the trend in the aviation industry to return engineering-experimental personnel to within convenient distance of the "hardware."

MS 760 Twin-Jet Certified by CAA

WICHITA, KAN.—Writing another page in aviation history, Beech Aircraft Corporation announced that its Morane-Saulnier MS 760 twin-jet business plane had become the world's first turbojet to receive a CAA Type Certificate (No. 7A3).

Offering speeds in excess of six miles a minute, the 4-place MS 760 may be considered as a single-engine plane for flight proficiency purposes (pilot checkouts) due to its simplicity and excellent controllability on one engine.

Of interest to AA readers is the cost—\$210,000—which includes the complete aircraft, small expendable spares, ground handling equipment, special tools, a maintenance course for one mechanic, and jet transition training for two pilots. The first MS 760 owner in this country is Ohio industrialist Henry H. Timken, Jr. who'll take delivery in August.



THE BUREAU DRAWER

■ Our western tour of the "annual active duty for training sites" developed into quite a series of trips, the latest of which was our attendance at the Annual Training Conference at Fort Rucker. As a result the desk is piled high with the usual mound of paper, and YC is sweating out Finance (as is usual, too) to try to get back a small portion of the expenditures. Why is it that the amount one spends is never equalled by the amount Finance allows? I suppose it never will until the price of firewater comes down more than somewhat.

YC had very pleasant visits at the training sites in Wyoming, Montana, Minnesota, Wisconsin, and New York in making these trips. It seems that we have no major problems that adequate aircraft procurement and aviation safety programs will not remedy. It was extremely pleasant to meet so many of our ARNG aviators, even though the time spent with them in most cases was very short.

■ May we remind all ARNG aviators the 759's for FY 58 are due in the Bureau before 15 October? Please comply with the pertinent NGB and Army publications. Remember that the actual grade of the annual written exam need not be entered in the "Remarks" section—just the notation of successful completion as per current directives.

■ A recent review of our cards and rosters revealed two discrepancies we would like to clear up. First, ARNG aviators are required to successfully pass an annual physical exam for flying. We have numerous cards on which there is no record of a current physical on file in the Bureau. Keeping this current will reduce the work of the annual Review Board to a level where they just might accomplish everything they set out to do in the time allotted.

Second, be sure that the individual Army National Guard aviator who is on temporary flight status notifies NGB, thru channels, that he has accomplished the necessary requirements for permanent flight status within the time allowed. This report is the individual's responsibility, and must be accompanied by a statement from the Aviation Advisor that he has satisfactorily met the prerequisites for permanent status. Delay and extra work is created by failure to comply, and there is always the con-

By Maj. Harrison A. Morley

Aviation Section, NGB

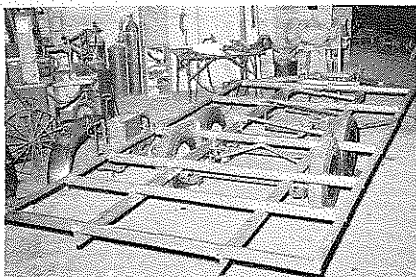
sideration that the aviator will not be permanently rated, and subsequently be required to repay flying pay drawn for periods not covered by flight status orders.

■ It has been noted that the ARNG enrollment in AAAA has shown a marked decline, both in renewals and new members. Your attention is invited to the comments by the Director of Army Aviation, Gen. Easterbrook, on reserve membership. This is contained in his Letter #3, which was distributed in the last quarterly Safety brochure. (Yes, we finally got it reproduced and in the mail.) The AAAA can and will work for the Civilian Components but not if you play it stand-offish and cool at the end of a 10-foot pole.

■ Visitors to our office during the past two months haven't always found a full crew in, but between Col. Phil, Maj. Graul, Mrs. Cottrell and YC, we have managed to have someone to meet and greet them. Our visitors' list for this period includes: Brown, Mass.; Silvers, Wis.; Burford, Tenn.; Prowell and Bohannon, Pa.; Barfknecht, Mont.; B/Gen Albright, N.M.; Bennett, Ida.; and Maxwell, Wyoming.

■ Our ARNG Aviator of the Month is Maj. Roland C. Smith, ARNG Aviation Maintenance Supervisor for Oregon. "Smitty" is another Senior Army Aviator who has been very active in ARNG aviation. He has recently developed a custom-built helicopter trailer. Capt. Koons is having the details and drawings reproduced for dissemination to all outfits for information and use as desired. Questions on patents and manufacturing rights should not be referred to this office, please.

■ That should about fill the Drawer for this time. Until the next—remember what Low Flying Sense says: "Nobody can afford to make any assumptions about high wires or anything else. The lad who hurls himself full bore down a gulley or along a river unless he KNOWS for certain there isn't anything in the way is likely to get the trouble he's asking for." ■■



Oregon-NG Pilot Develops Helicopter Trailer

We've found in road-testing our H-23 Helicopter Trailer that it is a honey. Our trip, a thousand mile SCAMP expedition, was made during the winter over mountain passes and through snow without any trouble whatsoever.

We employed a standard half-ton, 6 cylinder pick-up truck as the towing vehicle. Since these pick-ups are a standard item of issue to units, there should be no problem for an Aviation Section in securing one. The only modifications necessary on the truck are the addition of an oversized trailer hitch and Warner electric brakes.

We've found through use that the blade bipods work efficiently on trips under a hun-

dred miles. For anything over that mileage we unship the blades and place them in canvas blade covers. (Ours were made by the canvas repairman in our State Maintenance Shop). It's a good precaution to have zippers on the ends to protect the blades from road dirt.

In the first three months of operating the Helicopter Trailer, we effected savings of over \$1,600.00 to the government. This amount more than paid for the materials used in the project and took care of 68% of the man hours involved. It's my feeling that through the use of this Helicopter Trailer any State can pay for its manufacture in its State Shop in a little less than a year of operation.

The following is an itemized price list of the materials required for construction of the H-23 Helicopter Trailer. Prices, of course, are subject to local variance:

5 sheets Marine Plywood, 3/4" x 4' x 8'	@ 17.90	89.50
2 ea 1-3/4 drop axle 60T x/flanges	@ 18.00	36.00
2pr 2500 # hubs & drums w/15 x 5.00 whls	@ 32.23	64.46
1 ea 15 x 5.00 wheel 6 on 5-1/2 B.C. D.C.	@ 5.98	5.98
2 pr 1210 LI Warner Electric Brakes	@ 48.22	96.44
2 pr chrome plated hub caps	@ 2.22	4.44
1 ea 8183 A Warner hand control	@ 12.23	12.23
1 set tandem spring fitting kit	@ 15.34	15.34
2 pr 2-T-9 Springs Tandem	@ 13.30	26.60
1 ea Wiring Harness — Tandem	@ 2.79	2.79
1 ea 49 Jumbo hitch w/caster & 2-5/16"	@ 17.94	17.94
2 ea Amber Clearance Lights, 6 volt	@ 1.19	2.38
2 ea Red Clearance Lights, 6 volt	@ 1.19	2.38
2 ea Red Reflectors	@ .45	.90
2 ea Amber Reflectors	@ .45	.90
2 ea D501 Stop, Directional & Tail Light	@ 2.21	4.42
1 ea L-214 Tail Light w/lc bracket, 6 volt	@ 2.15	2.15
1 ea 95-M-6 Pollak 6-way connector	@ 2.31	2.31

50 ft. 16 ga. wire, black	@ .024 ft.	1.20
50 ft. 16 ga. wire, white	@ .024 ft.	1.20
50 ft. 16 ga. wire, red	@ .024 ft.	1.20
50 ft. 16 ga. wire, blue	@ .024 ft.	1.20
1 ea Warner break-away switch	@ 3.14	3.14
1 ea Battery Box	@ .94	.94
1 ea 270 Fulton winch w/handle	@ 21.21	21.21
6 ea Tire, extra-low pressure, regular tread, 6-ply, size 7.10-15	@ 16.60	99.60
6 ea tube for above tire	@ 1.90	11.40
238 cwt Channel Iron 4" 5.4 22 ft. length		25.82
246 cwt Channel Iron 3" 4.1 20 ft. length		26.94
1 ea 15 x 500 DC 6 on 5-1/2 wheel	@ 5.98	5.98
1 pr Special Made Fenders & 10' angle		36.94
2 ea Sheaves, 104 x 1/2"	@ 2.50	5.00
1 ea Black, single #2 nylon	@ 3.75	3.75
1 ea Black, double, #2 nylon	@ 6.23	6.23
1 pc Plywood, exterior, 4 X 8 X 3/4"		8.00
150 ft Steel tubing, 3/4"	@ 11.53	17.30
15 ft Electrical Wire	@ .08 ft	1.20
2 ea Reflectors, red	@ .52	1.04
100 ea Bolts, sq neck stepbolts, 1/4 x 1-3/4	@ .063	6.30
144 ea Wood Screws, flat head steel #10, 2"	@ .018	2.60

Total \$674.75

As a point of information, if any of the above items need any clarification or explanation, I'll be happy to provide the answers to anyone who is interested. I may be temporarily reached at Box 182, Detachment "C," Aberdeen Proving Ground, Md. This service school at Aberdeen has proven to be quite an experience. I'm in a class with a large number of Regular Army

type *eager beavers* and find that the competition is rough as a cob. However, through diligent study and the curtailment of social drinking, I'm going to wind up in the first 15% of my class—I hope.

—Major Roland C. Smith
State Maintenance Supervisor
Oregon National Guard



SMITH

N.G. AA of the Month -

Major Roland C. Smith

USAF Liaison Pilot, December 1942. Service Pilot, February, 1944. Member of the first search and rescue team. Second Air Force. Joined 41st Infantry Division, Oregon-NG, October 1948. Appointed Operations and Maintenance Officer, August 1949. Assigned as Division Artillery Aviation Officer, April 1953. One of the first three NG officers to attend helicopter school, July 1953. Senior Army Aviator, June 1956. Presently assigned as the Assistant State Maintenance Officer and will assume SMO duties in December 1958. Presently operating from Portland International Airport, Portland, Oregon. Personal "troop list" includes: *Hap* (ExecO), *Mike*, age 12 (1st Sgt), *Teri*, 8 (Sp/3), *Buddy*, 6 (Cpl), *Mimi*, 3 (Pvt), and *Patrick*, 1 (Recruit).

OBITUARIES

CWO, W-3 John Edward Murphy, 64th Trans Co (Lt Hcptr), Ft. Knox, Kentucky, was killed on June 20, 1958, when his L-19 aircraft crashed as a result of striking high tension wires. He is survived by his wife, Mrs. Maria A. Murphy, P.O. Box 424, Kilcenn, Texas.

CWO, W-2 Argyle E. Hays, 81st Trans Co (Lt Hcptr), Ft. Riley, Kansas, was killed in an H-21 accident on June 21, 1958. The aircraft was involved in inadvertent flight into instrument conditions at night. He is survived by his wife, Mrs. Ruth Lucille Hays, 228 West Chestnut, Junction City, Kan.

WO, W-1 Billy L. Corley, 81 Trans Co (Lt Hcptr), Ft. Riley, Kansas, was killed in the same accident as above. He is survived by his wife, Mrs. Alice P. Corley, 1225 West 18th Street, Junction City, Kan.

WO, W-1 Robert L. Jiles, 81st Trans Co (Lt Hcptr), Ft. Riley, Kansas, was killed in the same accident as above. He is survived by his wife, Mrs. Deloris Ruth Jiles, 1204 North Madison, Junction City, Kan.

Capt. Joseph E. Allinder, Hqs, USCONARC, Ft. Monroe, Virginia, was killed on July 6, 1958. He crashed in an L-23D while conducting flight in thunderstorm activity. He is survived by his wife, Mrs. Joseph Allinder, 470 Gulick Drive, Fort Monroe, Virginia.

First Lieutenant Edward M. Pringle, Combat Surveillance Acquisition Training Command,

August, 1958

USAEPG, Fort Huachuca, Ariz., was killed July 15, 1958. He crashed in an L-19 when the aircraft stalled during a low altitude turn. He is survived by his wife, Mrs. Peggy Pringle, 61410 Barnes, Fort Huachuca, Ariz.

CWO, W2 Charles R. Long, Davison U.S. Army Airfield Command, Fort Belvoir, Va., was killed July 16, 1958. He crashed in an H-23 when the helicopter struck wires on a final approach at night. He is survived by his mother, Mrs. Mary Dean, 1745 Rio Grande, Orlando, Florida.

WO, W1 Luther B. Harrell, Davison U.S. Army Airfield Command, was killed July 16, 1958. He was killed in an H-23 along with *CWO, W2 Charles R. Long* of the same unit. He is survived by his wife, Mrs. Luther B. Harrell, 303 Martha Washington Street, Alexandria, Va.

First Lieutenant Victor M. Tilley, Aviation Company, USARAL, Fort Richardson, Alaska, was killed July 16, 1958. He crashed in an L-19 while attempting to make an approach under low visibility conditions. He is survived by his wife, Mrs. Joan Tilley, Route 3, Frankfort, Kansas.

First Lieutenant Lawrence M. Knapp, Jr., Camp Gary Training Command, was killed July 25, 1958. He crashed in an L-19 aircraft as a result of stalling during the execution of a low-altitude turn. He is survived by his wife, Mrs. Lawrence M. Knapp, Jr., Quarters 118, Camp Gary, Texas.

65th Transportation Company Motto: 'Safety'

FT. EUSTIS, VA.—While marking the first anniversary of the 65th Trans Co (Lt Hqtr), June 24th also signified the completion of a full year without accident to either aircraft or wheeled vehicles assigned to the unit.

Activated on June 24, at which time none of the pilots assigned to the unit were H-21 qualified, the 65th Trans Co eventually received its full complement of twenty *Shawnee* aircraft. Following the assignment of the first H-21 qualified pilot on August 17th, the unit was bolstered a month later by the assignment of 15 newly-appointed Warrant Officer pilots, all of whom had received transition training in the H-21 prior to graduation from Ft. Rucker.

At this time, the 65th established a flying safety program incorporating weekly classes during which improved flying safety procedures were reviewed and discussed.

October '57 saw the arrival of the twentieth H-21 and the unit began operations with an authorized complement of aircraft. During its first complete year of operation, the unit logged 2,615 hours, much of which was accomplished

at night. Many of the flying hours were flown during mercy missions, the most notable being the time logged during the severe snowstorms which hit Pennsylvania and Maryland in March, '58. During these storms, six *Shawnees* from the 65th and their crews assisted power companies in restoring power supplies to storm-stricken areas.

Concurrent with these operations was a daily awareness of safe flying procedures; the excellent safety record of the unit being attributed to the technical skills of the members of the company and the sustaining safety program pursued by the unit since its activation. In line with the record is the fact that the motto of the 65th is "Safety."

COMMANDING OFFICERS

June 24, 1957-September 23, 1957
Captain James A. Diebold
September 23, 1957-November 4, 1957
Major Robert D. McClanahan
November 4, 1957-March 23, 1958
Captain James A. Diebold
March 23, 1958 to Present
Captain Jack R. Phillips

(Ed. Add'l 65th Trans Co news in "Personals Section")

SCRAPBOOK SNAPSHOT

First Army Aviation Officers Reunion Photo Fort Rucker, Alabama



REUNION—Meeting at a recent Ft. Rucker Training Conference were six former Aviation Officers of Hq, First U.S. Army. Shown (l-r) are Lt Cols Raymond L. Johnson & James L. Townsend, both of USAAVNS; Lt Col Gerald L. Hough, 3rd Trans Bn, Ft Benning; Maj Bernard M. Zeppenfeld, MDW; and Lt Col Gordon L. Kinley, current AO, Hq, First Army. Col. Edgar C. Wood (not shown) also attended the Conference. (U.S. Army photo).

■ I was just wondering the other day when somebody would drag old "Speed Rench" out of the closet. Well it's happened, but old "Speedy" is not with us anymore, so old yours truly picked up the ball for "Speedy" and answered the following inquiry:

Speedy

Speed Rench

P. O. Box 209, Main Station

St. Louis 3, Missouri

Dear Speedy:

What's with Section V of TM1-1L-19A-6, dated July 1957? All calendar inspections are gone except the compass swing.

System 3, item (1) does not show calendar weight test, no 1st Aid Kit inspection, no DD Form 780 check. System 7 & 14, no 7 day battery check.

Have these gone by the wayside?

CAVIN F. STUDEBAKER
Master Sergeant (Line Chief)
Army Aviation Section
Sherman Army Airfield
Fort Leavenworth, Kansas

Dear Sergeant:

Ole "Speedy" has passed into oblivion; however, we of TSMC do offer a service which parallels old "Speed Rench."

As you have obviously noticed by the letter-head it's "Mike Button." So, on future inquiries get in touch with "Mike" and I am sure he will be able to research your problem, as he had to do on this one, and come up with the right answer.

You will not get a direct reply from "Mike" personally, but you may also be able to read your

■ Master Sergeant Gilley attached to a different out-fit, but at the same base, had a problem about publications also, so, he took out his quill and parchment and wrote "Mike" the following:

Dear Mike:

Your attention is invited to TB AVN 23-5-1, 1 January 1958, Section VI, paragraph 39, (2) which states that Army Activities will comply with either the AFTO (revisions or supplements included) or DA TM's (revisions included), whichever has the later date for -1, -4, -5, -6, and -10 handbooks only.

Past requirements have been to replace basic AFTO with DA TM's. Considering a TM is on file and the TO which the TM replaces has been destroyed and a TO Revision is received for one of the series listed above, is it permissible to implement the TO Revision with the TM or should it be filed in front of the TM and used as a reference?



letter, plus "Mike's" answer to your problem in "Mike Button's" column here.

So, to get to the bottom of your problem:

Sharp eyes, Sarg! Somebody forgot the edit and on 1 March 1958 the Directorate of Engineering, Headquarters, USA TSMC took action to include those very important points in the dash 6.

HERE's the gin:

The next revision of the TM1 will have the following changes (in brackets):

(1) Page 4-10, Section IV, System 14, Item 12. ("Battery for Capacity" will be deleted.")

(2) Page 5-1, Section V, System 3, Item 1 will read: ("Every 12 months and after cleaning or repair.") ("Safety belts and shoulders harness weight tested.")

(3) Page 6-1, Section VI, System 3, Item 2, will be added to read: "Every 180 days." — "First Aid Kits." "Turn in to Medical Supply for inspection of contents."

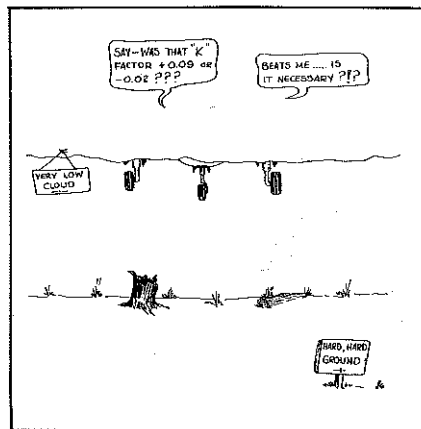
(4) Page 6-1, Section VI. Under System 6, Item 1 will be added to read: "Replaced every 24 months." — "Portable A-20, Fire Extinguisher.")

(5) Page 2-5, System 14, Section II, currently calls for a 7 day battery inspection interval.

Last, but equally important is:

AR 700-1500-2 specifies the correct procedure to be used in preparing the DD Form 780 series.

If you need any more information, don't hesitate to get an inquiry off to Old Mike.



Gayhart

TIPS/MIKE BUTTON

Request clarification to the numerical sequence of TM1-23A-1-1001, subject, "Aluminum Tubing Authorized for Use in Aircraft Oil, Fuel and Hydraulic Systems." It appears that this TM should be a general aircraft immediate action compliance, yet the 23A is not listed in AFTO or DA TM index.

Which has preference, AR 700-1500-2 or TO 1L-19A-21 (example) for completion or Form DD 780?

AR 700-1500-2 and TO 1L-19A-21 lists USAF Pilots Handbook East-West U.S. Due to the replacement of these handbooks with Jeppesen Manuals, what authority may be used to delete the handbooks from the 780-1? Does TO 03-10-50, 22 March 1954, apply to L-19 and L-23 aircraft?

WILLIAM L. GILLEY M/SGT
Fort Leavenworth, Kansas
Transportation Air Maintenance Branch

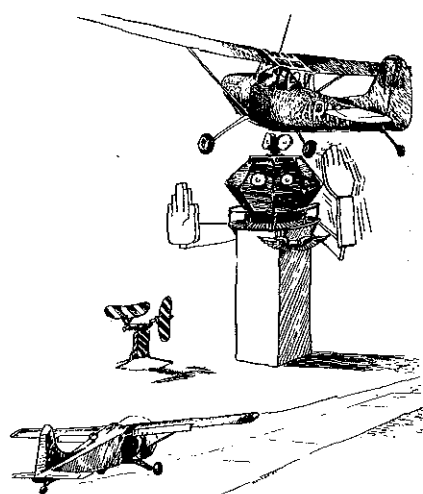
Boy, what problems you have, Sarg—And when Old Mike got crackin on your problems I ran into a convey of them myself. But—I got your answers:

Dear Sgt:

Your correct quotation from TBAVN 23-5-1, 1 January 1958, under 39 Project seems to be in order. However, I can very well see that there could be some doubt as to which directive you should put your finger on and take the required action. So, I hope the following will clarify all your doubts.

First of all, DA TMs are not revised, corrected, or supplemented at the same time an AFTO is, because, in many cases, the AFTO revision is neither deemed necessary nor does it apply to DA aircraft. Therefore, you can use this as a guide:

1. Use the TM1 which has been converted from the AFTO.
2. Use the specific AFTO revision, supplement, or change after you have been authorized to do so by sending in a specific request to comply with an AFTO revision, supplement, or change which you think should be complied with. To obtain authorization all it takes is a communication to Transportation Supply and Maintenance Command, 12th and Spruce Streets, St. Louis 2, Missouri, ATTN: TCSMC-E. This will be your authority, if granted, to "fix" the aircraft before you receive the published revision to the TM1.
3. If you receive an AFTO, including revisions, supplement, and changes, which is in conflict with a -1, -2, -3, -4, -5, -6, and -10 handbook (these dashes only) you comply with the AFTO if it has a later date than the TM1 or its supplements,



revisions, or changes. In other words, use the TM1 or the AFTO whichever has the later date when it is in disagreement with dashes 1, 2, 3, 4, 5, 6, and 10. In every other case you come up against, use paragraphs 1 and 2 above.

To eliminate this round-a-bout "sitcheation" DA will, in the very near future, publish revisions to TM1s the same time the AFTO revisions come out if action on DA aircraft is warranted.

TM-1-23A-1-1001 should never have happened; that's why you don't find it listed in the index. It was one of those things, what with all the rest of the AFTO to TM1, etc., you just cannot stop or get straightened out regardless of how hard the whole out-fit tries. And in the future, Sarg, when you discover things like this you know you can UER publications too, so, jump right to it and get a UER, even a TWX, off to TCSMC-E for immediate action.

On the strength of your actions, the UERs received, and all the rest of the info we could get our hands on, the TM-1-23A-1-1001 will be thrown out and a TBAVN in the 23 Series will be printed and listed immediately in the index replacing the TM-1-23A-1-1001.

Normally when a TM1 (AFTO) is issued for a specific aircraft and has a later date than an Army Regulation, the TM1 or AFTO will be the one you go by. Especially, if a general AR, say, dated 1 January 1958, states 150 pounds-inch torque for a specific bolt and the TM1 for a specific aircraft, dated 2 February 1958, contradicts and states 250 pounds-inch torque for the same bolt, you use the value in the TM1 only—OK?

Finally, if you check into it with the help of your Adjutant, you'll find that AR 750-1500-2, 6 March 1952, should be March 1957. Then take a

gander at the bottom of the page—the big bold type—under L-19, which says that paragraphs A9, B-6, and B7 are no longer in force. That hits the Pilot's Handbooks E and W right between the eyes. Also, Mike has noted that the TO 1L-19A-21 has a later date than the AR-700-1500-2 and the AR-750-1500-2, but the TO is not a -1, -2, -3, -4, -5, -6, or a -10; it's a -21, so, the ARs with the earlier dates take precedence.

The USAF Pilot's Handbooks E and W (Instrument Let-down and Low Approach Procedures) have been replaced for pilot's use with the Jeppesen Manuals (TM11-2557). So, the appropriate entries should be made using AR 750-1500-2 as your authority to delete USAF Pilot's Handbooks E and W from the 780-1.

Old Mike has really knocked himself out, and I can't find one thing about TO 03-10-50, dated 22 March 1954. I checked with USAF and they'll run it down for me if I can furnish them with the exact title. So, Sarg, if you'll be kind enough, please send me a copy of the TO or the title and then I'll be able to make a determination as to whether it is applicable to L-19 and L-23 aircraft—OK?

Well, Mike hopes he has been able to help you

TIPS/MIKE BUTTON

with your problems and that the answers are what you wanted; if not, don't hesitate to get in touch with Old Mike. I am not very smart myself, but I sure got a lot of smart people working with me.

So long until next time, see you in the column.

■ If by chance you fellers don't want your name or out-fit published in the column just let Old Mike know and I'll keep your confidence and just give your initials 'cause you'll know your own letter when it's printed! OK?

However, no anonymous ones please!

■ Well, it seems that the column has run out of space but I'll see you next month if I don't clobber, so, I leave you with this thought:

"There is not limit to what can be accomplished if it doesn't matter who gets the credit."

Yours for Better Maintenance,

Mike Button

New Device Authorized For T-School Personnel

FT. EUSTIS, VA.—Recently authorized for use on stationery, diplomas, mural decorations, etc., at the U.S. Army Transportation School, a new device (right) is now being worn by regularly assigned personnel at the T-School.

The principal change in the new design is the addition of a wing surmounting the railroad track, in recognition of the Aviation responsibilities assigned to the Transportation Corps.

A reliable authority provides the following blazonry and description:

BLAZONRY

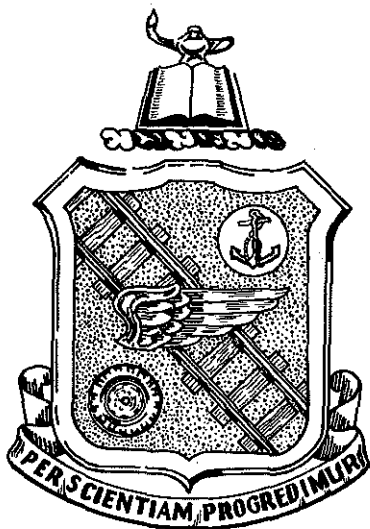
SHIELD: Brick red, a railroad track throughout argent surmounted in fess by a wing or fimbriated charged with an anchor entwined with a rope fimbriated of the second, and a truck wheel of the like. (Ed. So help me, that's what he said!)

CREST: On a wreath of the colors, an open book argent bound or, pages edged with brick red, supporting a lamp of knowledge of gold.

MOTTO: Per Scientiam Progredimur (Through Learning We Progress). (Scroll: or; Lettering: brick red.)

DESCRIPTION

The four charges of the shield allude to the four methods of transportation of the Corps: ship, rail, truck, and air. Brick red and golden yellow are the Transportation Corps colors.



CHANGES OF ADDRESS

PCS

AHRENS, Jack C., Capt., 2346 Bell, Lawton, Okla.
(Through Oct. 1st).

ALLAN, James R., Lt., 462 Davidson Street, Camp
Walters, Tex (Temp.)

ANDERSON, Thomas E., 1/Lt, Sch Brig USAIS, IOAC
No. 1, Ft. Benning, Georgia.

ARMSTRONG, John E., 1/Lt, Trans Co Off Crs No.
1, Stu Det, USATSCH, Ft. Eustis, Va.

AVERY, Maurice C., Lt., 15 Woodhaven Road, Den-
bigh, Virginia.

BALWIERCZAK, R. C., Capt., 1920 Menefee Drive,
Arlington, Texas.

BANDY, Raymond L., CWO, 13th Trans Co (Lt Hcptr),
APO 358, San Francisco, California.

BECKER, Elwood J., Jr., 1/Lt, 24th Avn Co, 24th
Inf Div, APO 112, New York, N. Y.

BENJAMIN, William J., Lt., Fourth Army Avn Sect,
Fl. Sam Houston, Texas.

BENTON, Lucien O., Capt., Dept of Tactics, USA-
AVNS, Fort Rucker, Alabama.

BIVENS, Robert D., CWO, 24th Combtl Avn Co, 24th
Inf Div, APO 112, New York, N. Y.

BLAUERT, James D., Capt., Hq, 35th Arty Group,
APO 281, New York, N. Y.

BOND, J. Stephen, Jr., Lt., 1st Avn Co, 1st Inf Div,
Ft. Riley, Kansas.

BONES Merrill W., 1/Lt, 822 South Poplar Street,
Ottawa, Kansas.

BRANNAN, Robert E., Jr., Maj., 2947 Cloverhurst
Drive, East Point, Georgia.

BROWN, Ewell L., Capt., Hq, 6th AFA Battalion,
Fort Sill, Oklahoma.

BROWN, Paul H., Capt., Hq & Hq Det, Lawson Army
Airfield Comd, Ft. Benning, Georgia.

CALENDER, Allie D., Capt., Hq, USATTC, Japan,
APO 503, San Francisco, California.

CANTLEBARY, Lee R., Maj., 24th Avn Co, 24th Inf
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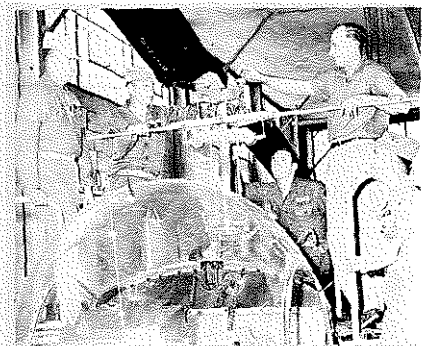
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ADJUSTMENTS—L.D. HILLER (upper right), factory representative of the Bell Helicopter Corp., is shown explaining the proper rotor head adjustments on a Sioux to a group of mechanics attending a 4-week maintenance course conducted at Marshall Field by factory representatives. Observing MR. HILLER are (l-r) Sp/3 ALVIN SMILEY, SGT JIMMY LYNCH, PYT VINCENT MCGINN, and SGT JAMES H. LAMBRIGHT. (U.S. Army photo 7/1/58/Wilson).

August, 1958

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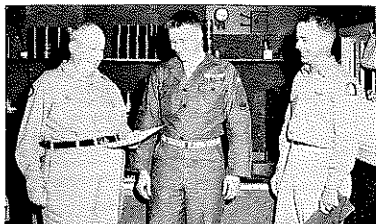
SPRADLIN, Glenn D., 1/Lt, St Det. USARADSCH (4054), Fort Bliss, Texas.

Graduation Speaker



Shown addressing a recent graduating class at the U. S. Army Primary Helicopter School at Camp Walters, Tex., is Harvey Gaylord, President of the Bell Helicopter Corp. The Graduation Dinner was held at the Post Officers Club. (Head table was not captioned). (U.S. Army photo 7/31/58).

Key Man



RE-UP—COL. LINCOLN WOOD (left), commanding officer at Marshall Army Air Field, Ft. Riley, visits with S/SGT RALPH H. FOSTER (cen.), Petroleum NCO at Marshall Field, after he had reenlisted for another three years to fill his own vacancy. Looking on at right is CAPT. RICHARD H. SCOTT, CO, Headquarters Detachment, Marshall Field. (U.S. Army photo 7/15/58/Wilson).

STECKBAUER, Curtis J., Lt., "B" Co, 2d B.G., 60th Inf, Ft. Devens, Massachusetts.

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VERTOL Aircraft Corp., (Wash. Off.), to 2475 Virginia Ave., NW, Washington 7, D.C.

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ZIRKLE, John J., Jr., Capt., 11th Aviation Company, APO 112, New York N. Y.



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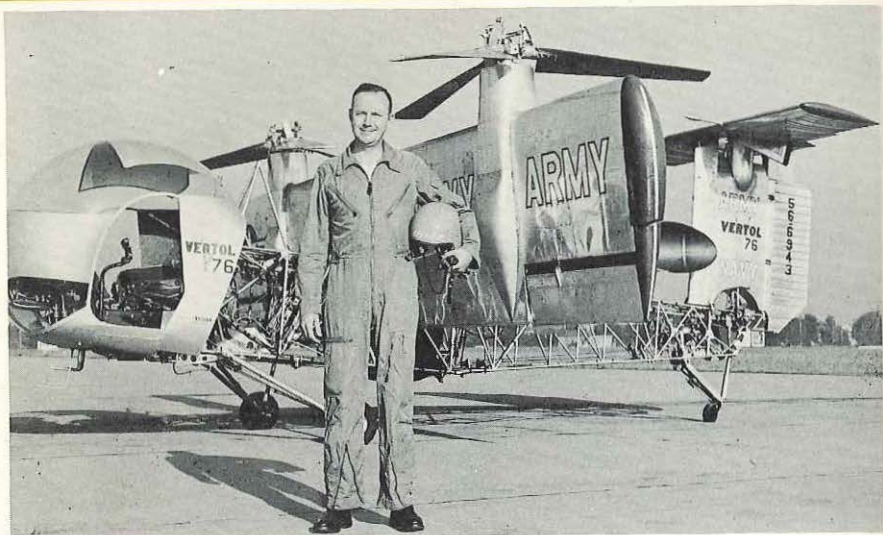
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Application for coverage must be accompanied by a check or money order for annual premium. The annual premium charge is one per cent (1/100th) of ANNUAL flying pay. Make payable to and send remittance to AAAA, Westport, Connecticut.

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Vertol Model 76 (Army VZ-2)



TILT-WING/Continued from P. 2

that time it was agreed to perform the tests at an altitude in close proximity to the ground, rather than at an altitude of 4000 to 5000 feet.

Initially, this seems to violate the established rules for safe test procedures. However, there were several basic reasons for this decision:

(1) The pilot assimilates certain information *subconsciously* at a relatively low altitude in view of the proximity of the ground reference. For example, heading, altitude, lateral altitude, pitch altitude, and velocity may be easily interpreted by merely glancing outside the cockpit.

(2) Power-off problems were unknown; however, it was generally agreed that landing (following a power failure) would probably be a minor problem while over a runway at low altitude.

(3) Establishing hover flight and operation through the low speed regime at altitude is more demanding on the pilot than when the same maneuver is performed in ground proximity.

(4) Bailout provisions would inflict a substantial weight penalty.

(5) Flights of the tilt wing VTOL during conversion permitted the pilot to approach gradually each wing tilt angle and provided

an adequate time for an evaluation before proceeding.

(6) Eventually the aircraft would be required to perform the conversion and reconversion in ground proximity.

The first hovering flight was performed August 13, 1957. The craft was maintained in flight for only a short period of time due to a pitch control response problem; however, this was readily overcome by a revision in control kinematics.

During the fall of 1957, vertical flight characteristics were explored, and minor revisions were made in the cockpit design, dynamic system and controls. Control response and stability characteristics of the aircraft in hover closely approximated those of the H-25 type helicopter. Since we had explored one end of the conversion (hovering flight), we decided

Successful Airplane-Type Flights

to explore the opposite end (airplane flight).

The initial airplane-type flight was performed January 7, 1958. The aircraft exhibited *satisfactory* control throughout the initial and five subsequent flights. No design changes were required as a result of operation in the airplane regime. Control feel approximated that of a light fixed wing aircraft. Following the operation as a helicopter and as a fixed wing



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MISSILE AGE

Helicopter roles demonstrated at AUSA gathering

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ALERT TRAINING

White House missions prepare military crews

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MOBILE TEAMS

Industry-military caravans assist in AA maintenance

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SETAF STORY

The rugged days of late 1956 have changed



VTOL CONVERTS

Vertol's test pilot describes tilt-wing flight

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NEW DESIGN

Multi-turbine cargo copter a weightlifter

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PUBLIC RELATIONS

Sustaining job: Explain the AA potential to all

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GLOBAL MEETING

Key personnel gather at Rucker training sessions

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