# ARMY AVIATION

OCTOBER 15 ★ 1958

# ARE YOU ON THE AA TEAM?


Some 2,440 persons have joined the Army Aviation Association since its inception in April, 1957. Have you?

•

The AAAA is a strong attempt to solidify the many Army aviation components into a greatly needed social, fraternal, and educational organization.

•

We share common interests, common pursuits, common careers, whether full-time or part-time.

•

As a person closely affiliated with this profession, your personal support is earnestly sought.

•

You have much to gain by uniting with others in this endeavor.

•

The AAAA plans many future activities. Why not be a part of them?

# DHC-4 CARIBOU Logs First Flight


DOWNSVIEW, ONTARIO, 17 Sept.—The DHC-4 Caribou was demonstrated to the press and public for the first time here today before an estimated crowd of 1,000 people. The visitors included high ranking officers from the Armed Forces of the United States and Canada, as well as observers from 15 other countries. On a rain soaked grass field the Caribou proved its STOL characteristics are well ahead of design expectations. Demonstrations of rapid loading drew favorable comments from the large group of interested spectators.

*The Caribou is designed and built by*

## DE HAVILLAND AIRCRAFT OF CANADA

DOWNSVIEW, ONTARIO

ARMY AVIATION

VOLUME 6 — OCTOBER 24, 1958 — NUMBER 10

# Help Wanted!

For years we have listened to and sympathized with the misunderstood Army aviator and crewman.

Their chagrin is not without justification for a sense of futility goes hand-in-hand with being an unrecognized military value year after year.

That the general civilian population is unaware of the status and missions of Army aviation is well known. Discussions on air mobility, weight limitations, or Sky Cavalry tend to be one-sided, the civilian expressing understandable ignorance.

Who is to blaim for this situation? Does it really matter?

*The important thing is to recognize that an understanding of the missions of Army aviation is basic to an understanding of the roles of the Pentomic Army, and to do something about it!*

The fact that the average civilian—without derision but with complete ignorance—will inject "Air Force" as the opening gambit in any conversation with Army aviation personnel has never been sufficient grounds for mass self-resignation. Quite to the contrary, this confusion in identity has only served to increase the AA's pride in his own profession, that of serving the Army.

Orienting the civilian population on the missions of Army aviation—in reality, calling attention to its very existence—is a monumental task. A strong step forward has been taken with the preparation and distribution of the film *"FLYING SOLDIERS."*

This official film, prints of which will be mailed to an extensive list of activities before November 1st, is *YOUR* way of overcoming the lack of general public information on Army aviation.

We say *YOUR* way for it will only be through *YOUR* personal participation and help that this film can be brought to a significant, widespread audience.

In producing the film the authorities have provided you with many of the pictorial ingredients that will foster "understanding," and at the same time, they have encouraged you to contact civilian organizations and arrange for showings.

Whether pro or weekend-warrior, you have a decided stake in *"FLYING SOLDIERS."*

It is an interesting film. It is available. Shown to the right audiences, it is one answer to our long-standing problem.

For additional details on "FLYING SOLDIERS" see Page 18.

STATEMENT REQUIRED BY THE ACT OF AUGUST 24, 1912, AS AMENDED BY THE ACTS OF MARCH 3, 1933, AND JULY 2, 1946 (Title 39, United States Code, Section 233) SHOWING THE OWNERSHIP, MANAGEMENT AND CIRCULATION OF "Army Aviation Magazine" published monthly at Westport, Conn., for October 1, 1958.

1. The names and addresses of the publisher, editor, managing editor, and business managers are: Publisher, Dorothy Kesten, 9 Elizabeth Drive, Westport, Conn. Editor, Arthur H. Kesten, 9 Elizabeth Drive, Westport, Conn. Managing editor, None; Business manager, None.

2. The owner is: Dorothy Kesten, 9 Elizabeth Drive, Westport, Conn.

3. The known bondholders, mortgagees, and other security holders owning or holding 1 percent or more of total amount of bonds, mortgages, or other securities are: NONE.

4. Paragraph 2 and 3 include, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting; also the statements in the two paragraphs show the affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner.

DOROTHY KESTEN, Publisher

Sworn and subscribed to me this 2nd day of October, 1958. Paul Zadoff

*Notary Public, State of Conn.*

Commission expires April 1, 1962.

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## all in the day of a **RAVEN**

*Resupply—shuttling critical battlefield equipment anywhere, anytime—is only one of many vital duties for the Army H-23D RAVEN. Its brand of multi-mission versatility is essential to Army Aviation's role in a nuclear age that has forgotten the meaning of status quo.*

*Good natured and rugged, the H-23D can be depended upon for every light helicopter requirement: observation... command recon... evacuation... combat recon... training... communications... liaison... wire laying... and photography, to mention a few. Performance is the key. Performance, high load and space capacity built into a rugged ship.*

***And now, Hiller has added a 305 hp engine to the same basic ship. The result is the 12E, a three place helicopter with giant capabilities.***

HILLER AIRCRAFT CORPORATION
PALO ALTO, CALIFORNIA · WASHINGTON, D.C.

## *"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

BY

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

Dear Army Aviator:

I am concerned over indications of a tendency throughout Army aviation away from tactical flying in favor of airline type operations. This tendency, if allowed to continue, will severely prejudice Army aviation just as surely as the sun will come up tomorrow morning. As I have stated many times in the past, and will continue to state, *OUR PRIMARY MISSION LIES IN COMBAT SUPPORT OF GROUND UNITS IN THE COMBAT ZONE.*

To perform this tactical aviation mission every aviator in the United States Army must first of all be qualified and adept in the operations of aircraft under tactical settings. To be adept in the operation of aircraft under tactical conditions, constant practice is necessary. The growing requirements for administrative flights must be offset by improved training flights designed to stimulate the individual aviator in tactical requirements.

I urge each one of you to give this very serious situation your detailed and continuing attention both by the written word and by personal visits and supervision. I further ask you to coordinate with the General Staff Sections of your headquarters so that they also may have the opportunity to visit our aviation units where they can stress tactical employment of these units.

## Check Your TD's

■ You are certainly aware that the flying field in the Army has been opened to allow warrant officers to pilot fixed wing aircraft under certain conditions. We here at the Pentagon think that this is a highly promising solution to the classical problem of technical flying skills versus officer responsibilities. Our ultimate goal in this area is to have warrant officer aviators in the cockpits of aircraft when the pilot skill involved goes no further than the technical operation of the aircraft from one point to another.

With respect to this subject, we have frequently encouraged you to review your Tables of Distribution to see where you can place warrant officer aviators within the scope of the above philosophy in these TD assignments. I ask you to review this personnel problem continuously and to represent yourself before your headquarters in an effort to gain authorizations for warrant officer aviators, both fixed and rotary wing, in our table of distribution units. In the near future the Fixed Wing Transportation Company, TOE 1-107D, will be issued reflecting spaces for 20 warrant officer aviators MOS 1980 in lieu of officer aviators. As the changes can be effected without working a hardship on individuals concerned, we will see these fixed wing warrant officer aviators in our Otter companies within the coming years. One company already exists at Ft. Sill staffed with 20 warrant officers aviators; another is being organized this winter at Ft. Ord on the same basis; and a third will be organized at Ft. Riley next spring. As I mentioned, we will then reorganize the already existing older units as circumstances dictate.

In connection with this program I would like all responsible aviation personnel to screen very carefully those warrant officers nominated for fixed wing flight training to be sure that individuals with the greatest potential are pioneering this new personnel philosophy.

## Synthetic Trainer Changeover

■ What happened to the old Link trainer? The historic ANT 18 is very rapidly going out of the Army aviation picture. It has been or

is being replaced in all of our installations with the ICA1 synthetic trainer. The ICA1 (Air Force Nomenclature is C8) is a gift from the Navy, who declared these trainers excess to their needs. We in return refurbish them and provide spare parts supply and are equipping all of our installations with this model as rapidly as circumstances allow. I think most of you will admit that, while not perfect by any stretch of the imagination, the ICA1 is a distinct improvement over the ANT 18.

In its turn the ICA1 is scheduled for replacement by a standard Army fixed wing instrument trainer sometime in the mid 1960's. This new trainer is now under development at the Naval Training Devices Center at Long Island City, New York. It will incorporate the latest electronic communication and navigation equipment, such as VORTAC, radar altimetry, APX 44 transponders, and so forth. With this trainer we should be able to provide instruction and practice in all phases of the 1960 decade version of instrument flight.

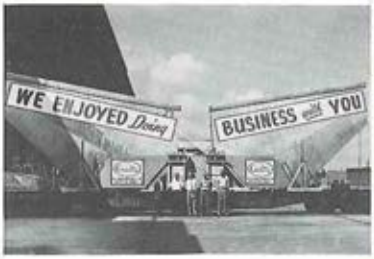
A standard rotary wing instrument trainer is also under development at the Naval Training Devices Center. The development of special flight simulators is continuing. The H-37 simulator is quickly approaching completion at the Melpar factory here in the Washington area. Serious thought is being given to flight simulators for such of our more complex aircraft as the *Mohawk* and the *Caribou*.

You are all aware of the manifest savings which can be effected by the judicial use of instrument trainers and flight simulators to keep our aviators current and proficient in instrument flying techniques. I think that perhaps aviators in our tactical units should be especially encouraged to undergo as much flight simulator or instrument trainer training as it is possible for them to obtain, since these aviators in particular lack the ready opportunity for actual instrument or properly supervised hooded flights in the accomplishment of their day-to-day missions.

## Ticketed

Brig. Gen. J. A. Barclay (left), Army Ballistic Missile Agency Commander, is presented a certificate of Instrument Qualification by Maj. Don R. George, Chief of the Aviation Section of the Army Ordnance Missile Command. Gen. Barclay, who received his wings in May, pilots an L-23 Seminole aircraft.

## Bread & Butter Note




A kingsize message from Cessna employees to Boeing employees at Seattle emblazons the 3 sections of the 51 ft. B-52 horizontal stabilizer produced under sub-contract at the Cessna Wichita facility. The 3' x 46' sign is noted by Boeing officials as they accept delivery on the final B-52 unit from Cessna representatives. Unit's 3 sections dwarf the railroad car used in shipment.

## Look for Helmets in '60

■ By sometime in 1960, according to present plans, every aviator in the active Army will have a Navy APH 5 crash helmet as an item of personal issue. This helmet was found by the Aviation Board at Ft. Rucker to more nearly conform to our requirements than any other now in production. It is both a good looking and a functional hard hat.

The helmet incorporates a built-in pair of sunglasses in the form of a visor, and a considerable amount of interior head and ear padding. It will have to be individually fitted to each wearer to insure comfort over long periods of use. It is hoped that the use of these helmets by all of our flying personnel, particularly in the reconnaissance helicopter and the observation airplane, will substantially reduce fatalities incurred due to crashes. It should also serve to increase audibility of radio communications.

## RECONNAISSANCE AND LIAISON—ARMY STYLE

Today the Company Commander uses the jeep for reconnaissance and liaison. The Army YHO-2HU (Hughes model 269-A) two-place helicopter, now under evaluation, is specifically designed for this mission.

The YHO-2HU 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 YHO-2HU has these additional features—

**Performance:** With its 180 h.p. Lycoming engine, the YHO-2HU 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 useful load.

**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.

See the YHO-2HU at the A. U. S. A. Annual Meeting in Washington, D.C., October 20-22.

HUGHES TOOL COMPANY
AIRCRAFT DIVISION
CULVER CITY, CALIFORNIA

For an informational brochure on the YHO-2HU please write to the address on the left.

## Label 'Em!

■ I am pleased to discover the ever increasing use of the common Indian names for our aircraft in non-technical discussions and writings. This is a good thing and should serve to add descriptive interest to the subject of Army aircraft, both in military and civilian circles. In this respect you can forecast a few more terms which I will describe here:

*Ojibway* for the HYO-2HU
*Chippewa* for the HYO-3BR
*Chinook* for the HC1
*Hopi*, possibly for the Aerial Jeep

## Caribou Impressive

■ I had the opportunity to see the *Caribou* fly last month and I was greatly impressed with its flight characteristics. You know it is designed to carry a load approximately 3 tons. In Toronto, with a load somewhat less than 3 tons but in the neighborhood of 2-1/2 tons, I saw that airplane take off and land with amazingly short runs.

## Taboo

■ *Word to the wise department*: Former instrument card holders who have let their cards expire can expect little sympathy. On the same subject, your attention is invited once again to the fact that non-instrument rated aviators who pilot multi-engine aircraft do so in violation of par 14, Change 3 AR 95-31.

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

# Fort Myer Dedication Ceremonies Honor Aviation Anniversaries

■ Some two dozen distinguished guests, including military representatives and pioneers in American aviation, attended special ceremonies held at Fort Myer, Va., on September 3rd, the 50th anniversary of two landmarks in flying history.

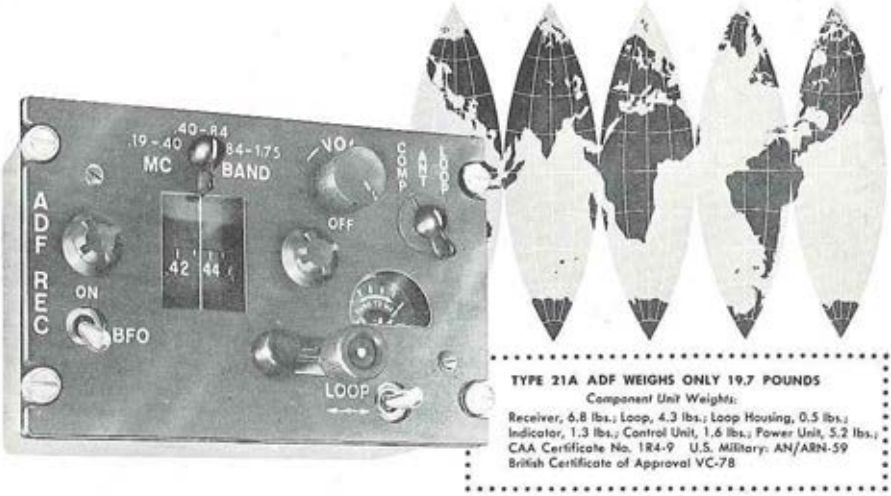
A monument marking the first military flight by an airplane which co-inventor *Orville Wright* piloted September 3, 1908, and a plaque in memory of *1st Lt. Thomas E. Selfridge*, USA, who became the first American air fatality when the plane crashed during a test flight two weeks later, were unveiled and dedicated at the ceremonies.

On the reviewing stand were *Maj. Gen. Frank P. Lahm*, USA, Ret., former member of the 1909 Signal Corps cadre for Aviation; *Mrs. Frederic G. Kellond*, sister of the military aviator; the *Honorable Hugh M. Milton, II*, Acting Secretary of the Army; *Gen. T. D. White*, Chief of Staff, USAF; *Gen. Lyman L. Lemnitzer*, Vice Chief of Staff, USA; *Lt. Gen. J. D. O'Connell*, Chief Signal Officer; *Maj. Gen. John G. Van Houten*, Commanding General, MDW; and *Brig. Gen. Ernest F. Easterbrook*, Director of Army Aviation.

The marker commemorating the flight was dedicated during a special retreat review held at Ft. Myer's Summerall Field. Following the review the Selfridge plaque was dedicated at the West Gate, Arlington National Cemetery.

Reading the plaque unveiled at the West Gate at Arlington National Cemetery in memory of 1st Lt. Thomas E. Selfridge is Maj. Gen. Frank P. Lahm, USA (Ret.), a member of the original 1908 Signal Corps Aviation Cadre engaged with Orville Wright in the first military aircraft test flights.

Dignataries attending the ceremonies included, left to right, the Honorable James H. Douglas, Secretary of the Air Force; Mrs. Frederic G. Kellond, sister of 1st Lt. Thomas E Selfridge; Maj. Gen. Frank P. Lahm, USA (Ret.); and the Honorable Hugh M. Milton, II, Acting Secretary of the Army.




**TYPE 21A ADF WEIGHS ONLY 19.7 POUNDS**

*Component Unit Weights:*

Receiver, 6.8 lbs.; Loop, 4.3 lbs.; Loop Housing, 0.5 lbs.; Indicator, 1.3 lbs.; Control Unit, 1.6 lbs.; Power Unit, 5.2 lbs.; CAA Certificate No. 1R4-9 U.S. Military: AN/ARN-59 British Certificate of Approval VC-78

# World-Wide navigation aid

## The Time Tested ADF Now in Less Weight, Less Space

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

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

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

Ask your dealer for detailed literature.

*Dependable Airborne Electronic Equipment Since 1928*

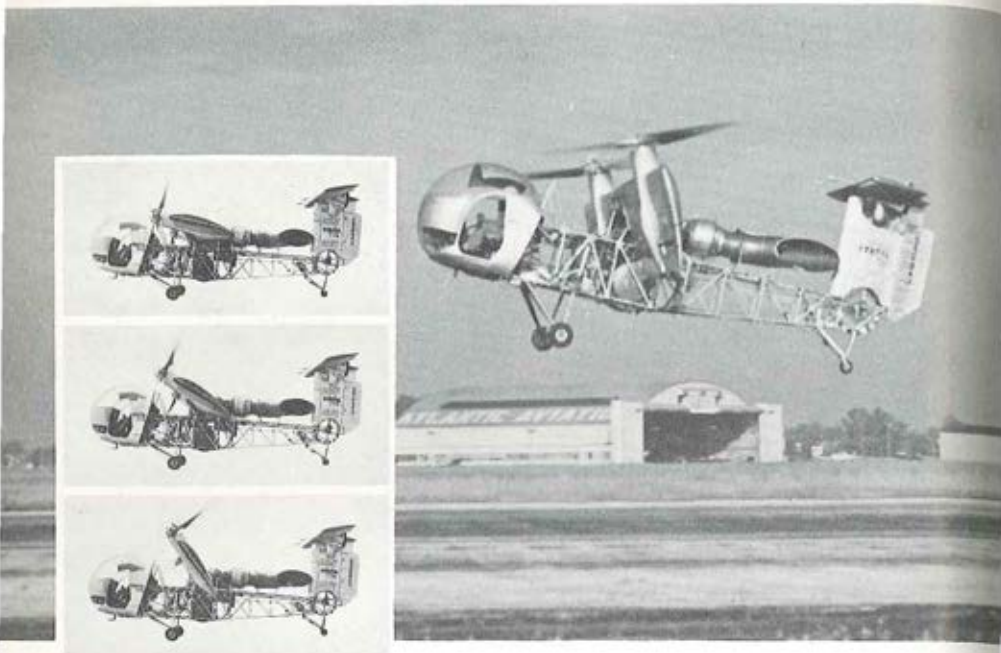
**Aircraft Radio Corporation** BOONTON, NEW JERSEY

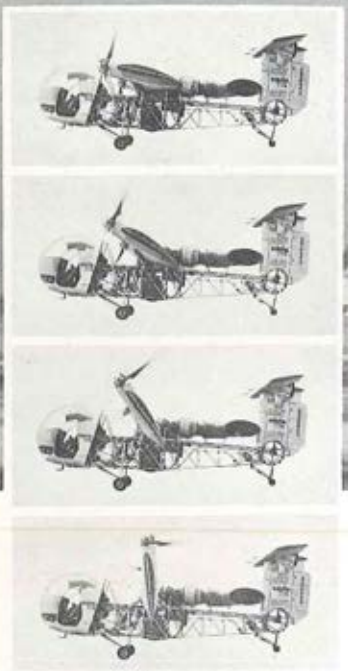
Omni Loc Receivers • Course Directors

LF Receivers and Loop Direction Finders • UHF and VHF Receivers and Transmitters (5 to 360 channels)

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

# First tilt-wing VTOL on extended research program





The turbine-powered Vertol 76 completes conversion from VTOL configuration to high speed cruise as a fixed-wing aircraft. Twin rotor-propellers produce lift and forward thrust—two ducted fans in tail are for stability and control.

The world's first tilt-wing Vertical Take-Off and Landing aircraft has now achieved transition from a helicopter hover to fixed-wing forward flight and back again.

The Vertol 76 research craft was designed to explore the tilt-wing principle, for the U. S. Army under cognizance of the Office of Naval Research.

Since proving the feasibility of the tilt-wing design for VTOL this research aircraft is now undergoing tests to explore the entire spectrum of VTOL and STOL flight capability.

Vertol's tilt-wing VTOL concept shows promising results for an aircraft capable of performing a wide variety of operational missions, combining the best features of the helicopter with those of high-speed fixed-wing aircraft.

VERTOL Aircraft Corporation

MORTON, PENNSYLVANIA

SUBSIDIARY: ALLIED RESEARCH ASSOCIATES, INC., BOSTON, MASS

# JOIN THE "CREATIVE SET"

Fort Bragg's Simmons Army Airfield shown while under construction in Nov. 1956. (U.S. Army photo).

■ The easiest way to build an Army airfield is to place unlimited funds in the hands of a reputable contractor and transfer overseas!

*The result will not be acceptable, but someone else can take the blame.*

Your request for transfer being disapproved, and your commander having made both his desires and intentions very clear, it behooves you, a combat officer and an aviator, to take it. *You,* whose entire building experience collapsed with an erector set, are now to enter *the creative set,* and hobnob with those who spend millions.

*WOW!*

## Attack The Problem!

Nothing will make your assignment easy. The hook will remain. Here is a way in which your effort can be channeled and the final result be acceptable:

Your guidance will probably include the area in which the airfield is to be built. Go there with Post Engineers. Look at the size, the drainage, the natural obstructions, and the sub-surface. Compute your present aircraft population; double it and add 10%.

## Ask Yourself:

*Is the area adequate and does it leave room for future expansion?*

*Is drainage feasible?*

*The sub-surface acceptable for paving?*

*The natural obstructions no barrier to landings into the prevailing winds?*

Back to the office and to certain references which will help guide you in the drafting of your over-all plan.

Here are some good ones:

- TB 5-250-1, *"Design Criteria for Army Airfields & Heliports."*
- AR 415-31 with changes, *"Construction, Basic Housing & Space Allocations at Permanent Installations."*
- D/A Cir. 725-19, *"Special Issues of Communications & Navigational Equipment for Army Airfield, World-Wide."*
- T/A 20.
- T/A 60-26 (when published)
- AFR 86 Series *"Installation Planning & Development."*
- AFR 91 series *"Runway & Taxiway Markings."*

## The Minimum Audience:

Once these references have been absorbed, the minimum facilities required for an installation having a given number of aircraft becomes a matter of simple arithmetic, and you can fit them into the available real estate.

Prepare a large chart and cover it with acetate. Take several different colored grease

**BY**
**LT. COL. MORRIS G. RAWLINGS**

pencils along, and present your case before an audience composed, at a *minimum*, of representatives from:

| | |
|---|---|
| *Post Planning Board (Post Engineers)* | *G-1* |
| *District Engineer* | *G-3* |
| *Post Signal* | *G-4* |
| *Post QM* | *Comptroller* |

*Prospective tenants*

*Last, a stenographer capable of total transcription. This listening, incidentally, is not intended to be in order of importance. The implication is only that many people are involved.*

## The First Setback:

Your vari-colored pencils will now come into play. Your plan will prove to be inadequate, and inept, *but interesting*. You will learn that: the area chosen is unsuitable; that there are no funds available before FY 1962; that troop labor is obligated until 1961; and that civilian contractors in this area are not interested in government contracts since they always lose money. (*Someone is certain to remind you that in WW II, we used to operate between hedgerows.*)

Take heart! You're doing well. See if you can get answers to these questions:

*"How much will it cost?"*

*"How long will it take?"*

**Headed for a Crash**

**CWO Hubert A. Wellman receives well wishes from Lt. Col. Yancey H. Bivings, Jr., the Commanding Officer of the 40th TAAM Battalion, Ft. Eustis, Va., prior to his departure on a mission to deliver the last H-25 employed by the Army. The obsolete chopper was ferried to Papago Airfield, Phoenix, Ariz., where it was presented to the Cornell University Aviation Crash Injury Research agency. (USA photo /Sep 15, 58).**

Because the *Post Engineer* has had far more experience than you, he will *not* give you an answer. The *District Engineer* will hazard a guess. The amount will be *shocking*.

Relax!

That's the *"I'll-put-a-stop-to-this-nonsense"* answer. It is now time for you to bargain.

*"Gentlemen, you understand that this is the completed airfield. We certainly don't expect it all to be done at once. All that is required now, is ———."*

## Establish A Priority!

And THAT is the bargain. A priority of projects which will put you in operation is as follows:

- *A place to land (runway)*
- *A place to park (taxiways)*
- *A method of refueling (fuel storage)*
- *A method of control (tower & operations buildings)*
- *Organizational repair (parking area & hangars)*
- *Night Operations (Field lighting)*
- *Field maintenance & parts issue (hangar & warehouse)*
- *Separation of facilities; fixed & rotary wing (runways, parking area)*
- *Instrument operations (navigational aids)*
- *Refinements (Barracks, Swimming pool, etc.)*

## Ask Low — Accept High

All you *must* have to begin operating is a place to land and take off and a place to pull out of the way while others do so. It is possible to refuel from fuel drums; control traffic from a vehicle, and to perform maintenance on aircraft as they sit on the sod. *You gain nothing by asking high and accepting low.*

Ask low and in *simulated* surprise, accept the additional offers. It is better to be spoken of as one who is too easily content, than to be accepted as an *equal* trader while you lack experience.

## Specialized Pitches:

G-1 will, sometime during the meeting, ask why he was invited. Show him first, T/O1-207C, *"Army Aviation Operating Detachment,"* then explain that at the present time, you cannot

see the need for such a large manpower investment. Suggest instead, a T/D organization, composed as follows:

*1-Airfield Commander*
*1-Operations Officer*
*1-Facilities Officer*

| ADMINISTRATION | OPERATIONS | AIR TRAFFIC CONTROL |
|---|---|---|
| *1-Chief Clerk* | *1-Chief, Opns* | *1-Chief Air* |
| *1-Clerk Typist* | *6-Opns Sgt* | *Traffic Control* |
| | *2-Weather Sgt* | *8-Air Traffic* |
| | *2-Alert Crew Chief* | *Controllers* |
| | *6-Alert Crew Members* | |
| | *1-POL Sgt* | |
| | *4-Drivers* | |

*The Comptroller* will suggest that present T/D allocations from higher headquarters are already over-drawn, but will admit that spaces can be requested. G-1 will prefer your T/D to the establishment of another detachment. *You win.*

Armed with figures and dates, and with a *revised* chart of the proposed airfield, you request an audience with your commander. *You lose.*

Eventually, you'll come up with the *desired* solution; and, in company with the *Post Engineer* among others, you'll hear the directive to begin.

## If Smart, You Will:

GET OUT OF THE WAY; your absence will not be noted by anyone. There is nothing you can do except watch a number of strangers poking sticks in the ground, using transits, and disappearing into the office of the *District Engineer.*

You and your personnel *(by this time, you should have one officer and two men assigned)* will be running in circles anyhow. *Signal* will want to know where the teletype is to be installed; the T/D as received from *the Comptroller* will bear but little resemblance to that which had been approved; your *Commander* will want weekly progress reports in chart form, and you'll be getting your flying time at night in thunderstorms.

Cheer up! The airfield will now begin to take shape—slowly and without regard to your sequence. Because the contractor is unable to obtain glass for the tower, your first hangar will begin. The shortage of cement will halt construction of your parking area, but will result in the installation of a latrine in the operations building.

*Airfields are built because of delays rather than in spite of them!*

Bristol Type 192 helicopter, which made its first flight on July 5th, is now in production as a troop/cargo carrier and for ambulance and search and rescue duties. The 192 is powered by two 1,300 SHP Napier Gazelle turbine engines, has a cruising speed of 138 mph, and a maximum payload of 6,000 lbs. (Photo/story: SHELL AVIATION NEWS).

As the building progresses, the plans will develop weaknesses. Each of them is a personal affront to someone. Here are some of the more prevalent:

- *Drainage and central heating require underground pipes. Lay them before paving or cementing.*
- *Present Army aircraft require four grades of aviation fuel. Plan your storage accordingly.*
- *Ten per cent of your traffic will be transient. Plan for them.*
- *Much of your transient traffic will fall in the VIP category. Your airfield is the gateway to your commander's post. Enough said?*
- *Establish an auxiliary power source for your tower and your communications with Flight Service.*
- *Separate the operations of fixed wing and rotary-winged equipment, but build your tower high enough to control traffic.*
- *Don't hurry all-weather operation. Be sure both personnel and navigational aids are present and checked before operation.*
- *Arrange for field maintenance and the issue of aircraft parts at your installation.*
- *Maintain transportation at the field for airfield-to-post commuting.*
- *Plan on around-the-clock operation. About thirty per cent of your traffic will occur before or after duty hours.*

## The End Result:

There is a large measure of personal pride involved in doing any job well. Since so much of our work leaves no tangible evidence, it is doubly gratifying to see *concrete results.*

And, brother, an airfield nowadays, is practically all concrete! ■■

# NEW TOOL FOR THE ALL-JET AIR FORCE!

Cessna's T-37 jet trainer, now in operation,
combines outstanding high-altitude performance
with unique side-by-side instruction,
high to low speeds, easy handling
...fits the new concept in USAF training:
a quicker, safer transition
into combat jets!
Cadets learn faster,
USAF realizes time-money savings.


**CESSNA AIRCRAFT CO., Wichita, Kans.**

## Purpose of Film:

This newsletter will be devoted exclusively to the subject of a general purpose film on Army aviation, titled "FLYING SOLDIERS."

The idea for producing "FLYING SOLDIERS" was born of pure necessity. There is, unfortunately, a widespread misunderstanding of the mission and the functions and the goals of Army aviation, both in the non-flying element of the Army and in the general civilian populace. Basically, the purpose of "FLYING SOLDIERS" is to correct this impression and to create a wider understanding of what we are and where we are going.

## Major Features:

"FLYING SOLDIERS" is a 30-minute black-and-white film with sound track. To summarize the major features of the film, it:

- Explains the reasons for developing aviation as a major activity in the Army.
- Shows potential uses of Army aircraft in future combat situations.
- Includes some remarks by the Commandant of the US Army Aviation School, *Major General Bogardus S. Cairns.*
- Previews four selected new type aircraft being built for or considered by the Army.

You will see in a little while why the film is the length that it is.

## Distribution:

Prints of the film will be mailed *before* November 1st to the following headquarters, c/o the Aviation Officer, Aviation Advisor, or Senior Aviator of the Command:

| | |
|---|---|
| *CONARC* | *Transportation School* |
| *USAREUR** | *Engineer School* |
| *USARPAC** | *Signal School* |
| *USARAL* | *Med Svc School* |
| *USARCARIB* | *Ordnance School* |
| *USARADCOM* | *Chemical School* |
| *First Army** | *Intelligence School* |
| *Second Army** | *PM School* |
| *Third Army** | *Adjutant General School* |
| *Fourth Army** | *ABMC* |
| *Fifth Army** | *CO, Camp Gary* |
| *Sixth Army** | *APHS, Cp Wolters* |
| *MDW* | *NGB* |
| *Army War College* | *USMA* |
| *C&GSC* | *USA Maint Bd* |
| *Infantry School* | *AEPG* |
| *Armor School* | *Avn Board* |
| *Artillery School* | *TSMC* |
| *AA&GM Br, Arty School* | *TRECOM* |
| *Quartermaster School* | *CDEC* |
| *Aviation School** | *Each USAR Corps Hq* |

## The Why, When, & Where On:

# "FLYING

Those headquarters indicated with an asterisk (*) above will receive both 16 mm and 35 millimeter prints of the movie. All other recipients will receive one or more 16 millimeter prints.

In connection with "FLYING SOLDIERS" and also as a general advertising procedure for Army aviation, all personnel listed above will also receive during the last half of October a package of 6 to 8 4x5 inch negatives from the film. You will have to use your own funds to make prints of these negatives, and the size of the prints of course is up to you.

## For Non-AA Audiences!

Before I proceed further, I would like to make one point abundantly clear: *"FLYING SOLDIERS" IS NOT INTENDED PRIMARILY FOR ARMY AVIATOR AUDIENCES; IT IS INTENDED PRIMARILY FOR GENERAL MILITARY AND SELECTED CIVILIAN AUDIENCES.*

Nothing could detract more from the intended purpose of producing this film than to restrict its showing to strictly military aviation personnel. Of course we want all aviators to see the

# ;OLDIERS"

film, but its success lies in the field of a wide dissemination to a broad cross-section of our ground contemporaries, both military and civilian.

As to dissemination of the film and getting it before the largest possible audience, I am confidently depending on every officer in the Army who wears wings to come up with ideas and to promote this essential project. Keep in mind that your initiative and intuition are the keystones of success in getting this message across.

## Suggested Military Audiences

Concerning *military* audiences, let me list here a few as a spring board of ideas for expansion by you:

*Service Schools*
*Training Centers*
*NCO Academies*
*Reserve-ARNG Drills*
*AUSA Meetings*
*ROA Meetings*
*ROTC Units*

If you will pause to reflect a moment on the above listing, I know that you can add to it wisely and well. Please do so.

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

## Suggested Civilian Audiences

On the subject of *civilian* audiences, I will again list a few as a starter for your own thinking and expansion of this very important field:

*Chambers of Commerce*
*Parent-Teachers Associations*
*Boy Scout Units*
*Service Organizations (Lions, Kiwanis, Rotary, etc.)*
*Aviation Clubs and Groups*

## Brief Talk Can Help!

With both of the general audiences, military and civilian, the film was produced in a fashion to stand by itself without introduction or conclusion from a speaker. I do believe, though, that a few well chosen words to introduce the film and a crisp conclusion after the film would be *extremely* advantageous whenever such an opportunity is possible.

## Adaptable for TV Showing

Earlier in this letter I mentioned that the film was a 30 minute film for a very good reason. Actually, the exact time of the film is 28 minutes and 40 seconds, which is 2,550 ft. of footage. The reason for this length is that a 28 minute-40 second film is desired by local television stations to fill a half hour non-sponsored spot. Here, perhaps, is our greatest opportunity to get the aviation message across—*by local television showings.* As many of you know, the FCC requires licensed television stations to devote a certain amount of their time to public service programs. Certainly this film on aviation could be considered as a public service program. It should also have a very high appeal to the general television-watching civilian audience.

## Reaction Reports Welcomed

As to seasonal timing of "FLYING SOLDIERS" dissemination, it is generally believed that the period November 1st through April 30th is an optimum time frame for exposure of this film. If correspondence from you indicates enthusiastic reception, we might well go ahead on another similar movie on aviation for showing in 1959. For this reason we would not want to over-show "FLYING SOLDIERS" beyond April or May of next year.

On this score I am very desirous of hearing

your own reactions to the film and the reactions of audiences to it. Please feel free to drop a note to me at any time that you can give an accurate report on audience reaction, and at the same time mention your own feelings on the subject. Let me apologize in advance if I do not find the opportunity to answer each letter individually. I will certainly try to do so; however, this may turn out to be impossible. When you write, also consider forwarding your ideas on what the general theme of a 1959 film on aviation should be to have the widest possible popular appeal. We will consider any and all suggestions in this area.

Special distribution of this letter is being made as a departure from normal procedures. Some of you who receive this newsletter do not normally receive our monthly newsletter from the Pentagon under our new system, and we will revert to that system again with the November Newsletter.

In closing, let me emphasize once more that we have a big and important job in telling the story of Army aviation intelligently and purposefully so that all Army personnel and all interested civiians know and understand what we are and where we are going.

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

**Surprised**

**Playing a one-star sheriff, Scott Cairns, six-year-old son of Maj. Gen. Bogardus S. Cairns, presents a second star to his Dad upon the General's arrival at Ozark Army Airfield. The Cairns family had received D/A notification of the promotion while the General was in flight to Fort Rucker, and young Scott was deputized to make the surprise presentation at the airport. (USA photo)**

# DHC4

In late September ceremonies attended by some 500 visiting Canadian and American dignitaries, de Havilland of Canada unveiled its new DHC4 *Caribou*, a versatile "do anything utility type transport aircraft."

Basically, the *Caribou* is a twin-engine passenger-cargo airplane grossing 24,000 lbs. (about the same weight as the DC3) but unique in having the ability to take-off and land in a distance of less than 500 feet.

Powered by Pratt & Whitney R2000 engines, the *Caribou* amply demonstrated the ease with which it can operate in and out of restricted areas, as well as its excellent handling characteristics in flight.

## First in February, '59

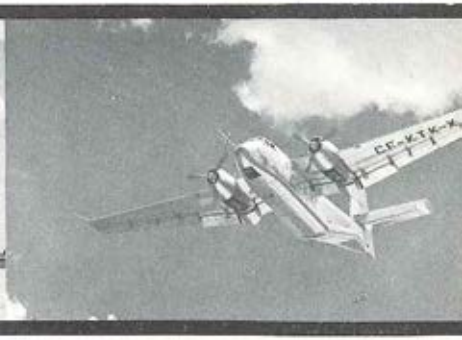
The prototype aircraft—the first aircraft ordered by the Canadian government—will be utilized for extensive evaluation trials to validate its certification. De Havilland officials expect the first of five DHC4's ordered by the U.S. Army on an "off the shelf basis" to be ready for February, '59 delivery.

Present production planning calls for the commencement of the first run of 20 production *Caribou* in February '59, with the target date for the first civil model being March, '59.

## Military Version

Designed as an Army vehicle capable of supplying close support by providing rapid mobility for troops, equipment, and supplies in for-

# CARIBOU



ward areas, the *Caribou* can operate from improved landing strips as short as 850 feet in length.

A large rear loading door provides access to the cabin and permits the rapid jettisoning of cargo in airborne operations. As a troop transport, 28 fully equipped combat troops or 22 paratroopers may be carried in the military configuration. The rear door, capable of being opened in flight to permit airborne operations, facilitates the disembarking of troops or airborne ambulance cases. Fourteen standard litters and 10 seats for attendants or sit-up cases comprise the air-evacuation load.

The large *Caribou* cabin is capable of accommodating two "jeeps," a ramp extension facilitating vehicular loading through the 73" x 75" internally-retracting rear loading door.

## Operational Data

*Cargo payloads* vary from 7,383 lbs. with fuel for 200 miles, to 6,038 lbs. with 600 miles range.

*Ultimate range* with full standard tanks is 1,350 miles.

*Cruising speed* is approximately 51% take-off power is 183 mph (159 knots).

*Landing speed* is approximately 60 mph.

*Rate of climb* (two engines) at sea level is 1,500 fpm. One engine: 315 fpm.

*Service ceiling* (two engines) is 24,900 feet. One engine: 10,500. (Absolute single engine ceiling is 13,000 feet.)

## Additional

*Cockpit visibility*: Large greenhouse totaling 32 square feet permits 265 deg. arc of vision from wingtip to wingtip and 183 deg. from nose to tail. Windshield is bird-proof.

*Taxiing*: Nose wheel, power-steered over 124 deg., permits 27 foot turning radius. Clear view of main gear through side panels and view of ground 15 feet in front of aircraft provide maximum safety in rough field operations.

*Takeoff*: At gross weight *Caribou* will unstick in 345 feet with a light 10 mph headwind. High climbout angle is permissable though low power loading of 8.2 lbs/hp.

*Landing*: Landing roll distance is 300 feet with a light 10 mph headwind. Full span double flaps and power-assisted hydraulic brakes abet the 60 mph stalling speed.

## Mechanical Features

A 3,000 p.s.i. *hydraulic system* operates the flaps, nose wheel steering, landing gear and brakes. Source of power is independent electric pump contained in a readily removable power pack assembly.

*Landing gear* emergencies are handled by a manual release on the uplatches permitting the slipstream and gravity to lock the gear down.

*Nose gear* has two emergency systems: a separate hand pump and a "blow-down" air bottle.

The *Caribou's accumulator* can be manually pumped to full operating pressure in the event of electrical system or main hydraulic pump failure. The brakes have an additional accumu-

lator which can be manually recharged to operating pressure and, as an additional safety measure, a manually operated emergency air bottle.

*Power plants*, forward of the firewalls, are identical and the engines, complete with propeller, reduction gear, accessories, and cowlings are full interchangeable.

*Undercarriage*: Main gear legs are identical and fully interchangeable. Unique design features closed nosewheel doors when nosewheel is down to prevent wheel well damage in rough field operations.

*Fuel System*: Fuel cells are located in outer wing panels, outboard of propeller discs. Each side consists of 10 inter-connected cells readily inspected through individual access panels. Over-wing refueling is accomplished through a 3-inch diameter receptacle on each side.

*Flight Controls*: Rudder and aileron trims are mechanical; tailplane trim is electrically-operated with mechanical system in reserve.

*Electrical Supply*: Two 300 amp, 28 volt D.C., low-speed generators. A.C. systems power essential flight instruments and windscreen de-icing.

*Inspection*: External walkways are provided on the upper fuselage and wing surfaces.

## Loading Features

*Cargo loading*: Fuselage floor (45" from ground level) matches truck bed heights. Rear door is 73" wide by 75" high.

*Overhead Monorail*: Structural provisions have been made for the installation of an overhead cabin monorail, capable of taking a 2,000 lbs. load, and forward-cabin winch for monorail operation.

*Crew Entrance*: Under belly entrance beneath cockpit area permits crew entry when cabin is fully loaded and serves as emergency escape hatch.

*Passenger Loading*: Two aft doors, right and left fuselage sides, facilitate passenger loading in lieu or in addition to rear loading door use.

*Floor Stability*: *Caribou* main and nose shock struts are two-stage struts, giving the main cabin floor a very small deflection from the normal ground attitude. Uncomfortable nose dippings during taxiing and braking are reduced by this design feature. Short stroke features during ground handling do not interfere with long stroke characteristics required for high energy shock absorption of short rough field landings.

## DIGEST

**COL. DANIEL H. HEYNE,** former Chief of Staff at Fort Rucker, has assumed duties as assistant commandant of the U. S. Army Primary Helicopter School, Camp Wolters, Texas. Qualified in both rotary-wing and fixed wing aircraft, the Texas-born USMA graduate is to handle school activities.

**LT. COL. JACK BLOHM,** a veteran Army aviator, has been assigned as executive officer of the Seventh Army Aviation Section, Hq, Seventh Amy, Vaihingen, Germany. Prior to his assignment, he served as commanding officer of the 8th Transportation Battalion, a Seventh Army aviation unit.

**LT. COL. WILLIAM E. EDLER,** a recent graduate of the Command and General Staff College at Ft. Leavenworth, Kan., has been assigned as 82nd Airborne Division Aviation Officer. An experienced aviator, he succeeds Lt. Col. John L. Rowan, who left the Division for an assignment in Korea.

**COL. ROBERT H. SCHULZ,** Director of the Department of Maintenance at the U.S. Army Aviation School, was recently elected as President of the *Army Aviation Center Chapter*, AAAA. Col. Schulz replaced Col. Daniel H. Heyne, who has since assumed a new assignment at the USAPHS, Camp Wolters, Texas.

**CAPT. DONALD F. LUCE,** on recent assignment in the Washington, D.C. area, has been assigned as an "Industry Trainee" with Bell Helicopter Corporation, Ft. Worth, Tex. on a one-year tour. He replaces Lt. Col. Thomas E. Haynes, now in the Office, Chief of Research and Development, Dept of the Army.

## Accident Review Board . . .

■ The *U.S. Army Board for Aviation Accident Research* (*USABAAR*) at Fort Rucker traces its ancestry to a remote section of the Air Training Department of the Artillery School, Fort Sill, Okla. Known as the *Aircraft Accident Review Board*, the organization then consisted of one officer and one enlisted man and was responsible for reviewing all Army aircraft accident reports as well as recommending corrective action to eliminate causes of accidents.

Rapid expansion of Army aviation during and following the Korean conflict increased the workload for accident report reviews. At this time, the Board was transferred to Fort Rucker with the Aviation School and became part of the Secretary's Section. It operated with two officers, one enlisted man, and two civilians.

## Then, Aviation Safety Board . . .

Army commanders responsible for the planning of Army aviation soon realized the value of thorough and accurate determination of aviation accident cause factors. Because of this, the Board became a Class II activity of the Deputy Chief of Staff for Military Operations, under the provisions of AR 15-76. Its name was changed to *U.S. Army Aviation Safety Board* and it was increased in size to nineteen personnel.

## Now, USABAAR!

The scope of activities necessary to provide maximum utilization of all valuable material from the Army aviation accident files required a further increase in personnel. Also, the designation *Safety Board* became inadequate to describe the functions of the Board. Thus, the Board's name was changed to *U.S. Army Board for Aviation Accident Research* and its personnel authorization increased to 35.

**U.S. ARMY BOARD FOR AVIATION ACCIDENT RESEARCH**

**Kramis**

**Wiggin**

**Hughes**

# USABAAR

**Wells**

**Richie**

**Andrews**

As new techniques for aircraft accident investigation and analyses evolved, *USABAAR* expanded its sleuthing into the causes of accidents, covering the fields of design, materiel, operations, maintenance, inspection, supervision, and training.

## USC Course Instituted

The subject of aircraft accident investigation covers a broad field requiring trained investigators to gather and evaluate data. The Army realized this need and awarded a contract to the University of Southern California to teach a two-month course, four times a year, in accident investigation and prevention. The course includes classes in Aeronautical Engineering, accident investigation, aviation psychology, aviation physiology, and accident prevention. One hundred forty-one aviators have completed this course, including *all* officers of *USABAAR*. Marked improvement of accident investigations and analysis have resulted as these officers have taken their places in Army aviation units around the world.

## ORGANIZATION

*USABAAR* consists of five divisions: *Liaison, Investigation, Literature, Administration,* and *Analysis and Research.*

## Analysis & Research Division

The *Analysis and Research Division* is made up of the *Analysis, Statistical,* and *Human Factors Section.* More and more attention is being focused on the *human* element in air-

USABAAR personnel pictured: Col. James F. Wells, Director; Maj. Ollie B. Richie, Executive Officer; Frank G. Andrews, Acting Chief, Crash Investigation Division; Lt. Lawrence E. Kramis, Chief, Administration Divison; Pierce L. Wiggin, Editor, Chief Publications Writer; Capt. Marcellus C. Hughes, Special Projects Officer.

craft accidents, not for placing any blame or taint on aircraft operators, but in determining those physiological and psychological aspects of human behavior that result in aircraft accidents.

The *Analysis and Research Division* reviews all accident reports to ferret out cause factors and determine adequacy in investigations. Through statistical and mathematical studies, it forecasts accident trends. It also explores the medical side of accidents and creates prevention programs based on studies of psychological and physiological roles in aircraft mishaps.

## Liaison Division

The *Liaison Division* maintains contact with other government and civil agencies engaged in aviation accident research. It has a representative stationed with the Air Force Directorate of Flight Safety Research, and another with the Naval Aviation Safety Center. Furthermore, plans call for representatives to be stationed with the U.S. Army in Europe and in the Pacific.

These representatives collect, evaluate, and exchange information. They participate in contractors technical compliance and mock-up inspections, conduct studies of accident prevention programs, and keep *USABAAR* up to date on the activities of other agencies.

## Investigation Division

The *Investigation Division* investigates accidents of special interest or pertinence; it assists Army units in aircraft accident investigations when requested and it conducts special projects aimed at determining accident cause factors.

## Literature Division

The *Literature Division* publishes accident prevention material in the form of statistical studies, posters, bulletins and articles of special interest. It prepares the *Gray Hair* column for the *ARMY AVIATION DIGEST* and acts as a project agency for films on accident investigation and prevention.

This scientific approach to aviation accident research provides the most up-to-date weapon for bolstering the efficiency of Army aviation. The cost of this research is small when it is considered that one major accident involving a medium cargo helicopter costs *more* than the operation of *USABAAR* for one entire year.

First in a series of exclusive articles outlining USABAAR areas of interest.

## Ker Plunk!

Becoming "Shipboard-Qualified" by dint of six landings on the USS Glacier this summer, six USA TREOG AA's prepared themselves through cross-training for emergency work in the Thule Area. Lts. John A. Johnston, James R. Blackmore, and Elvin H. Underwood; and CWO's John H. Chreitzber, Gordon E. DeGeest, and Donald R. Joyce were the AA's who completed the 36 landings and pilot changeovers with incident. Landings on the nation's largest icebreaker were made in shallow approaches with the aid of a signalman. Brakes were locked during touchdowns to prevent forward rolling. (USAF photo).

## The Oath

A re-up during a go-up took place at Ft. Riley, Kan., when Sp-5 Harold E. Fortner (right), a crew-chief in the 81st Helicopter Company, enlisted for 3 years while flying some 1,500 feet over Marshall Army Airfield in a Shawnee. Administering the oath to Fortner was Lt. Col. Albert Newton (left), commanding officer of the 71st Helicopter Battalion. (USA photo/Magnusen/2 Sept 58).

THE
# ARMY AVIATION ASSOCIATION
OF AMERICA, INC.

## Report on Nat'l Board Meeting

The National Executive Board held its third quarter meeting in Washington, D.C. on September 27th. Present were: *Col. R.M. Leich*, Pres.; *Col. R. R. Williams*, Exec VP; *H. E. Haugerud*, VP, Pub Aff; *Col. O. G. Goodhand*, Trea.; *Lt. Col. W. N. Phillips*, Sec.; *A. H. Kesten*, XSec.; *Col. I. B. Washburn*, Pres.; Washington Region; and *Lt. Col. A. J. Rankin*, Chairman, Long-Range Planning Committee.

### Administrative Reports

The XSec submitted a *Financial Report* covering the period April 1-August 31, 1958. Summarized: $5,203.37 in cash assets with all liabilities met.

*Organizational Report* (summarized): 4 organized Regions and 15 organized Chapters in operation through September 22, 1958.

*Membership Report* (digested): 2,354 members through Sept. 22nd. The 1,100 members joining the AAAA during the first two quarters of this membership year represented an 89% gain over the initial membership year total of 1,244 members.

*Planning*: Potential of 2,900 members by the end of the current membership year in March, 1959. Anticipated renewal loss: 14%. Overall potential: 5,500 active Army members; 1,200 ARNG members; 600 active USAR members; 400 Industry Members (estimated). Total: 7,700 (maximum).

*FPPP Report*: 1,632 Army aviation personnel covered through Sept. 22nd. Number of Claimants: 7. Current Monthly Claim Total: $830/month.

### AAAA Directory

The Board approved the publication of the *Directory* by the Flexoprint-offset method. The XSec was directed to initiate the compilation of *Directory* listings to include (first issue) the address, phone number, and the full names of the first and second in command of all key Army aviation facilities and sub-divisions thereof.

The Board authorized the revision of the *Directory* on a semi-annual basis, the second issue and subsequent issues to carry the pertinent listings of Industry Members.

*Target date for distribution*: Jan.-Feb., '59. Distribution will be made to all Ass'n members, with additional copies to Members and copies to non-Members to be sold at $6.00 per issue.

The Board approved the ZI-APO format with units to be listed by State or APO number, and directed that a tear-out coupon be inserted to facilitate corrections.

### Industry Membership Program

The Board reviewed the *Industry Membership Program*, and authorized the forwarding of invitations to an additional twelve firms.

The XSec reported that each of the following firms had ten individual Industry Members:

Hayes Aircraft Corporation
Southern Airways Company
Continental Motors Corporation
Hughes Tool Co., Aircraft Division
Lear, Inc.
Aircraft Radio Corporation
Vertol Aircraft Corporation
Bell Helicopter Corporation
United Aircraft Corporation
Kaman Aircraft Corporation
Fairchild Engine & Airplane Corporation
Republic Aviation Corporation
AVCO Lycoming Division

### Civilian Component Program

The Secretary reported that the VP, Nat'l Guard Affairs had just forwarded a personal letter to each of the 52-odd State Supervisors calling for their individual support of the organization in reaching the 1,200 ARNG aviators. The Secretary also indicated that he planned a second personal letter to the Supervisors to amplify the initial letter.

The Board acknowledged that an increased flow of technical and development information in the monthly periodical would enhance civilian support.

The Board also acknowledged that active Army interests should be urged to welcome civilian component personnel at regular, informal AAAA-sponsored get-togethers.

The Board approved the investigation of *low-cost, group accidental death benefit insurance* that would serve to cover the pilot and/or crewmember of an aircraft engaged in a military mission, whether flown under Army or civilian component jurisdiction.

## Revision to FPPP Certificate

The Board approved a further study of revising Condition 3 of the basic Certificate to rule out indemnity payments after a normal *administrative* retirement.

The Board authorized the underwriters to rewrite the Master Policy to reflect the following:

*"The insurance of any Member shall automatically terminate as of the date he ceases to be a member of the AAAA, leaves the Member's Service, is pensioned or retired, whichever occurs first, or as of the next premium due date succeeding his attaining the age of sixty years.*

*Indemnity for "Loss of Incentive Pay" shall cease as of the date of termination of military service, unless the termination of military service is caused by and is a direct result of the physical disability for which the indemnity is being paid prior to the termination of service, in which case the indemnity shall be paid for the period of continuous disability, but for not exceeding twenty four months."*

## National Board Nominations

The *National Nominations Committee* nominated a full slate of ten candidates for the National Board offices for the April 1, 1959-March 31, 1960 year. The Boad directed the XSec to prepare a ballot for the general membership election to be held on or about February 15, 1959.

## Long-Range Planning

The Chairman of the *Long-Range Planning Committee*, following a meeting of the Committee in late August, submitted an outline of long-range objective areas for approval. These included:

*An exploration of the means to stimulate a greater participation by junior members.*

*An outline of a program for closer coordination with and greater participation by the AR-NG and USAR organizations and members.*

*An investigation of the relationship that should exist between the AAAA and other professional societies and associations, particularly the Association of the U. S. Army.*

The Board approved the outline of long-range objective areas, as submitted by the Committee.

The Board authorized the Committee to appoint special sub-panels to assist in the advancement of these broad objectives.

## Meeting Criteria

The National Board approved the following: *"So as to re-qualify as an organized membership activity of the Army Aviation Association, and to be elegible to receive organized activity refunds from the National organization in the next subsequent year, organized Regional and Chapter activities are required to hold one distinct membership meeting in each quarter of a membership year, effective with the membership year commencing April* 1, 1959."

The Board directed the Executive Secretary to inform the Presidents of all organized activities of this step at the earliest possible date, and to establish a Master Calendar of Events in the *Association News*, based primarily upon the meetings of the various activities.

## Registration Service

The operation of a registration service for *AAAA* members attending the Oct. 20-22nd Annual Meeting of *AUSA* was approved by the National Board, with the approval of *AUSA*. The service will consist of a manned booth at which *AAAA* members may indicate their attendance at the meeting, their location and availability during the Annual Meeting dates, and such messages as they may wish to leave during their attendance.

## NMAC Trophy or Event

The Board approved the Association sponsorship of an event or trophy at the *National Model Airplane Championships*. Held annually at different Naval Air Stations, the *Championships* are well attended by and well publicized among the youngsters of our country. If permissable, sponsorship will be initiated with the '59 *Championships*.

## Decals

The Board disapproved the proposal calling for the provision of a distinctive Ass'n decal to each member as he joins the organization, but approved the provision of a distinctive (automobile) bumper decal to each member. The Board directed the Executive Secretary to investigate the costs and delivery time involved in this program, so as to accomplish distribution to all members with the '59-'60 credentials mailing in April, '59.

So as to provide new members with additional bumper decals or to provide renewal members with replacement decals, the Board approved the sale of additional or replacement items to members at Association cost.

## Annual Meeting

The Board approved the scheduling of the Association's first *Annual Membership Meeting*, to be held in Washington, D.C., on or about June 6, 1959.

## Safety Award

The Board authorized the establishment of the *James H. McClellan Safety Award* to be awarded annually to the individual who had contributed the most to Army Aviation safety in the previous year. The Board authorized the presentation of the initial Award at the first *Annual Membership Meeting*.

## Awards Committee

In conjunction with the *James H. McClellan Safety Award* and the Award to the *"Army Aviator of the Year,"* the President appointed the following *Awards Committee* to solicit and facilitate recommendations from appropriate military and civilian agencies:

*Col. Robert R. Williams, Col. O. Glenn Goodhand, Lt. Col. Wayne N. Phillips, Lt. Col. Alexander J. Rankin,* and *Mr. Howard E. Haugerud.*

## Association News

Second Quarter (July 1-Sept. 30) organized activity refunds will be computed in mid-October and forwarded to the Treasurers of organized activities. Holler if we miss you!

USAR-NG-Civilian members who wish to help in the showing of *"FLYING SOLDIERS"* to civilian groups may contact the AAAA. The organization will receive a 16 mm. print of the film to accelerate showings through its membership. Round-trip postage on the shipment of the "cans" will be borne by the AAAA.

The President, through the Public Affairs Committee of the Ass'n, has authorized the publication of one-thousand (1,000) promotional kits on *"FLYING SOLDIERS."* These kits, containing 6-8 postcard photos relative to the film, a message to the civilian group, and a return postcard, can be provided to those military Aviation Officers receiving prints of the film. *Purpose*: a ready-made promotional kit available to those who wish to contact civilian organizations and groups.

The National Office has received an ever increasing number of letters from members of the other services regarding the Flight Pay Protection Plan of the AAAA. Should you be asked about this Program by AF, USN, or USMC personnel, please bear in mind that this Program is limited to members of the U.S. Army establishment and its civilian components.

Of some importance to those concerned is the fact that the *USAREUR Region*, for months number 2 to the *Alabama Region* in membership, has become No. 1 on the Membership HIT Parade. Also of note, the *Southeastern Area* (which includes Benning & Bragg) has passed the *USAFFE* and *Washington Regional* membership totals, and has done so without benefit of any local direction, Nat'l assistance, or Chapter activity. Sort of an extensive "Lone Wolf" movement.

Newly-elected to the Alabama Regional Board are Lt. Col. Charles M. Neufeld, Exec VP, and Maj. Oran B. Jolley, (Ret.), VP, Reserve Affairs, replacing Lt. Col. Alexander J. Rankin and Lt. Gale V. Smith, respectively. (USA photo).

## New Industry Memberships

AIRCRAFT RADIO CORPORATION

Carl Cahill, Dir., Military Field Engineering & Sales
Gene Smith, Asst Dir., Military Field Engineering & Sales
Norman Kier, Field Engineer, Mil. Field Engineering & Sales
Gale V. Smith, Field Engineer, Mil. Field Engrg. & Sales
LeRoy Johnson, Technical Representative
Karl Bushong, Technical Representative
Bob Shaw, Technical Representative
Charles R. Hild, Technical Representative
John Nelson, Technical Representative
A. Scott Rossi, Technical Representative

AVCO LYCOMING DIVISION

James R. Kerr, President
H. Webster Crum, Vice President, Sales
Dr. Anselm Franz, Vice President, Turbine Engineering
Paul Deegan, Assistant to the President
Leroy A. Howard, Sales & Service
Walter M. Guden, Contract Administrator
L. H. Sample, Washington Representative
H. H. Bowie, Contract Administration*
J. A. Diblin, Manager, Service Hangar*
*Williamsport, Pennsylvania Operation

REPUBLIC AVIATION CORPORATION

L. L. Brabham, Vice President & Sales Manager
Ken Ellington, Vice President and Asst to the President
Murray Berkow, Assistant Sales Manager
Robert G. Melrose, General Manager, Guided Missiles Div.*
P.E.R. Brice, Director of Engineering, Guided Missiles Div.*
C. Pratt Brown, Asst to the Pres. for Special Assignments
Herbert H. Munsey, General Manager, Helicopter Division
Jack F. Riley, Director, Weapons Systems Requirements
L. V. Helmuth, Assist Sales Manager Admin.
*Mineola, New York Operation

# New Members Joining AAAA In Recent Weeks

NORTHEASTERN AREA
(Mass-Conn-NH-Vt-Me-RI)
WO Gerald A. Krisik

EASTERN AREA
(NY-NJ-Pennsylvania)
Maj Robert R. Dobson
Capt Harold E. Moore
Capt Paul B. Snyder
Lt David A. Richards
Lt Sofronio J. Estores

WASHINGTON REGION
(Md-Va.-D.C. within 60 miles of D.C.)
Lt Richard W. Thomas, Jr.
Lt Andy L. High, Jr.
Lt Col William D. Dyer
CWO Jimmie J. Haddock
Lt Charles B. Hedrick, Sr.
CWO Jacob E. Reimer
Capt Willis G. Strawn
CWO Jack M. Hendrickson
Maj James G. McFadden

MID-EASTERN AREA
(W.Va.-Del.-Va. outside 60 miles of D.C.)
Maj Chester P. Irby
Capt William F. Dobbins
Lt Clarence M. Bratt
CWO Vincent J. LeDuc
Lt Dale C. Ruebsamen
CWO Gordon E. DeGeest
Capt Donald S. Muttoni
Mr William F. Tinsley
Mr Larry M. Hewin
Capt George Poppas, Jr.
Capt John J. Kean
Lt Col Harry D. Kamy
Mr James E. Epperly
Mr Joseph A. Blanco

SOUTHEASTERN AREA
(Ga.-S.C.-N.C.-Fla)

Maj James R. Woods
Lt Calvin A. McGee
Capt William L. Denend
CWO Ian C. Irvine
Capt Richard L. Mileham
CWO Nathan Schultz
Lt Ira Hartwell, Jr.
WO Lester P. Finley
Capt Donald F. Petersen
Capt Gilmer L. Vandiver
Capt Alvin M. Quint
Lt James E. Campbell
WO Robert F. Akin
Lt John J. Kearney
WO Benjamin F. Wilson, Jr.
Capt John P. Brown
WO Doyal P. Godwin
CWO James P. Ervin
Lt F. E. Golembieski, Jr.
Lt William W. Fraker
WO Andre Carson
Lt Jimmie B. Kinder
Lt Robert R. Ferguson
Lt Bill Jones, Jr.
Capt Eugene L. Adoue
WO Paul J. Cleamens
Lt Charlie P. Fleming

SOUTHERN AREA
(Tenn.-Miss.-La.-Ark.-Okla.)
Maj Harold E. Barnes
Lt Augustus L. Sheider, Jr.
Capt Delmer M. McConnell
WO John T. Smart
WO Richard P. Van Leer
Capt Roy J. Lechner
CWO Robert M. Moore
Capt George T. Owen, III
Lt David L. Carson
Capt James D. Pierce
Capt Robert L. Jones
WO Fred Lindsley
Capt Edward E. Waldron, II
CWO James R. Townsend
CWO John T. Wildman
WO David M. Rumph

CENTRAL AREA
(Ohio-Ill-Ky-Mich-Ind-Wis)
Maj Joseph M. Bowers
Lt Milton C. Sheridan
Lt David F. Horton
Capt Billy G. Wells
Capt Walter J. Duke
Capt Emory T. Schell
Lt Ralph H. Floyd, Jr.
Maj Dewey F. Moser

ALABAMA REGION
(Alabama)
Lt Col Charles M. Neufeld
Lt Allan R. Tobiason
Lt Bernard R. Allman
Lt Donald E. Holroyd
Lt Joachin A. Crognale
Lt LeRoy W. McCall
Lt George A. Park
Maj James H. Nix
Capt Milton D. Dalpino
Lt Rodney W. Spotts
Lt Freddie Jones, Jr.
CWO Marcel G. Seguin
Lt Harold K. Vovilla
Capt Stuart F. Wilder
Lt Greig Trowbridge
Lt Karl W. Seidl
Lt John S. Scott
CWO George R. Collinge
Lt George F. Christensen
CWO Charles L. Braemeier
Lt Carl L. Young
Lt John R. Fry
Maj Harold H. Thomas
Capt Leon O. Tieman
Lt Buford W. Addy, Jr.
CWO Earl W. DuVall
Lt Robert W. Martin
WO Ramon R. Williams
Capt Marcellus C. Hughes
Lt Walter Urbach, Jr.
Lt Leon L. Hood, Jr.
Col. Robert H. Schulz
Mr. Robert W. Moses
Mr. Jack S. Harrison
Mr. Edward Czap
Lt Edward J. Creamer, Jr.
Lt Forrest H. Helfenberger
Mr. Thomas C. Saunders
Mr. William E. Vance
Maj Carlton J. Barnes (Ret.)
Capt Leonard R. Dennis

ALABAMA REGION (Cont.)
(Alabama)
Lt Ralph W. Newman, Jr.
Lt. Willis H. Estep
Capt Donald W. Fisher
WO Harold D. Wilcoxen
Capt D. F. Henschel, Jr.
CWO Herbert H. Kraus
Lt Raymond L. Armstrong
Capt Robert A. Holloman,III
Capt Harry T. McDaniel
Lt Gordon S. Dockler
CWO Clarence W. Tuxbury
Lt Col John F. Jenkins
Capt John W. Brake
Lt Dennis E. Newport
Capt Samuel J. Hubbard
Lt Dewey C. Yopp
CWO Robert J. Kean
Lt Sayward N. Hall, Jr.
Capt Ernest F. Barrett
Maj Alvin F. Burch
Lt Charles H. Miller
Col Duncan Sinclair
Lt Clemon G. Courtney
Capt James H. Miller
Maj Eugene R. Lucas
Capt Rex M. Medcalf
Maj Marvin C. Fabert
Capt George W. McIlwain
Capt Adrian D. Cunningham
Lt J. Ormon Weight
WO Lloyd D. Scott
Lt Col. Kenneth L. Langland
Capt James C. Peck
Lt Col James L. Townsend

TEXAS AREA
(Texas)
Maj John H. Moerls
Lt Evan E. Jones, Jr.
Capt John F. Roberts
Lt Billie J. Murray
Lt Andrew C. Kirkpatrick
Capt Richard D. Smith
Lt Ralph A. Meyerhoff
Maj Donald A. Baker
Capt Richard A. Humes
Lt Paul L. Myers
Lt Leroy E. Knippa
Lt Col Robert L. Brown, Jr.
Lt Shannon D. Clark
Lt Edward A. King
Capt Roger A. Waterbury
Capt Robert M. Cunningham
Lt Charles K. Killough
Lt Walter L. Dunegan
Lt Charles R. Latta
Capt Eugene W. Burress
Lt Neil B. Turner
Lt Joseph F. Rutkowski

MIDWESTERN AREA
(Kan-Mo-Minn-Neb-Iowa-NDak-SDak)
SFC Herbert F. Maloney
Capt Jack C. Ahrens
Lt Thomas K. Wesp
Maj Robert D. McClanahan
James O. Goldsberry
Lt Robert B. Cullins, III
Capt Robert M. Richardson
Capt Dante R. Santi

WEST CENTRAL AREA
(Ariz-NMex-Col-Nev-Utah)
Lt Ercie J. Leach
Lt James C. Johnson

CALIFORNIA AREA
(California)
Mr James A. Carmack
CWO William D. Wheatley
WO Paul F. Drummond
Capt Robert N. Dempster
Capt James F. Flockhart
Col. Richard V. Hart

USAREUR REGION
Capt Henry J. Nagao
CWO William D. Roundy
CWO Charles D. Hooks
Lt Col John E. Murray
Lt Robert S. Sands
Lt Col David E. Condon
CWO Landrum Trammell
Lt Col Thomas H. Evans, Jr.
Lt Henry J. Stein, Jr.
Capt William M. Strawn
Lt Herbert G. Thompson
WO Lawrence B. Johnson
CWO Charles J. Williams
Lt Harry J. Cook
Capt Robert A. Michelson
CWO James M. Kemp
Lt John F. Patterson
Lt Billy R. Goodall
Lt Robert A. Price
Major Perry West, Jr.
Capt Garland B. King
CWO Allen B. Causseaux
Lt Ernest M. Wood, Jr.

USAFFE REGION
Lt James A. Henderson
CWO Arthur M. Edquard
Lt David L. Starkey
CWO Donald T. O'Banion
CWO John H. McLoughlin
CWO C. J. Nysenwander
Capt Herbert W. Nichols
Lt Roger W. Miller
Maj Howard B. Richardson
Lt John B. Pope
Capt Robert W. Reid
Lt David M. Chabala
Lt Thomas W. Tracy
Capt Arthur J Brzoska
Capt Joice Shartzer
CWO John P Gielarowski
WO Richard B Adams
CWO Charles G Baldwin
CWO Billy English
Lt Justine Pratt
WO Donald I Hobbs
CWO Frank L Kendall
Lt Pleasant H. West
Lt Ellis G Crumit
Lt Bobby E Bogard
Capt Charles L Easley
Capt Richard K Whitehouse

USARCARIB AREA
Capt Robert C. George

USARAL AREA
Capt William E. Black

# The Sound and Shock

BY
MAJOR WILLIE W. J. BARRIOS
U.S. Army Aviation Board

Acceptable aircraft often have their idiosyncrasies—commonly known as "bugs." During the operational testing of the H-37 Mojave, an aircraft now in the Army inventory, two interesting "bugs" were uncovered. The following is extracted from an address given by Major Barrios at the Western Forum of the AHS.

During testing and since completion of testing, noise levels within the larger helicopters have been remeasured and confirmed. These levels were found to be in the neighborhood of 125 decibels. Our medical people tell us that if men are exposed to noise levels in excess of 80 to 90 decibels for long periods of time without ear protection, it is possible they would suffer some permanent damage to their hearing.

We have found that by protecting the crew with the issuance of well-fitted crash helmets we have given them adequate protection; however, the plight of the passenger is very different. W can see why it is impractical to issue a well-fitted crash helmet to every individual who may be called upon to ride in these helicopters. We can also see that it would be impractical to soundproof these areas sufficiently without incurring a prohibitive weight penalty.

Therefore, in our coordination with our medical people, we are hoping that they will come up with the recommendation to install lightweight dispensers within the cargo compartment so that each passenger may be issued some type of disposable, wax-impregnated cotton for use as temporary ear plugs. If acceptable, this would insure protection for the individual without high financial cost or significant decrease in payload. Inasmuch as the greatest noise in the cabin emanates from the gear box or the gear box area, perhaps the designers could provide accoustical treatment for this general area without large weight penalties.

Another ground crew problem, and one of the more serious problems connected with this helicopter, is the static electricity discharge which is actually strong enough to stagger a man when he grabs the hook while the helicopter is hovering. It has been determined, on one occasion when the helicopter was operating under fairly good conditions (over a heavily grassed area) that the discharge from the hook was measured at about 40,000 volts.

It seems that almost everyone is concerned about this problem. We in our testing were concerned about it very much. The manufacturer, possibly all manufacturers, are concerned about static electricity in connection with helicopter operations. Certainly our missile people are very concerned about the copters, because of the possibility that their missiles may be involuntarily detonated either when hooking the missile to the helicopter or delivering it to a firing site. Of course, it really should not be necessary for me to point out to you that the operating crews feel just about the same way as the missile people.

The necessity for an investigative program arises in that countermeasures are necessary to control or remove the problem of high voltage static electricity built up on helicopters. All helicopters are vulnerable to this high voltage charge. The rotary-wing system is a natural generator of static electricity. During normal landings, the helicopter discharges this static voltage charge to earth through a "grounding wick" attached to the helicopter's landing gear.

This type of static discharge is harmless as opposed to a hovering aircraft when ground personnel are involved in attachment of loads. Not only does the static discharge-energy provide a hazard to

## SOUND AND SHOCK/Continued

ground personnel, but it may also pass around or through the external load. An additional hazard is that certain external loads, missiles, ammunition, engineer demolitions, etc. may react violently to this flow of electrical energy when grounded either at the hookup point or release point.

Various devices have been built and successfully tried:

(1) A metal hook connected to a ground wire with or without a series resistor. (2) A work suit combined with rubber gloves or metallic strips sewn from gloves to feet. (3) A motor driven reel with a weighted cable end that can be lowered to the ground to discharge the electricity prior to hookup.

During our testing our ground crewmen learned that if they slapped the hook as they grab it the shock will be less than if they just reach up and attempt to slowly take hold of it. We have seen instances when men tried to slowly reach up and grab the hook. An arc formed as long as four to six inches and actually prevented the man's grabbing or touching the hook. I have seen men knocked flat on their backs ten feet away from the hook when they tried to grasp it slowly. Even with the method of slapping the hook the shock incurred by the crewmen on the ground is enough to discourage recruiting for H-37 ground crewmen.

## Old Grads Relive Student Days at Fort Eustis Family Reunion

■ Reliving past experiences, the *first* Camp Wolters Helicopter Pilot School Class recently enjoyed their annual family get-together, the '58 party being held at Ft. Eustis. (See photo below).

Recalled from the past were the unique contributions of the Class: the memorable restriction of the Class to the company area on Thanksgiving following their arrival at Wolters the day before; the purchase of a class mascot (the traditional Army mule), later christened *Mrs. Mealy Mouth* who passed on some heritage to subsequent classes in giving birth to a kickin' image; and the establishment of a custom still in effect at Fort Rucker—the finding of a shady spot on Post. The *finding* was not the tradition; the monument (resembling a gravestone) erected to mark the spot starting the chain reaction that now finds all classes erecting such a monument as class custom. ■■

## SCRAPBOOK SNAPSHOT

### Class One, Army Helicopter Pilot School 19
### Reunion Photo
### Fort Eustis, Virginia

Reuniting at the Fort Eustis Officers Club in September were: BOTTOM (l-r), Warrant Officers Bright, Parker, Schwegler, Pinard, & Kaul. SECOND ROW: Warrant Officers Beeman, Holland, Moodt, Godfrey, & Hunter. REAR ROW: Warrant Officers Childers, Lentini-Bottey, Smith, and Dirks. (U.S. Army photo).

## A Report On:

# usasatsa

■ *SCATSA and USASATSA are fairly common words around Army aviation, but it's something like the story they tell of the Duke of Wales, who wasn't sure if he was going to Philadelphia to eat scrapple and meet the Biddles, or to eat biddles and meet the Scrapples. We hope this short informative article will serve to acquaint you with this important Signal Corps facility.*

●

**Q. What is *SCATSA/USASATSA?***

A. Officially, it's the U. S. Army Signal Aviation Test and Support Activity, pronounced *YOU SAH SAT SA. SCATSA* were the OLD initials for the same outfit.

●

**Q. OK. Now WHAT is it?**

A. It's the avionic testing facility of the Chief Signal Officer, and also the Signal Corps support for the U. S. Army Aviation Board and the U. S. Army Transportation Aircraft Test and Support Activity (*TATSA*).

●

**Q. Then it's *not* part of the Aviation Board?**

A. No. It's a Class II activity of OCSigO. *USASATSA* is responsible to The Chief Signal Officer, *TATSA* to the Transportation Corps Supply & Maint. Command, and the *Aviation Board* to CONARC. In practice, the three test units work very closely together, and even share a mess hall and barracks—but they're separate from each other and responsible to different headquarters.

●

**Q. How large a unit is it?**

A. Smaller than you might think. Almost everyone wears two hats. There are 9 officers, headed by *Lt. Col. Charles A. Merritt*, 1 lonely warrant officer, 45 enlisted men, 9 Department of the Army civilians, and 8 manufacturers' representatives. All but two officers are pilots—the adjutant and the executive officer. The exec, *Capt. Charles E. Hulit*, doubles in brass as the radar expert.

**Lt. Col. Charles A. Merritt**

**Q. What does it do?**

A. Primarily, it is concerned with logistical evaluation of aviation electronic (avionic) equipment. It's the unit that tells the planners in the Signal Corps just how much impact the introduction of a new radio, or new navigation aid, will have on the Signal Logistic system. Secondly, it provides all avionic support to the *Aviation Board* and *TATSA*.

●

**Q. Give me a "For Instance:"**

A. For Instance: While the *Aviation Board* was conducting user tests of the AN/ARC-44, *USASATSA* was conducting a logistical evaluation. While the *Board* determined how well the radio met the OPERATIONAL needs of the Army, *USASATSA* determined what would be necessary to support the AN/ARC-44 in the field, in terms of repairmen, spare parts, and changes to the equipment itself. In the ARC-44, the part that held the crystals in place was inadequate. Because *USASATSA* was on hand—as part of the Office of the Chief Signal Officer—the crystal retaining units were redesigned, and put into equipment being manufactured. This was a case of stopping trouble before it started. This is one of any number of examples that could be cited.

●

**Q. What did you say about personnel?**

A. Another, "For Instance." In conducting a logistical evaluation of the AN/ARC-55, *USASATSA* found out that school-trained *Electronic Navigation Equipment Repairmen*, MOS 284, simply could not be expected to repair the set. It was beyond their training. *USASATSA* is also one of the small voices crying in wilderness about adequate, properly trained maintenance personnel in the field.

●

**Q. And what about supporting the *Board* and *TATSA?***

A. *USASATSA* supports the two other test activities with all Signal Support required, except telephones and photography, to carry out their mission. *USASATSA* makes all the installations of avionic equipment the Board Service Tests. When the *Board* goes to the Desert, they

## USASATSA/Continued

take with them *USASATSA* technicians—who keep the Board's avionics going and also subject *USASATSA* projects to the rigors of heat and dirt.

●

**Q. Is there anything else?**

Two things: *USASATSA* welcomes comments on equipment from the field, and if you're near Fort Rucker, the coffee pot is always on. Come on down and see the radios you'll be using *in the future.* ■■

### First Overseas Flying Club

■ The Cheechako Flying Club at Ft. Richardson, Alaska, believed to be the first flying club organized in an overseas command under D/A regulations, received its first "wings" in late September, an *Aeronca Champ* purchased in Anchorage, Alaska. Two surplus L-17 *Navions* are now being picked up from the Iowa-NG by military crews.

One of the better aviation pictures we've received, Miss Suzie Jimmerson (above), age 18 and an eye-stopper in the "Incentive Awards Section" at Fort Rucker, poses prettily beside some form of aircraft.

LEFT: A Japanese flag donated to the Aviation School by its Japanese equivalent, the Ground Self-Defense Force Aviation School at Mie-ken, is accepted by Maj. Gen. Bogardus S. Cairns, Commandant, and Col. John J. Tolson, Assistant Commandant. Two Japanese students, Capt. Tanaka and Lt. Yamada, look on at the right. The flag was carried from Japan by Lt. Col. Maynard B. Booth.

BOTTOM: Surprised during the lunch hour by a impromptu birthday party, Lt. Col. Howard J. Lukens (l.) Director of F/W Training, prepares to cut the cake. Looking on are Col. John J. Tolson (behind Col. Lukens), Mrs. Sue Collins, Miss June Hornsby, Capt. Jerry E. Holstad, Maj. Robert J. Ogden, Capt. James R. Watson, Maj. Parris C. Welch, and Capt. W.H. Carmichael. (USA photos).

# USAAVNS

## New Rucker Course to Train Organizational Maintenance Officers

■ Designed to fill a great need in Army Aviation maintenance, the first class of the *Organizational Maintenance Officers' Course* graduated recently at USAAVNS, Fort Rucker.

The course, commonly referred to as *OMOC*, was planned as an intermediate course between the pilot and field maintenance activity. Specifically, the course prepares the student officer to command the maintenance section of an aviation company or helicopter or fixed wing transport company in such a manner as to maintain maximum efficiency of operation and produce maximum availability of aircraft.

In order to achieve the objective of the course the student officers are given a share of "greasy-hand" practical training along with the theory of maintenance so that each may understand the problems and difficulties encountered by maintenance personnel in the field. This blend of practical and theoretical training provides the officers with the necessary fundamentals and principles of aircraft maintenance.

### . . . and No. 10

Recently designated a Master Army Aviator, Lt. Col. Carl E. Bobo, Jr., chief of the Military Staff, Avionics Division, USA Signal Research and Development Laboratory, Fort Monmouth, became the 11th Army Aviator to receive the coveted rating. In the photo above, Lt. Col. John W. Oswalt (left), also a Master Army Aviator, presents the award to Col. Bobo, while Mrs. Bobo and Col. Paul W. Albert, Deputy Commander of the Ft. Monmouth Laboratory, look on at right. (US Army photo).

### No. 9 . . .

Lt. Col. John W. Oswalt, deputy director, Combat Developments, is shown receiving his Master Army Aviator wings from Col. John J. Tolson, III, (left) in a ceremony held at Fort Rucker. The tenth aviator to receive the coveted rating, Col. Oswalt then took part in the ceremonies shown in the photo below. Master Army Aviators attending the ceremony included: Maj. Norman W. Goodwin (2nd from left), of the office of Director of Instruction; and Col. Jack L. Marinelli (right), president of the U.S. Army Aviation Board. (USA photo).

The theory portion of the course, in itself, provides complete coverage of all phases of maintenance programming, management, and supervision as they pertain to an organizational maintenance unit.

### Prerequisites:

Initially, eight *OMOC* classes are scheduled for FY 59, with 9 students in residence for each five-week course. The prerequisites for *OMOC* include: company grade status in one of the branches authorized aviation and dual rating with a maximum of five hundred hours flying time. Officers who wish to attend *OMOC* may apply through their unit commanders for one of the quotas available to their Army area.

Student comments, as received from the initial graduating class, have indicated that the course provides the type of training that they have required—namely, a basic working knowledge of maintenance to assist them in performing their duties in the field.

Graduates of the initial course included: *Capts. Edward C. Brown* (Ft. McPherson) and *Robert C. Thackston* (Ft. Sam Houston); *Lts. Roy E. J. Briggs* (Camp Gary), *James G. Clemens* (Ft. Bragg), *Lawrence E. Rusiewicz* (Ft. Gordon); and *CWO Maurice A. Wilson* (Ft. Bragg).

*—Col. John J. Tolson*

## Training, Plus

Now undergoing primary at Gary, 2d Lt. Sather Dhanarajata (right), son of the chief commander of the Armed Forces of Thailand, has his ear phones adjusted by a fellow classmate, Lt. James L. Hollingsworth, during the pilot's hearing test. Lt. "D" is a graduate of England's Royal Military Academy as well as the US Army's paratrooper, basic training, and associate company schools.

Grade slips—now in the flight folders that accompany students from school to school—were deposited with Gary Training Director N.G. Howell (left) by Rucker's Maj. Bruce Fusner and Dr. Arthur Poe (r.), educational advisor at USAAVNS. The integrated grading system, whereby grades will now be added to student folders, is designed to point out those areas in which student training can be improved.

# GARY

■ Gary's aircraft maintenance earned a *"Superior"* following a Fourth Army inspection . . . The *Black One Hats* became Gary's second class to achieve a *"No Accident Flight Status,"* a remarkable feat for primary training groups. With the honor goes a permanent-possession trophy . . . Class 59-4 reported in, three-men bigger than the 66 the class contract projects. *Col. George B. Bennett* (Idaho-NG) with an assist from *Lt. Col. Richie Garrison* (Ft. Monroe) honcho's the class.

*Nolen G. Howell,* Director of Training, in addressing a graduation class suggested the examination of Form 14-B (medical report normally filled out after an aircraft accident) as a preventive safety measure. The Form can—too late— show a pilot why he overlooked a failing, such as excessive anxiety, abnormal fatigue, poor motivation, financial or family worries . . . *Bill Apple,* former veteran AA, is now Standardization Chief at Gary . . . ■■

Capt. Terry Salt, section leader, is congratulated by Gary's new first lady, Mrs. Lester F. Schockner (r.). Capt. Salt's 93.5 average also earned smiles from the post commander, Col. Schockner—and from his own first lady (at left).

# USAREUR REPORT

BY COLONEL WARREN R. WILLIAMS, JR.

## Lebanon Support

■ During the past month a number of USAREUR aviators have flown Army aircraft to the near East area. All the flights came off without incident. The Air Force provided SA-16 escort for the long overwater flights of our single engine aircraft. Several of the pilots who flew UN aircraft aircraft (L-19's) to Lebanon volunteered for and made a second trip.

In order to ready organic aircraft of the US Army forces sent to Lebanon, the 2nd and 3rd FW-TT Companies took over the unit missions for those forces. The U-1A's flew 5-6 hours a day for approximately two weeks. During the first part of August the 2nd Company also provided support for a maneuver of the 10th Special Forces. This support consisted of the delivery of ammunition, food, and personnel to designated drop zones during the day and night. Accurate dead reckoning navigation produced such execellent results that the commander of the supported unit sent a fine letter of appreciation to the 2nd Company (reported by *Lt. M. T. Peterson*, 2nd Aviation Company).

## Your Skirts Clean?

■ Accuracy of records and reports received from our Army aviation units leaves much to be desired. This was pointed out by the large number of errors in the flying time and status reports. It is incumbent upon us pilots not only to be good flyers, but also to keep our administrative skirts clean. Correcting an erroneous report palces an additional burden upon everyone dealing with that report.

## Armament Kits Procured

■ Locally-developed armament kits for our H-13's are expected to be available shortly. Kits for the H-34's and H-19's are being developed. Plans have been made to train selected pilots in the use of the suppressive fire capability afforded by these kits. We have not caught up with Rucker in this end of Army aviation as yet, but with the assistance provided by Rucker we are well on our way.

## Have Observer Check Wires

■ It appears that the old bugaboo "wires" may have been the indirect cause of a recent fatal accident. An abrupt maneuver necessitated by seeing the wires too late can be just as fatal as hitting the wires. Pilots flying low to check a convoy should let the observer check the convoy while the pilot watches for obstructions.

## SETAF Help

■ On 10 September I had another opportunity to visit SETAF. Tools for the Sky Cav aviation element are arriving in good shape and the individual mechanic tool sets are over 95% complete. This proves the tools are in the system and proper follow-up through supply channels will produce them.

## Shuffle

■ *Major Hunter Harbison* leaves my office in November for the Regiment at the Army Aviation Center. *Maj. Ralph "Tex" Bennett* is scheduled to come to this office from Seventh Army. *Harbison* finally succeeded in getting aircraft and instructor together long enough to get his twin engine check out and then get checked out in the L-23D. Now he is working on his instrument ticket renewal. This means overtime work in the office, a situation no different than most other Aviation Staff Sections. ■■

COL. WARREN R. WILLIAMS
Aviation Officer, USAREUR

# Bavarian Alps, The Site of 'Red Dog II,' for 160th Signal Group Aviation Section

■ *"RED DOG II"*—a field training exercise of the 160th Signal Group Aviation Section—brought considerable activity to the Army air strip in the Bavarian town of Bad Tolz.

Designed to provide the 33 pilots and crewmembers of the Section with a refresher course in AA tactical operations, the exercise was unique in that it afforded extensive tactical training to a unit of this size. *RED DOG I* was held last year in Tublingen.

## All Participate

Air message pickups and drops, low-level contour flying, and short field landings and takeoffs were performed by all unit personnel. Prior to their later departure, the 10th Special Forces assisted in the training by making parachute drops from *Beaver* and L-19 aircraft.

The mountainous terrain in the Bad Tolz area provided ample opportunity for high altitude helicopter flying, the R/W pilots and crews operating from many points on the steep slopes at altitudes up to 6,500 feet. Sharpening their skills, the chopper pilots moved in and out of tight places in simulating rescue and troop-carrying missions.

Night flying, an important part of *RED DOG II*, was abetted by the unit's portable control tower which furnished air traffic control assistance and supplied the "facilities" essential to instrument flying. Capable of transmitting beacon signals, the tower guided unit pilots to their destinations in the most adverse conditions. *(Ed. Decca?)*

## German Coordination Effected

Complete support was received from Hq, Seventh U. S. Army and the 160th Signal Gp. Seventh Army Signal secured the support of the 10th Special Forces for use of the airstrip and coordinated with German control stations to secure the needed airspace.

*Lt. Gen. Clyde D. Eddleman*, CG, Seventh U. S. Army, accompanied by *Col. James M. Kimbrough*, Seventh US Army Signal Officer, and *Col. John R. White*, 160 Sig Gp Commander, were among the interested observers visiting *"Operation RED DOG II."*

*Capt. Chester R. Mead*, 160th Sig Gp Avn Commander, summed up the week-long exercise as "highly successful and most beneficial to all participants." ■■

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## Advance Safety Orders Avert Fatal Mishap

■ Advance safety orders calling for an overwater route in Lebanon were said to have prevented a near-fatal helicopter crash for *Maj Gen. Paul D. Adams* and *Maj. Otto W. Huebner*.

As a safety measure to protect both military personnel and Lebanese residents, *Adams*, the commander of American land forces in Lebanon, had ordered helicopters on north-south flights to fly over the sea, turning inland only when the landing was imminent.

During a subsequent mission the power failed on the helicopter bearing the commander and *Maj. Huebner*, his pilot. With the water breaking their fall from 800 feet, both *Adams* and *Huebner* were able to swim the 75 feet to shore. *Adams* received minor injuries while *Huebner* escaped injury in the crash. ■■

# MAINTENANCE TIPS . . .

## . . . Mike Button

### Took Ten — Now Snow Me Under!

■ Seems as though *Mike* got that well earned vacation after all. But I was afraid that you guys in the field would keep me tied down to the desk which would not make *Mike* one bit mad—'Cause that's what old *Mike* exists for—To help everyway I can to get the correct answers to your many problems!

In the Aug. issue, *Sgt. Gilley* at Ft. Leavenworth, Kan. had a problem with publications, which old *Mike* had to leave the Sarg's answer incomplete, 'cause I couldn't find the TO he spoke about. So, *Sgt. Gilley* got the following off to *Mike*:

### The Questions . . .

Mike Button
P.O. Box 209, Main Office
St. Louis 3, Missouri
Dear Sir:

Received your information letter this date and we are benefiting by your answers.

I made a slight mistake in quoting TO-03-10-50. It should be TM1-03-10-50, subject, "*Fuel Systems—Inspection for Fuel Leaks—Stromberg & Chandler-Evans Pressure Type Carburetors.*"

This TM is currently listed in DA Pamphlet 310-4, Nov 57, but is not listed in the TO Index nor in TO-0-4-1, which gives the conversion of old TO number to new numbers. Please inform us if this TM is applicable to L-19 and L-23 aircraft. Inclosed is a copy of TM1-03-10-50.

I am still in the dark as to where to file the AFTO, revisions, supplements and changes which are in conflict with a -1, -4, -5, -6 and -10 handbooks. I believe you answered everything pertaining to that question except this.

Sincerely,
*WILLIAM L. GILLEY, M/Sgt.*

### The Answers . . .

Dear Sergeant:

Thanks for the additional information reference the TO problem. Checked into the AFTO Index through Scott AFB, Illinois, with the title and they stated that TO 03-10-50 was no longer applicable to USA aircraft; however, they are incorporating this info by carburetor model into their handbooks. This TO was never converted; it was just dropped, that's why you don't find it in TO-0-4-1.

Sgt., this TM1-03-10-50, 22 Mar 57, is applicable to both *Bird Dog* (L-19) and *Seminoles* (L-23), so use it until *Mike* can get this inspection information incorporated into the dash 6 handbooks.

When you have an AFTO (revision, supplement, or change) which is in conflict with a -1, -2, -3, -4, -5, -6 and -10 (note -2 and -3 too, you probably missed it in my first letter) having a later date than the TM1, you comply with the TO and put it into the appropriate dash handbook in *front* of the applicable page. The other AFTOs are your baby. Keep them for reference if you see fit.

Informationally yours,
*MIKE*

### Auxiliary Servo Units

■ Another thing to look into is the "*Inspection of Choctaw (H-34A) Auxiliary Servo Unit Assembly.*" (FSN 1650-692-2636, Part Nr. S1165-61611). All 2nd Echelon maintenance activities should take a look at all the AN 173-6A bolts in this aux. servo assembly to determine if these bolts were installed backwards. If your *Choctaw* has been acting up lately, the cause, in practically every case, is binding of the aux. servo pilot valves because these bolts were installed improperly. Check TM1 1H-34A-1027, 18 Jun 58, for the drawing of t wer (S1665-61636) and just what direct these bolts should be installed.

### Back Up the Phone Call!

■ Supply Letter 55-57, 8 Jul 57 has been rescinded by SL 48-58, 19 Jun 58. So, when you requisition by telephone you must submit a DD Form 1149-4 to back it up. Also, be sure you plainly mark the DD Form 1149-4 with "*CONFIRMATION*" and it's prepared and signed as AR 725-53 says.

Paragraph 5a, Supply Bulletin 9-138 is to be revised very shortly; however, in the meantime if you have any equipment deadlined don't put any reference of Blue—Streak on it. It might cause we'ens and you'ens some embarrassment, 'cause it might be classified.

## Shocking Information!

■ Just a little bit of "shocking information"—Have you, lately, touched a helicopter that was hovering real close to the ground and got a 25,0000 volt shock? Especially the *Mojave* (H-37)? But it can happen and to all whirlybirds and it's called *static electricity*. It's not enough to kill anybody, but it will give you quite a jolt and scare you half out of your wits. This electrical charge will "run" to ground thru metal connection (grounded) without bothering the individual, but sometimes there is no wire or long thin pointed object at hand. So, what to use?

It is a property of high voltage electricity (static) to "leak" into the air off a sharp point (metal). This sharp point may be on the helicopter or on the ground and develop what is known as a "brush" or" Corona" discharge, which neutralizes the charge gradually and eliminates the big spark/jolt that happens if blunt surfaces are brought nearly together.

So, instead of other methods a man on the ground can discharge the "charged" helicopter thru his own body. Sounds hairy eh? You won't feel anything, or maybe very, very little, if you approach the "charged" 'copter slowly with a pointed piece of metal—say a pocket knife or a length of welding rod—with the point pointed toward the helicopter. Just approach the 'copter slowly until you touch it with the blade tip or the rod tip. You might hear a little "hissing" and the charge will leak through the ionized air surrounding the point. Most of the charge will dissipate during the last few inches between the tip and the 'copter, so go slow from about 3 inches out until you have made contact. That's all there is to it.

## To Get Those Trainers . . .

■ *Synthetic Instrument Trainers Standardized*: -1-CA-1 to replace ANT-18 with Transportation Corps charged with the responsibility of maintenance.

These "Links" and their associated "deals" are beginning to get old *Mike* down and I guess everyone who reads my scribblins' would soon refer to old *Mike* as a Link too, "The Missing Link"—But a firm stand has been taken and SL 50-58 which "jumped the gun" is in effect and should be adhered to.

A few points to remember

1. Forward all requisitions to TSMC for those parts which are TC responsibility. If we don't have them they'll be extracted and sent to the Navy (US Naval Training Device Center) for procurement.

2. The Naval Training Device Center will provide the initial installation and "read" everybody in on operation of the 1-CA-1s.

3. Follow SL 50-58, dated 20 June 1958, not only on parts support, but for maintenance assistance as well.

Last bit of information, which is current as of 10 September 1958, is that the trainers will be allocated to Division Aviation Companies on the basis of three each, for every 25 pilots assigned. The remainder of the "Links" will be assigned to the rest of the outfits just as soon as the Army gets their hands on them.

## Dust 'Em Off!

■ Does anybody have a couple of used main rotor blades (FSN 1560-563-9801; Sikorsky Part Nr. 1AWG-S1515-20300-2) laying around your activity that are reparable and belong to *Mojave* (H-37A)? If so, you are in luck and so is Uncle Sugar. Just got the word; Sikorsky will do 251 additional main rotor blades which are used on *Mojave* (H-37A), Army Aircraft *at no cost*.

Whoops, hold on now, 'cause this is real important, too. TSMC has gone on record to furnish the 251 used main rotor blades together with containers to:

United Aircraft Corporation
Sikorsky Aircraft Division
Stratford, Connecticut
M/F Contract Nr. AF 33 (600) 28396

And you all know, gol darn well, old *Mike* and the rest of us guys at TSMC don't have them in our drawers—you have them out there! So dust them off (reparables only, please) put 'em in their proper containers and ship them direct to Sikorsky after consulting SB 1-15-5. Oh yes, another thing. I almost forgot SB 1-15-5 tells you how many Army Shipping Documents to prepare, but in this case *ONE* (1) additional copy should be forwarded to USA-TSMC, ATTN: TCSMC-QIA.

■ When you receive TM1-1H-21B-1CD, 4 Jun 58 which is a Safety of Flight Supplement to the Flight Handbook you will see that the printed copy says it's applicable to *"H-21B and H-21C Helicopters (USAF)."* Don't mistake this to mean it's only applicable to H-21C of the Air Force, 'cause that's as far from the truth as it could be. The USAF doesn't have H-21Cs but they do have H-21Bs. So here's what it should read *"H-21B* (USAF) *and H-21C (DA) Helicopters."*

Informationally yours,

## New Record Set

■ The MRU run for the month of August indicates another *new record* for ARNG Aviation; it was the *first* month in the history of the program in which the ARNG aircraft were flown over 20,000 hours. The book shows a total of 20,769 hours flown which averages roughly 40 hours per flyable aircraft. Of course the annual active duty training period for many units during the month tended to boost the totals—average monthly figure for FY 58 was about 11,000 hours.

This increase in flying time is a *direct* result of the increase in ARNG aviator strength the past few years. Both flying hours and aviator strength have nearly *doubled* since FY 54. ARNG flying time totaled roughly 69,000 hours in FY 54 as compared with 134,000 in FY 58; aviator strength was 678 at the end of FY 54, 1154 at the end of FY 58.

## Conferences Coming

■ The Aviation Section here at NGB has been busily compiling information and preparing speeches for the *Senior Advisors' Orientation* and the *Army Division Conferences;* all are coming up in the next few months.

The *Army Division Conferences* are the ARNG aviators' opportunities to air their grievances and present problems to NGB representatives. Get your ducks in a row prior to the shooting match, and catch *Col. Phillips* at your area conference. He will have an answer for you, I'm sure. This will be his *last* go-round on these conferences before departing in December to a new station. Locations and dates of the conferences are as follows:

*1st Army Area—Albany, N.Y.*—24-25 *Nov* 58.
*2nd Army Area—Charleston, W. Va.*—8-9 *Oct.* 58.
*3rd Army Area—Nashville, Tenn.*—2-3 *Dec* 58.
*4th Army Area—Hot Springs, Ark.*—21-22 *Oct* 58.
*5th Army Area—Denver, Colo.*—17-18 *Nov* 58.
*6th Army Area—Sacramento, Calif.*—13-14 *Nov* 58
*(Sr. Advisors' Orientation—Pentagon—13 Oct* 58)

## Negative, Again!

■ *It never fails to happen!* After we had notified everyone concerned that Phase C (Instrument) training was available to ARNG applicants in conjunction with the primary and tactics flight courses, we received word the other day that quotas had again been restricted to active Army personnel only. This matter is still in a big hassle among the various DA agencies, including us, so just consider the question open for further consideration until further notice—NGB will have more to say on this in Bulletin form, I'm sure.

# THE BUREAU DRAWER

*By Maj. Harrison A. Morley*

## Get Off It!

■ In spite of repeated urging, outright threats, and several horrible examples, the 759s for FY 58 revealed that *some* ARNG aviators are still dragging their feet on annual minimums until the last possible minute. Then, as a result of bad weather, unavailability of aircraft, or some other unforeseen eventuality, a few of these birds have *not* acquired the necessary time, which inevitably brings out a request for waiver incorporating a little white lie or two.

In spite of the overwhelming evidence to the contrary, we *can* put two and two together, and these white lies stand out like the Washington monument on a clear night.

So—we'll try again: *Supervisors, Advisors, Aviation Officers, and Unit C.O.s are herewith urged wholeheartedly to establish and maintain flight training schedules wherein aviators may accomplish their annual minimums during the periods other than those set aside for field training, and, above all, prior to 2359 hours 30 June.* The Bureau must, by regulation, remove from flying status the individual who fails to meet minimum flight requirements for the second consecutive year. Your attention is directed specifically to paragraphs 4, 5, and 8 of AR 95-32.

## A "Well Done"

■ Congratulations to *Michigan* on its active participation in the *ARNG Aviation Safety Program.* Your Safety Council meeting minutes reflect a keen interest by all personnel in effecting a reduction in needless aircraft accidents, and the prevention thereof. *Well done, Michigan Guardsmen!*

## Bashful?

■ It must be that our Senior ARNG aviators have an ulterior motive in not sending in profiles for publication here. Taking the Fifth, fellas? Surely the statute of limitations will cover some of you old-timers, so send me a profile and photo for our *"Senior ARNG Aviator"* item. I'm fresh out.

■ Until next time, heed the advice of that familiar fellow, ANON., who says in *APPROACH MAG*: *"It's better to be careful a thousand times than to get burned just once."*

# TRECOM

## Projects of Interest at the Transportation Research and Engineering Command

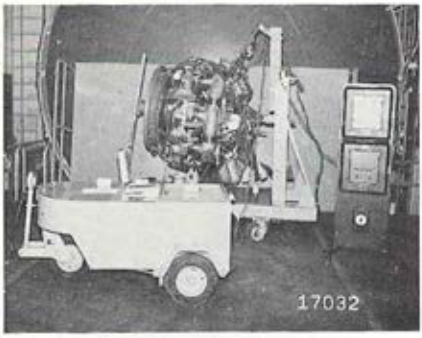
■ Development of a *towing and servicing vehicle* is nearing completion, according to officials of the Army Aviation Division, USA TRECOM, Ft. Eustis, Va.

The new vehicle (above) is capable of towing and servicing all current and projected Army aircraft, including turbo-prop powered aircraft. Pneumatic power is provided for use in servicing struts, accumulators, tires, and the lubrication of all types of Army aircraft.

The basic vehicle is an M-37, 3/4-ton truck, modified to include power steering, power brakes, push-button shift, and a host of other items and instruments to perform the required mission.

Following the completion of preliminary tests, plans call for the assignment of a limited number of the vehicles for user tests about March, 1959.

Project Engineer for the vehicle is *Emory F. Sheffield*, Ground Support Branch, Army Aviation Division, USA TRECOM.




■ Developed by USA TRECOM, a multi-purpose *pre-oiler and pickler* capable of performing all pre-oiling and pickling requirements on Army aircraft engines and components is now under test.

Climatic tests on this equipment (above) have indicated satisfactory operations between —40 deg. to 265 deg. Fahrenheit. Winterization panels are included with the equipment to maintain an even temperature in cold weather operations. During testing, an R-1820 engine in the cold chamber at —40 deg. F. was pre-oiled in 2-1/2 minutes.

Prototypes are now being procured for user tests which are expected to start next month.

Project engineer on the equipment is *Christmas A. Malami*, Ground Support Branch, Army Aviation Division, USA TRECOM.

**UNIT REPORT**

# THOSE PRIME MOVERS!

## THE MEN OF THE 64TH TRANSPORTATION COMPANY

Lest we feel that we're low on the totem pole in the overall AA picture, we of the 64th Trans Co (Lt Hcptr) of Fort Knox would like to inform the readers of *ARMY AVIATION* just what we've accomplished in our unit history and what we can accomplish.

At present, the 64th has 13 officers, 39 warrant officers, and 110 enlisted men and is commanded by *Maj. Joseph M. Bowers* with *Capt. Kenneth W. Holzer* as Executive and Operations Officer.

### Proved the Point!

Since our activation at Fort Sill in late August '55 we've taken on a wide variety of missions. Our first operational test took place at Fort Carson in August-September '56 when a platoon was dispatched to participate in *Exercise Cold Spot*. Typical quotes during the participation were: *"The H-34 helicopter will revolutionize mountain warfare"—"This is the greatest advancement in mountain warfare in 50 years."*

During this same maneuver the unit was dispatched on many medical evacuations that resulted in numerous letters of appreciation. At the same time, another platoon was dispatched to Oklahoma City where it participated in the National Air Show during a 15 Aug-7 Sept '56 stay.

### Initial Unit Shift!

Our first unit move occurred in December '56 when the 64th received orders transferring it to Fort Hood, Texas, the move being completed by mid-January '57.

Placed on TDY to Fort Polk, La., the unit participated in *Exercise Sledgehammer*, completing its move on 11 Feb '57. During the Exercise 64th helicopters participated in numerous mercy missions following the flood conditions that occurred in and around Clarence, La. Again the unit was lauded for its exemplary performance in the maneuver and the diversified activities encountered.

Our second major move occurred in January of this year when the 64th was transferred from Fort Hood to Fort Knox. Very shortly after its arrival at Knox, the 64th was again

SCRAPBOOK SNAPSHOT

64th Transportation Company
(Light Helicopter)
Fort Knox, Kentucky

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FRONT (l-r): WO's Clifton J. Browning & Henry C. Faris; Capt. George R. Cole; Lt. J. C. Drake, Jr.; Capts Emory T. Schell & Kenneth W. Holzer; Lts William D. Brooks & James A. Payne; CWO William W. Roberts; WO Robert G. Sullivan; CWO George W. Cox, Jr. 2ND ROW: WO's Edward J. Borasch, John R. Wayman, James L. Jones, Carl L. Cramer, & Alvin H. Turner; Maj. Joseph M. Bowers (CO); CWO Robert T. Higdon; WO Armit C. Tilgner; Lt Frederick T. Zeggil (Canadian); CWO James W. Birchfield; WO Robert V. Dobbs. 3RD ROW: WO's Theodore E. Matlow, Jimmie J. Kirkley, Robert L. Ledbetter; Dale W. Swarford, & James S. Reid; Lt Ralph E. Henderson; CWO's Neil A. Blenderman, Thomas A. Purser, & James A. Garner. (16 unit officers missing at time of photo — USA photo/28 Aug 58).

called upon to furnish assistance in the snow-marooned sections of Kentucky. The helicopters involved hauls tons of food for stranded families and feed for stranded cattle. Simultaneous medical re-supply missions were performed.

Presently, the 64th provides helicopter support here at Fort Knox while conducting its own training program. An indication of our activity can be derived from the passenger miles flown during the April-July period: April-25,943; May-53,788; June-18,144; and July-56,000. Our ton miles show corresponding aircraft utilization.

To accomplish our diversified military and disaster missions we require and receive excellent maintenance support. Our well-rounded, operational maintenance section under the able supervision of *Lt. Ralph E. Henderson* and *CWO Ralph T. Higdon* have done their job well and are to be commended for the fine way they've kept our aircraft operational despite the problems encountered.

The 64th Transportation Company admits to being a proud unit with unlimited capabilities. If you think we have *"pride in unit"* you are absolutely correct.

## AA Unit Now Engaged In Mapping Iran

■ Utilizing four *Ravens* (H Models) and a *Beaver*, a detachment of the 30th Engineer Battalion (Base Topo, is in the process of mapping Iran. During the operations which commenced on June 1st, average flying time per pilot was 50/month, with most of the flying being high altitude operations.

Faced with the problem of supporting parties of the detachment at high altitudes (base camps are generally located at the 7,000-8,000 foot levels), the unit recommended superchargers for safe operation at the 8,000 foot level and has requisitioned for them. Takeoffs and landings above a density altitude of 8,000 feet have been accomplished by a 150 RPM over-rev.

The unit reports that 91-96 octane is being used and that 90% of all points over 9,000 feet are too small for the larger type helicopters. The detachment's helicopters are equipped with cargo racks weighing approximately 10 lbs. each. ■■

## Crew Chief of the Month Sp-3 Robert W. Davis

■ Chosen "Crew-Chief of the Month" for October, *Specialist Third Class Robert W. Davis*, of the Aviation Section of the US Army Environmental Operations Group at Thule, Greenland, is a graduate of the Army Helicopter Maitenance School.

*Specialist Davis*, whose outstanding work and mechanical knowledge earned him a promotion in June, was assigned to the 582nd AAHM&S at Fort Eustis, Va., prior to his arrival in the Arctic for a summer tour with USA TREOG.

As Crew-Chief of H-19 #1550, *Davis* was directly responsible for the helicopter being in commission and available for flight 60 out of 61 days during May and June, a highly enviable record.

*Specialist Davis* is a native of Keene, N.H., and his wife, *Sally*, and their young son reside in Havre de Grace, Maryland. ■■

## Re-Opened

■ The Grafenwohr Army Airfield, Seventh US Army Avn Training Center, was reopened in late September by *Brig. Gen. Carl I. Hutton* (right, above), Commanding General, 8th Infantry Division Artillery. The airfield had been closed for 30 days during which time it had undergone major construction.

Grafenwohr, capable of handling aircraft under IFR conditions, is commanded by *Lt. Col. Duane P. Jackson* (left).

## Zippity-Do-Dah!

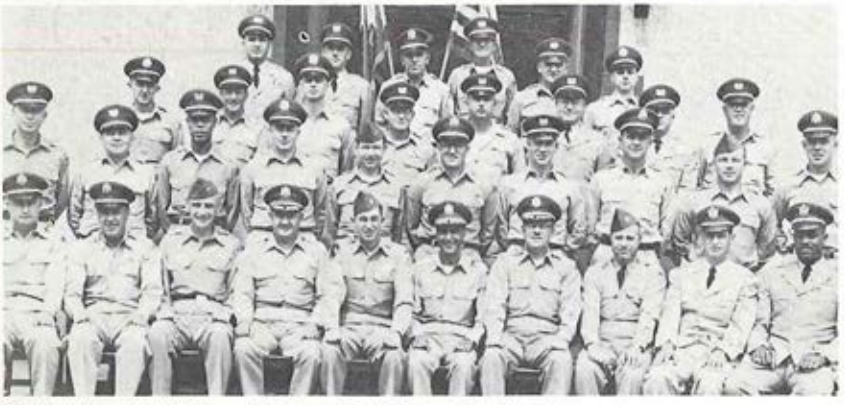
Hiller's new commercial 12E helicopter is shown going through its paces near the Palo Alto plant during recent customer demonstrations. With its 305 hp Lycoming engine, the "E" is reported to have 24 per cent more power than any helicopter. Line production will yield the first "E's" in October.

Minus its wings and tail, a Cessna T-37 AF intermediate jet trainer, is loaded aboard a Lockheed C-130 *Hercules*. Destination: Lima, Peru, where the two aircraft took part in a USAF display and demonstration on Peruvian Air Force Day in late September.

# SCRAPBOOK SNAPSHOT



## 41st Transportation Battalion (AAM)
## Sandofen, Germany



FRONT (l-r) Capts EM Williams, JW Grimes, & EP Robbins; Majs CW McQueary, RB Graham, HM Luckfield (Bn Co), & BO Ihlenfeldt; Capts RL Hodges, WW Luttinger, and JH Morris. 2ND ROW: CWOs LH Tyndall, WO Harp, & NJ Pierre; Lt JJ Hughes, Jr.; Capts JD Van Meter & MF Smith; CWO BA Reed; Capt ME Bounds; Lts WT Trent, Jr, & JF Lytton. 3RD ROW: Lt RE Ottes; CWO OW Woodring; Lt DC Dockum; CWOs EE Garnett, FJ Ruth, RG Hornberger, LV Brown, JG Parker. 4TH ROW: CWOs RW West & VL Morris; Lt WR Martin; CWOs HW Wilson & RV Melbourne; Lt JP Canton, Jr. MISSING: CWOs AJ Gallacher, JC Grubaugh, & KE Bergman; Lts JP Battin, Jr. & BJ Bray. (Taken 23 Aug 58 at Coleman Barracks, Sandofen, Germany).

## 1943 AIR SEARCH INVOLVING MANY AA's TERMINATED

■ In a recent issue of a Los Angeles newspaper there was a short AP dispatch from El Centro, Calif. that I am sure would interest any of the old (and we are fast getting that way) LP's or Crew who were lucky enough to spend the summer of 1943 roaming the California desert. Some of these fellows from the old 85th Inf. Div. are still on active duty: *Tom Morrow, John Hammett,* and *J. Y. Hammack* that I am sure of . . . .

The article related finding the body and identifying it as being the skeleton of a *Pvt. Wm. Kisner* who was a member of a platoon on maneuvers that became lost the summer of 1943. All members of the platoon except *Kisner* had been found.

As one who spent several days from daylight to dark searching the area via our fabulous L-2's, it was gratifying to learn the search is now officially over and I am sure my ex-compadres would like to know. I can still see *John Hammett* tossing rolls of tissue over the side to mark the location for ground troops when he found some of those unlucky soldiers in a gully seeking protection from the sun . . .

*Louis E. Ramsey*
*Ex-Captain, USAR*
*Ex-Senior Army Aviator*

## FORT RILEY AAUTC DEACTIVATED; TRAINED MANY OPERATIONAL UNITS

■ It's been quite a while since we at Riley have passed any information on the readers of ARMY AVIATION. Recent developments have seen the finale of the Aviation Unit Training Command (AAUTC) here at Riley. The provisional Command was deactivated in May of this year.

During its history we transitioned 363 Shawnee pilots and sent the 93rd, 33rd, 57th, and 80th Helicopter Companies and the 1st, 2nd, and 3rd Otter Companies on their way while the 81st Helicopter Company remains here.

Headquarters, 71st Transportation Battalion, and the 81st Helicopter Company are now undergoing the Army Training Program and will have operational missions henceforth.

It's been interesting, every moment of it!

*—Lt. Col. Albert Newton*

## SCRAPBOOK SNAPSHOT

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### Fourth Army Instrument Flight School
### Fort Sill, Oklahoma

FRONT (l-r): Lts Richard McCrary (Neb-NG), Presley Orsburn (Holloman), Cletus Hardin (Hood), Andrew Kirkpatrick (Polk), Clarence Woliver (Sill), Charles Arnold (Tex-NG), Louis Fioretti (Hood), Franklin Cantwell (Holloman); Capt Eugene Walton (Wolters). BACK (l-r): Lts Clyde Fisher, Jr. (Hood) & Peter Malnati (Hood); Capt Bert Bass (Sill); Lts Norman Smith (Hood) & John Louis (Polk); Russ Blair; Lts Joel Whittemore (Sill), James Burton (Gary), & Gilbert Barrett (Sill).

## D/A Orders Hold-Up in WOC Training

■ After Class 59-E3 enrolls for the AHPTC (RW) at Camp Wolters on October 8th, further flight training of Warrant Officer Candidates will be suspended for the remainder of FY 59. The Deputy Chief of Staff for Operations in Washington has ordered the hold-up pending a determination of FY 60 requirements for warrant officer aviators.

The Helicopter School was told to stand by to resume warrant officer input in April, 1959.

Partially balancing the cutback in WOC's will be the input of 100 selected officers to take R/W training during FY 59. The first of these officers will start their R/W training no later than January 14, 1959.

*Maj. John L. Briggs,* USAPHS Executive Officer, said that these officers will probably be ROTC graduates who have had some Army aviation training under the ROTC program. They will take the same course now given warrant officers, except for the 4-week, OCS-type training the WOC's receive at the start of their course.

Upon graduating from the 16-week course at Wolters, they will receive their wings as qualified Army aviators. Many will be cross-trained in fixed-wing craft after leaving Wolters. ■■

## Personals: Fort Riley

■ With the departure of the 80th to Alaska, and Maj. Pitts Dickens to Fort Bragg, the only oldtimers left of the former AAUTC are Maj. Walter Makuch (currently at Instrument School) and CWO Jim Breshears, who continues to supervise standardization in the H-21. Capt. Lynn Dungey, Battalion Maintenance officer of the 71st Trans Bn (Hcptr), has been transferred to Hq, Fort Riley as Post Field Maintenance Officer.

—LT. COL. ALBERT NEWTON

## Fort Eustis

■ Utilizing four Shawnees, personnel of the 65th Trans Co demonstrated the use of helicopters in a Pentomic Army at a demonstration held at the Indiantown Gap Military Reservation. During the two-day operation, some 620 combat-ready troops of the 175th Infantry Regiment were transported while under simulated atomic attack. Notable guests at the exercises included the Governors of Pennsylvania, Maryland, Virginia, and West Virginia. 65th Trans Co pilots participating in the exercise included:

CWO Carl E. Lorence; WOs Gerald H. Dirks, Carl M. Hunter, Lloyd K. Kaul, William L. Leighty, Pasqual Lentini-Bottey, John W. Schwegler, and Alfred E. Smith.

## USAFFE

■ The 6th Helicopter Company (USAFFE), proud of its August accomplishments, flew 1,037 hours during the month, the 150th Trans Hcptr Field Maint Det, doing an outstanding job in maintaining an average availability of 75% during the same period. Maj. James R. Hodge, CO of the 6th, is on rotation to the ZI; Lt. Charles O. Sims commands the 150th.

—CWO JOHN P. GIELAROWSKI

## Graduation Speaker

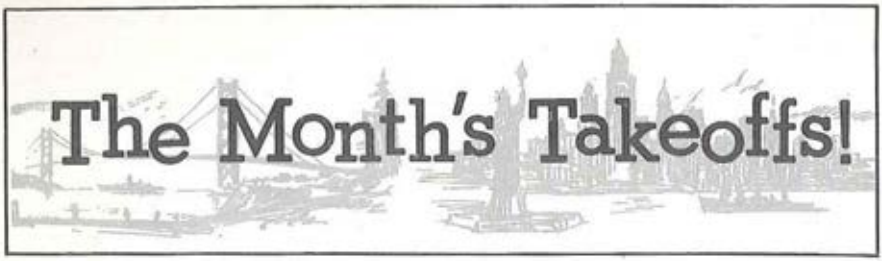
Brig. Gen. Philip C. Wehle, assistant commandant of the U.S. Army Artillery and Guided Missile School at Fort Sill, is shown as he addressed a recent graduation class at Camp Wolters. Pictured (l-r) are: Col. Daniel H. Heyne, assistant commandant, USAPHS; Mrs. Meek; Maj. William L. Schmidt, class commander; Gen. Wehle; Col. John L. Inskeep, Commandant, Mrs. Schmidt; Col. Chester H. Meek, deputy commander; and Mrs. Heyne. (USA photo)

## Housing at Camp Wolters? Here's the Story!

■ Camp Wolters, Texas is one Army post where a prospective student can bring his family with him and *be assured* of finding immediate and excellent housing available. The Post has an adjoining housing area controlled by the Army through the Commanding Officer. Two bedroom, duplex-type homes are offered for *immediate* occupancy to military personnel who report to Camp Wolters on either temporary or permanent assignment.

The homes are a particular boon to the officers and warrant officer candidates who come to the U.S. Army Primary Helicopter School for flight training and *bring their families with them.* They are located within a five minute drive from any point on the Post, including the PX, the commissary, and the post hospital.

Officers are charged $80.00 and enlisted personnel $67.50 per month rent. This covers water supply, garbage, and community TV aerial service. The Rental Office also has eighteen washers and four dryers conveniently located for use at a nominal cost. For an additional $20.00 a month, a furnished home can be rented. The Army provides daily bus service to transport children to and from schools located in the adjoining city of Mineral Wells.




## Command and Staff Changes

ATHEY, Clifford, S., Maj. Aviation Section, Hq, XVIII Airborne Corps, Fort Bragg, North Carolina.
BEAMAN, Horace E., Lt Col, 8 Dickman Avenue, Fort Leavenworth, Kansas.
BOYD, M. F., Col., Transportation Section, Hq, Seventh U.S. Army, APO 46, New York, New York.
DANTZER, Laurence L., Maj., 41210 Dove Avenue, Fort Huachuca, Arizona.
DENHART, John F., Major, Hq, 8th Transportation Group (Avn), APO 154, New York, N. Y.
FARWELL, Lester C., Major, 1910 Lindy, Lawton, Okla.
FOWSER, Mark F., Maj., USA ADGRU, Korea, APO 102, San Francisco, California.
FULLER, Melvyn W., Major, 84 Stratford Road, New Shrewsbury, New Jersey.
GONSETH, Jules E., Jr., Colonel, P.O. Box 2344, Fort Huachuca, Arizona.
HALE, William C., Lt., Col., USA C&GS College, Fort Leavenworth, Kansas.
HELY, Joseph W., Major, Acrft Maint Div, Trans O, USARHAW/25th Inf Div, APO 25, San Francisco, California.
HEYNE, Daniel H., Colonel, 319 Magruder - Wolters Village, Camp Wolters, Texas.
JOHNS, John L., Maj., 36th Trans Company (Lt Hcptr), APO 165, New York, New York.
LEWIS, Mose E., III, Major, 311-3 First Street, Fort Leavenworth, Kansas.
MADDOX, William J., Jr., Major, 2d Armd Cav Regiment, APO 114, New York, N. Y.
MONROE, Melvin C., Lt Col., Dept of Instruction, USAAVNS, Fort Rucker, Alabama.
PIERCE, John T., III, Major, 212 Sulgrave Drive, Alexandria, Virginia.
RAMSEY, Edward L., Lt Col, 24 King Avenue, Fort Leavenworth, Kansas.
SLUMPFF, Carl F., Maj., 33rd Transportation Company (Lt Hcptr), Fort Ord, California.
SPEARS, Leroy C., Major, 1236 Charleston Street, Wichita 4, Kansas.
TUCK, William R., Col., 48 Red Cloud Road, Fort Rucker, Alabama.
WASHBURN, I. B., Colonel, 4311 Woodacre Drive, McLean, Virginia.

## SEPTEMBER, 1958 CHANGES OF ADDRESS

AICKEN, Larry B., 681-A Kandle Drive, Ft. Benning, Ga.
ALLEN, William M., Capt., Area B, Box 1525, Wright-Patterson AFB, Dayton, Ohio.
ALICH, William J., Lt, 4th Company, T.S.B., Fort Benning, Georgia.
ALLGOOD, Charles N., Capt., 81 Bullard Loop, Fort Leavenworth, Kansas.
ALLWINE, Robert E., Capt., Sharpe General Depot, U.S. Army, Lathrop, California.
ANDERSON, Alva, CWO, 12th Aviation Company (FW-TT), Fort Sill, Oklahoma.
ASHCRAFT, Paul, SFC, 320 Laurel Avenue, Laurel, Md.
AUGERSON, William S., Capt., 5434 Mitchell Drive, Dayton 31, Ohio.
AVERY, Maurice C., Lt., 2330-D, Fort Eustis, Virginia.
BAILEY, Paul O., Capt., 110th Transportation Co (Lt Hcptr), APO 29, New York, New York.
BALLANTINE, Laurence E., Mr., 113 North Roberta Avenue, Dothan, Alabama.
BERGSTROM, Richard H., Capt., Officer Student Company, B-37, USAAVNS, Ft. Rucker, Alabama.
BERRY, John T., Capt., 519 Oak Avenue, Ozark, Alabama.
BILLMAN, Ervin L., Lt., 131 West South Street, Williamson, Michigan
BISHOP, Robert E., 208 East Washington, Urbana, Ill.
BLAKELY, Robert W., Capt., Hq Co, VII Corps (Avn), APO 107, New York, New York.
BOURNE, Harold O., Lt., Box 445, Ritzville, Washington.
BOYLE, Dean G., Lt., 106 Red Cloud Road, Ft. Rucker, Ala.
BRUESTLE, Irwin T., Jr., Capt., 2031 North 24th Street, Lawton, Oklahoma.
CAMPBELL, Harold T., Lt., Stv Officer Det, TCOC No. 1, Fort Eustis, Virginia.
CATALANO, Basil B., WO, 59th Trans Co (Lt Hcptr), APO 800, New York, N. Y.
CATLOW, Walter S., Major, 7716 Taft Street, Crown Point, Indiana.
CHAMBERLAIN, Warren Lt., Apartment 2512-E, Fort Eustis, Virginia.
CHAPPELL, James H., Capt., 157 Magruder Street, Mineral Wells, Texas.
CHRISTIANSEN, Earl W., SFC, P.O. Box 355, Fort Monroe, Va.
CLARK, Paul E., Capt., 128 Red Cloud Road, Fort Rucker, Alabama.
COLEY, Thomas W., Lt., 716 Hackberry Drive, Colorado Springs, Colorado.
CONNAWAY, Charles E., Capt., 2nd Aviation Detachment (U.S.M.A.), West Point, New York.
COLLETT, Benson M., WO, 59th Trans Co (Lt Hcptr), APO 800, New York, N. Y.
COOK, Edward B., Lt., 335 - 39th Street, Sacramento 16, California.
COOPER, Robert G., Lt., Hq, Hq & Svc Trp, 2nd Recon Sqdn, 16th Sky Cav, APO 221, New York, N. Y.
CREWS, Roy A., Off Student Co, USAPHS 59-0-2, Camp Wolters, Texas.
CROWELL, George A., Capt., 479 Craig Drive, Fort Benning, Ga.
DeLOACH, William, Capt., 105-I Wherry, Fort Campbell, Kentucky.
DeVISE, Jack P., Lt., 1824 Mears, Cincinnati 20, Ohio.
DOTSON, Larry D., Lt., Avn Electronic Sect (Cp Chofu), ASSO, USAGDJ, APO 500, San Francisco, California.
DRUCKENMILLER, P. R., M/Sgt, 54th Trans Company (H-37), Fort Sill, Oklahoma.
EBAUGH, Glenn M., Capt., 1004 Brock Drive, Killeen, Texas.
ECRETTE, Joe D., Lt., 52nd Inf, 2nd USA Msl Comd, (Med), Fort Hood, Texas.
ERHARDT, Chris, Capt., Military Assistance Institute, Tyler Bldg, Arlington Towers, Arlington 9, Virginia.
FETTE, William F., CWO, 429-B Craig Drive, Fort Benning, Georgia.
FITE, Burges B., Capt., 52nd AIB, APO 221, New York, New York.
FORD, Duane B., Lt., 21st Avn Company, 2nd Battle Gp, 31st Infantry, Ft. Rucker, Alabama.

# The Month's Takeoffs!

FOSTER, Loren N., WO, 39 Olson Lane, Fort Rucker, Ala.
FRANK, Charles C., Lt., 80th Trans Co (Lt Hcptr), APO 949, Seattle, Washington.
FRANKLIN, Swayne B. Capt., 246th Trans Co (AAM), APO 178, New York, N. Y.
FUTRELL, Alvin F., Capt., 24 Long Island Place, N.W., Atlanta 5, Georgia.
GAFFNEY, James J., Lt., Class 59-3, USAPHS, Camp Wolters, Texas. (Temporary).
GIBBS, Robert M., Lt., 827-A Terry Drive, Fort Benning, Georgia.
GOODRICH, John R., Capt., Quarters 520-A, U.S.M.A., West Point, New York.
GOODSPEED, William H., Lt., 2347 AFRC, Long Beach Municipal Airport, Long Beach, California.
GOSHEN, Robert F., 406 Patrick, Mineral Wells, Texas.
GRAZIANI, James C., Lt., 399 Templeton Avenue, Daly City, California.
GWINNER, Maurice D., Lt., Hqs, Sharpe General Depot, Lathrop, California.
HALL, Billy C., Capt., 80th Transportation Company (Lt Hcptr), APO 949, Seattle, Washington.
HARRIS, James R., Lt., Officer Student Company, USAAVNS, Fort Rucker, Alabama.
HENDERSON, Robert P., CWO, 101 Red Cloud Road, Fort Rucker, Alabama.
HEISS, Clarence L., Lt., 2617 Cornell Avenue, Lawton, Oklahoma.
HELTON, Pelham G., Capt., 309-C Merrill Avenue, Fort Benning, Georgia.
HERBERT, Bentley J., Lt., Class 59-01, USAPHS, Camp Wolters, Texas.
HEREDIA, Francis N., CWO, Hcptr Maint Platoon, 246th TAAM Company, APO 46, New York, New York.
HERMAN, Donald E., WO, 59th Trans Co (Lt Hcptr), APO 800, New York, New York.
HERMAN, Lawrence J., Lt., Company "C," 4th Engr Bn (C), Inf Div, Fort Lewis, Washington.

Shown above prior to their pickup and ferry flight of "D" model Ravens at the Hiller Aircraft Corporations Palo Alto facility are, left to right, PFC E. E. Koszala, Lt. N. L. Dupre, Specialist R. D. Taylor, and Maj. W. B. Cooper of the U.S. Army Chemical Corps Training Command, Ft. McClellan, Ala.

Briefed on many Hiller projects of interest to the Army while at the plant, the Army crews embarked on a 2,100 ferry flight to Ft. McClellan, the first ferry flight of "D" models to a point east of the Mississippi.

## OBITUARIES

*First Lieutenant David Duchesneau,* stationed with the U.S. Army in Germany, was killed in a crash of an H-13 Helicopter on September 16, 1958. He is survived by his wife, Mrs. Beatrice A. Duchesneau, 115 Belasco Street, Monterey, Calif., and his parents, Mr. and Mrs. Aime P. Duchesneau, 157 Victoria Avenue, Longueil, Quebec, Canada.

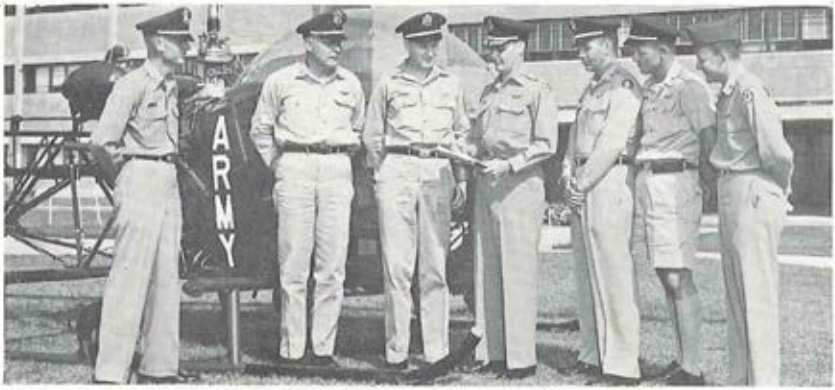
*Chief Warrant Officer, W2 Karl F. McFeron,* 33rd Transportation Company, Fort Ord, California, was killed in the crash of an H-13 helicopter during an Army training test being conducted at Hunter Liggett Military Reservation, Calif. He is survived by his wife, Mrs. Sadako McFeron, and two children.

*First Lieutenant William R. O'Neil,* 416th Signal Aviation Company, Fort Huachuca, Arizona, was killed in a crash of an EL-20A on September 19, 1958. He is survived by his wife, Mrs. Marion O'Neil, 97 Asbury Avenue, Atlantic Heights, N.J., and his parents, Mr. and Mrs. John J. O'Neil, 130 Memorial Parkway, Atlantic Highlands, N.J.

HEYDEN, Donald R., Mr., Helicopter Services Corp., 572 Grain Exchange Building, Minneapolis 15, Minnesota.
HILL, Bill L., Lt., 15th Avn Co, 1st Cavalry Div, APO 24, San Francisco, California.
HOEFENER,, James R., Lt., Secretary Division, TES (BOMOP), Fort Belvoir, Virginia.
HOLDEN, Joseph B. J., Lt., 401-D Craig Drive, Fort Benning, Georgia.
HOPKINS, Paul F., Capt., 1961 Mariposa Street, Seaside, California.
HOLT, Robert H., CWO, 13th Trans Co (Lt Hcptr), APO 358, San Francisco, California.
HUMES, Richard A., Lt., 818 McDougal, San Antonio, Texas.
HUNTSMAN, Howard A., Jr., Capt., 42nd Transportation Company, APO 177, New York, N. Y.
ISAACS, Carroll C., Capt., 2d Enlisted Student Company, USAAVNS Regiment, Ft. Rucker, Alabama.
IWAMASA, Robert H., CWO, Box 655, Long Beach AFB, Long Beach, California.
JACOBSON, Charles H., Lt., 1st Aviation Company, 1st Inf Div, Fort Riley, Kansas.
JETER, John R., Lt., 1006 Brown Street, Junction City, Kansas.
JOHNSON, John A., Lt., 2017 North 27th Street, Lawton, Oklahoma.
JOHNSON, Robert T., Lt., Box 11021, E.P. Branch, Tucson, Arizona.
JONES, Eugene F., WO, TATSA, Fort Rucker, Alabama.
JONES, Ronald D., Lt., 812 Mississippi, Lawrence, Kansas.
JOYCE, Donald R., CWO, Off Trailer Park - Lot 111, Fort Eustis, Virginia.
KALINA, John M., Lt., 99 Harris Drive, Ft. Rucker, Ala.
KEMP, Marvin E., Capt., RFD # 2, Kilmichael, Miss. (Temp.)
KINDER, J. B., Lt., 417-B Craig Drive, Fort Benning, Ga.
KING, Dewey M., Lt., Hq Btry, 2nd Observation Bn, 26th Artillery, Ft. Bragg, North Carolina.
KISLING, Richard D., Capt., 15 Hartell Way, Fort Rucker, Alabama.
KLIPPEL, Kenneth, L., Lt., 3541 Monticello Drive, Columbus, Georgia.
KOEHLER, Joseph R., Lt., 610 Newfield Road, Glen Burnie, Maryland.
LANDRY, E. L., Captain, 4209 Snow Street, St. Louis 20, Missouri.
LeMAY, Melvin E., SFC, 227 North Preston Street, Council Grove, Kansas.

# SCRAPBOOK SNAPSHOT

## Avionics Division AA's
## Signal Research and Development Laboratory
## Fort Monmouth, New Jersey




**Avionics Division AA's who have accumulated flying time equalling 100 years of flying experience are, l-r, Capts. Floyd E. Petty, Wallace H. Traver, Jr., and Richard B. Hale; Lt. Col. Carl E. Bobo, Jr., chief of the military staff of the Division; Capt. James D. Skinner; Lts. Robert S. Stephan and Robert F. Darrah. Maj. Bradford G. Powell (not pictured) completes the highly experienced group. (U.S. Army photo).**

# The Month's Takeoffs!

LEMON, Robert E., Capt., 33rd Trans Company (Lt Hcptr), Fort Ord, California.
LESLIE, James M., Capt., Headquarters, 82nd Airborne Division, Fort Bragg, North Carolina.
LEYKO, R. J., Sp-5, 59th Trans Co (Lt Hcptr), APO 800, New York, New York.
LOPES, Francis J., Mr., RDF # 1, Middleboro Road, East Freetown, Massachusetts.
McCORD, Thomas B., Mr., 4600 Florence Road, Knoxville, Tennessee.
McGREGOR, Thomas Lt., 18th Trans Company (Lt Hcptr), APO 29, New York, N. Y.
MAGUIRE, John H., Lt., Box 104, Howard Air Force Base, Canal Zone.
MARKS, Harold E., CWO, Officers Student Company, Box M-7, Fort Rucker, Alabama.
MAROHN, Ralph L., M/Sgt, Bryant Army Airfield, Hq, USA Garrison, APO 949, Seattle, Washington.
MARQUARDT, Howard R., WO, 59th Trans Company (Lt Hcptr), APO 800, New York, N. Y.
MARTIN, Francis B., Lt., USAPHS, Class 58-B, Camp Wolters, Texas.
MERRYMAN, James H., Capt., 512 Magnolia Street, Ozark, Alabama.
MEYER, George H., Capt., P.O. Box 1431, Myrtle Beach, South Carolina.
MIALARET, Gerard J., Mr., Metairie, Louisiana.
MIDDLETON, W. A., Lt., 2817 Ellis Street, Brunswick, Georgia.
MIKLES, Lowell, Capt., Box 117-B, Ridge Road, Hanover, Maryland.
MILER, Charles L., Lt., 21-G Honeycutt Road, Fort Bragg, North Carolina.
MORGAN, Glenn E., Lt., 1221-B South Beltline Boulevard, Columbia, South Carolina.
MOORE, P. W., Capt., 8th US Army Aviation Detachment, APO 301, San Francisco, California.
MURRY, George S., Capt., Officer Advanced Course # 1, SOC, US Army Armor School, Ft. Knox, Kentucky.
NASH, Verna M., Capt., School Brigade, Associate Course, 7A-C-5, Class 1, Fort Benning, Georgia.
NELSON, Emory E., CWO, 19 Harris Drive, Fort Rucker, Alabama.
NICHOLS, rank S., Capt., 2nd Aviation Company (FW-TT), APO 177, New York, N. Y.
NULTON, Henry G., Jr., 4511 Maple Avenue, La Mesa, California.
PARLAS, Joseph L., Jr., Lt., 1st Army Aviation Company, Fort Benning, Georgia.
PASSANO, John D., Lt., Armor Officers Advance Class 1, SOC, US Army Armor School, Ft. Knox, Kentucky.
PERDELWITZ, Lee E., Capt., Avn Sec, Hq Co, USAREUR ComZ, APO 58, New York, N. Y.
PERRIN, William S., Lt., 127 Magruder, Walters Village, Mineral Wells, Texas.
PHILLIPS, Jack R., Capt., Melfa, Virginia.
PHILLIPS, William H., Capt., 1212 12th Avenue West, Bradenton, Florida.

# The Month's Takeoffs!

POOLE, Arthur J., Lt., 2952 Two Notch Road, Columbia, South Carolina.
POTTS, William L., Lt., 336 Sandy Road, Fort Benning, Georgia.
PRATT, John B., Jr., M/Sgt, Hq Btry, VII Corps Artillery, APO 107, New York, N. Y.
PRUETT, Joe F., Lt., 3009 Mitchell, Greenville, Texas.
QUINT, Alvin M., Capt., 846-B Terry Drive - Upatoi Terrace, Fort Benning, Georgia.
RALLENS, Larry D., Capt., 'A' Trp, 1st Recon Sqdn, 16th Cav, 2nd USA Msl Comd, Fort Hood, Texas.
RANKIN, Edward, Capt., 9 Dixie Drive, Ozark, Alabama.
RAYMOND, Robert A., Lt., 207 Andrews Street, Enterprise, Alabama.
REID, Landon J., Capt., 66 Red Cloud Road, Fort Rucker, Alabama.
REID, Wallace G., Capt., USATDS, APO 28, New York, New York.
RHYAN, Ernest W., Jr., Lt., 1209 North Tacoma Place, Tulsa, Oklahoma.
ROARK, Laddie V., Lt., 411 North Rice, Rockdale, Texas.
ROBERTS, John F., Capt., USA ELM MAAG, APO 63, San Francisco, California.
RONDEPIERRE, Jean R., Capt., 1021 North 50th Street, Seattle 3, Washington.
ROSENSON, Daniel, Lt., 2843 S.W. 36th Avenue, Miami, Florida.
ROSER, Robert F., Mr., 1631-D Spartan Village, East Lansing 2, Michigan.
SAUBERAN, Robert L., Lt., 205-A Christian Lane, Fort Benning, Georgia.
SCOTT, Robert W., Lt., USA IAGS, Mexico Project, Apartado 337, Torreon, Coah. Mexico.
SERRANO-CANDELARIA, Adalbert, Sp-2, Army Avn Sect, USTDC/MAAG, APO 63, San Francisco, California.
SHARP, William R., Mr., 2506 McNeil Circle, Fayetteville, North Carolina.
SHAY, Patrick E., Lt., 4th Co, 1st Stu Bn, TSB, Fort Benning, Georgia.
SHEPPARD, James Y., Capt., TUSEGUS, Army Engineer District (Southern), APO 254, New York, N. Y.
SIMPSON, William F., Jr., Lt., 82-F Wherry Housing, Fort Campbell, Kentucky.
SKINNER, James D., Capt., USASRDL Avionics Division, Fort Monmouth, New Jersey.
SMITH, Clarence W., Capt., 412 Patton Drive, Killeen, Texas.
SMITH, Francis A., SFC, P.O. Box 2, Denbigh, Virginia.

By folding the wings of the L-19 back along its fuselage, the 82nd Abn Division flight can load its L-19's into any assault or transport Air Force plane for long-range flights. This step, characteristic of an Airborne organization, adds a go-go dimension to the Bird Dog.

**Accident Report:**

**"Watta ya mean he FORGOT to untie the left skid?"**

SMITH, Raymond L., Lt., 1802 East 14th Street, Austin 2, Texas.
SMITH, Richard C., Capt., 15th Avn Co, 1st Cav Division, APO 24, San Francisco, California.
STAMPER, James M., Lt., 1 Wilson Avenue, Route 2, Ozark, Alabama.
STEIN, Albert E., Lt., Hq XV US Corps (Res.), Presidio of San Francisco, California.
STEPHENSON, Charles A., III, Lt., Hqs, V Corps Artillery, APO 175, New York, New York.
STOKAN, Donald A., Capt., Davision Army Air Field, Fort Belvoir, Virginia.
STORER, Ivan M., Capt., Camp Gary, San Marcos, Texas.
STRAWN, Willis G., Box 77, Severn, Maryland.
SUNDBY, Selmer A., Capt., 758 Telford Avenue, Mountain View, California.
TARBOX, George E., Capt., 2825 61st Street, Lubbock, Texas.
TERRY, Vaughn L., Capt., 1017 "B" Ray Court, Custer Terrace, Fort Benning, Georgia.
THOMAS, Lemuel M., Capt., USAPHS Class 59-0-2, Camp Wolters, Texas.
THORPE, John C., Lt., 4331 S.W. 5th Terrace, Miami, Florida.
TOWNSEND, James R., CWO, 45th Trans Battalion (Hcptr), Fort Sill, Oklahoma.
TRAUTMAN, Leonard A., Lt., M.O.C., 97th Sig Bn (Opns), APO 46, New York, N. Y.
TRUBY, Allen G., Lt., 23-G Sunchon Street, Ft. Bragg, North Carolina.
TUGGEY, Howard J., Capt., 1220 Fleming, Artillery Village, Fort Sill, Oklahoma.
TYSON, Robert M., Jr., Capt., 29 North 28th Street, Lawton, Oklahoma.
UNDERWOOD, Joe D., Lt., 200 Morningside Drive, Colorado Springs, Colorado.
URBACH, Walter, Jr., Lt., Army Avn Section, Sherman AAF, Fort Leavenworth, Kansas.
WAPPES, George R., Lt., Transportation School, Aviation Department, Ft. Eustis, Virginia.
WALKER, Samuel S., Capt., Transportation School, TOAC # 1, Fort Eustis, Virginia.
WARD, Marion F., Capt., 23 Montieth Lane, Fort Rucker, Ala. (To PCS-Korea on/about Nov. 1).
WATLAND, Lloyd A., Capt., c/o Okanagan Helicopters, Ltd., Vancouver Airport, Vancouver, B.C., Canada.
WESNER, Dean C., Lt., USATSCH, TCOC 1-59, Fort Eustis, Virginia.
WHEELER, Robert J., Capt., Hq, Lawson AAF, Fort Benning, Georgia.
WHITE, William G., Capt., 32 Lafayette Place, Wilkes Barre, Pennsylvania.
WIEGMAN, Donald J., Lt., 5407 Diamond Head Drive, San Antonio, Texas.
WILKINSON, Jesse L., Capt., 2010 Taft, Lawton, Oklahoma.
WILSON, Clifford C., Capt., Building 528, Apartment 2, Fort Eustis, Virginia.
YATES, William E., Lt., 125 Godfrey Street - Wolters Village, Camp Wolters, Texas.

# FLIGHT PAY INSURANCE: GROUP PHOTO WITH 1,726 FACES!

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

I have enclosed a check or money order made payable to the AAAA for the correct premium and I desire coverage to be initiated under the ☐ Annual; ☐ Semi-Annual; ☐ Quarterly Premium Payment Plan. Please initiate my coverage on ☐ the postmark date of this application; ☐ the last day of the month in which I apply for the coverage; ☐ on the date indicated here.....

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

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

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

THE ANNUAL PREMIUM CHARGE IS 1% OF ANNUAL FLIGHT PAY.

☐ I am not an AAAA member; my $3.00* dues are inclosed; ☐ I am an AAAA member.

*Dues during October 1—December 31, 1958 period.

# AROUND THE WORLD WITH SIKORSKY HELICOPTERS

**FIRE FIGHTING S-58**—Approaching a blazing gasoline fire, a Sikorsky S-58 delivers aerial fire fighting rig and personnel in a demonstration of the helicopter's capabilities in fighting fires, especially those hard to reach by ground transport. Downwash from rotor blades helps suppress or extinguish fire and protects firemen from intense heat. This unit, carrying 250 gallons of foam, was designed by American LaFrance in cooperation with Sikorsky Aircraft.


**DEEP FREEZE III**—In the Antarctic, large Sikorsky S-58s have joined the S-55s widely used for the past three years in U. S. activities supporting the International Geophysical Year. Their duties include passenger and cargo transport, reconnaissance, and search and rescue. The version of the S-58 shown above, the Navy HUS-1A utility configuration, is transporting cargo in Little America.

**CHOPPER JOHN**—Twin-engined Army H-37s (Sikorsky S-56s) airlifted Honest John missiles, launchers, and crews at Project AMMO, a missile demonstration at White Sands, New Mexico, and Fort Bliss, Texas, to show how helicopters provide mobility for Army missiles under combat conditions. Other Sikorskys flying at Project AMMO were H-34s (S-58s) and H-19s (S-55s).

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

LENNEN & NEWELL, INC.

ARMY AVIATION MAGAZINE
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## Piasecki Completes First Aerial Jeep Flight

■ Participating in a major breakthrough, *Piasecki Aircraft Corporation* completed the first flights of the *Army VZ-8P* aerial jeep in early October.

The wingless research vehicle, first flying prototype of a radical flight concept, rose vertically from the ground at the company's Philadelphia plant and hovered under its own power.

*Frank N. Piasecki* (shown above) stated *"very positive control in every direction was achieved throughout the flight."*

The first vehicle to utilize two small ducted propellers located within the body to achieve both vertical lift and forward flight, the *VZ-8P* is a significant achievement for both *Piasecki* and the Army R & D program.

The design, incorporating two completely shielded rotor-props, one in front and one in the rear, returns a low silhouette and a high degree of operational safety, two factors of prime importance to the military.

The Philadelphia firm is also developing this design for civilian use, which it calls the *"Sky-Car."* Expected to carry four passengers at speeds up to 150 mph, the *"Sky-Car"* is now undergoing certification procedures with the CAA.

## Sikorsky S-60 Crane Helicopter Now Under Construction

■ A huge *crane helicopter* capable of carrying a six-ton cargo is under construction at the *Sikorsky Aircraft Division* and is scheduled for its first flight in early '59.

Known as the *S-60*, the twin-engine aircraft is being developed entirely with company funds. Its design has been evolved from the Sikorsky *S-56* (*H-37*), currently in operational use with the U.S. Army and U.S. Marines.

An entirely new cockpit design will give the *S-60* pilot unobstructed 360-degree vision. Utilizing a separate set of controls, the pilot—occupying the left swivel seat—will facilitate loading operations by looking almost directly down the hoist to the cargo.

Elimination of the main cabin in favor of a bridge-like tail boom provides space under the helicopter for the loading and unloading of large, bulky objects. Cabin removal also allows greater payload and lower production costs.

Dynamic components of the *S-56*—main and tail rotor heads, blades, transmission parts, and drive shafts—will be utilized on the *S-60*. Although *Pratt & Whitney R-2800* engines will power the intial cranes, Sikorsky plans call for gas-turbine power plants in later models.