

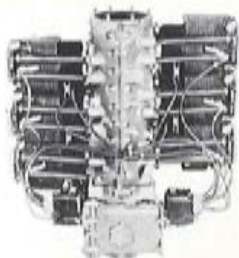
ARMY AVIATION

DECEMBER ★ 1958



Lycoming powers

HILLER H-23D RAVEN



Lycoming O-435-23B 6 cyl, 250 hp

1908-1958
FIFTY YEARS
OF POWER

Lycoming

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



Vertol Develops Helicopter Multi-Lift System

An Army contract to develop a "Multiple Helicopter Heavy Lift System" has been awarded to the Vertol Aircraft Corporation. The contract, calling for the development of a method of harnessing helicopters in teams to provide higher lift potentials for short-haul military missions, followed the completion of an engineering study by the Morton, Pa. firm.

Utilizing an aluminum alloy spreader frame to which helicopters and cargoes are hitched by cables, the system envisions the use of helicopter teams of two to six aircraft, depending upon the operational requirements of the particular "lift" mission.

The 113-foot, 400 lb. spreader frames, providing ample air space between helicopters in the hitch, employ long sling cables from the frame ends for cargo hookup. The aircraft, each of which can uncouple all members of the team in the event of an emergency through an electrical release system, attach to the spreader frames by 10-foot extension cables.

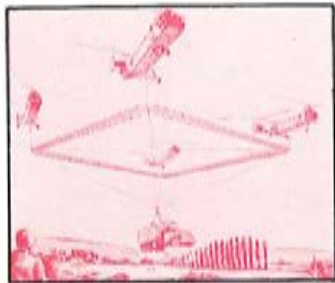
Vertol's flight test program will include the testing of two, three and four helicopter hitch arrangements. The company will also determine the best methods of assembling frames, of ground handling, and of coordination between ground and flight crews during loading and unloading operations.

The multi-lift system offers several cargo loading-

unloading possibilities. Both can be accomplished with the aircraft and frames in the air, with just the helicopters airborne and the frames on the ground, or with the helicopters on the ground adjacent to the corners of the grounded frames. In describing the system, Don R. Berlin, Vertol president, pointed to the obvious advantage of equipping standard transport helicopters with simple electrical circuits for simultaneous cargo release, obtaining variable "lift" potentials wherever Army standard helicopters are stationed. Following the lift, he stressed that the helicopters - without any modification - could resume their normal roles and missions.

Cost Is Primary Factor

Berlin stated: "The simple spreader frames used in the multi-lift system can be obtained in large quantities at a small fraction of the cost of developing, testing, and producing a large special-purpose crane-type helicopter having only limited mission capability."



VOLUME 6 NUMBER 12

ARMY AVIATION is published monthly by Army Aviation Publications, 9 Elizabeth Drive, Westport, Conn. Phone: (Fairfield, Conn. exchange) Clearwater 9-4752. Second Class Mail Privileges authorized at Westport, Conn. Subscription, US, APO, US Possessions, \$2.50 per year; all other countries add \$.50 per year. Included as a basic part of AAAA membership. Refer to SRDS for Display and Classified Advertising Rates. The editors reserve the right to edit, alter or delete copy and/or specific names from all unsolicited material.

ARMY AVIATION

NEW TURBO-PROP, TURBO-JET TEST VEHICLE ROLLED OUT

HILLER X-18
HILLER X-18
HILLER X-18
HILLER X-18
HILLER X-18
HILLER X-18

■ The sixteen-and-a-half-ton *Hiller X-18*, the largest higher speed test vehicle with VTOL/STOL capabilities, was unveiled in roll-out ceremonies held at Moffett Field, California, on December 8.

Expected to obtain practical test data for use in the design of future tilt-wing transport-size aircraft, the X-18 was designed and built entirely at the Hiller Aircraft Corporation in a special facility established specifically for this program.

Many Existing Components Utilized

The judicious choice of both size and configuration enabled the Hiller firm to marry existing aircraft parts in the new test vehicle.

The nose and tail sections of a Chase transport airplane were employed in the X-18 fuselage while two Allison T-40 turboprop engines and their dual rotating Curtiss-Wright six-bladed Turboelectric propellers were obtained from the Navy "Pogo" programs for use as the X-18's main power plants.

Each T-40 consists of two power sections coupled to a common reduction gearbox, providing the 33,000-lb. X-18 with a total of 11,070 equivalent shaft horsepower. The aircraft employs a 3,400-pound thrust Westinghouse J-34 turbojet in the after portion of the fuselage as a "fifth" engine, this power package controlling the X-18's pitch in hover or transitional flight.

Of interest is the X-18's simplified control system. In forward flight, the propelloplane is a conventional aircraft using elevators for pitch, ailerons for roll, and rudder for yaw.

In transitional flight to a hover, as airspeed drops and these aerodynamic surfaces become progressively less effective, pitch is obtained from the diverted jet thrust at the tailpipe, rolled is caused by the differential thrust of the engines on either side of the aircraft, and yaw is obtained by actuating the ailerons in the downwash of the propellers.

The entire job of coordinating these control systems is handled by mechanical arrangements, rather than electronic "Black Boxes." Of importance is the fact that the X-18 pilot can fly the ship through forward flight, transition, and hover by using conventional controls throughout the entire sequence. The only addition to the normal cockpit scene is the addition of a *wing tilt lever*.

Test Vehicle, Not Prototype

A definite "test tube" vehicle, the Hiller propelloplane possesses many features which differentiate it from a typical prototype aircraft. In line with the company philosophy of simple-straight-forward component design, one large fuel tank is located in the center of the fuselage for the sake of simplicity. Subsequent proto-

VTOL-STOL TRANSPORT



types would have fuel cells in the conventional wing tip or wing position.

The long, external tailpipe conveying thrust to the tail from the J-34 jet control engine, so placed for purposes of economy, maintenance, and for simplified diagnosis of test problems as they occur, would be replaced in a true prototype by a cleaner, internal design approach.

The first firm to undertake tilt wing research (1953), Hiller received the initial industry tilt wing contract under U.S. Army funds in 1954. In the same year the firm was awarded an ONR contract for the study of large tilt wing transports of 8,000-lb. payload, this award being followed by a BuAer contract in 1955 for a comparative study of the various VTOL/STOL approaches, including tilt rotors, tilt wing, rotatable ducted fan, and super velocity wing.

In late 1956, the Palo Alto firm received an Air Force first phase contract for the construction of the X-18 tilt wing propelloplane. Working with an 8-foot wind tunnel model, the firm then completed a successful 6-month test program in the NASA Tunnel at Langley Field, Va., in late 1957.

Tilt wing progress was accelerated on both coasts in early '58, Vertol successfully flying its rotor-equipped tilt wing Model 76 while the X-18 was undergoing flight simulation tests. In late '58, an Air Force "Safety-of-Flight Inspection" on the X-18 was completed. This step preceded the completion of construction and the formal roll-out at Moffett Field in December of this year.

Although the 1959 test program is subject to change, the X-18 is scheduled for engine run-ups, "lift-offs" and other tests in the Spring of 1959 when it undergoes final testing at Edwards AFB, California.



The official guest list for the Moffett Field roll-out ceremony included *Frank H. Higgins*, the Assistant Secretary of the Army for Logistics; *Maj. Gen. R. W. Colglazier*, Assistant Deputy Chief of Staff for Logistics; and *Brig. Gen. John G. Shinkle*, Commanding General, Army Rocket and Guided Missile Agency. *William Weitzen*, Deputy Assistant Secretary of the Air Force for Research and Development, the scheduled guest speaker at the ceremonies, called attention to the revolution in aerial transportation presaged by VTOL/STOL transport aircraft. Although he felt the pre-occupation and interest of the general public and military was captured by audacious, necessary space flight, he stated the X-18 and the VTOL/STOL era it opens will have broad civil-military ramifications.

**NEW TOOL
FOR USAF's
NEW TRAINING
CONCEPT!**

To increase
Air Force Cadets' proficiency
as they move into combat jets,
Cessna's T-37 jet trainer
is now in operation.
Advantages:
unique side-by-side seating,
slow landings
with high speeds
and high-altitude performance,
easy handling.
Cadets learn faster,
USAF saves time,
money.

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COMMUNICATE ON



CHANNELS

WITH ARC's TYPE 210 TRANSCEIVER

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

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

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

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

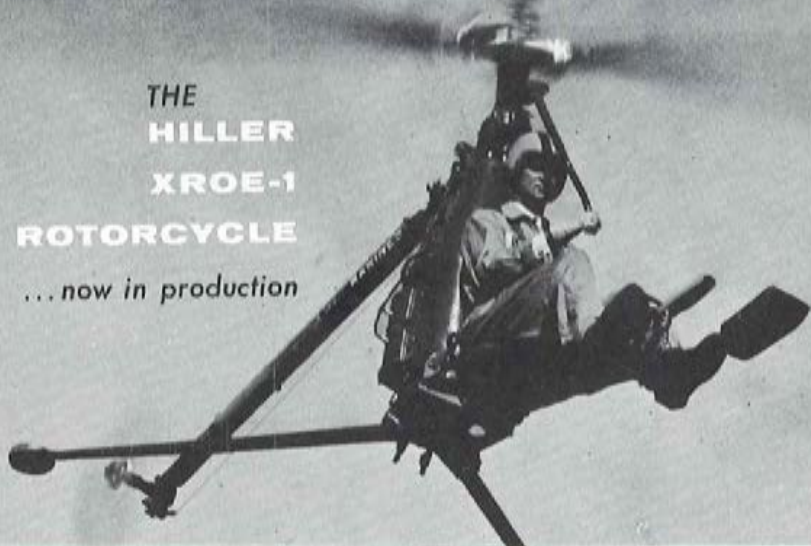
Dependable Airborne Electronic Equipment Since 1928

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OMNI/LOC RECEIVERS • MINIATURIZED AUTOMATIC DIRECTION FINDERS • COURSE DIRECTORS • LF RECEIVERS AND LOOP DIRECTION FINDERS
VHF AND VHF RECEIVERS AND TRANSMITTERS (5 TO 360 CHANNELS) • INTERPHONE AMPLIFIERS • HIGH POWERED CABIN AUDIO AMPLIFIERS
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**THE
HILLER
XROE-1
ROTORCYCLE**
... now in production



From its completely folded condition, the XROE-1 Rotorcycle is assembled and flown in the space of 5 minutes.

**Marines to Receive World's First
Completely Foldable Helicopter for Evaluation!**

The Hiller Rotorcycle has been projected as the least complex method of obtaining the air mobility now sought as a prime advantage in military operations. Its size, simplicity, and "fly-anywhere-land-anywhere" capability make the aircraft an invaluable item in countless military problems.

In 1959 . . . watch for the HILLER ROTORCYCLE!

HILLER



AIRCRAFT CORPORATION

PALO ALTO, CALIFORNIA · WASHINGTON, D. C.



MAJOR GENERAL BOGARDUS S. CAIRNS

It is with extreme sadness that we report to you on the death of Major General Bogardus S. Cairns in a helicopter crash at Fort Rucker on December 9th.

General Cairns, 49, was killed instantly when his light helicopter crashed in a wooded section of the post. He was piloting the two-place aircraft and was alone at the time of the accident. The general was en route to a rehearsal for a firepower demonstration at Matteson Range planned for visiting dignitaries.

Col. John J. Tolson, Assistant Commandant of the U.S. Army Aviation School, who had flown to the demonstration area ahead of the general, quickly organized a search party when the aircraft was overdue.

Col. James S. Luckett, deputy Aviation Center Commander and second in command to Gen. Cairns, has assumed command of Fort Rucker and the Army Aviation Center. A permanent successor will be announced later.

General Cairns was buried in Arlington National Cemetery on December 12th with full military honors. Memorial services were held at Fort Rucker on the same day.

General Cairns is survived by his wife, Mrs. Doris B. Cairns; his son, Douglas, a second

year cadet at the U. S. Air Force Academy; his daughter, Patricia, a student at Frederickburg, Md.; and his son, Scott.

General Cairns, as Commanding General of the U. S. Army Aviation Center, breathed new life into this vital Army aviation installation. Interested bystanders, could not help but notice the renaissance in morale and productivity that marked his assignment.

A born leader, General Cairns solidified all personnel in his command, approaching his many problem areas with unbounded enthusiasm and resourcefulness. These attributes, reflected in his everyday life, proved to be highly contagious as his command quickly adopted his spirit.

His many friends in military and civilian life will remember him as a man of great personal magnetism and charm, his genuine warmth for people making him a readily approachable general officer.

Our sympathies and those of his many friends the world over are with his family in their hour of bereavement. General Cairns was a distinguished soldier and gentleman. He will be sorely missed by all.

Dear Army Aviator:

Reverberations are beginning to reach this office with respect to our increasing campaign on tactical flying. The complaint runs about as follows: "Instrument flying, which you insist upon, is not compatible with tactical flying. We cannot be experts at both."

We must not allow ourselves to fall into this trap of faulty reasoning. Instrument flying and tactical flying are each complicated skills

knowledge and skills in anticipation of the rapid expansion for which our peacetime officer is trained.

Tings To Keep In Mind

■ I would like to make a few statements concerning instrument flying in general. First, each aviation commander must keep in mind that the newly instrument qualified aviator in

TRENDS

requiring constant practice. There is no easy solution for becoming expert in either area without a considerable amount of work. If, however, we are to push forward the goals and ambitions of aviation, then we must make the necessary effort, difficult though it may be, to be both good instrument flyers and good tactical flyers.

We have proved in recent years that a properly motivated officer in the Army can be both qualified in his branch and qualified as an aviator. This is not an easy piece of work. *It can be done and it has been done.* There are literally hundreds of shining examples of aviators in the Army who are not only regarded highly as branch qualified officers but are eagerly sought after for branch pertinent assignments. This same group, strangely enough, is eagerly sought after for critical aviation assignments. All of which goes to prove a very simple moral to the effect that where there's a will there's a way.

I suspect that the same group of people who formerly cried they could not remain branch qualified and aviation qualified simultaneously are the ones who are now saying that they cannot retain simultaneous proficiency both in instrument and tactical flying. I say this is not true. I say that it is difficult; it takes time,

his command needs a lot of practice and a good deal of supervision to improve and convert to habit the instrument techniques which he has learned.

Second, concerning instrument flying practice, the only real work involved is in departures and approaches. We should spend far more time than most of us do in practicing these two elements of instrument flight. Instrument flying practice enroute is only marginally beneficial, except, of course, on an actual instrument flight.

Third, I assume that all of you have recently checked or had checked the number of aviators in your command whose instrument cards have expired. In some instances this proportion is high.

As you know, failure to keep an instrument card current is a violation of paragraph 3b of AR 95-63. In this same connection I would like to point out that there are some aviators in the Army still who have failed to qualify for an Army instrument card on the basis that they are still carrying the old CAA instrument card. Army recognition of the CAA instrument card ceased in 1954, so that these cards are no longer valid for flying Army aircraft under instrument conditions or for an instrument rating from the Army.

By
BRIGADIER GENERAL ERNEST F. EASTERBROOK
Director of Army Aviation, ODCSOPS

and takes effort, but it can be done. We must do it.

Keep in mind that the company grade officer in peacetime is the field grade officer in wartime, and that the field grade officer becomes the major unit commander or high level staff officer. We must all continually improve our

Reminder: Maintenance Course

■ I would like to call the attention of all of you to the latest addition of the *Aviation Guidelines*. I am referring here to the edition of the *Guidelines* dated 19 September 1958. The whole document is of course highly pertinent



"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/Continued

and pretty well outlines the objectives of aviation for the forthcoming years. Today I simply want to point out the training aspect as contained in Appendix D to Annex 2 of this document. Specifically, it is our goal to have 30% of company grade aviators school trained as aircraft organizational maintenance officers. This course is offered at the Aviation School and I encourage you to send as many of your company grade officers as you can spare to attend this course.

Review Your TD Positions

■ Here in the Department of the Army we are struggling daily with the numbers racket people on the subject of aviators authorized throughout the Army. In the TOE area this is not an impossible battle because aviator job positions are usually clearly identified. In the TD area it is an entirely different story. We hear of instance after instance where aviators are performing other than flying jobs and are carrying a ground MOS without a 6 prefix identifier. In this circumstance they are lost to the system insofar as identifying them is concerned.



Maj. Gen. Stanley T. Wray, Commander, WADC, is shown congratulating Maj. Leland F. Wilhelm (left), Senior USCONARC Liaison Officer at WADC, Wright-Patterson AFB, Ohio, after presenting him with the Master Army Aviator badge in a 25 November ceremony. Maj. Wilhelm, assigned to the AA & Abn Division, Material Developments, Hqs, USCONARC, Ft. Monroe, Va., coordinates research and development projects and test programs of interest to Hqs USCONARC with USAF and U. S. Army agencies located there.

Please review again all of your TD positions for aviators and insure that the aviator who is not in a primary aviation MOS, clearly defined as such in the Table of Distribution, has had a 6 prefix added to the MOS in which he is serving.

Economy Begets Effectiveness

■ Responsibility to achieve maximum efficiency of Army aviation rests with *each* individual Army aviator. Rapid expansion and scope of operations require strict economy to reach this goal. Budget limitations and increasing costs play an ever-larger role in building and maintaining combat effectiveness. Economy of Army operations is vitally affected by the manner in which necessary equipment and materials are bought. Purchases must be made at the lowest cost consistent with quality.

Army aviators are often purchasing agents for the Army. Selection of fuel stops and destination or facilities determine the cost of cross-country flying. For example: eight H-34 aircraft, making a three-day cross-country with stops at commercial facilities spend \$5,000.00 for POL. These same aircraft, stopping at military installations, would have spent \$2,300.00 for POL. The Federal tax portion of commercial fuel prices is not a loss to the United States Government. It is a loss to Army funds.

Cost Is Primary Factor

Costs can be reduced through adequate planning. In many cases adequate planning would permit refueling and servicing stops at military installations. The vast majority of Continental United States Army flying consists of training and combat readiness flights. The purpose of these flights can be accomplished, whether military or commercial facilities are used. Some administrative flights may require stops at commercial installations. Often, though, these flights can utilize military facilities.

The practice of this type economy will provide Army aviation with greater combat effectiveness through maximum utilization of available funds.

The present practice of using commercial facilities derives from the type of services and conveniences afforded by these facilities. Military installations are capable of providing equal services and conveniences, if commanders responsible for military airfields set requirements that insure efficient service by airfield personnel.

■ Although we are still fighting the battle and fighting it with all the tools available to us, there is a distinct possibility as of this moment that protective helmets will be issued on a consumer funding basis. The initial procurement of sufficient protective helmets for all of us will be furnished to the Richmond Quartermaster Depot in March, April and May of 1959. Commands will then use consumer funds to obtain helmets for their people.

I mention this procedure only on the possibility that we will not be able to correct the situation. If this turns out to be true, you should concern yourselves now with the money which will be required to put protective helmets in the hands of each of your flying people. Incidentally, you can estimate that each helmet will cost about \$165. As I have mentioned before, each helmet must be individually fitted to the wearer.

"Do Unto Others"

■ Included with this letter are copies of an excellent short article on hospitality and effi-

ciency at Army airfields. It is called "Do Unto Others". Recommend you give this thought-provoker the widest possible circulation. (Ed. This article may be found on the opposite page.)

Apropos

■ Christmas is approaching, and this is the time for both rejoicing and for occasional serious thought. With your forbearance I would like to conclude this issue with a brief prayer which has always seemed apropos to me, and would appear to be particularly valid for us in these hurried days. This prayer is attributed to Sir Jacob Astley just before the battle of Newberry in England about three hundred years ago.

"Dear Lord, I shall be very busy this day. I may forget Thee, but do not Thou forget me."

Merry Christmas and best wishes for the New Year to each and every one of you.

ERNEST F. EASTERBROOK

Brigadier General, GS

Director of Army Aviation, ODCSOPS

USABAAR Team Tours With 6-Hour Safety Course

■ Wide success of a recent Third Army demonstration by personnel of the U.S. Army Board for Aviation Accident Research (USABAAR) set in motion plans for its presentation to all major aviation units within the Continental Army Command in the next few months.

The lecture and demonstration, "Indoctrination Course in Flying Safety," is a six-hour program designed to provide senior Army aviators and installation safety officers with a working knowledge of aviation accident research and its relation to safety.

December-March Presentations

Tentative plans calls for presentation of the course on a CONARC-wide basis to begin in December, running through March. The four-man USABAAR demonstration team will be composed of Lt. Col. Edward G. Raff, Deputy Director of USABAAR and Chief of the Analysis and Research Division; Capt. Archie W. Summers, Liaison Officer; Mr. Frank G. Andrews, Acting Chief of the Board's Investigation Division; and Mr. Pierce L. Wiggan, Acting Chief of the Literature Division.

The program includes: an introduction of the mission and authority of USABAAR and "Philosophy of Aviation Accident Prevention"

by Col. Raff, which includes rapid dissemination of information, care of personnel, care of machine, and research and development—design in human engineering. Capt. Summers will present "Organization and Function" and USABAAR Action—evaluation, processing and recording; Mr. Wiggan, Army aircraft accident "Reporting System"; Mr. Andrews, "Aircraft Accident Investigation."

The first presentation, held recently at Ft. McPherson, was attended by approximately 45 Third Army staff officers, safety directors, and senior Army aviators.

RAFF



SUMMER



Do Unto Others...



In the past few years the front door by which visitors enter an Army post has changed from a gate on the highway to the ramp at the airfield. The impression made at the ramp is a lasting one. Alert and courteous airfield personnel are an asset to the post and a compliment to the command.

Army aviation has progressed rapidly since the days of the L-4 and L-5. More aircraft, more Army airfields and much more traffic are in the picture today. All types of aircraft bring visitors from other countries, from the other services, from other Army posts and many other walks of life. The first impression these visitors gain of Army aviation is determined by the airfield. How do we treat transient aircraft? How do we compare with the other services? Is refueling service promptly available? Can transportation and quarters be arranged without delay? How do we stack up in hospitality?

Once, in the not too distant past, the Army aviator could land at another Army airfield and chances were good that he knew the pilots stationed there. Quarters and meals were usually provided by friends and for transportation, he borrowed a car. Today, Army aviation has grown too large for this type of welcome. No one aviator can possibly know all, or even a small percentage of the others. We can no longer rely on the once effective buddy system.

The introduction to an Army airfield is usually made by radio. This introduction can create a favorable impression if the control tower gives clear, concise and accurate information and directions. Hesitant, inaccurate and garbled messages lead to confusion and wasted time. Radio discipline

exercised by local traffic plays a large role in the impression visitors gain.

What can the visitor see as he enters the traffic pattern? Is the airfield clean and neat? Are obstacles plainly marked? Are runway markings clearly visible? Is the other traffic competently controlled?

What does the visitor see after landing—does a "follow-me" vehicle meet the aircraft? Is it driven slowly enough to be followed safely? Does an alert crew meet the aircraft? Is someone assigned to direct parking? Does he use the correct hand signals? Does he stand where he can be seen? Is the duty officer or his representative present to greet crew and passengers? Can he answer their questions and fill their needs? These are items that help to create a favorable first impression. Others are needed to make it a lasting impression.

The physical needs of visiting personnel, transportation, billeting, and meals, should be arranged promptly and efficiently. Aircraft service and maintenance are no less important. Clean windows, swept floors and empty ashtrays are small items that require little time and pay large dividends in visitor appreciation. Visiting aircraft should have a maintenance priority that will allow the departure schedule to be met, if at all possible. Pilots should be kept informed of the status of maintenance.

The impression borne by departing visitors will more and more be governed by the type of hospitality provided by Army airfields. We can make it a good impression by adhering to the Golden Rule.

THE BEAVER

Makes a Name for Itself

IN ANTARCTICA

Three physical features on the Continent of Antarctica have been named by the Australian Government in honour of the Beaver L-20.

• SOUTH POLE

They are:

BEAVER LAKE

BEAVER GLACIER

BEAVER ISLAND



The Hon. R.G. Casey, Australian Minister of External Affairs in making the announcement said of the Beaver:

"There is no doubt at all that the use of the Beavers from Mawson in 1956 very greatly increased the scope and range of our Antarctic work."

THE

Beaver

Designed and built by

THE DE HAVILLAND AIRCRAFT OF CANADA LIMITED
DOWNSVIEW ONTARIO

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■ A long range patrol may be defined as one which is so far removed from other friendly forces as to present a problem in joint messing facilities.

Since Army aviators are not known for their culinary contributions, there must be another reason for our becoming involved in this mission. There is. No other element of the division can furnish both the communications and the transport required for the support of such patrols.

is invisible or unsuitable. We, consequently, recommend that all long range patrol personnel be trained as pathfinders and that a portion of such patrols always perform the function of a pathfinder team.

For reasons totally incomprehensible to me, only the darkest of nights and dreariest of days are considered suitable for the secretive movement of patrols. Nothing has changed since WW II when the cry of artillery was, "Our forward observers can't see—get an airplane up!"

THE LONG RANGE PATROL

and ARMY AVIATION

Our Responsibilities:

We envision four responsibilities:

- Deliver the patrol to its initial and subsequent destinations.
- Establish and maintain communications with the patrol throughout the operation.
- Re-supply the patrol as required.
- Remove the patrol upon mission completion.

Much thought and effort has been devoted to the preparation of a fool-proof navigational system and great strides have been made toward that goal. None of us will sneer at Decca and all look forward to the day when electronic contrivances will cover the front and safe arrival at destination is merely a matter of pushing the proper button.

That day has not yet arrived.

Only Certainty: Dead Reckoning

Dead reckoning coupled with masterful map-reading, remains as the only certain method for getting from here to there. We recommend an additional six hours of low-level flight over unreconnoitered routes, and six more under conditions of minimum ceiling and visibility before considering an aviator proficient in the delivery phase.

We also suggest twelve hours of work in minimum lighted areas, four in confined area operations, and six in mountainous terrain for reasons which either are, or will become obvious.

All our efforts to arrive at destination in tact are worthless if the chosen landing area

Pathfinder teams should be capable of being air-dropped or air-landed from either fixed- or rotary-winged aircraft. They should be thoroughly familiar with the characteristics of the aircraft in support; know the requirements for a usable heliport or landing field; and be able to direct traffic into and out of such landing areas. They should have a working knowledge of homing devices, night lighting devices, and radio procedures.

In addition to their training as members of a patrol, and beyond that training required of them as qualified jumpers, we recommend an additional period of twenty-six instructional hours. We suggest that this training consist of two hours classroom discussion of aircraft characteristics and twenty-four hours of practical work in pathfinder techniques.

Once the patrol has been placed in position, we become responsible for its communications.



BY
LT. COL. MORRIS G. RAWLINGS

December, 1958

Again, great progress has been made in the development of light-weight, long-range transceivers which communicate over long distances without fail.

Unfortunately, they all seem to belong to civilians!

We used the AN/GRC-9 for its CW capabilities and the PRC-10 frequency-modulated voice. We gave every airborne aircraft a copy of the SOI and requested that each come up on the net at least once during each mission.

We also talked the Signal Officer into declaring our CW net as the Alternate Division Intelligence Net, and by causing an occasional switch, had many sets of ears listening on our frequency. Too, we placed an AN/GRC-9 at each forward airfield and caused each of them to relay to the AN/GRC-19 at Base Operations.

Of course, nothing worked.

Sometimes We're At Fault

Seriously, the complaint so often made by Signal officers—that we do *not* properly utilize our equipment—was proven valid during our series of tests. Our plan appeared workable, but the techniques required presented a real stumbling block.



Brig. Gen. Richard D. Meyer congratulates Capt. Charles M. Hardesty, Jr., as he presents the Captain with the coveted Deutsche Alpenverein Silver Medal of Honor for a daring helicopter rescue of 11 stranded persons in the Alps. L-R are Maj. Clarence H. Ellis, Jr., Capt. Hardesty, General Meyer, and Col. Robert B. Neely. The ceremony took place after the recent 2-day Annual Meeting of the STUTTGART CHAPTER of the AAAA.

We had radios without batteries; CW operators who could not read code; operators who never learned to turn the set on and certainly were incapable of properly loading an antenna. We recommend forty-five hours of communications instruction for all members of the long range patrol—and we make this recommendation emphatically.

Re-supply No Problem

Re-supply of the patrol becomes a milk run. We recommend air-dropping rather than air-landing, and the use of fixed—rather than rotary-wing equipment. We suggest free-fall loads when practicable, and suggest further, that they are practicable more often than not.

Properly packaged loads, dropped from low altitudes at slow speeds, are generally usable and leave no disposal problem as do those dropped by parachute. We recommend the pre-planning of supply drops rather than the "on-call" type for many obvious reasons.

Among other things, this (re-supply) flight serves as the emergency and/or distress check. Use of the official ground-to-air panel code at this time enables all concerned to verify the ability of the patrol to perform its mission.

Firepower to Enhance Pickup

The final phase, that of picking up the patrol upon completion of its mission, can seldom be successfully pre-planned. This, we consider, to be the only time in which an armed machine can be of service. Since the patrol depends for its collective life on secrecy and stealth, it is obvious that landing them under cover of suppressive fire serves no useful purpose. Getting them out, however, is a different matter, and we see several conditions under which we would appreciate the ability to defend ourselves.

The secrecy of the initial movement, we feel, is obtained more through the use of misdirection than from stealth. Leave us face it—a big chopper is a noisy brute! We find it preferable to make several ground approaches during our flight in an effort to confuse the observer as to the point of landing. Most—perhaps all—of us have listened to the "eyewitness" who saw an aircraft crash just beyond those woods yonder, only to find the report another false alarm. Even a trained observer finds it exceedingly difficult to determine a landing area by ear alone, and when many

ARMY AVIATION ASSOCIATION OF AMERICA, INC.

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



Gathering in front of the General Patton Hotel in Garmisch following the conclusion of the three-day Annual Meeting of the Stuttgart Chapter, some 60 members of AAAA and guests pose for an informal photo.

Annual Meeting Committee Holds Initial Planning Session

Preliminary planning for the June 6th Annual Membership Meeting has been initiated by Col. I. B. Washburn (Ret.) and Gerald H. Shea, Co-Chairmen of the Annual Meeting Committee.

Holding their first Committee meeting at the Shoreham Hotel in Washington, D.C., the site of the June 6th Get-Together, the Co-Chairmen met with Lt. Col. John L. Klingenhagen, Alexander J. Rankin, B.A. Bache (Ret.) and Joseph E. McDonald, Jr. (Ret.); and Maj. J. Y. Hammack and William P. Graddock; and A. H. Kesten, Exec Sec. The Committee discussed general problem areas and the assignment of specific responsibilities during the four-hour meeting.

The Committee's second meeting—at which programming and attendance will receive first priorities—is scheduled for mid-December.

Master AAAA Schedule to Carry Association Activities

Starting next month, the *AAAA News* will carry a *Master Schedule of AAAA Events* so as to inform Members and Industry Members of future activities as they are scheduled. During December, the Presidents of all organized activities were invited to report on their planned activity meetings—whether social or educational—for the coming January-March membership quarter.

Initial FPPP Payments Enlarged

Of some importance to all potential claimants insured under the Association's Flight Pay Protection Plan is a recent change in the method of making indemnity payments. Interpreting AR 37-104 in a new light, the underwriters will now indemnify a claimant for the initial 90-day waiting period with a lump

sum indemnity check for the full 90-day period, payable as soon as the claimant's suspension for physical reasons exceeds three months. To align their indemnity payments to this new procedure and to bring their payments up to date, five current claimants received \$1,660.00 in retroactive flight pay indemnities during December.

Newly Elected Regional Officers

- Lt. Col. John L. Rowan (A), Executive Vice President, USAFFE Region.

- Lt. Col. Albert L. Robinette (A), Vice President, Army Affairs, USAFFE region.
- Maj. Richard J. Kennedy (A), Vice President, Industrial Affairs, USAFFE Region.
- Maj. Charles C. Walts (A), Treasurer USAFFE Region.
- Maj. William B. Larson (A), Secretary, USAFFE Region.

Newly Elected Chapter Officers

- Capt. Jack C. Shaw (G), Vice President, National Guard Affairs, Fort Meade Chapter.
- Capt. Todd M. Barth (A), Vice President, Industrial Affairs, Fort Benning Chapter.

Twenty-two Organized Activities Earn National Refunds

Based upon the location from which a member initiates or renews his AAAA membership, organized activity refunds are computed quarterly and returned to the organized Regional and Chapter activities of the Association. These refunds, used at the discretion of the Regional or Chapter activity to further the aims and purposes of the Association, have totaled \$1,464.25 to date. For general information the following refund breakdown is provided to all members:

Alabama Region	\$273.69
Army Aviation Center Chapter	*\$242.54
USAREUR Region	\$216.26
USAFFE Region	\$95.08
Washington Region	\$85.50
Fort Eustis Chapter	\$73.06
California Region	\$67.74
Heidelberg Chapter	\$48.30
Stuttgart Chapter	\$44.58

Fort Benning Chapter	\$42.10
Massachusetts Chapter	\$41.35
Washington, D. C. Chapter	\$39.30
Hawaii Chapter	\$32.01
Monterey Chapter	\$29.98
Fort Belvoir Chapter	\$20.56
Frankfurt Chapter	\$20.50
SF Bay -Delta Chapter	\$20.30
Fort Meade Chapter	\$20.28
Comb Test Activities Chapter	*\$17.46
1st Cavalry Division Chapter	\$16.00
Fort Hood Chapter	\$10.92
Alaska Chapter	\$6.64
*Shared	

The refund to an organized Region or Chapter amounts to 1/12th of the annual dues paid by a member, or pro-rated portion thereof. The above report is based upon refunds accrued through the membership quarter ending September 30, 1958.

MILITARY AVIATION PLACEMENT SERVICE

Members may apply for a specific position by requesting a Qualification Resume from the AAAA. Resumes, as received, will be forwarded to the specific Box holder.

EASTERN aircraft manufacturing concern will consider applications for Military Sales Representative vacancy. Field grade experience in Army aviation activities required. Write AAAA, Box 1, Westport, Conn.

LEADING aircraft manufacturing firm desires personable representative with extensive Army aviation experience for position in Washington office. Write AAAA, Box 2, Westport, Conn.

MAJOR aircraft parts manufacturer seeks Washington area representative with field grade Army aviation background. Write AAAA, Box 3, Westport, Conn.

SOUTHWESTERN aircraft manufacturing firm has a plant

opening for a person with AA background. Salary commensurate with qualifications. Write Box 4, AAAA, Westport, Conn.

SOUTHEASTERN firm has a current need for personnel with helicopter, supply, and engineering backgrounds. Write AAAA, Box 5, Westport, Conn.

GULF COAST helicopter concern has pressing requirement for rotary-wing trained pilots for foreign or domestic employment. Write AAAA, Box 6, Westport, Conn.

CANADIAN helicopter operators have openings for licensed mechanics. Must have held their "M" license for a minimum of two years. Write AAAA, Box 7, Westport, Conn.



ACTIVITY STRUCTURE

Revised As Of December 1, 1958

National Executive Board

Pres: Col. Robert M. Leich (R), Post Office Box 869, Evansville, Indiana.
XVP: Col. Robert R. Williams (A), Student Detachment, Army War College, Carlisle Barracks, Pa.
VPA: Col. Jules E. Gonseth, Jr., (A) P.O. Box 2344, Fort Huachuca, Arizona.
VPG: Lt. Col. Frank O. Grey, Jr. (G), Chicago-Hammond Airport, Lansing, Illinois.
VPR: Col. Frank K. MacMahon (R), Providence and Farnum Roads, Media, Pennsylvania.
VPI: Lt. Col. Bryce Wilson (R), 67 Melanie Lane, Atherton, California.
VPP: Capt. Howard Haugerud (G), 2026 Columbia Pike, Arlington, Virginia.
Treas: Col. O. Glenn Goodhand (A), U.S. Army Aviation Board, Fort Rucker, Alabama.
Sec: Lt. Col. Wayne N. Phillips (A), 52nd Trans Bn Fort Ord, California.
XSec: Arthur H. Kesten (R), 9 Elizabeth Drive, Westport, Connecticut.
Alabama Regional Pres: Col. John J. Tolson, III (A), Asst Comd, USAAVNS, Ft. Rucker, Alabama.
USAREUR Regional Pres: Col. Warren R. Williams, Jr. (A), G3 Div, Hq, USAREUR, APO 403, N.Y., N.Y.
USAF Regional Pres: Col. John D. Edmunds (A), Avn Off, Eighth U.S. Army, APO 301, S.F., California.
Washington Regional Pres: Col. I. B. Washburn (Ret.), 4311 Woodacre Drive, McLean, Virginia.
California Regional Pres: Lt. Col. Ernest L. Hamilton (A), 204 Salerno Road, Stilwell Park, Ft. Ord, California.

Northeast Area

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

Pres: Lt. Col. James E. Murphy (R), 1 Hartshorn Ave., Malden 49, Massachusetts.
XVP: Lt. Col. William H. O'Connell (G), 7 Valentine Road, Arlington, Massachusetts.
VPG: M/Sgt Paul E. Cunha (G), 425 Bedford Street, Lexington, Massachusetts.
VPR: Maj. Arthur V. Andersen (R), 2120 Commonwealth Avenue, Auburndale 66, Massachusetts.
VPI: Mr. Jackson E. Belighe, Sturges Common, Westport, Connecticut.
Treas: Capt. Basil G. Abbott, 6 Duchess Avenue, South Burlington, Vermont.
Sec: Lt. Robert C. Bolles (R), 38 Thomas Avenue, Scituate, Massachusetts.
VPA, VPP to be elected by the Area Board.

Massachusetts Chapter

Pres: Capt. Robert E. Willis (G), 58 Norwich Circle, West Medford, Massachusetts.
XVP: Capt. Donald A. Boynton (R), Sandown Road, Chester, New Hampshire.
VPA: Capt. Donald P. Franden (A), Ft. Devens Army Airfield, Fort Devens, Massachusetts.
VPG: Lt. Lloyd W. Godfrey (G), 14 Woodrow Wilson Court, Roxbury, Massachusetts.
VPR: Lt. Col. Samuel P. Gordon (R), 278 Clarendon Street, Boston 16, Massachusetts.
VPI: Capt. Arthur H. Meyer (R), 109 Circle Drive, Wrentham, Massachusetts.
Treas: Capt. Nelson F. Hermance, Jr. (R), 21 Reed Street, Milton 86, Massachusetts.
Sec: Mr. Paul J. Barton (G), Greenough Avenue, Jamaica Plain 30, Massachusetts.
VPP to be elected by the Chapter Board.

Eastern Area

New York, New Jersey, Pennsylvania
Pres: Lt. Col. Samuel Freeman (R), P.O. Box 95, Far Hills, New Jersey.
VPR: Maj. Harry A. Lutz (R), 1300 N. Broad Street, Philadelphia 21, Pennsylvania.
VPI: Lt. Col. Sheldon M. Smith, 511 Cayuga Heights Road, Ithaca, New York.
VPP: Lt. Col. Charles E. Haydock, Jr. (R), 165 E. 83rd Street, New York.
Sec: Capt. Evan F. Magney (A), 1241 Lower Ferry Road, Trenton 6, New Jersey.
XVP, VPA, VPG, and Treas to be elected by the Area Board.

Washington Region

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

Pres: Col. I. B. Washburn (A), 4311 Woodacre Drive, McLean, Virginia.
VPG: Maj. William H. Gault, 4405 Ridge Road, Baltimore 6, Maryland.
VPR: Lt. Col. Joseph E. McDonald, Jr. (R), 10606 Huntley Park, Silver Spring, Maryland.
VPI: Lt. Col. Michael J. Strok (A), Woodside Estates, Route 2, McLean, Virginia.
Treas: Major J. Y. Hammack (A), 521 Hazelton Street, Falls Church, Virginia.
Sec: Maj. William P. Craddock (A), 517 North Overlook Drive, Alexandria, Virginia.
VPA and VPP to be elected by the Regional Board.

Fort Belvoir Chapter

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

Fort Meade Chapter

Pres: Lt. Col. Lyle H. Wright (A), 202 7th Avenue, Glen Burnie, Maryland.
XVP: Capt. Robert L. Pound (A), Hqs, 35th AAAA Brigade, Ft. George G. Meade, Maryland.
VPA: Capt. Carl C. Johnson (A), 1608-D Forrest Ave, Meade Heights, Ft. Geo. G. Meade, Maryland.
VPG: Capt. Jack C. Shaw (G), 900 Lance Avenue, Baltimore 21, Maryland.
Treas: Lt. Robert M. Williams (A), 1921-C Patton Drive "C", Meade Heights, Ft. Geo. G. Meade, Maryland.
Sec: Capt. Wilbur Gates, Jr., (A), 308 Rita Drive, Odenton, Maryland.
VPR, VPI, and VPP to be elected by the Chapter Board.

Washington, D. C. Chapter

Pres: Lt. Col. Gerald H. Shea (A), 7703 Foxe Place, Springfield, Virginia.
XVP: Lt. Col. E.P. Fleming, Jr., (A), 422 Bluebill Lane, Alexandria, Virginia.
XVP: Lt. Col. Alexander J. Rankin (A), 210 Laurel Road, Alexandria, Virginia.
VPA: Lt. Col. John L. Klengenhagen (A), 5941 Hatton Court, Alexandria, Virginia.

ACTIVITY STRUCTURE/Continued

VPR: Lt. Col. S.A. Boche (Ret.), 6935 Arlington Road, Bethesda, Maryland.
VPI: Lt. Col. William B. Dyer (A), 2100 Gaddy Court, Falls Church, Virginia.
VPP: Maj. Luther B. Batts (A), Army Ave Sec, AECF, OAD, TAGO, D/A, Washington 25, D.C.
Treas: Maj. James D. Davenport, Jr., (A), 6082 9th Street, North, Arlington 5, Virginia.
Sec: Lt. Col. Darwin P. Gerold (A), 3110 Grove Street, Alexandria, Virginia.
VPG to be elected by the Chapter Board.

Mid-Eastern Area

W. Va., Del., Va. outside 60 miles of D. C.

Pres: Col. Robert F. Cassidy (A), Randolph Hall, Fort Monroe, Virginia.
VPA: Lt. Col. Harry T. Shiveley (A), 348 Glick Drive, Apt 6, Fort Monroe, Virginia.
VPR: Lt. Col. B. B. Elliott (R), 453 West Washington Street, Suffolk, Virginia.
Treas: Capt. Leo R. Green (G), 72 A Street, Keyser, West Virginia.
XVP, VPG, VPI, and Sec to be elected by the Chapter Board.

Fort Eustis Chapter

Pres: Maj. Alma Chamberlain (A), 10 Astor Drive, Danbigh, Virginia.
XVP, Capt. Clifford C. Wilson (A), Building 2556, Apartment 4, Ft. Eustis, Virginia.
VPA: Capt. Levern R. Rieisterer (A), DOTL, Hq, USA Trans School, Ft. Eustis, Virginia.
VPP: Capt. Robert N. Todd (A), 1 Buchanan Drive, Danbigh, Virginia.
Sec: Lt. Raymond E. Moore (A), 11 Williamson Park Drive, Danbigh, Virginia.
Treas, VPI to be elected by the Chapter Board.

Southeastern Area

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

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

Fort Benning Chapter

Pres: Lt. Col. Gerald L. Hough (A), 101 Sigerfoos Road, Fort Benning, Georgia.
XVP: Maj. Ormon E. Hicks (A), 4th Trans Co. (Mod Hcpr), Fort Benning, Georgia.
VPA: Maj. Robert W. Kolb (A), 113 Baltzell Avenue, Fort Benning, Georgia.
VPI: Capt. Todd M. Barth (A), 146 A Butts Street, Fort Benning, Georgia.
VPP: Capt. Albert E. Fitzgerald (A), Hq, Lawson Army Airfield Command, Fort Benning, Georgia.
Treas: Lt. Jack D. Beman (A), 3022 Ormon Drive, Columbus, Georgia.
Sec: Maj. Amore V. Juliano (A), Hq, 3rd Trans Bn (Hel), Fort Benning, Georgia.

Central Area

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

Pres: Maj. John S. Sarko (G), Route 3, Box 317A West Bend, Wisconsin.
VPG: Lt. Col. William A. Richards (G), 8 East Broad Street, Columbus 15, Ohio.
VPI: Maj. William R. Dodd (A), 5345 Duquesne Avenue, Dayton 3, Ohio.
Treas: Col. Gordon J. Wolf, 3075 Victoria Avenue, Cincinnati 8, Ohio.
Sec: Capt. Albert F. Kochanski (R), 9111 Columbia Avenue, Detroit 39, Michigan.
XVP, VPA, and VPP to be elected by the Area Board.

Southern Area

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

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

Alabama Region

Pres: Col. John J. Tolson, III (A), Asst Comdt, USAAVNS, Fort Rucker, Alabama.
XVP: Lt. Col. Charles M. Neufeld (A), 12 Gregg Way, Fort Rucker, Alabama.
VPA: Lt. Col. Thomas O. Morrow (A), D/CS, USAAC, Ft. Rucker, Alabama.
VPG: Lt. Jesse Bruton, Jr. (G), P.O. Box 487, Fort Rucker, Alabama.
VPR: Maj. Oran B. Jolley (Ret.), 403 Santolina Road, Dothan, Alabama.
VPI: Lt. Col. Charles E. Hollis (A), USA TATSA, Fort Rucker, Alabama.
VPP: Mr. James R. Holmes, 107 West Westmont Drive, Dothan, Alabama.
Treas: Lt. Col. Thomas J. Seblsten (A), 501 Roosevelt Drive, Dothan, Alabama.
Sec: Maj. James O. Townsend (A), Asst Secretary, USA-AVNS, Fort Rucker, Alabama.

Army Aviation Center Chapter

Pres: Col. Robert H. Schulz (A), Hq & Svc Co, USAAVNS Regiment, Fort Rucker, Alabama.
XVP: Lt. Col. Howard I. Lukens (A), DOI, Fort Rucker, Alabama.
VPA: Maj. John J. Walters (A), 104 Ann Street, Enterprise, Alabama.
Lt. Col. Donald B. Thomson (A), P.O. Box 316, Fort Rucker, Alabama.
VPP: Capt. William H. Horper (A), Information Section, USAAC, Fort Rucker, Alabama.
Treas: Lt. Roger H. Coye (A), Hq & Svc Co, USAAVNS Regiment, Fort Rucker, Alabama.
Sec: Maj. William J. Hix (A), G3 Section, US Army Aviation Center, Fort Rucker, Alabama.

Combined Test Activities Chapter

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

Texas Area

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

Fort Hood Chapter

Pres: Lt. Col. Vernon L. Poynter (A), Hq, 1st Recon Sqd, 16th Cav, 2d USAMC, Ft. Hood, Texas.
XVP: Maj. Harold G. Weddell (A), 1st Recon Sqd, 16th Cav, 2d USAMC, Fort Hood, Texas.
VPA: Capt. Larry D. Rollins (A), "A" Trp, 1st Recon Sqd, 16th Cav, 2d USAMC, Ft. Hood Texas.
VPR: Capt. James S. Hanna (R), Route 3, Box 2718, Austin 5, Texas.
VPI: Maj. Melvin H. Schmecher (A), 1st Recon Sqd, 16th Cav, 2d USAMC, Fort Hood, Texas.
VPP: Maj. Paul A. Stockton (A), 1403 Glenwood Drive, Austin, Texas.
Treas: Capt. Melvin D. Tate (A), 5736 Bailey, Apt 2, Weinwright, Killeen, Texas.
Sec: Capt. Robert M. Cunningham (A), 159-2 Safi Road, McHair Village, Killeen, Texas.
VPG to be elected by the Chapter Board.

Midwestern Area

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

West Central Area

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

Northwest Area

Wash., Idaho, Oregon, Montana, Wyoming

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

California Region

Pres: Lt. Col. Ernest L. Hamilton (A), 204 Salerno Road,
 Stillwell Park, Ft. Ord, California.
 XVP: Lt. Col. Edwin H. Leer (Ret.), Francisco Motel,
 2058 Fremont St., Monterey, Calif.
 VPG: Lt. Col. Robert L. Stimson (G), P.O. Box 605,
 6004 Sharps Lane, Stockton, California.
 VPR: Capt. Thomas C. Young (R), 7011 Harvey Way, Lake-
 wood, California.
 VPI: Capt. Frank J. Sutor (A), 23243 Huber Avenue,
 Lamita, California.
 VPP: Capt. Donald L. Hendershot (A), 47th AAA Brig Avn
 Sect, Long Beach Munic. Airport, Long Beach, Calif.
 Treas: Lt. Donald Armstrong (G), 40 Amherst Avenue,
 Menlo Park, California.
 Sec: Capt. James L. Gulon (A), USACDEC, Fort Ord,
 California.
 VPA to be elected by Regional Board.

Monterey Chapter

Pres: Maj. Eugene M. Lynch (A), 13 Paseo Cuarta,
 Salinas, California.
 XVP: Capt. Max A. Clark (A), 29 Lower Private Road,
 Carmel, California.
 VPA: Capt. Weldon C. Britton (A), USA CDEC, Fort Ord,
 California.
 VPP: Lt. Ralph W. Branan (A), Information Section, 1st
 Brigade, Ft. Ord, California.
 Treas: CWO Charles R. Graeber (A), 33rd Trans Co
 (Lt Hqtr), Fort Ord, California.
 Sec: M/Sgt Herbert A. Winter (A), 1850 Military Ave-
 nue, Seaside, California.
 VPI to be elected by the Chapter Board.

SF Bay-Delta Chapter

Pres: Kenneth D. Sampson (C), 2335 North Fraser Street,
 Stockton, California.
 XVP: Lt. Byron L. Clark (A), 328 Mylnar, Manteca,
 California.
 VPA: Capt. John L. Ceil (A), 413-C Washington Blvd,
 Presidio of San Francisco, California.
 VPG: Capt. James T. Dean (G), 826 Grant Avenue,
 Novato, California.
 Treas: Lt. Robert E. Bishop (A), 919th T.S.S., Sharpe
 General Depot, Lathrop, California.
 Sec: Manda Wyrick (C), 3136 Redwood Avenue, Stockton,
 California.
 VPR, VPI, and VPP to be elected by the Chapter Board.

ACTIVITY STRUCTURE/Continued

USAREUR Region

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

Stuttgart Chapter

Pres: Col. Robert B. Neely (A), Hq, 7th US Army Trans
 Section, APO 46, New York, N. Y.
 VPA: Maj. Donn T. Boyd (A), 7th US Army Avn Training
 Center, APO 46, New York, N. Y.
 VPI: Capt. Robert F. Cornell, Jr. (A), 11th Trans Co
 (Lt Hqtr), APO 46, New York, N. Y.
 VPP: Lt. Col. Theodore F. Schirmacher (A), SUSAAATC, APO
 46, New York, N. Y.
 Treas: Col. Edgar C. Wood (A), Hq, 7th US Army
 Avn Section, APO 46, New York, N. Y.
 Sec: CWO William L. Long (A), Hq, 7th US Army Flight
 Det, APO 46, New York, N. Y.
 XVP to be elected by the Chapter Board.

Heidelberg Chapter

Pres: Maj. Herbert M. Luckfield (A), Hq, 41st Trans Bn
 (AAM), APO 28, New York, N. Y.
 XVP: M/Sgt Donald A. Baker (A), Trans Div, USAREUR,
 APO 403, New York, N. Y.
 VPA: Maj. Carl A. Colozzi (A), G3 Army Aviation, Hq,
 USAREUR, APO 403, New York, N. Y.
 VPI: Maj. Harry O. Davis (A), 7703rd AU, APO 28, New
 York, New York.
 VPP: Maj. Henry N. Weggeland (A), Aviation Det, APO
 403, New York, N. Y.
 Treas: Lt. Warren R. Trent (A), 245th Trans Co (AAHM),
 APO 28, New York, N. Y.
 Sec: Capt. Guy R. Claybourn (A), Aviation Det, Hq,
 USAREUR, APO 403, New York, N. Y.

Frankfurt Chapter

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

USAFFE Region

Pres: Col. John D. Edmunds (A), Aviation Officer, 8th
 US Army, APO 301, S. F., California.
 XVP: Lt. Col. John L. Rowan (A), Hq, KMAC, APO 102,
 San Francisco, California.
 VPA: Lt. Col. Albert L. Rabinette (A), Hqs, 1 Corps, APO
 358, San Francisco, California.
 VPI: Lt. Col. Stephen S. Doherty (A), 15th Avn Co,
 24th Inf Div, APO 24, San Francisco, California.
 VPP: Maj. Richard J. Kennedy (A), 7th Aviation Company,
 APO 7, San Francisco, California.
 Treas: Maj. Charles C. Wals (A), Aviation Section, EUSA,
 APO 301, San Francisco, California.
 Sec: Maj. William B. Larson (A), Aviation Section, EUSA,
 APO 301, San Francisco, California.

ACTIVITY STRUCTURE/Continued

Hawaii Chapter

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

1st Cav Division Chapter

Pres: 1st Lt. John C. Thorpe (A), 15th Aviation Company, APO 24th, San Francisco, California.
VPA: Lt. James C. Soupe (A), 15th Avn Company, APO 24, San Francisco, California.
VPP: Lt. Walter C. Hobbs (A), 15th Aviation Company, APO 24, San Francisco, California.

Treas: Lt. William J. Lumpkins (A), 15th Aviation Company, APO 24, San Francisco, California.
XVP, VPI, Sec to be elected by Chapter Board.

Alaska Chapter*

Pres: Capt. Billy C. Hall (A), 80th Trans Co (Lt Hcptr), APO 949, Seattle, Washington.
XVP: Lt. Donald R. Ruskouff (A), 80th Trans Co (Lt Hcptr), APO 949, Seattle, Washington.
VPA: Maj William F. Usher (A), 80th Trans Co (Lt Hcptr), APO 949, Seattle, Washington.
VPP: Capt. James E. Gray, Jr., (A), 80th Trans Co (Lt Hcptr), APO 949, Seattle, Wash.
VPI: Capt. Clarence H. Fuller (A), Comp. Supp. Co (TAAM), APO 949, Seattle, Washington.
Treas: Lt. Walter B. Wing (A), Aviation Company, USARAL, APO 949, Seattle, Washington.
Sec: WO Helmut G. Reader (A), 80th Trans Co (Lt Hcptr), APO 949, Seattle, Washington.
* Acting Chapter slate.

USARCARIB Area

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

AAAA Calendar

● December 14, 1958. Northeastern Region Membership Meeting and Christmas Party. 8 p.m., Officers Club, Ft. Devens, Mass. Sponsor: 94th Inf Div (USAR). Regional members and guests invited.

● December 16, 1958. Stuttgart Chapter Executive Board Meeting. Stuttgart, Germany. General business, appointment of Nominating Committee for '59-'60 Executive Board offices.

● December 17, 1958. Conference, Annual Meeting Committee. 5 p.m.—8 p.m., Shoreham Hotel, Washington, D. C. National Board Members invited.

● January 10, 1959. National Executive Board Quarterly Meeting. 10 a.m., Shoreham Hotel, Washington, D. C. Regional and Chapter Presidents invited.

● January 23, 1959. USAREUR Region Membership Meeting. Stag cocktail party following 22-23 January Army Aviation Conference. 5 p.m., Seventh U. S. Army Officers' Club, Stuttgart, Germany. Dress is either uniform or civilian clothes. Regional Members and Guests invited.

● February 20-22, 1959. Stuttgart Chapter Membership Meeting. Berchtesgaden, Germany. Sponsor: 8th Transportation Group (Avn).

● June 5, 1959. National Executive Board Quarterly Meeting. Shoreham Hotel, Washington, D. C. Regional and Chapter Presidents invited.

● June 5-6, 1959. Annual Membership Meeting. AAAA. Shoreham Hotel, Washington, D. C.

New Industry Members

LOCKHEED AIRCRAFT CORPORATION

Charles F. Thomas, Corporate Director, Military Sales
R. A. Bailey, Chief Engineer, California Division
G. A. Fitzpatrick, Asst Gen Mgr, AF & Army Projects
James A. Carmack, Jr., Military Requirements Rep.
Hoyt L. Prindle, Military Relations Representative*
J. B. Constable, Mgr, Modif & Spec Proj Sales*
F. N. Dickerman, Assistant Chief Engineer*
T. T. Himan, Asst General Sales Manager**
W. H. Snyder, Manager, Military Sales**

*Marietta, Georgia.

**Ontario, California.

RYAN AERONAUTICAL COMPANY

Bruce Smith, Vice President, Military Relations
Herbert E. Ryker, Vice President, Operations
W. L. Wheeler, Chief Engineer
Clark Hickerson, Director, Customer Relations
E. J. Slanker, Army Systems
J. E. Lucast, Service Engineering
W. K. Orr, Chief, Operations Research
J. N. Short, Unit Head, Avionics
Victor A. Camfield, Manager, Dayton Office
Charles F. Coe, Manager, Washington Office

Stuttgart Chapter Has Extensive Annual Meeting in Garmisch

The STUTTGART CHAPTER of the AAAA held its *First Annual Meeting* on October 7th-9th at the Gen. George S. Patton Hotel in the Garmisch Recreation Area, Germany's Alpine Winter Wonderland.

Hosted by the 8th Trans Helicopter Bn based at Ober-Schleissheim AAF, the two-day conference was attended by AA's and their guests, some 300 strong in all. The conferees were joined in Garmisch by Brig. Gen. Richard D. Meyer, Deputy Chief of Transportation for Aviation, on the second day.

Presiding at the meeting was Col. Robert B. Neely, Transportation Officer, Seventh U.S. Army, the President of the STUTTGART CHAPTER.

Among the principal speakers attending the conference was Mr. Eugene Vidal, Army Aviation Advisor to the Department of the Army, who, along with Gen. Meyer, participated in the Conference while on an official visit.

A graduate of the Military Academy at West Point, "Class of 1920," Mr. Vidal has played an important role in the development and organization of aviation, both military and civilian. A pilot of twenty years experience, Mr. Vidal is a former Director of the CAA and was one of the two original founders of Northeast Airlines some twenty-five years ago.

Speaking highly of Army aviation in dis-



Brig. Gen. Richard D. Meyer (cen.) is met at met at Garmisch by Maj. Clarence H. Ellis, Jr. (r), CO of the 8th Hcptr Bn. Accompanying the General was Maj. Orval H. Sheppard (left).

cussing its past achievements and future organizational plans, Mr. Vidal pointed out the growing development of tactical combat aircraft for the Army, a field in which he stated ample progress is being made in both the tactical as well as the strategic airlift capability of Army aviation.

Of considerable importance was his statement that Army aviation now has a strong, well organized and competent staff of aeronautical engineers, scientific and administrative personnel heading its program.

Col. David Parker, the Assistant Chief of Staff for Aviation, Research and Development, addressed the conferees on highly technical phases of the current Army Aviation Program.

USAREUR Regional officers of AAAA attending the conference included Col. Warren R. Williams, President; Col. Charles W. Matheny, Jr., Exec VP; and Lt. Col. Theodore F. Schirmacher, VP, Public Affairs.

Many new resolutions on aviation matters were on the business agenda brought before the conference officials for discussion and action during the three-day meeting, one of which was a new teen-age program being sponsored by the AAAA for American Youth in Europe.

Col. Williams, addressing the conferees, discussed the advantages of the organization and urged all AA's to acquaint themselves more thoroughly with the AAAA. Under consideration and discussed at the Annual Meeting were the activation of additional organized Chapters.

One of the most successful USAREUR meetings to date, the Garmisch pow-wow was generated through the efforts of Col. Neely, Maj. Clarence H. Ellis, Jr., and CWO Herbert E. Woodward.



Col. Robert B. Neely (standing), President of the STUTTGART CHAPTER of the AAAA, opens the business meeting of the 3-day conference. L. to r.: Mr. Eugene Vidal; Col. Warren R. Williams, Pres. USAREUR REGION; Col. Neely; and Col. Arthur W. Reis, CO, 8th Avn Gp.

one for a friend

Application for AAAA Membership

I wish to become a member of the Army Aviation Association. I am a U. S. citizen, qualified under classification checked below. Please start my annual ARMY AVIATION Magazine subscription and send my membership credentials immediately.

- ☐ **MEMBER:** I am or previously were engaged professionally in the field of U.S. Army aviation in the active Army or in one of the Army Civilian Component establishments.
- ☐ **STUDENT Member:** I am currently engaged in student training at a recognized U.S. Army primary flight training facility or an Army Basic Aviation Maintenance Instruction facility. (Non-voting, non-office-holding).
- ☐ **ASSOCIATE Member:** I am neither of the above, but wish to further the aims and purposes of the Army Aviation Association. (Non-voting, non-office-holding).

Membership Year Terminates on March 31st

- ☐ \$6.00 Enclosed: (Applications submitted from April 1st through June 30th).
- ☐ \$4.50 Enclosed: (Applications submitted from July 1st through September 30th).
- ☐ \$3.00 Enclosed: (Applications submitted from October 1st through December 31st).
- ☐ \$1.50 Enclosed: (Applications submitted from January 1st through March 31st).

NAME.....
(Please Print)

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

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

☐ Army ☐ NG ☐ USAR SIGNATURE.....
Failure to indicate category of membership or lack of signature will invalidate this application.

ARMY AVIATION ASS'N FLIGHT PAY PROTECTION PLAN

Exclusively for AAAA Members

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

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

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

AMOUNT OF ANNUAL FLIGHT PAY.....

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

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

APPLICATION MUST BE ACCOMPANIED BY CHECK OR MONEY ORDER FOR ANNUAL PREMIUM
The annual premium charge is 1% of ANNUAL flight pay.

READY FOR ACTION

any time, any place!



Army YHO-2HU Helicopter

For reconnaissance and liaison, the company commander needs a ruggedly built helicopter...one that operates for long periods of time without being laid up for repairs or time consuming maintenance.

The Army YHO-2HU two-place helicopter (Hughes Model 269A), which is now under evaluation, fulfills this need. It features simplified design, highly reliable components, and ease of maintenance. The YHO-2HU is always ready for action.

At a recent Maintenance Inspection Conference, the first ever to be conducted under Army leadership, quick removal and replacement of dynamic components were demonstrated. The power plant package was removed and reinstalled by 3 men in only 43 minutes. A main rotor blade was removed and installed by 2 men in just 6 minutes. No special tools or lifting equipment were required for these operations.

The YHO-2HU, designed specifically for the two-place mission for the first time, makes it practical to have a helicopter at the disposal of the company commander. With its hedge-hopping abilities and extremely small silhouette, the YHO-2HU will reduce the hazards of enemy fire. The small size gives it additional combat advantages—it is easy to land, park and conceal.

The YHO-2HU is a fully reliable, easily maintainable, high performing, low-cost two-place helicopter. With its proven 180 h.p. Lycoming O-360 engine, the YHO-2HU flies at a speed of 90 m.p.h. and has a cruising range of 150 miles. It has a useful load of 660 pounds and an empty weight of 890 pounds.

For an illustrated brochure describing the YHO-2HU please write to the address below.

HUGHES TOOL COMPANY



AIRCRAFT DIVISION
CULVER CITY, CALIF.

such approaches are made, the probability for error is compounded.

Administratively, centralization of all patrols into one organization is desirable. It assures uniformity of training, facilitates field employment by the headquarters having operational control, and it enhances the morale and esprit of the participating troops. The organization best equipped for this centralization is the organic Aviation Company. Operational control remains under the G-2, G-3 and is easily maintained by retention of an assistant G-2, G-3 at the base airfield.

Within the company itself, the General Sup-

port Platoon is best equipped to administer to the physical requirements of the attached personnel. This actually poses no big problem for an already overgrown company which has more aircraft than a squadron; more responsibilities than a battalion, and more officers than a Battle Group.

Here, then, is our recommended program of instruction as it affects the Aviation Company. Other subjects, under the aegis of G-2 bear a security classification which will not allow for discussion in this type of article.

A final word of warning. Despite communications difficulties, you will eventually learn that the patrol is ready for pickup at NA123456. *Be careful! Those coordinates are at least 2000 yards off!*

Aviation Program of Instruction

MAP READING (2 hrs, type I, C): Basic review of maps and aerial photo reading; reading of coordinates; contours, symbols. Emphasize 1/25,000. Use of map in selection of approach route and return route, loading, and landing sites.

LOW LEVEL FLIGHT OVER UNRECONNOITERED ROUTE (6 hrs, Type PE): Minimum altitudes; selection of check points; avenues of approach; natural terrain concealment; low level approaches; maintenance of surprise element; evasive tactics; selection of routes to avoid enemy strong points, MSR's heavily populated areas, etc.

MOUNTAIN OPERATION (6 hrs, Type PE): Meteorological effects, approach techniques, missed approaches, emergency procedures, landing and take-off techniques.

FAMILIARIZATION WITH AIRCRAFT (4 hrs, Type I, D).

FLIGHT UNDER MINIMUM CEILING AND VISIBILITY (6 hrs, Type PE): Same as low level flight over uncontrolled routes; stress selection of routes utilizing valleys and other natural avenues of approach.

FLIGHT IN MINIMUM LIGHTED AREA (12 hrs, Type PE): Stress operations in unimproved areas.

CONFINED AREA OPERATIONS (4 hrs, Type PE): Refer to Fort Rucker POI.

FLIGHT SAFETY AND TIE DOWN DEVICES (2 hrs, Type I, D).

LOADING AND UNLOADING DRILLS (8 hrs, Type I, D, PE).

SELECTION AND PREPARATION OF LANDING AND LOADING SITES (4 hrs, Type I, PE).

Combined training subjects to be conducted by aviation crew members with patrol members.

Randoms

WICHITA, KAN.—A follow-on contract valued at more than \$2,000,000 for an additional quantity of remanufactured U.S. Army L-23 aircraft has been awarded to Beech Aircraft Corporation, according to a mid-November announcement.

The new order supplements an initial contract for approximately \$1,710,000—under which a large number of early Army L-23A and L-23B models were completely rebuilt in the new "D" model configuration.

Concurrent with the reorganization of the Army Reserve and the authorization of two

Army Aviation battalions, the 81st Division Combat Aviation Company and the 301st Army Aviation Company were activated in Atlanta, Ga., well in advance of the scheduled reorganization of the balance of the USAR.

The new USAR troop basis, calling for two AA battalions, each consisting of one fixed wing tactical transport company, three light helicopter companies, and one medium helicopter company, envisions the additional assignment of an aviation company in support of each of the ten Combat Infantry Divisions (USAR.) The 300th Army Aviation Company located in Fort Worth, Tex., activated over two years ago, will become a basic part of the two battalions.

AROUND THE WORLD WITH SIKORSKY HELICOPTERS



TWIN-TURBINE HSS-2—Scheduled for first flight in 1959, the HSS-2 anti-submarine helicopter (Sikorsky S-61) is being developed for the U. S. Navy. It features twin turbine engines, all-weather flight capabilities, and a

flying boat hull enabling it to operate from land, water, mud or snow. Shown above in mockup, the new Sikorsky HSS-2 will offer substantial advances in payload, endurance, and cruising speed.



ELECTRONIC TETHER—The Army demonstrates a device developed by Sikorsky for ground control of a flying helicopter using a 50-foot cable. The "tether" aids in hooking up loads to a sling, as shown above, and is also useful for maneuvering near the ground when the pilot's visibility is reduced by darkness, dust or snow.



100th S-56 HELICOPTER—Sikorsky Aircraft has completed the 100th S-56, the free world's largest production helicopter. The aircraft was a Marine Corps HR2S-1. The S-56 is also built as a U. S. Army troop and cargo carrier designated the H-37A. An S-56 holds the world speed record for helicopters—162.7 mph, set in 1956.



SIKORSKY AIRCRAFT
STRATFORD, CONNECTICUT

One of the Divisions of United Aircraft Corporation

Twin-turbine Army YHC-1 airlifts up to twenty-three troops



The YHC-1 is designed with maintenance in mind. It serves as its own work platform. Easily replaced, packaged components eliminate the need for elaborate facilities and highly-skilled personnel for forward area maintenance.

The Army's new light transport helicopter—the YHC-1—incorporates features which are essential for combat area operations:

- All-weather, day-night operational capability.
- Ability to land on unprepared sites almost anywhere.
- Suitable for transporting all types of tactical loads.
- Capable of being loaded and unloaded very rapidly.
- Capable of "living" in the field with tactical units.

The YHC-1 is the first of a new generation of multi-turbine powered transport helicopters which will enhance the tactical mobility of Army combat units. In "brush-fire" or "all-out" wars, it provides troops with the ability to disperse in small elements for survival when confronted by area-weapons threat, while retaining the capability of massing quickly for decisive actions.

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MORTON, PENNSYLVANIA

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

ENGINEERS, JOIN VERTOL'S ADVANCED ENGINEERING TEAM



Know The AR's

■ Since this is my last month in USAREUR before returning to the States, *Col. Williams* has offered me the opportunity to write this report.

We ship out November 26th on the "*United States*," after completing a most pleasant tour in Europe. Our duty stations have been varied, including Munich, London, and Heidelberg.

Judging from the incidents, accidents, and routine papers I have processed through the Aviation Branch at USAREUR, a number of our aviators are not as familiar with aviation regulations as is desirable. Many embarrassing situations can be directly attributed to the lack of such knowledge.

The rapid expansion and complex nature of Army aviation has created an increasing requirement for experienced aviation staff officers. I strongly urge every aviator, who has not already done so, to obtain staff experience at the earliest possible time. With this knowledge we can be assured of an effective and efficient aviation organization.

Last L-23A Replaced by "D"

■ The L-23D replacement for our last L-23A in USAREUR arrived Heidelberg on 17 November. *Capt. Thomas C. Roberson* and *Lt. Robert M. Ferguson*, USAREUR Aviation Detachment, joined up with a flight of three other D's, two of which went to Turkey and one to Ethiopia.



A 1400-pound plexiglass dome topping newly-built St. John's Catholic Church in Mussbach, Germany, is lowered into place by a Seventh US Army helicopter from the 11th Transportation Helicopter Company, Nellingen. The dome, built 40 miles away in Nauheim, had previously been a headache for the builders of the \$142,000 church because it was too big to be hauled by train or trucks.

USAREUR REPORT

By
MAJOR HUNTER G. HARBISON
Headquarters, USAREUR

■ Three hundred members of the *Stuttgart Chapter* of the *Army Aviation Association* assembled in Garmisch (Germany's resort center) last week for a two-day conference. Principal speakers at the meeting were *Mr. Eugene Vidal*, an adviser on aviation to the Department of the Army, and *Col. David Parker*, Chief of R&D, Office Chief of Transportation.

Mr. Vidal discussed the requirement for organic aircraft in the Army and the R&D organization working on this requirement. *Col. Parker* discussed the new types of aircraft being developed, tested and under research by the Army. *Sergi Sikorsky*, son of *Igor I. Sikorsky*, who was to have been one of the principal speakers, was unable to attend due to weather conditions in Brussels. *Brig. Gen. Richard Meyer*, Deputy Chief of Transportation for Army Aviation, was delayed in Washington and arrived for the second day.

January Conference Scheduled

■ Seventh Army has scheduled an Aviation Conference to be held in Stuttgart on 22-23 January 1959. Guest speakers from CONUS will include *Col. Tolson*, representing both CONARC and Aviation School, *Col. Wells* from USABAAR, and *Lt. Col. Fleming* from ODCS-OPS.

Safety Awards Planned

■ Beginning 1 January 1959, Seventh Army will present a flying safety award in four categories on a semi-annual basis. The award, a silver plaque, will be presented to top division aviation companies, helicopter companies, units of group size, and miscellaneous units smaller than groups. Winners within each category will be chosen on accident rate—the fewest number of accidents against the total number of flying hours.

Signoff

■ By the time this is printed I expect to have seen a number of my old friends in the States. We're looking forward to making a lot of new friends among the Army aviators at Rucker.

"The Grass May Be Greener" But We Find Life Interesting

■ After reading the reports on various USA-REUR aviation companies, this correspondent is often seized with a feeling of envy, not to mention considerable jealousy, when we read of the interesting experiences and outstanding achievements of our brother AAs throughout Europe.

Heroic rescues such as recently took place near Hitler's *Eagle Nest*, ferrying L-23D's from the ZI, flying tactical missions aided by new radar-equipped ground forces, long proficiency flights into more exotic countries—these things all have tremendous appeal to the non-articipating AA. Then too, the description of Army aviation in Italy sounded too good to be true while initial reports from Lebanon, though at first not too inviting, pointed out that even that locale improved in time.

Our duty in the 3rd Aviation Company (Inf Div) here in USAREUR, unfortunately, is a bit on the less spectacular side—in fact, it tends to be downright methodical.

Oddly enough, our most noteworthy accomplishment of the past two months cannot be reported, due to security. Let it suffice to say that many aviators—particularly R/W—learned many facts about a different kind of flying during a rugged six-week period.

USAREUR-bound AAs will find the emphasis is on tactical operations. Our constant

USAREUR REPORT

training tests require the presence of all supporting Battle Group pilots. Here, the chopper plays an important role, transporting aggressor troops, performing air-evacs, flying the umpires, and even hauling ground vehicle parts. The control officer invariably operates from an H-13 while the F/W aircraft are utilized in simulated bomb & gas missions, photo & camouflage recon, and radio relay.

A word of advice to ZI AA's slated for USA-REUR duty: *Get that instrument card before departing, if you possibly can.* A card is a must during winter flying here. Descriptive of the situation is this sign in a nearby AF operations: "Last winter we had 769 minutes of VFR flying."

High Altitude Therapy

From Aschaffenberg and Wurzburg came reports of our unit AAs participating in a different kind of therapy for tuberculosis. Young German boys and girls are flown by Beaver to 5,000 feet for an hour or so. The German doctors who accompany the patients claim the change in altitude relieves congestion and aids breathing. The Germans are appreciative; our aviators are willing; and the flights decidedly contribute to better German-American relations.

We'd like to brag a bit about our exceptionally qualified "foreign diplomat," *Capt. Bill Cummings*, our OpnsO. "Buying Bill" entertained a select group of Italian Aviation Officers for 8 days last month. With his affinity for the spoken word, the mission abounded in friendship and warmth. His unexpected reward: a pair of gleaming Italian wings, plus, of course, many more than he graciously bought.

Two important personnel changes: *Maj. Jerome B. Feldt* took over the reins of Company Commander in early October, replacing *Maj. James Clark*. *Capt. Tom Hare*, recently rotated from ground duty, joined us as an instrument examiner. With 87% of the company instrument-qualified, the new arrival stared at 12 expired tickets. With dispatch, the Captain gave check rides (mostly on Saturday and Sunday) to anyone, anytime, at our five installations and swept the slate clean in a matter of 3 weeks, proving it can be done.

—Lt Alan F. Sweeney



During a lighter moment in the 3-day STUTT-GART CHAPTER Annual Meeting, members of the Casa Ice Review abet CWO George T. McKensie (left) and Capt. Ambrose C. Shaw of the 48th TAAM Co who appear ready for IRAN. Assisting the AA's are, l-r, Irene Hood (Scotland), Mary Bambush (USA), Agnes Martens (Great Britain), and Jane Conlon (Ireland). They've already feathered Capt. Shaw's props.

The BIG Mission!

ILLESHEIM, GERMANY—Cargoes are often the subject of hangar conversation. Long accustomed to unusual cargoes, the 3rd Army Aviation Company (FW-TT) spends most of its time hauling passengers and general cargo, but they've dropped paratroopers and have carried aloft a team of high-diving "free fall chutists" for an air show.

Though the first unit to solve the intricate weight and balance problems associated with flying the Army's 4.2 inch heavy mortar, the 3rd still talks about their *BIG* mission.

On May 27th—remembered as the day when the U. S. Forces in USAREUR abandoned military payment certificates in favor of greenbacks—a crew of the 3rd loaded up \$2,500,000.00 dollars in assorted bills and delivered them to U. S. Army garrisons in Italy. Not to be outdone by their colleagues, another crew loaded up an even greater sum of money and delivered the first payroll to American forces in Lebanon during the summer.

SETAF Unit Honored

■ Recently winning the distinction of having the outstanding Troop within the 2nd Reconnaissance Squadron of the 16th Sky Cavalry, "C" Troop members were presented with an honorary plaque. Commanded by Capt. Bernard D. Collison, "Charlie" Troop of the 16th Cav completed its third field exercise since its activation in June. Aside from flying (Sky Cav) missions while on periodic maneuvers, unit pilots here in Vicenza, Italy, are constantly active in preparing for instrument checks and in completing required minimums. Our aircraft, only half of which have been received to date, include L-23's in lieu of the Mohawk, U-1A's, H-34's, and L-19's.

Capt. Turner J. Trapp (Exec Off-Opns Off), Capt Jack C. Domis (MaintO) Capt Stephen G. Beardsley, Lt Robert Sands (CommO), Lt David Thomas (Abn Recon Plat Leader), and YF (Recon & Surv Plat Leader) are several "AA" readers serving with the unit.

—Lt William M. Templeton

SCRAPBOOK SNAPSHOT

"C" Troop, 2d Recon Squadron 16th Sky Cavalry Vicenza, Italy

28



FRONT, L-R: Lts Robert S. Sands and William J. Meehan; Capts Stephen G. Beardsley, Bernard D. Collison (C. O.), and Turner J. Trapp; Lt William M. Templeton; CWO Walter J. Carrol. BACK ROW: Lts Thomas E. Rhemann, Jerry R. Matthews, Thad K. Wynn, and Richard F. Taylor; CWOs Peter A. La Rosa and William E. Dillon; Lt David N. Thomas; CWO Richard D. Dodd. MISSING: Capt Jack C. Domis; Lts Kenneth R. Dimond and Frank B. Harbor.

MAINTENANCE TIPS . . .

. . . Mike Button

Terms Changed

■ Just a reminder in case you haven't seen the latest AR 725-5, 10 Sept 1958, especially paragraph 8q.

The old stand-by terminology "AOCP" used for years in aeronautical circles has been eliminated from "the book" so, what's to use?—*EDP* instead.

When you fill out DD Form 1149 (*Requisition and Invoice/Shipping Document*) "*EDP*" (*Equipment Deadlined for Parts*) will be the new all inclusive term used and all future changes and revisions to existing pubs will use the new letter group.

Unfortunately, time lags between finalization, approvals, printing, and distribution caused a

slight discrepancy in paragraph 8, q, when it stated that requisitions should be processed in accordance with AR 700-150 (25 July 1955).

Here's what happened: When the AR went to press, AR 700-150 WAS in existence; however, DA Circular 310-39, 28 July 1958, came out afterward and cancelled AR 700-150 and all changes thereto.

Now what happens you say? Well, TC has taken appropriate action to have that pertinent info which was formerly in AR 700-150 incorporated in AR 725-5, par 15, e.

Supply Letter 69-58, 29 Oct. 1958, is the reference informing requisitioning personnel that AR 725-5, 10 Sept. 1958, is the authority for the new "*EDP*" term and should be used henceforth in lieu of "*AOCP*."

Sticks In—Sticks Out

■ Have you, lately, tried to recover from a bad landing while in the rear seat of the Bird Dog (L-19) when giving transition or check-outs and had the stick come completely out of its socket? If it has, you probably did not know what hit you, or in that split-second just prior to rolling it up in a ball on the runway, a thousand things went through your mind: "*Why?*" *How could this happen?* *Here I am with the control stick completely out of its socket, in my hand, and useless as a 3 1/2 dollar bill.*" Then, that's all she wrote!

You certainly would not attempt a landing if "pressure" were not up, "green light," "gotta wheel," and gear was down and locked now would you? So, why try to fly a "bird" if

you are not *absolutely sure* the stick is down and locked too? Or maybe its 'cause your head is "up and locked."

Two very recent accident reports have revealed facts that have made old Mike wonder. One accident report stated, "*Rear seat stick out of socket;*" "*IP in rear seat;*" "*Check-out being performed.*" I suspect the other cause was the same after reading the facts.

You all know that the A and E models have removable rear seat sticks and the device that locks the stick into the socket is a spring loaded pin that can be operated by the guy in the rear seat without the use of tools.

Best Bet: Visual Inspection

TM 1-1L-19A-1, Sect. I, page 1-15, states that the occupant in the rear seat will check the rear control stick to insure it's in the slot and "seated" properly and that the spring loaded pin *is in place*. This must be done with feel by jerking the stick to be sure it won't come out. So, in case your "*feelings*" are not so good, let's go another step and cause a visual inspection to be performed in addition to feel.

Remove the rear stick from the socket and paint a 1 inch red band on the socket end of the stick, so that the lower end of the red band is 1 3/8" from the bottom of the stick. This'll let you have a visual check too, 'cause if the stick is inserted far enough into the socket the

NOTAM

Mike's mail man is a little POed 'cause he forgot to inform everybody that my postal zone number has been changed to 66; so Zone 3 no longer exists for me. Now, for everyone's info, when you gotta question or a problem get in touch with:

Mike Button
P. O. Box 209, Main Office
St. Louis 66, Missouri

MIKE BUTTON/Continued

lower portion of the red band will be flush with the top of the socket. *No chance for a goof now.*

But there's a couple of other things you should also do. Before you put that stick back, inspect the locking pin assembly (FSN 1560-197-1172; P/N 0660147) for rust, distortion, corrosion, presence and condition of the spring, washers, cotter pin, and ease of operation. Then pull the pin as far back as you can and insert the stick into the socket with the slot in the lower end of the stick facing to the rear of the aircraft.

Make sure, *positive*, that the bottom of the red band is flush with the top of the socket (Hub Assy, Rear, tube FSN 1560-348-9776/PN 0660223), release the knob on the pin, and be sure that the knob is against the stop of the weld assembly. That's it, except if there's any question as to the serviceability of any portion of that stick, locking device, or the socket, *ground that aircraft immediately.*

Murphy's Right Again

Not only incorrectly, but upside-down.

If you see a *Choctaw* (H-34A) any place in sight, please take a good look at the Main Rotor Head regardless of whether it's yours or not and see if the Link, Lower Stationary Star Scissors is installed in accordance with the dash 2.

Several *Choctaws* in the field have had the Link installed upside-down allowing the upper link to strike the lower link during collective pitch application (bottom) causing damage to Scissors Assembly and hinge bolts. Further,



BENNING BOARD

Following a recent Chapter meeting, newly-elected officers of the **FORT BENNING CHAPTER of the AAAA** pose for a formal photograph: Left to right (sitting): Maj. Robert W. Kolb, VPA; Lt. Col. XVP. Standing, L-R: Maj. Amore V. Juliano, Sec. and Capt. Albert E. Fitzgerald, VPP. Missing: Capt. Todd M. Barth, VPI, and Lt. Jack D. Boman, Treas. (US Army photo).

the milled area (part where depression is) should be up toward the blades, *not down.*

Check for damage and be sure the Link, Lower Stationary Star Scissors (FSN 1560-303-2519; PN S1610-24045) is installed correctly and that the Stationary Star Scissors Assembly (FSN 1560-091-3860; PN S1610-24035) with its hinge bolts and scissors link attaching lugs on main gear box are not damaged.

One last thought before Christmas:

Remember, there are old Pilots and there are bold Pilots, but there are no old, bold Pilots, so, check that machine —

Informationally yours,
Mike





THE BUREAU DRAWER

By Maj. Harrison A. Morley

Review Board Completes Study

■ The third Annual Review Board completed its work and adjourned officially on 15 November after reviewing more than 1200 ARNG aviator files and Individual Flight Records for FY 58. Majors Bill Prowell, Pennsylvania and Bill Maxwell, Wyoming, were board members and we are grateful and proud for a big job well done in a superior manner. Our sincere appreciation and thanks to both of you Bills from us in NGB.

The report of the Board indicates that only two ARNG aviators were removed from flying status for failure to meet minimums the second consecutive year; 5 were removed due to FEB action by the State; and 44 waivers were granted, allowing make up of deficiencies during FY 59.

Twenty-six 759's were returned for correction of glaring errors, most of them in simple addition! Nine of them reflected a lack of current physical exam, and thirteen aviators failed to take the annual writ, mainly thru misinterpretation of the NGB message regarding graduation within the calendar year. We actually don't feel too badly about this—someone always fails to get the word and when it turns out to be only 1% or so of our total, we're not doing so badly.

New Face

■ Lt. Col. Keith A. French has arrived and is in the process of getting oriented, along with getting his family settled into the Washington area rat-race. He has our sympathy—the one-armed paper hanger had nothing to do compared to Col. F. Those of you who attended the Third Army Conference have met him and given him words of aid and encouragement, I'm sure.

For those of you who have inquired, and those who have thought about it, Col. Phillips' address will be: C. O., 52nd Transportation Aviation Battalion, Fort Ord, California. He anticipates arriving there to be open for business by the first week in February. There is a grand tour of USCONARC, Ft. Eustis, and Rucker involved in his travel orders; thus the time differential between his departure from the Bureau and arrival at Ord.

Safety Seminar

■ Col. French and YC were privileged to attend the 11th Annual Air Safety Seminar, sponsored by the Flight Safety Foundation, in Atlantic City 10–15 November. No real earth-shaking decisions were made, nor were all our safety problems solved, but a great deal of profitable information was absorbed, and it was refreshing to hear the commercial, other military, and industry angles, and especially nice to meet and greet the people, both old friends and new acquaintances.

We can assure you that everyone there had aviation safety as a primary interest, from the salesmen of flight gadgets right up to Col. Bernt Balchen and Mr. Quesada, and the discussions and demonstrations indicated to us that everyone concerned is aware of aviation safety problems and is searching for solutions.

Hatrack

■ Visitors to our shop during this period have been: Kennedy, Pa; Rhodes, Cessna Aircraft Corporation; Harvey, Texas; Vance, Miss; Wilhelm, WADC; and of course, Prowell and Maxwell.

Pinchhitters

■ Lt. Col. Don Beseth, Texas (congrats on the promotion) will be sitting in for YC starting 5 January, during half the period necessary to get by the Associate Advance Armor Officer's Course at Fort Knox. We think Major Graul from Maryland will be here for the last half. Both are old-timers in aviation and we're sure that the Bureau will benefit from their tours.

Why Complicate Matters?

■ That about does it for this time. For a safety squib, let's remember it is the "little things" that add up to that one big error of commission or omission. Our aircraft are the safest that the military planners, designers, and manufacturers can produce, but if you become careless and/or complacent in your attitude, they can just barely kill you. Cultivate and develop the professional attitude we hear so much about these days. The life you save could be mine!

NG-AA of the Month - Capt. Walter F. Huber



Huber

Entering military service in '45 and serving with the Infantry and the AF until released in '47, Capt. Huber joined the Idaho National Guard in '49. While assigned to the Aviation Section of the 116th Armd Cav Regt he was employed as a full-time Maintenance Technician until being commissioned as a 2d Lt in March of '52. Attending the AAPTC (Class 52-H) in 1952, he later accepted the position as Supervisor, Army Aviation Operations & Training, and has served in that capacity with the Idaho-ARNG to date. A graduate of Helicopter School ('54), Capt. Huber, the current Vice President, Nat'l Guard Affairs for the Northwest Area, AAAA, has also attended the Associate Armored Officers Course ('55) and the Instrument Flight Course ('56). Married, the Boise, Idaho AA has three sons and three daughters, parlaying three of a kind into a full house.

Gov. Foss, Guests Join S. Dakota-ARNG Meeting

■ Meeting in the Senate chambers of the state capital, the first Army Aviation Conference of the South Dakota National Guard was held in Pierre, S. Dak., in late November.

A highly successful affair, the conference was attended by nearly all of the ARNG aviators in the state, as well as many commanders, advisors, assorted state officers, and other civilian guests.

During the initial part of the conference, Governor Joseph Foss was introduced to each of the AAs and the guests. Governor Foss, a Brigadier General in the Air National Guard, a Congressional Medal of Honor winner, and a World War II ace, is an avid flyer, having flown every type of aircraft in the SDARNG.

Film, Speakers Enhance Symposium

Organized along symposium lines, the conference had many speakers from throughout Fifth U. S. Army address the assemblage. Subject matter ranged from avionics through accident investigation and maintenance to instrument flight. A partial list of the speakers included: Capt. Russell Baugh, Ft. Carson; Capt. Marion Cornell, Ft. Leavenworth; Mr. Elmer Thom, Decatur Signal Depot; and many local speakers. A great boost to the conference was the showing of the new film "Flying Soldiers" which the National Guard Bureau graciously rushed out.

Pen Dry?

Well over 400 ARNG aviators and crewmen receive ARMY AVIATION monthly, the ORNG Advisors, AO's, and State Supervisors accounting for the bulk of this readership. Let's hear from you. Your operational missions - unusual or routine - should be shared.

In addition to presenting valuable information to AAs in the State Section, another mission was accomplished: that of selling important *non-rated* personnel in the Guard on the importance and new requirements in the field of Army aviation. The conference did much to change the opinion of oldtimers that Army pilots are overpaid jockeys who hop in a Cub once in awhile and have a ball in the wild blue yonder. Their renewed interest in their Aviation Sections was evident during the conference.

Problems Aired

Two of our most pressing problems were aired during the session: one, obtaining quotas for both rotary wing and instrument training for our unit pilots. (Of 20 assigned AAs in South Dakota, five are R/W qualified and none hold an instrument rating.) If quotas can be secured, the interest and understanding gained at the conference will insure that the commanders will prod the people to school.

Our second problem, four F/W aircraft and one H-23B for utilization by the widespread personnel, was also discussed. The interest of our AA personnel is obvious—many drove in excess of 200 miles to attend the conference. Maintaining this interest in the face of equipment shortages and the annual battles to make minimums is *another* question.

A cocktail party and dinner followed the conference, with many of the wives and other guests being present. A certain amount of flight pay was spread around for Class IV among the "pounders."

We strongly recommend such a conference to other states as a means of promoting and furthering Army aviation as a whole.

—Capt Robert E. Skimin
Army Aviation Advisor
SDARNG

The Month's Takeoffs!

Command and Staff Changes

BARE, Walter E., Jr., Col., 3420 West Broadway, Muskogee, Oklahoma.
 BORGES, Lloyd O., Maj., AAOAC (6A-C5) Class 1, 1st Off Stu Btry, Ft. Sill, Oklahoma.
 BOWERS, Joseph M., Maj., 5719-B Dalton Street, Van Voorhis Manor, Fort Knox, Kentucky.
 DALE, John R., Col., 32 Lewallen Drive, Stoneybrook Estates, Newport News, Virginia.
 DAVIS, Harry O., Maj., 10753 Landseer Drive, St. Louis County 21, Missouri.
 FRANCHINI, Charles Y., Lt. Col., Trans Sec, Hq. EUSA, APO 301, San Francisco, California.
 GRENZENBERG, Fletcher D., Maj., Hq. XVIII Abn Corps Arty, Ft. Bragg, North Carolina.
 HARRISON, Hunter G., Maj., 2d Battle Group, 31st Inf Regt, Fort Rucker, Alabama.

CHANGES OF ADDRESS

BAKER, Edwin D., Mr., 1945 North College, Bloomington, Indiana.
 BARNES, James M., Lt., Aviation Company, 82nd Abn Division, Ft. Bragg, North Carolina.
 BELLOCHI, Joseph F., Lt., 2884 Dudley Avenue, Bronx 61, New York.
 BENTLEY, William R., Lt., 406 Rita Drive, Odenton, Maryland.
 BELL, John E., Capt., Bellwood Place, RFD No. 1, Orangeburg, South Carolina.
 BENEDICT, Charles A., Capt., MAAO, FRO, Box 810, APO 80, New York, New York.
 BOLIN, Derald H., M/Sgt., P.O. Box 74, Bakersfield, California.
 BRITTON, James H., Lt., 1109 Smith Drive, Kilfen, Texas.
 BROFER, Duane R., Lt., Hq & Hq Company, 2d Inf Brigade, Fort Devens, Massachusetts.
 BRUMMITT, George P., Sgt., 8311-119th S.W., Tacoma 99, Washington.
 BURTON, Dawson L., Lt., Aviation Branch, USASTC, RFD No. 1 Box 63, Augusta, Georgia.
 CAMPBELL, George E., Lt., Off Stu Co. USAPHS, Class 59-4, Camp Walters, Texas.
 CARR, John H., Lt., P. O. Box 121 Talceville, Conn.
 CARROLL, Danford S., Capt., 7th U.S. Army Graf Reg Det, APO 114, New York, New York.
 CHAMBERS, Harry W., Lt., c/o Dorothy Fisher, 1 Somerset Lane, Mill Valley, California.
 COLEMAN, Charles W., Capt., AFABOC No. 2, 1st Off Stu Btry, Fort Sill, Oklahoma.
 COX, Robert G., Capt., 4th Trans Co (Medium Helicopter) Fort Benning, Georgia.
 CREWS, Roy A., Lt., 93rd Transportation Company (Lt Hcptr), Ft. Devens, Massachusetts.
 CROCHALE, Joachim A., Lt., 24th Aviation Company, APO 112, New York, N. Y.
 DEAN, E.R., Mr., Ruckersville, Virginia.
 DELP, Charles O., Lt., 3511 E. 29th, Spokane, Wash.
 DIAL, David M., Sr., Capt., Box 318, Birch Hill Drive, Hooksett, New Hampshire.
 DUKES, David D., Capt., 8th Trans Co (Lt Hcptr) (H-21), Fort Bragg, North Carolina.

HILL, James W., Jr., Lt. Col., 1st Officers Stu Btry, AFABOC No. 2, Fort Sill, Oklahoma.
 HUMPHREYS, Russell W., Lt. Col., T.C.D.G., Fort Eustis, Virginia.
 JACKSON, Duane P., Lt. Col., Hqs, USARFEB, Bremerhaven, APO 69, New York, N. Y.
 KING, Baird A., Maj., 106 W. Magnolia, St. Paul, Minnesota.
 LEENEY, L.W., Col., Headquarters, Lawson Army Airfield Command, Fort Benning, Georgia.
 PFEIFFER, Lawrence J., Maj., Combat Dev Office, Fort Rucker, Alabama.
 PHILLIPS, Wayne N., Lt., Col., Hq. 52nd Transportation Battalion (Hel), Fort Ord, California.
 ROWAN, John L., Lt. Col., Hqs, KMAO, APO 102, San Francisco, California.
 SCHMIDT, William T., Maj., 5219 Franklin Park Road, McLean, Virginia.
 WEBB, Robert A., Maj., Hqs, 1 Corps (Gp.), Avn Sec, APO 358, San Francisco, California.

EDMONDS, Eugene H., Capt., ARSEC (Avn), MAAO, Taiwan, APO 63, San Francisco, California.
 ELWELL, Ronald S., Lt., 3rd AEOAC, Stu Off Company, Fort Belvoir, Virginia.
 ERHARDT, Chris, Capt., ELM MAAO, Box 8, Navy 150 FPO, San Francisco, California.
 FLOYD, Ralph H., Jr., Lt., 101st Avn Co, 101st Airborne Division, Ft. Campbell, Kentucky.
 FORD, John R., Capt., 23 Monteth Lane, Fort Rucker, Alabama.
 GARDNER, William S., Lt., Stu Off Det, U.S. Army Trans School, Fort Eustis, Virginia.
 GOTCHALL, Owen K., Sp/2, 185 Marietta Way, Salem, Oregon.
 GRIFFIN, Paul E., Capt., USA ELM MAAO, Navy 150 FPO, San Francisco, California.
 HALDEMAN, Frank C., SFC, P.O. Box 194, Ashland, Oregon.
 HALL, Gary C., Lt., 1163 Day Avenue, Jacksonville, Fla.
 HARRIS, James R., Lt., 57th Trans Co (Lt Hel) (H-21), Fort Lewis, Washington.
 HAVELSKY, Mrs. R.M., 1646 Lucas, Fort Sill, Oklahoma.
 HEFFNER, Gary R., Lt., Hq & Hq Detachment, USATDS, APO 28, New York, New York.
 HEINS, Milton H., Capt., 502nd Aviation Company, Fort Hood, Texas.
 HILL, James F., Capt., Army Avn Sec, Hq. Sixth US Army, Presidio of S. F., California.
 HOLROYD, Donald E., Lt., 2nd Bn, 14th Armd Cav Regiment, APO 800, New York, N. Y.
 HORNING, Robert H., Lt., 2203 Gerald Drive, Louisville, Kentucky.
 HUESER, John L., CWO, 28th AARD, Sup Gr, 2d USAMC (Med), Fort Hood, Texas.
 KALLESTAD, Richard D., Lt., AAHC 59-03, USAPHS, Camp Walters, Texas (Temporary).
 KAUFMAN, Lesco G., Capt., P.O. Box 684, Fort Rucker, Alabama.
 KEMP, Marvin E., Capt., 40th Transportation Battalion, Fort Eustis, Virginia.
 KENDRICK, Florid R., Lt., 4th Med Tank Bn (Hq), Fort Bragg, North Carolina.

KESTER, William R., Lt., 429-D Craig Drive, Fort Benning, Georgia.
 LaBRODIE, Richard E., Capt., USA Trans Aert Test & Spt Actv, (9247), Fort Rucker, Alabama.
 LEACH, William F., Capt., 1st Battle Group, 23rd Inf, APO 949, Seattle, Washington.
 LUCAS, Clarence A., Lt., 4025 Calment Avenue, Fort Worth, Texas.
 McGUIRE, Peter W., Lt., 1st Ave Company, 1st Infantry Div., Fort Riley, Kansas.
 MCKENSIE, Colin W., Lt., 24th Aviation Company, APO 112, New York, N. Y.
 MASCHMANN, James W., Capt., 153d Trans Det (Field Maintenance), Fort Belvoir, Virginia.
 MARTIN, Robert W., Lt., 603 North 11th, Apartment 2, Minneapolis, Minnesota.
 MIKULA, Joseph G., Lt., AHITC 59-2, Fort Rucker, Alabama.
 MILLER, Frank H., Lt., US Army 4th Missile Command, APO 8, San Francisco, California.
 MOCZYGENBA, Norbert W., CWO, F/W Qual Crs Class 59-1, USAAVNS, Fort Rucker, Alabama.
 MOFFET, David H., Lt., Burns Trailer Park, No. 21, 3110 Cache Road, Lawton, Oklahoma.
 MOKENBUHR, Seamon J., Jr., Capt., Hq Co, 46th Engineer Bn (Constr), Fort Hood, Texas.
 MONCRIEFF, Ernest V., Lt., CAM, Fort Rucker, Alabama.
 MONTGOMERY, Earl B., Capt., 1 Millcrest Circle, Hampton, Virginia.
 MOORE, Raymond E., Capt., Quarters 2562, Apartment A, Fort Eustis, Virginia.
 NICHOLSON, Bruce C., CWO, 31st Trans Co (Lt Hqtr), Fort Benning, Georgia.
 NORRIS, Frank D., Lt., 5th Avn Opr Det (Army), APO 403, New York, New York.
 NORTHBRIDGE, Henry R., Lt., 31st Trans Co (Lt Hqtr), Fort Benning, Georgia.
 ORR, Gerald W., Lt., Hqs & Hqs Bn, Aviation Section, Fort Leonard Wood, Missouri.
 PEACHEY, William N., Lt., Co "C", 2d Battle Group, 13th Inf, Fort Carson, Colorado.

PFLUGER, Joseph E., Capt., 4th Trans Co (Med Hqtr), LAAP, Fort Benning, Georgia.
 PIERCE, Samuel M., Capt., 54 Holms Drive, Eatontown, New Jersey.
 PORTER, Williams S., Jr., Lt., 6142 Deveron Drive, Charlotte 7, North Carolina.
 PYKE, Harold F., Jr., Lt., 1191 Baylston Street, Apartment 24, Boston 15, Massachusetts.
 RADSPINNER, Frank H., Jr., Lt., MAAG-TRC, Box 810, APO 80, New York, N. Y.
 RETTINGER, Richard F., Lt., 5th Avn Opr Det (Army), APO 402, New York, New York.
 RHYAN, Ernest W., Jr., Lt., B Trp, 2d Recon Sqd, 16th Cavalry, APO 221, New York, N. Y.
 ROGERS, William E., 123 North Mitchell, San Marcos, Texas.
 SAWYELL, Vernon L., Lt., 80th Trans Co (Lt Hqtr), APO 949, Seattle, Washington.
 SEIDL, Karl W., Lt., 118 Godfrey, Walters Village, Mineral Wells, Texas.
 SMITH, Albert L., Lt., 33 Harris Drive, Fort Rucker, Alabama.
 STEVENS, Ronald J., Lt., 1218 Fleming, Artillery Village, Fort Sill, Oklahoma.
 STEVENS, Stacy C., Capt., 501 Stanton Avenue, Terrace Park, Ohio.
 STUART, Thomas E., Capt., SUSATC, APO 46, N. Y., N. Y.
 TOBIASON, Allan R., Lt., Stu Co, Class 59-4, USAFHS, Camp Walters, Texas.
 TROWBRIDGE, Greig, Lt., Post Air Section, Fort Leonard Wood, Missouri.
 TWACHTMANN, Dale H., Lt., 5112 Longfellow, Tampa, Florida.
 VAN HORNE, Arthur R., Capt., Valley Forge Army Hospital, Phoenixville, Pennsylvania.
 VAUGHN, James F., Capt., Sec 242, Box 136, Officers Mail Room, Fort Monmouth, New Jersey.
 WANGERIN, Clarence J., Lt., 10802 Childs Street, Burnt Mills Manor, Silver Spring, Md.
 WEAVER, Eugene E., Jr., Capt., 94th Trans Co (Lt Hqtr) (H-34), Fort Benning, Georgia.
 WHIDDEN, Raleigh J., Jr., CWO, 94th Trans Co (Lt Hqtr) (H-34), Fort Benning, Georgia.

SCRAPBOOK SNAPSHOT

Graduates Fourth U. S. Army Instrument School Fort Sill, Oklahoma

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BACK, L-R: Russ Blair; Lt Douglas E. Wheeler (Hood); Capt Cleatis M. Crain (Hood); Lts Henry S. Taylor (Sill), Francis J. Ripperda (Iowa-NG), Steve Farrier (Hood), Harry S. Medley (Wyo-NG), Glen R. Judd (Sill), Hugh S. Raulston (Tenn-NG), & James W. Mengenhauer (Bliss). FRONT: Lts Fred R. Robert Yeats (PCS); Lts Leonard J. Sharp (Polk) & James E. Isaac (Sill); Capt William F. Lang (Bliss).

LETTERS



Why Pare the Payload?

Sirs:

An article appeared in the October 29th issue of *ARMY TIMES* in regard to the use of H-21 aircraft in transporting troops from Charleston, S.C., to Ft Eustis, Va. According to the article, nineteen (19) equipped troops were carried in four (4) H-21's. This article leads the military and general public to believe that the normal passenger capacity of the H-21 is five passengers and their equipment.

This is disturbing since the capability of the H-21 helicopter is to gross out at 15,200 lbs. This can be verified by the Pilots Handbook which provides information on what weight a pilot can attempt on any flight.

I've made a personal effort to check actual operating conditions over a period of a year with various loads, and I believe the Handbook to be accurate within 50 lbs. (See *"Performance Data, Appendix 1, page A-16 (fig. A-7) and page A-17 (fig. A-8).*

Now, to use an aircraft of the H-21's capability as a utility aircraft for missions other than pilot proficiency seems to me to be improper utilization. Why use two when one will do? This doubles the operating expense and cuts the eventual funds for future aircraft, not to mention possible pay raise funds.

Why do we refer to the Dash 1 to determine gross weights per aircraft? Flight safety is a factor. The proficiency of the particular pilot is another factor, but this lies in the

lap of the Opns Officer and his Platoon leaders.

By referring to the Performance Data—and employing minimum basic computations—we should be able to compute our load factor, making such adjustments for altitude, fuel load, range, and weather at destination as are needed.

Although I am a fairly recent graduate of H-21 transition, having completed the same in December of '56 at Fort Riley, I feel that since my first 25 hours in this aircraft the H-21 has been sold short. I'm now in a unit (80th Trans Co. USARAL) that is utilizing the H-21 to its fullest capabilities. Our missions are heavy and numerous. We're averaging 50 hours of flight time per aircraft (per month) with no major maintenance difficulties or aircraft unavailability.

In carrying seventeen troops and equipment weighing 4,080 lbs in one H-21 and grossing out at 15,180 lbs for takeoff, we cannot comprehend or defend the usage of four H-21's to carry nineteen equipped troops. Let's realize that we have a capable aircraft and let's use it sensibly.

CWO Harold R. Bunnell
80th Trans Co (Lt Hcptr)
APO 949, Seattle, Wash.

Wanted: One Training Plan

Sirs:

It's an axiom that every pilot upon his graduation from flying school must continue his flight training if he is to become proficient in this field. To date, the Army has not come up with an overall, all-inclusive post-graduate training plan that would assure Army aviation that its newly-graduated pilots will develop into competent craftsmen in the shortest possible time.

Likening Army aviation to any other profession, a universal post-graduate course would appear mandatory. In almost every field of endeavor graduation of the novice is followed by post-graduate training. Doctors serve as in-

"Letters to the Editor" on Army aviation subjects are welcomed from all sources. All letters must be signed. The writer's name will be held on request.

LETTERS/Continued

terms; trades people serve as apprentices; etc. Actually, the study materials for such a program to cover all phases of aviation exist in CAA and military manuals. All that remains is to develop a system, universally accepted, whereby the training of newly-graduated pilots may be continued in their assigned units.

Local Adoption

The training, in being flexible, could be designed to fit into the operational flying program as much as possible, with local Aviation Officers monitoring the single program at a unit level. Through the use of an accepted curricula, the Program could be monitored on an Army-wide basis by the use of "course cards." Suitable entries, affixed at the local unit, would provide the overall authority with

progress information and would serve in any future evaluation of the training.

You'll probably say that we're accomplishing this very thing now. To a degree we probably are doing so but fifty *different* unit training plans and all the standardization checks you may think of will not return *equally* proficient aviators.

Since it is known that the two years immediately following graduation are the *most* dangerous years for the young pilot, it is my firm conviction that Army aviation should develop a comprehensive, *single* post-graduate training course as soon as possible, and stipulate that the young aviator complete this prescribed, universally accepted post-graduate course within a definite time period.

Capt. Donald A. Smith
Hqs, 6th Engr Brig
APO 57, N. Y., N. Y.



Discussion, Informal

The Aviation Center Chapter in conjunction with the Combined Test Activities Chapter sponsored a gigantic "Happy Hour" membership meeting in early December. The feature attraction, according to Col. Robert H. Schulz, president of the Center Chapter, was the unlimited supply of suds and refreshments available to members and guests merely upon pre-

sentation of a membership card or a completed AAAA application form. Deemed a huge success by the estimated 150 in attendance, the two Fort Rucker Chapters promised many more new and interesting innovations for AAAA members.

Lower photo: Discussing the turnout and enjoying the "hospitality" are, l-r, Lt. Col. Edward G. Raff, USABAAR; CWO John Green, Jr., TATSA; Capt. George E. Lawrence, newly designated Master AA; and Col. James F. Wells, USABAAR.



We feel like the fellow who painted himself into a corner of the garage while re-doing the floor. We had the best of intentions in regard to a Christmas message but almost didn't make it in this tight issue.

Our best wishes go out to you and yours for the coming new year. May it be a most happy one for you!

—Dotty and Art Kesten



ARMY AVIATION MAGAZINE

Westport, Connecticut

RETURN POSTAGE GUARANTEED



"I thought that *ARMY AVIATION* readers might be interested in the above photo. Knowing the editor's fondness for reducing the large photo to the small and the small to the microscopic, I'll decipher the white ink scrawl in the lower center of the photo. It says, "*Merry Christmas and a Happy New Year—33rd Division Aviation.*" Taken in 1927, it proves that Army aviation is much older than we thought. In order to find out more about the picture, I called on the oldest Air National Guardsman that I know, *Maj. Gen. Wilson Newhall* who is still on duty with the Air Guard here in Illinois. He told me that the aircraft were Douglas O-38's powered by Pratt & Whitney engines of 525 hp. The O-38's were operational with the Illinois National Guard from 1932 until 1935 and I do not know where that "1927" in the upper right hand corner came from.

This particular formation was led by *Col., then Maj. MacElwain*, since retired, and *Gen., then Capt. Newhall*, was flying No. 6. The planes were used in observation support of the 33rd Infantry Division and of further interest, this picture was taken over Hammond, Ind., some 5 miles from the present location of the 33rd Division Aviation Section. Need I mention that the outfit eventually became the 126th Fighter Wing and now employs F-86L's. Although the picture may be over 25 years old, the sentiments for a Happy Holiday Season are still current. Now please don't ask me how often we clean out our files here. *Obviously, never.*"

—*Lt. Col. Frank O. Grey, Jr., Aviation Officer, 33rd Inf Division*