

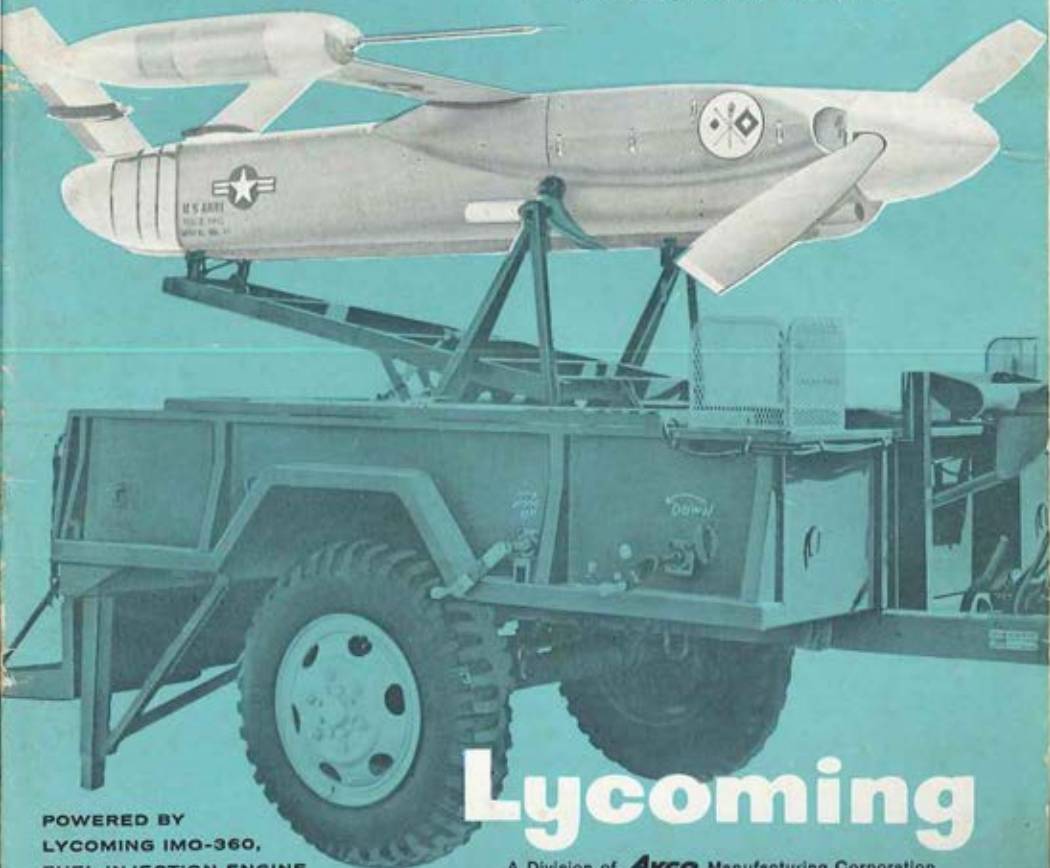
# ARMY AVIATION

JANUARY ★ 1959

**Lycoming powers**

**RHEEM AN/USD-2 COMBAT SURVEILLANCE DRONE**

(showing pods used for test purposes only)



POWERED BY  
LYCOMING IMO-360,  
FUEL INJECTION ENGINE  
4 CYL., 180 HP

# Lycoming

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

# ARMY AVIATION

VOLUME 7 - JANUARY 24, 1959 - NUMBER 1



## General Kelsey Heads Ad Hoc Advisory Panel on Army Aviation Research & Development Matters

Five leading aviation figures have been named to a newly organized *Ad Hoc Advisory Panel* on Army Aviation Research and Development matters. The panel will provide Army Chief of Transportation, *Maj. Gen. Frank S. Besson, Jr.*, with the advice and counsel of recognized civilian authorities in discharging his responsibilities for the planning and conduct of the Army Aviation research and development program.

Appointment of *Brig. Gen. Benjamin S. Kelsey, USAF (Ret)* to head the panel was announced recently. *Gen. Kelsey* is a former Deputy Director of Research and Development at Air Force Headquarters in Washington.

Named to serve on the panel with *Gen. Kelsey* are: *Prof. Rene Miller*, Aeronautical Engineering Department of the Massachusetts Institute of Technology; *Prof. A. A. Nikolsky*, James Forrestal Research Center, Princeton University; *Dr. August Raspet*, Head of the Aerophysics Department, Mississippi State University; *Mr. Jerome F. Lederer*, Managing Director, Flight Safety Foundation, Inc., New York, N. Y.; and *Mr. Richard V. Rhode*, the Assistant Director for Research (Aircraft Construction), NASA.



### ARMY AVIATION ASSOCIATION National Executive Board

#### President

Col. Robert M. Leich, R.

Executive Vice President

Col. Robert R. Williams, A.

#### VP, Army Affairs

Col. Jules E. Gonseth, Jr., A.

VP, National Guard Affairs

Lt. Col. Frank O. Grey, Jr., G.

#### VP, Reserve Affairs

Col. Frank K. MacMahon, R.

VP, Industrial Affairs

Lt. Col. Bryce Wilson, R.

#### VP, Public Affairs

Capt. Howard E. Haugerud, G.

#### Treasurer

Col. O. Glenn Goodhand, A.

#### Secretary

Lt. Col. Wayne N. Phillips, A.

Executive Secretary

Arthur H. Kesten, R.

President, Alabama Region

Col. John J. Tolson, III, A.

President, USAREUR Region

Col. Warren E. Williams, A.

President, USAFFE Region

Lt. Col. John L. Rowan, A.\*

President, Washington Region

Col. I. B. Washburn (Ret.)

President, California Region

Lt. Col. Ernest L. Hamilton, A.

\* Acting

### Advertisers in This Issue

#### AVCO Lycoming Division

*Benton & Bowles, Inc., New York, N. Y. ....1*

#### Aircraft Radio Corporation

*Burke Dowling Adams, New York, N. Y. ....5*

#### De Havilland Aircraft of Canada, Ltd.

*Paul-Phelan Advertising, Ltd., Toronto, Canada.....6*

#### Hiller Aircraft Corporation

*Boland Associates, San Francisco, California.....9*

#### Lockheed Aircraft Corporation

*Foote, Cone & Belding, Inc., Los Angeles, California.....10-11*

#### Cessna Aircraft Company

*Gardner Advertising Company, St. Louis, Missouri.....12*

#### Hughes Tool Company-Aircraft Division

*Foote, Cone & Belding, Inc., Los Angeles, California.....15*

#### Bell Helicopter Corporation

*Rogers & Smith Advertising, Dallas, Texas.....16*

#### Aero Design & Engineering Company

*Beals Advertising Agency, Inc., Oklahoma City, Okla.....19*

ARMY AVIATION is published monthly by Army Aviation Publications, Westport, Conn. Editorial and Business Office: 9 Elizabeth Drive, Westport, Conn. Phone (Fairfield, Conn. exchange) Clearwater 9-4752. Subscription to individual addresses only: U.S., APD's and U.S. Possessions, \$3.50 per year; \$6.00 2-years; all other countries add \$.75 per year for postage. Included as a part of AAAA Membership. Three weeks notice required for address changes. Back issues cannot be held or sent. Manuscripts, drawings, photos, and other material cannot be returned unless accompanied by a stamped, return-addressed envelope. The editors reserve the right to alter or delete copy and/or specific names from all material. Display and Classified Rates listed in SRDS, Business Publications, Classification 88-A. Second Class Mail Privileges authorized at Westport, Conn.

# PLAN NOW!

**AAAA ANNUAL MEETING**  
**JUNE 5-6, 1959**  
**Shoreham Hotel, Washington, D.C.**

**Business Sessions**  
**Pre-Anniversary Reception**  
**Top Notch Guest Speakers**  
**17th Anniversary Luncheon**  
**Panel Discussions**  
**AAAA Annual Banquet**





# BRIEFS

■ *Brig. Gen. Ernest F. Easterbrook*, who has been Director of Army Aviation in Washington, D. C., since 1957, will assume command of the Army Aviation Center and Fort Rucker, effective Feb. 16, 1959. *Gen. Easterbrook* replaces the late *Maj. Gen. Bogardus S. Cairns*, his long time friend who was killed in the crash of a helicopter Dec. 9. *Gen. Easterbrook*, who is well known in the Wiregrass area and has made public appearances on several occasions, was graduated as a pilot here in 1957 while *Gen. Cairns* was in command, being assigned as Director of Army Aviation for the Department of the Army immediately after completion of his pilot training.

■ Meeting the requirements of the newer Civil Air Regulations which were stiffened in 1956 with regard to flight safety and structural integrity, the Hiller H-12E (photo left) was awarded official Type Certification by the FAA. The H-12E is the only commercial helicopter in the three-place class certified under the new CAR. Fairley Aviation's Rotordyne has established a world's speed record in the new convertiplane category in flying a 100 kilometre course at an average 190.9 miles per hour.

■ To perpetuate the memory of a popular general, Ozark Army Airfield was designated *Cairns Army Airfield* in dedication and change ceremonies held on January 10. The move was in honor of the late *Maj. Gen. Bogardus S. Cairns*, who was commanding general of Fort Rucker and commandant of the Army Aviation Center. *Col. James S. Lockett*, commanding officer of Fort Rucker, directed the change after numerous requests from personnel on the Post. The City of Ozark was consulted about the change and *Mayor Douglas Brown*, speaking on behalf of the citizens, voiced no objection. Apparently, the field was named in honor of that city. A bronze plaque was unveiled during the ceremonies and a portrait of *Gen. Cairns* was placed in the Administration Building lobby.

■ *Harvey Gaylord* (left), President of Bell Helicopter Corporation, Fort Worth, Tex., has been named Chairman of the Helicopter Council of the Aircraft Industries Association for 1959. *Jack E. Leonard*, Manager, Military Requirements of the Cessna Aircraft Company, Wichita, Kan., will serve with *Mr. Gaylord* as Council Vice Chairman, and will succeed him in 1960.

■ Army aviation will comprise a substantial market for both civilian training and overhaul base operators in future years. This fact was amplified at a joint *Air Training Society-Army Aviation Symposium* held in Washington, D. C., in mid-December. Military officials pointed out that 80% of the Army aviation maintenance contracts are now going to commercial overhaul facilities with 15% being administered by the *prime manufacturers*.



Easterbrook



Hiller H-12E



Gaylord

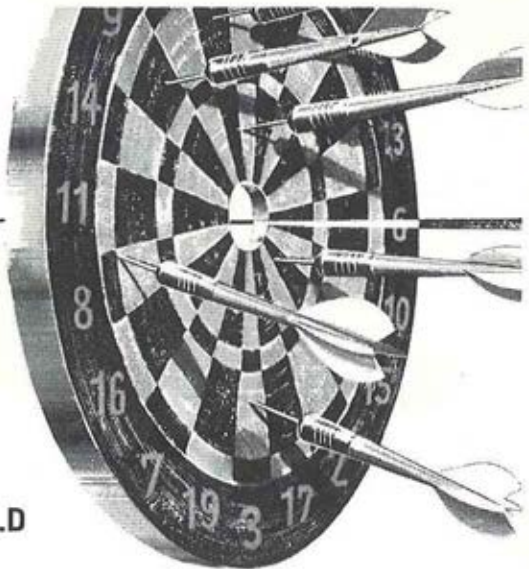


Cairns AAF

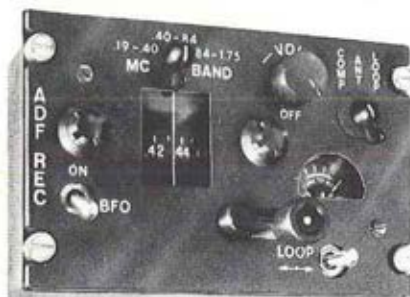


"For  
"Direct Hit"  
Homing

ANYWHERE IN THE WORLD



## ARC'S TYPE 21A AUTOMATIC DIRECTION FINDER



### TYPE 21A ADF WEIGHS ONLY 19.7 POUNDS

Component Unit Weights: Receiver, 6.8 lbs.; Loop, 4.3 lbs.; Loop Housing, 0.5 lbs.; Indicator, 1.3 lbs.; Control Unit, 1.6 lbs.; Power Unit, 5.2 lbs.

CAA Certificate No. 1R4-9. U. S. Military: AN/ARN-59. British Certificate of Approval VC-78.

As every pilot knows, a reliable ADF is still a basic and useful navigation aid. Throughout the world there are some 60,000 transmitters that offer pin-point guidance, over land and sea.

ARC's Type 21A ADF can be depended upon for precision homing under long-continued use in humid tropics, frigid northlands or burning deserts. It is one of ARC's outstanding contributions to air navigation. Its low weight (less than 20 pounds) and compactness make dual installations practicable even in light twins. If you plan to modernize existing equipment or are purchasing a new aircraft, specify the Type 21A for a long term investment in air safety.

# Aircraft Radio Corporation BOONTON, N. J.

Dependable Airborne Electronic Equipment Since 1928

OMNI/LOC RECEIVERS • MINIATURIZED AUTOMATIC DIRECTION FINDERS  
COURSE DIRECTORS • LF RECEIVERS AND LOOP DIRECTION FINDERS  
UHF AND VHF RECEIVERS AND TRANSMITTERS (5 TO 360 CHANNELS)  
INTERPHONE AMPLIFIERS • HIGH POWERED CABIN AUDIO AMPLIFIERS  
10-CHANNEL ISOLATION AMPLIFIERS • OMNIRANGE SIGNAL GENERATORS  
AND STANDARD COURSE CHECKERS • 900-2100 MC SIGNAL GENERATORS



## Caribou Preview For Canadian Army



The Canadian Army General Staff with General Officers Commanding saw a demonstration recently of their new DHC-4 "Caribou" at a Conference in Camp Borden, Ontario.

The ground display included quick loading of fully equipped troops, driving two jeeps up a ramp into the cabin and finally, loading and unloading by truck of a full payload of cargo in 5 minutes. An impressive flying display followed with the "Caribou" taking-off in less than 300 ft. at its 24,000 lb. full gross weight.

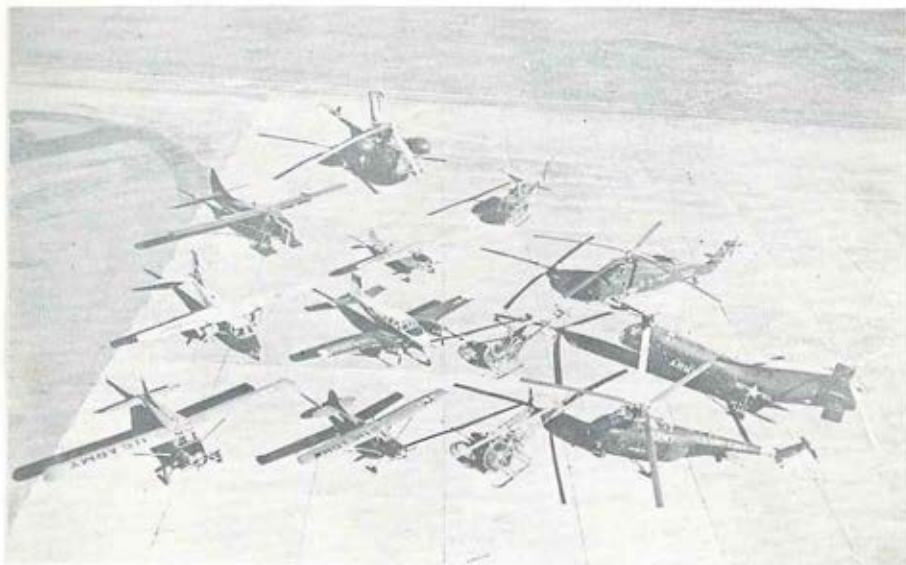


DE HAVILLAND OF CANADA LIMITED.  
DOWNSVIEW, ONTARIO, CANADA.

WASHINGTON OFFICE: 319 Tower Bldg., 14th and K Streets, N.W.



## Sixth Anniversary Observed By Army Aviation School



The *Army Aviation School*, which has trained thousands of pilots, observed its *sixth anniversary* on January 1st with a future that promises further expansion of the Army aviation program as new aircraft are added and new concepts are explored.

Today, approximately 1,100 students are in residence at Fort Rucker undergoing one of the many courses pertaining to Army aviation. To date, through FY 1959, 6,301 officers and enlisted men have graduated from the school.

Fertile minds have guided the present program, in less than two decades, from a light aircraft test geared for adjustment of artillery fire to its present status as one of the *fastest growing* phases of modern warfare.

### First Official Photo

Some conception of the training tasks accomplished by the Army Aviation School is provided by the above photo, the first official photograph of all of the Army's *operational* aircraft.

Shown in the first row (left to right) are an L-20 utility aircraft; L-19, observation; H-13,

reconnaissance; and H-19, light utility helicopter. Second row aircraft include an L-26 and L-23, both twin-engine command aircraft; H-23, training and observation helicopter; and H-21 transport (troop and cargo) helicopter.

Third row alignment shows the U-1A troop and cargo aircraft; LC-126, light transport; and H-34; utility transport. The H-37, the largest Army helicopter, twin-engine, and classed as a medium transport cargo helicopter; and the YH-40, a turbine-powered utility helicopter are shown in the last row.

### Test Aircraft Not Included

Aircraft now undergoing testing by the Army are not shown in the photo; however, they include two twin-engine fixed wing aircraft as well as several other helicopters.

With each increase in aircraft designs, new schooling begins. The School currently has 22 courses in its curriculum, including 11 for flight officers, three for non-flight officers, and eight courses for enlisted personnel. Classes run from three to twenty weeks and teach everything from maintenance to multi-engine flight training.

Development of a new highly mobile, air transportable *communications center*, designed to direct fast moving U. S. Army forces was announced recently by the Department of the Army.

The system, which has an extremely high degree of mobility, can be set down almost anywhere by helicopters, and be flown out im-

## THE COOP

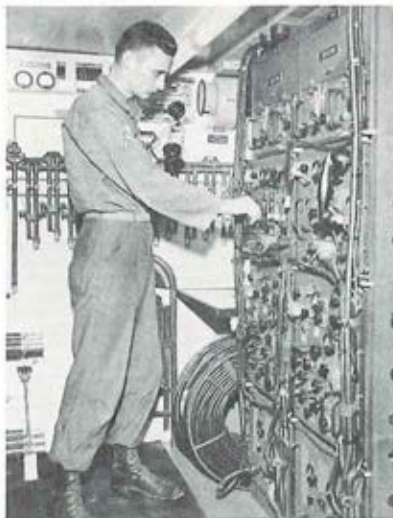
mediately for relocation elsewhere. It can also be moved rapidly from place to place on conventional Army trucks.

Developed by the U. S. Army Signal Corps, it provides the vital nucleus for a communications network of radio, telephone, telegraph and teletypewriter combat links.

The system can be carried by helicopters to a remote destination in *hours* rather than days, or can be set up on otherwise inaccessible mountain tops. With its communications tentacles spread over hundreds of miles, the new system can get an urgent message through to a distant outpost even with direct lines broken or destroyed.

Speed and flexibility in communications would be vital on a battlefield where troops would have to be continuously on the move and widely dispersed to avoid annihilation by a nuclear warhead.

A helicopter (below) soars away with part of the airborne combat communications center. Inside the shelter is a complete teletypewriter room with facilities to service an area hundreds of miles wide. Other shelters, all light enough to be carried by helicopter, carry radio, telephone, telegraph, and other vital communications links.



Radio equipment inside the US Army's airborne communications center is operated by PFC David C. Wuestmann of Ft. Monmouth, where the center was designed by the US Army Signal Research and Development Laboratory.

For quick transportation and added versatility, the center is made up of separate aluminum houses or "shelters", each fully equipped and independent. These can be hooked up quickly to fit any battle situation. Small centers for the front lines would have two or three shelters; larger headquarters would have as many as 24.

## THAT FLEW!

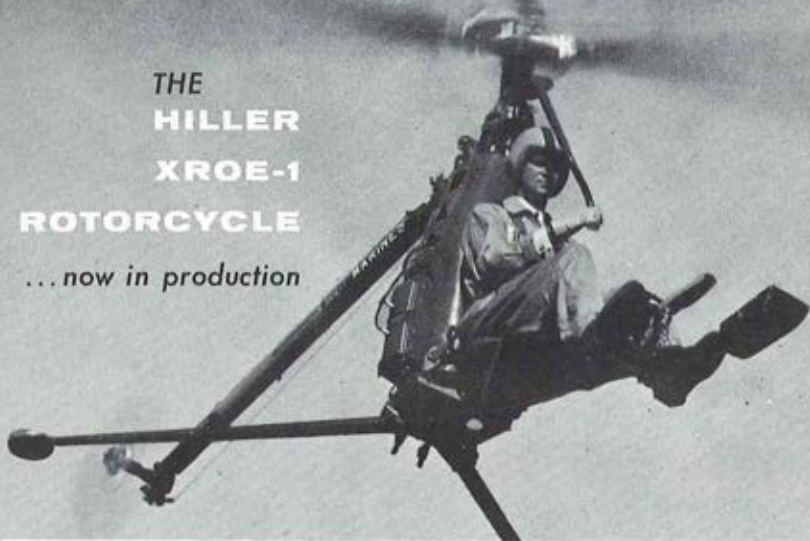
Each shelter carries its own *independent* supply of electricity, but can also plug into a central power source.

High priority combat messages flowing into the center from combat groups and other sources would be immediately available to the Army field commander. And the same network of communications lines carries his message with reflex speed to higher headquarters or to hard-hitting Army combat elements.

The new system, the *first* fully air transportable message center of its kind, is the result of 12 years of design and research.



**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.*

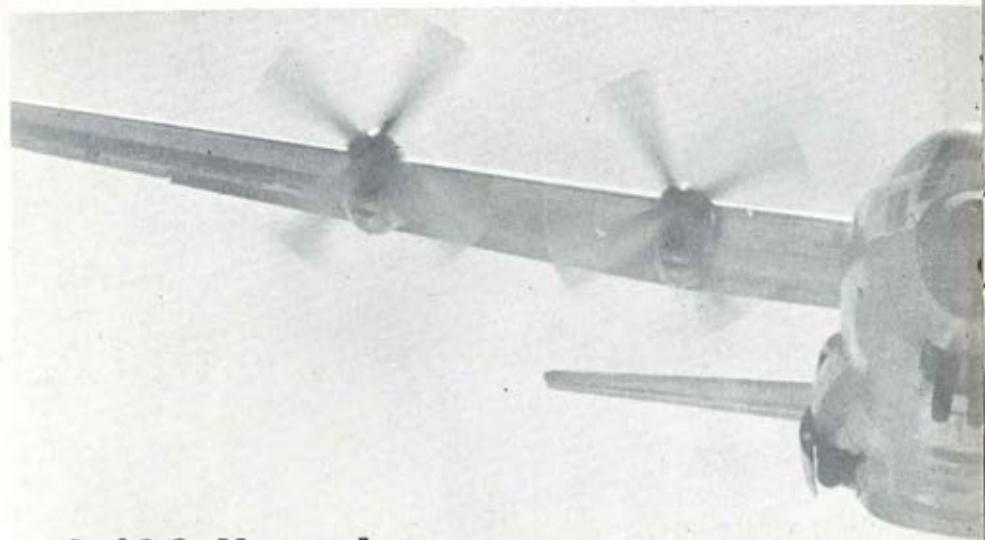
**In 1959 . . . watch for the HILLER ROTORCYCLE!**

HILLER



AIRCRAFT CORPORATION

PALO ALTO, CALIFORNIA - WASHINGTON, D. C.



# C-130 Hercules

## proven champion of U.S. Strategic Airlift

92 battle-ready troops can be flown in the C-130 HERCULES from U.S. bases to any trouble spot on earth—all the way, with no change of planes—in 24 hours or less.

Powered by 4 Allison Prop-jets, the HERCULES can land on or take off from short, rough fields, sand, snow and ice—a capability demonstrated dramatically in 2 years of world-wide USAF service.

Designed specifically for transport of troops, supplies, and supporting equipment, the C-130's crew and cargo compartments are air-conditioned and fully pressurized.

20 tons of pallet-loaded cargo can be winched in or out of the HERCULES in only 40 seconds—cutting normal loading/unloading time from 3 hours to 15 minutes or less.

The HERCULES' huge hydraulically-controlled 9-foot by 10-foot aft cargo door and mammoth cargo capacity will accommodate big missiles and ground support equipment.

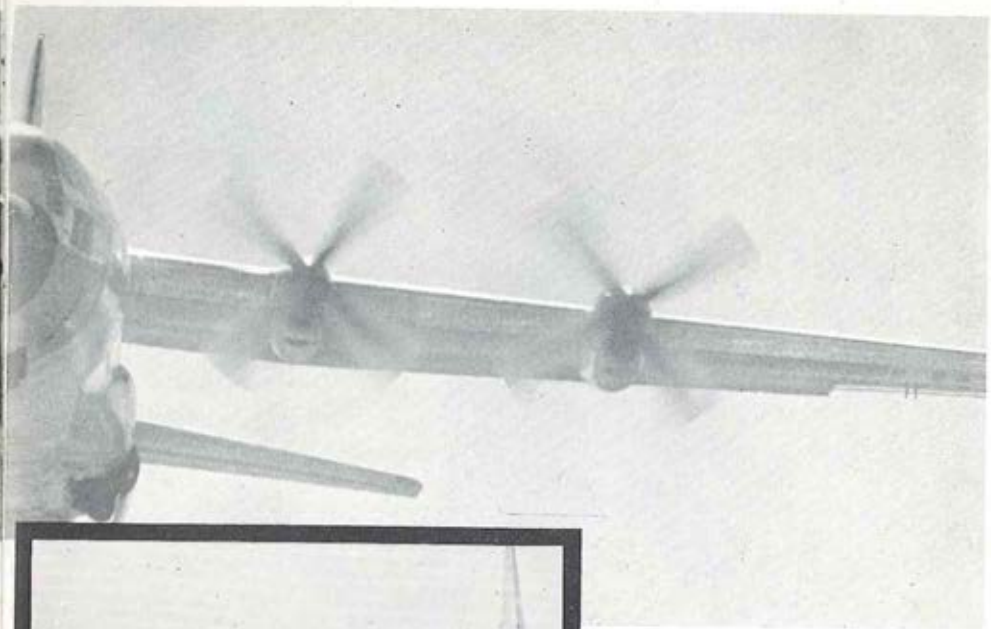
62-tons big, 6-miles-a-minute fast, the HERCULES cruises at altitudes above the weather to deliver cargo or troops to airheads over 3400 nautical miles away.

Recent events of world-wide importance have emphasized the unmatched strategic airlift capability of the Lockheed C-130 HERCULES. No other aircraft can do so many personnel/cargo hauling jobs so well, so fast, so economically. Now being produced in the world's largest aircraft plant under one roof, the HERCULES can readily be manufactured in accelerated quantities to meet the needs of our Armed Forces and give U.S. taxpayers more airlift per dollar.

## **LOCKHEED** *means leadership*

Lockheed Aircraft Corporation, GEORGIA DIVISION, Marietta, Georgia

PROP-JET TROOP TRANSPORTS/AIR FREIGHTERS • JET UTILITY TRAINERS/TRANSPORTS • NUCLEAR-POWERED AIRCRAFT • NUCLEAR PRODUCTS  
AIRCRAFT MODERNIZATION/MODIFICATION • GROUND HANDLING EQUIPMENT • MISSILE SUPPORT EQUIPMENT



During 11 days of the Middle East crisis 100 C-130s were the backbone of a 200-plane aerial armada that transported over 5,000 troops and 8 million pounds of cargo to the trouble zone.



The C-130 HERCULES can carry 90% of all known missiles in operational use today. It flies missile cargoes, support equipment, and personnel 3,400 nautical miles non-stop to launching sites.

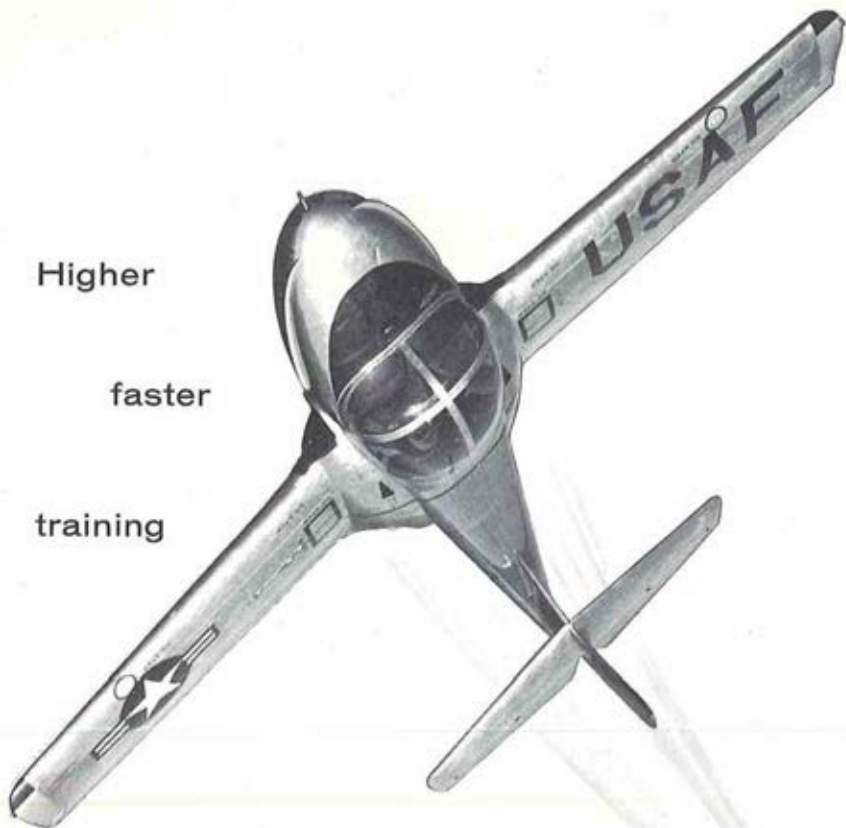




Higher

faster

training



in Cessna's

**T-37**

Cadets in the U. S. Air Force now get a faster introduction to jet flying. Sitting side by side with their instructors, they're quickly learning to handle Cessna's T-37—a new, high-flying trainer with the characteristics of a combat jet. As a result, cadets are trained faster and easier (at substantial savings) to assure America's future in the air. Cessna Aircraft Company, Wichita, Kansas.

*Cessna*

■ Planning for and establishing military requirements in military communication is a never ending research, development, and production cycle.

The past experience, as well as future scientific advances, are both of major concern in determining a valid military communications requirement. Commanders sometimes feel that the majority of effort in communications is directed only toward the future. Although this futuristic planning is necessary to maintain a comfortable military status in the present, tense world situation, such planning does little to help the troops in the field right now. The capability of pole to pole communication with sub-miniature equipment might be considered the ultimate, but this appears to be in the rather distant future.

### Seek Reliable LD Communications

It is hoped that all Army tactical units will eventually have the capability of *continuous* and *reliable* communications over *any* distance or area in which they may be required to operate.

One of the elements of a tactical unit which would frequently find itself communicating over long distances would be Army aircraft. "Eventually" seems always to mean "in several years", so what do we do between now and this unknown date in the future? Present capabilities provided by the use of FM radios, standard within the Army, are severely limited by line-of-sight conditions. As new concepts of tactical warfare are developed and new structures of organizations put into being, the range of communications at low altitudes required for efficient operation is being *constantly* increased beyond the capabilities of existing equipment.

Present concepts indicate a requirement for

---

## HIGH FREQUENCY COMMUNICATIONS

---

### WILL IT FILL OUR IMMEDIATE NEED?

---

a radius of reliable air-to-ground communications up to approximately 150 miles. One possible solution to the question of long distance low altitude communications in a tactical situation, as of now rather than in the future, is the use of high frequency radio equipment. To place such equipment in the field at an early date would require that a production item be obtained, one that is far enough advanced in the state of the art to be suitable for installation in Army aircraft.

The United States Navy conducted tests of the AN/ARC-39 (XN-2) installed in H-19 helicopters and found it suitable for their operations to ranges of 120 miles at extremely low altitudes. This equipment operates in the range of 2 to 9.1 megacycles and weighs approximately 40 pounds.

### Terrain A Major Factor

One would think that if this equipment is suitable for Naval operations then we might have the answer for Army tactical communications already in our hands. From the Army tactical standpoint, however, more diverse types



---

### ABOUT THE AUTHOR — CAPTAIN FRED G. HARRIS

Captain Fred G. Harris enlisted in the Army from the state of Idaho in July 1947, trained with the Signal Corp at Fort Monmouth, New Jersey and served as a microwave instructor until 1951. He was commissioned from Signal OCS in 1952 and graduated from flight training in 1953. After a short tour as a ground school instructor in the Aviation School at Fort Sill, came Helicopter School and Korea in 1954 —served as aviation officer in the 36th Engineer Gp (c) in Korea until present assignment in 1956 at the Army Aviation Board. A 3-2 pilot Capt. Harris has served the Aviation Board as administrative officer, adjutant, and is at present a test project officer and resides with his family at Fort Rucker, Alabama.

## COMMUNICATIONS/Continued

of terrain and weather conditions must be considered.

Installation configurations in both rotary- and fixed-wing aircraft *must* be investigated to determine if this equipment will meet the needs of the user in the field.

### Defilade Effects Studied

Further consideration must be given, from the Army standpoint, to the possibility of being required to operate in defilade at long distances from the units being serviced.

The answers to these and other important



### Milestone

Another milestone in aviation history was reached when Bell Helicopter Corporation's XV-3 convertiplane achieved 100% in-flight conversion of its tilting rotors in mid-December.

The full conversion was the world's first by a *tilting rotor, fixed-wing aircraft*, Bell claimed, and was achieved at an altitude of 4,000 feet and a 115-knot airspeed.

The speed is in the normal range for conversion from helicopter to airplane configuration. Maximum airplane speed of the XV-3, utilizing its present piston engine, is estimated to be 150 knots.

The convertiplane, developed for the U. S. Army, would more than double this speed capability in larger versions.

"The conversion climaxed a long-range development program by Bell, aimed at producing a propulsion system having high efficiency both for helicopter vertical lift and airplane high-speed flight," said Bartram Kelley, Bell's vice president for engineering. "The rotor-propellers are of a radical new design which open up vast possibilities," he added.

questions will be determined by the Board during the conduct of Project Nr AVN 2258. By conducting operational tests of the AN/ARC-39 at altitudes between 50 and 5000 feet and ranges from zero to 150 miles the information necessary to determine the suitability of this equipment for tactical Army use will be obtained. Operation during day and night conditions to include all types of weather with both fixed- and rotary-wing aircraft will be investigated.

One prime consideration is whether or not the use of low power high frequency radio communications will extend the communications range capability of tactical Army units beyond that presently available with the use of FM. If this should prove true, we must know under what conditions, if any, the equipment will be limited in range by terrain features or meteorological phenomena and its reliability from a user's standpoint.

This service test may provide the means for increasing our Army aviation capability.



### Snooper

A small turbojet and pilotless aircraft that can swoop over the battlefield to gather military information is one of the newest surveillance drones under Army development.

The drone—called *SWALLOW* and designated SD-4 by the Army—will use a variety of advanced techniques for military surveillance purposes, including radar, infra-red and photography.

The *SWALLOW* is being developed and produced by Republic Aviation Corporation's Guided Missiles Division for the Army Signal Corps under a \$25,000,000 contract. The contract calls for detail design and production of both the new drone and ground control units.



# 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.



# OPERATION DEEP-FREEZE

## THE IROQUOIS GOES INTO THE CLIMATIC HANGAR AT EGLIN FIELD



Before the Army puts its final stamp of approval on the Iroquois, it is being run through the toughest obstacle course ever devised for a helicopter. But the Bell HU-1A turbine powered helicopter was designed and built to meet the Army's exacting standards of performance and maintenance . . . now it is proving it.

One of the hard-fisted Army tests the Iroquois is being subjected to is the cold chamber test conducted at Eglin Air Force Base. Here it will be put into the climatic hangar and its performance checked under simulated operating conditions . . . in the deep freeze of  $-65^{\circ}\text{F}$ . After complete tests and evaluations have been made, the Iroquois will then go to Alaska for actual arctic testing.

Operational tests from the arctic to the desert . . . performance and stability tests . . . tests under simulated battle conditions . . . logistic support tests . . . the Iroquois is getting "the works" to prove its worth as a front-line vehicle. Proof again that the Army gets what it asks for . . . equipment "above the best."

FORT WORTH, TEXAS

SUBSIDIARY  
OF BELL AIRCRAFT  
CORPORATION

**BELL**  
Helicopter  
CORPORATION

■ The roles that Army aviation plays on the modern battlefield are many and varied, but the 1st Reconnaissance Squadron (Sky Cavalry), 16th Cavalry, has one of the most vital missions of all.

The flying Cavalrymen are the target acquisition means for one of the newest and most unique units in the Army today—the 2d United States Army Missile Command (Medium). The Missile Command is the largest

placed by the *Mohawk* and that the H-19's will be replaced by H-40's.

The *Missile Command Headquarters Company* has an *Aviation Platoon* that is assigned 17 aircraft for transport and resupply missions. They have 7 U-1A's, 4 H-34's, 2 H-19's, 2 H-13's and 2 L-19's. The *Field Artillery Missile Group* also has 2 L-19's, and the *Engineer Battalion* has 1 H-13.

All technical services in the *Missile Com-*

# Mission: Find It!

of several similar type organizations designed to carry out the Army's concepts for providing atomic fire support to Allied Forces, including NATO, and is the only one presently stationed in the United States.

## Firepower, Inc.

The Command is composed of all the arms and services which are built around the artillery firing units. The latter presently consists of two *Honest John Rocket Battalions* and one *Corporal Missile Battalion*. The free-flight *Honest John* rockets are supplemented with the greater range and flexibility of the *Corporal*, an all-weather guided missile with considerable tactical mobility.

An old axiom states that "before you can hit a target, you've got to know where it is." This is the mission of Army aviation in the *Missile Command* structure.

## Authorized 80 Aircraft

To carry out this mission, the Command is authorized some 80 aircraft, plus photo reconnaissance drones, and both radar and electronic means of target acquisition.

The *Sky Cav Squadron* is composed of a *Headquarters Troop* and four *letter troops*. All *Letter troops* with the exception of "A" are activated at zero strength. Each *letter troop* has fourteen aircraft authorized; 4 L-23's (Command), 4 L-20's, 2 L-19's and 4 H-19's. It is anticipated that the *Command L-23's* will be re-

placed by the *Supply Group*. Organic to the *Supply Group* is an *Army Aircraft Repair Detachment*, having the mission of supporting the aircraft in the command.

## Control Centralized

For control purposes, all aviation elements in the *Missile Command* are under the control of the *Command Aviation Officer, Lt. Col. Vernon L. Poynter*, who is also commanding officer of the *Sky Cav Squadron*. The *Headquarters Aviation Platoon* is commanded by *Capt. George J. Young*, with 21 pilots and 45 enlisted men in the detachment. *Headquarters Troop, Sky Cav*, is commanded by *Capt. Barrie E. Storrs*, and *Troop A* by *Capt. Glenn M. Ebaugh*. There are 31 pilots and 7 non-rated officers in the *Squadron*, and 261 enlisted men. There are 10 other pilots in the *Command*, some on ground duty and others in aviation assignments with other units.

## Just Getting Feet Wet

Like all other elements of the *Command*, the operation, structure, and function of *Missile Command* aviation is still in the testing stages. The embryonic status provides daily challenges for the flyers who describe their missions as both "varied and interesting."

The testing has also detected flaws in the organization. For example, the *Command Aviation Officer* has just recently recommended that all H-19's and H-13's be replaced with the H-40. This will provide a greater flexibility in helicopter operations, and will simplify maintenance which is now performed on so many different types of helicopters.

By Major Harold G. Waddell  
2d U. S. Army Missile Command



# Look at maximum quality and economy and choose Aero Commander 500!



the most versatile light utility transport at  
the lowest cost in the industry per pound of useful load!

THE AERO COMMANDER 500 provides multi-seat capacity in 177 cubic feet of cabin space, 2,150 pounds of useful load and a range of 1,100 miles! This outstanding combination of size, range, capacity, superior performance—and economy—is particularly well-suited to logistics support and many other military uses.

With its complete dual controls, the 500 is readily serviceable as a trainer. The adequate space of its panel allows full dual instrumentation for IFR training. And the famous AERO COMMANDER high-wing design provides unparalleled flight stability! All this

in an aircraft that cruises above 200 mph, has a service ceiling over 25,000 feet, possesses amazing single-engine capabilities and short-field flexibility.

The total concept of AERO COMMANDER design—high wing and empennage and rugged cabin construction—provides an important, extra measure of safety on rough terrain. Check the unequalled flight characteristics and performance records which have earned world-wide respect for AERO COMMANDER! They're all in the 500, plus maximum versatility at less cost per pound of useful load than any aircraft in its class!

WRITE MILITARY RELATIONS DEPT., BOX 176, BETHANY, OKLAHOMA, FOR COMPLETE DETAILS

AERO DESIGN & ENGINEERING CO  
BETHANY, OKLAHOMA  
Subsidiary of ROCKWELL-STANDARD Corporation

**AERO** **COMMANDER**

# ARMY AVIATION ASSOCIATION OF AMERICA, INC.

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

## Quarterly Meeting National Executive Board

Meeting in the Shoreham Hotel in Washington, D. C. on January 9-10, the National Executive Board held its third quarter meeting of the current membership year.

Participating in the two-day meeting were Col. Robert M. Leich, Pres.; Col. Robert R. Williams, XVP; Bryce Wilson, VPI; Howard E. Haugerud, VPP; Col. O. Glenn Goodhand, Treas.; Arthur H. Kesten, Exec Sec; and Col. I. B. Washburn (Ret.), Pres., Washington Region.

### FPPP

Following a guided tour of the Shoreham June 5-6 Annual Meeting facilities in the company of Maj. William P. Craddock, Facilities and Transportation Chairman, and a hotel representative, the Board devoted the remainder of the January 9th evening session to a review of the Flight Pay Protection Plan. Mr. Robert Shreve, representative of the underwriters, participated in the evening session.

## Annual Meeting

The January 10th a.m. session was devoted to presentations by the Annual Meeting Committee. Col. Washburn and Lt. Col. Gerald H. Shea, co-chairmen of the Annual Meeting Committee, and Lt. Cols. Joseph E. McDonald (Ret.) and B. A. Bache (Ret.), Publicity and Promotion Chairman, provided up-to-date reports on Annual Meeting planning.

### Proposals

The January 10th p.m. session was devoted to the Chapter, Regional, and individual proposals submitted to the National Executive Board for consideration. The proposals and the actions taken follow in order:

1) Waiver of the Fort Hood Chapter 60-mile jurisdictional limit. *Approved.*

2) Provision of Booster Lapel Insignia to each Member of a unit that achieves 100%

January, 1959

Renewal Status in the '59-'60 membership year. *Disapproved.*

The Board approved the extension of the Booster Lapel Insignia Program for the coming year and authorized the direct sale of these insignia to interested members at \$1.75 each, effective 1 April, 1959.

3) Provision of 100% of the Regional and Chapter refunds to the organized Chapter activities during the '59-'60 membership year. *Disapproved.*

4) Provision of 100% of the Regional and Chapter refunds to the organized Chapter activities during the '59-'60 membership year, less a specified amount to underwrite the sundry expenses incurred by up to four (4) Chapter delegates attending the 5-6 June 1959 Annual Meeting. *Tabled until 11 April 1959 Quarterly Meeting.*

5) Transfer of the State of Wyoming from the Northwest Region to the Midwestern Region. *Approved.*

6) Waiver of the Quarterly Regional Membership Meeting requirement for the members of non-21 Regions. *Approved.*

7) Approval of the sale of AAAA Scotchlite Car Trunk Emblems by the organized Chapters of the AAAA. *Approved, with the stipulation that the Chapter purchase the Emblems from the National office, pay for such emblems in advance, sell them at a universal cost of 50c each, and deposit all profits resulting from such sales in the treasury of the Chapter.*

8) Provision of a Chapter or other form of tangible recognition to the organized Chapter and Regional activities by the National office. *Tabled until the 11 April 1959 Quarterly Meeting pending further investigation by appointed National Board representatives.*

9) Authorization of the State of Georgia to create a separate Regional activity upon its

attaining the normal Regional requirements. *Approved.*

10) Dissolution of Regional Executive Boards in the coming membership year, such Boards to be temporary and Chapter-staffed as the need arises. *Disapproved.*

*The National Board approved the continuance of organized Regional activities and the dissolution of Regional (or Area) recognition and status in those Areas that have not pursued Chapter activity, effective 1 April, 1959.*

11 Additional reimbursement to Regional/Chapter activities that schedule an educational meeting involving industry or civil aviation speakers. *Disapproved.*

12) Requirement for Regional/Chapter activities to schedule two or more optional meeting dates for educational meetings involving industry or civil aviation speakers. *Disapproved in context. The Board recommended that this be a suggestion to Regional/Chapter activities, rather than a requirement.*

13) Establishment of responsibilities for the tabulation of ballots received in conjunction with the coming National Board election.

*The Board established a Tabulation and Verification Committee composed of Lt. Col. Samuel Freeman, Pres., Eastern Area; Jackson E. Beighle, VPI, Northeastern Area, and Arthur H. Kesten, Exec Sec.*

14) Discontinuance of the "Student Member" category of membership. *Approved.*

15) Requirement that Chapter/Regional/

National social-educational meetings be limited to AAAA members in good standing, except that social meetings may be attended by non-Members upon the payment of a higher per capita fee than is charged the individual AAAA Member. *The Board disapproved that part of the proposal pertaining to the Chapter and Regional activities.*

16) Definition of the "term of office" of all current Chapter, Regional, and National officers. *The Board defined the "term of office" as ending at a transfer of office ceremony to be held each year at the Annual Meeting of the Association.*

17) Establishment of a sustaining By-Laws Committee. *The Board appointed a three-member By-Laws Committee.*

18) Approval for the Presidents of organized Regional activities to serve out their remaining term of office on the National Executive Board as "Members-at-Large" following their mid-term PCS to another Region of the AAAA. *Disapproved.*

19) Approval of action to insure the life of the Executive Secretary as outlined in Section 4.7114 of the By-Laws. *The Board authorized the Executive Secretary to secure \$20,000.00 insurance with disability benefits as paid for by AAAA funds, said insurance policy to specify that the entire proceeds of the coverage to be made payable to the AAAA upon the death or disability of the Executive Secretary.*

20) Approval of a revised subscription rate

---

## MILITARY AVIATION PLACEMENT SERVICE

AAAA Members may apply for a specific position by requesting a Qualification Resume from the AAAA. Resumes, when completed and received, will be reproduced for forwarding to the specific Box Holders requested by the applicant.

**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.

**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.

**MAJOR**, age 46, retiring from service August 1959. 12 years' experience in all phases of Army aviation, including airfield management, 3,000 hours total time (fixed/rotary wing/float). College graduate, married, traveled extensively, superior health. Seeks position as aircraft military sales representative or commercial airlines representative. Write AAAA, Box 1, Westport, Conn.



for the basic periodical provided to the Members of the AAAA. *Approved.*

21) Action to initiate a formal contract between the AAAA and the Publisher of "ARMY AVIATION" in regard to the long-term provision of the basic periodical to the Members of the AAAA. *Approved, said contract to be submitted by the Publisher for approval by the National Executive Board.*

### Other Actions Taken

**Awards Committee:** The Awards Committee submitted its plans for the criteria and selection of candidates for the *James H. McClellan Award* and the *AAAA Award* to the *Army Aviator of the Year*.

**Program Review:** The Executive Secretary submitted up-to-date reports on the following:

**Industry Membership Program:** Twenty-one current firms enrolled as Industry Members.

**MAPS:** Revisions to the existing *Military Aviation Placement Service* were reviewed and approved by the Board. The Executive Secretary was directed to periodically outline this Program to new Members through the use of descriptive information in the basic insert.

**Booster Lapel Insignia:** 169 Boosters had been issued Insignia for securing one or more new AAAA members.

**Scotchlite Car Trunk Emblems:** Five thousand emblems were ordered from the Tadco Company, Gloucester, Mass., for delivery in mid-February and for issuance to each new and renewal Member in the '59-'60 membership year.

**Accidental-Death Insurance:** The possibilities of such insurance appear bright and were discussed in the January 9th evening session.

**Directory:** The Executive Secretary reported that additional time was required to determine and then prepare the invitations to interested parties. The Board authorized an extension of time providing for the publication and distribution of the *Directory* on or before the June 5-6 Annual Meeting.

### Car Trunk Emblems

The initial issue of the Association's new *Scotchlite Car Trunk Emblem* was forwarded to the National, Regional, and Chapter officers in late January. This initial issue of the attractive 4-color Association emblem was a basic part of the supplier's initial sample run of 200 emblems.

The emblem, approximately 4" in diameter and printed in *red, blue, and gold on silver* wide-angle, pressure-sensitive *Scotchlite*, is intended for member usage as a car trunk em-  
airplane flight.

### A BIG ONE!

Shown chatting at a recent Washington Region Cocktail Party, Dinner-Dance held at the Navy Club, Bethesda, Md., are, left to right: Col. Robert M. Leich, President, AAAA; Col. I.B. Washburn (Ret.), President, Washington Region; Brig. Gen. Richard D. Meyer, Deputy Chief of Transportation for Aviation; and Lt. Col. Gerald H. Shea, President, Washington Chapter. The four members joined with some 220 members, wives, and guests in supporting (and enjoying) the Region's first '59 social get-together. All felt that Col. B. A. Bache, Social Chairman, and Joe and Madelaine McDonald, his hard-working cohorts, did an excellent job in coordinating this post-New Years' party.



blem, rather than a bumper decal as originally planned.

Renewal members may anticipate the receipt of this emblem along with their *renewal* credentials for the coming April 1, 1959-March 31, 1960 membership year. New members joining AAAAA after April 1, 1959 may expect the same in their credentials envelope.

### Northeastern Area

A stepped-up Winter-Spring educational-social meeting program is planned by the *NORTHEASTERN AREA*. With an AAAAA and 94th Inf Div (USAR) combined Christmas Party behind it, the *Area* looks forward to a coming "Movie Night" - *History of Army Aviation* and *Flying Soldiers* as the hoped for double-feature.

Lt. Col. James E. Murphy, Area President, outlined plans for several Christmas parties for children in December '59, this project being the combined goal of the *AREA* and the *MASSACHUSETTS CHAPTER* membership.

### MAPS Extended

The AAAAA's *Military Aviation Placement Service* has been amplified within recent months. Two basic changes: Specific job openings will be listed in the AAAAA insert by interested firms by Box Number, and AAAAA Members availing themselves of the Service may now place a 50-word "Position Wanted Listing" in the insert for a three-month period.

### Ft. Benning Board



Following a recent Chapter meeting, newly-elected officers of the FORT BENNING CHAPTER of the AAAAA pose for a formal photograph. Left to right (sitting): Maj. Robert W. Kolb, VPA; Lt. Col. Gerald L. Hough (Pres); Maj. Orman E. Hicks (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).

### AAAA Calendar

- January 10, 1959. Quarterly Business Meeting. National Executive Board. Washington, D.C.
- January 10, 1959. Cocktail Party, Dinner-Dance sponsored by *Washington Chapter* for *Washington Region* members. 6:30 p.m. Navy Club Bethesda, Md.
- January 21, 1959. Membership Business Meeting (tentative). *Fort Eustis Chapter*. Fort Eustis Officers Club.
- January 23, 1959. Membership Meeting Stag Cocktail Party. *USAREUR Region* Members. 5 p.m., Seventh U. S. Army Officers Club, Stuttgart, Germany. Dress is either uniform or civilian clothes. Regional members and guests invited.
- February 7-8, 1958. Fly-In Get-Together, Steak Fry, Membership Meeting, sponsored by the *Fort Hood Chapter* for all Texas AAAAA Members. FLYING L. RANCH, Bandera, Tex. (Field can accommodate 65 acft!). RON's encouraged. Guest speaker from Bell Helicopter Corp. on Sunday a. m. (See story for add'l details).
- February 14, 1959. Business and social meeting. *Vicenza Chapter*. ARTU Hotel, Vicenza, Italy.
- February 20, 1959. Dinner and Business Meeting (Stag), *Fort Benning Chapter*. All members invited. Steak dinner, industry guest speaker, entertainment after business meeting. The Patton House, Sand Hill Area, Fort Benning, Georgia.
- February 20, 1959. Dinner-Dance, sponsored by *Combined Test Activities Chapter* for *Alabama Region* members. Planned entertainment. Officers' Open Mess, Fort Rucker, Alabama.
- February 20-22, 1959. Chapter Membership Meeting. *Stuttgart Chapter*. Berchtesgaden, Germany. Sponsor: 7th Army Aviation Group.
- March 16-21, 1959. Membership Business Meeting - Social Stag. *Seoul Chapter*. Date to be set. Seoul, Korea.
- June 5-6, 1959. Annual Membership Meeting for AAAAA Membership, Shoreham Hotel, Washington, D. C.

## MAPS (Continued)

The *Service* can and does work. Several Army aviation personnel, upon separation from the service, have already secured employment through *MAPS*. We encourage you as an *AAAA* member to assist the organization by calling this *Service* to the attention of interested industry personnel and members.

### A Unique First

Coming up with a unique first, the *FORT HOOD CHAPTER* published its own December "*AAAA News*." Summarizing Chapter plans and goals, the mimeographed *Bulletin* is an excellent endeavor, and in disseminating information on National Board activity directly to the Fort Hood membership, as received through the National Board "Info Letters" to the Chapter President, the 2-page *Bulletin* accelerates Association information that cannot be reproduced in this medium.

### Reminder

The Association *By-Laws* state that the residues existing in the treasuries of organized Chapters and Regions, if not expended, *must*

## Membership by Area/Region

(Top 8 of 18 Areas Only)

Area Region	Apr 1 Jun 30	Jul 1 Sep 30	Oct 1 Dec 31	3/4 Total
Alabama Region	249	99	190	638
USAREUR Region	274	56	92	422
Southeastern Area	147	49	60	256
USAFPE Region	152	41	27	220
Texas Area	80	28	96	204
Washington Region	152	25	20	197
Mid-Eastern Area	109	38	25	172
California Region	102	22	43	167

\* 3/4 Total does not necessarily reflect current membership in any given area; it represents the number of new and renewal memberships initiated in each area during each membership quarter.

be expended in a social activity embracing the Chapter/Regional membership prior to March 31, 1959. The residues are comprised of National refunds based upon Chapter/Regional membership - *your* money.

The National Executive Board wishes to emphasize that Chapters and Regions are *not* to amass year-to-year treasuries, and that residues *must* be returned to the members' benefit in some way. If your Chapter/Regional Board has been lax in scheduling a Jan-Mar Get-Together, *get on 'em!*

## SCRAPBOOK SNAPSHOT

29th Division Aviation Section  
Maryland-ARNG  
Baltimore, Md.



The First ARNG Aviation Unit to go 100% *AAAA*, KNEELING (L-R): Lt Marvin H. Ebaugh & Lawrence E. Williams; Capt William S. Goodhand; Lts William M. Hayes, Charles D. Davis, & WO JR Root. STANDING: Lt George W. Gorsuch; Capt Theodore L. Prevost; Lts Bernard L. Hagberg, Clarence J. Wangerin & Otis H. Kirk; Capt George DP Patterson; Lt Col George W. Brooks, Jr. (AO); Maj Fred S. Kuttesch (Advisor); Lt Clarence M. Erickson, (13 Dec 58).



## Fort Hood Chapter Schedules First Fly-In Get-Together

Going first class, the **FORT HOOD CHAPTER** has scheduled the AAAA's first social-educational "Fly-In Get-Together" for February 7-8 at the *Flying L Ranch*, Bandera, Tex. One of the finest Guest Ranches in the U.S., the *Flying L* can accommodate 65 aircraft. If you are in an HCL (High Cost of Living) area, listen to this: the \$10.00 per person weekend tab includes three meals (Steak dinner, Sat. night, and Breakfast and Lunch on Sunday) as well as RON accommodations in 5-man cottages (2 baths-living room w/wood burning fireplace-2 bedrooms).

*Programming:* social on Saturday night; a guest speaker from *Bell Helicopter* will address the members in attendance on Sunday a.m. If you are in, at, or near Bandera on the 7th of February, plan to take part in this "Get-Together."

Reservations should be sent to *Lt. Col. Vernon L. Poynter, Pres., FORT HOOD CHAPTER*, Hqs, 1st Recon Sqd, 16th Cav, Ft. Hood, Texas.

## New Industry Members

### AERO DESIGN & ENGINEERING COMPANY

Julian Prade, Vice President, Military Relations  
J. H. Sorrells, Contract Administrator  
Jim Watson, Service Manager  
Paul Mead, Factory Manager  
Charles Cresswell, Quality Control Manager  
John Haller, Chief Liaison Engineer  
Don Long, Project Engineer  
Kenneth Hale, Project Engineer  
Ralph Rutledge, Spare Parts Manager  
R. C. Duffie, Washington Representative

### McDONNELL AIRCRAFT CORPORATION

J. F. Aldridge, Vice President, Customer Service  
Charles M. Forsyth, Manager, Customer Service  
T. A. Clark, Asst Mgr. Customer Serv. Helicopters  
A. E. Lombard, Jr., Director of Research  
Kendall Perkins, Vice President, Engineering  
F. L. Doblhoff, Chief Engineer, Helicopter Engr. Div.  
L. R. Novak, Project Engineer, Preliminary Design  
K. H. Hohenmemser, Chief Aero Mechanics Engr.  
L. M. Weeks, Chief, Preliminary Design  
J. Dobronski, Experimental Test Pilot

## SCRAPBOOK SNAPSHOT

## Fort Hood Charter Members Pre-Fly-In Get-Together Fort Hood, Texas



31

100%



1ST ROW (L-R): Capt MD Tate; Maj: MM Schumacher & HG Waddell; L/Col VL Poynter; Capts LD Rollens & JS Hanna, Jr.; Maj PA Stockton, Jr.; Capt RM Cunningham. 2ND ROW: Lt JD Ecrette; CWO JL Hueser; Capt N Smith; Lts ER Kethley, L Fioretti, Jr., RG Legener, WB Erb, & CC Tidmore. 3RD ROW: Lt DA Butler; Capts CW Smith & A Gore, Jr.; Lts CE Hover, CK Killough, RR Steves, JL Williams, & JA Means; Capt GJ Young. 4TH ROW: Capt EE Waldron; CWO AJ Lee; Lt DA Champlin; Capt EW Burrese; CWO RD Jackson; Lts Winn; DH Boerner; CWO TN Tolbert.

## Vicenza Chapter Activated

The Association's 18th Chapter, the *VICENZA (ITALY) CHAPTER*, held its initial organizational meeting on 5 December, some 32 Members attending the activation meeting.

Elected to office during the meeting were: Pres: *Lt. Col. Joseph L. Gude XVP: Albert B. C. Davis, Jr., VPA: Capt Bernard D. Thompson; VPI: Capt. Joseph F. Bellochi; VPP: Lt. William M. Templeton; Treas: Lt. Robert S. Sands; and Sec: Lt. Thomas O. Hardy.*

The first AAAA Chapter to be activated in Italy, the *VICENZA CHAPTER* plans a February meeting as soon as the necessary hotel arrangements have been made.

## Organize Seoul Chapter

Meeting in early December in Seoul, Korea, USAFFE members activated the AAAA's 19th Chapter, the *SEOUL CHAPTER*.

Representing members of EUSA, KMAG, Eighth Army Aviation Maintenance, the 4th Missile Command, the 6th Trans Co (Lt

## The First 3,000

ARMY:		
Officer .....	2,099	(70%)
CWO - WO .....	387	(13%)
Enlisted .....	25	(1%)
Total, Active Army Members .....	2,511	(84%)

ARNG:		
Officer .....	140	(4%)
Enlisted .....	10	(1%)
Total, Army National Guard .....	150	(5%)

USAR:		
Officer .....	58	(2%)
Enlisted .....	2	(-%)
Total, U. S. Army Reserve .....	60	(2%)

CIVILIAN:		
D/JA .....	34	(1%)
Individual .....	55	(2%)
Industry Members .....	190	(6%)
Total, Civilian Members .....	279	(9%)

Heprtr), and the 49th Med Det (Hel Amb), the third USAFFE Chapter returned this slate following an election at the business meeting: Pres: *Maj. Charles G. Walts; XVP: Maj. Robert J. Jeffrey; VPA: Lt. Col. Charles T. Franchina; VPI: Lt. William W. Redman, Jr.; VPP: Capt. John D. Roberts; Treas: Capt. John R. Dome; and Sec: Capt. Peter W. Moore.*

# SCRAPBOOK SNAPSHOT

## A Troop, 16th Sky Cavalry Vicenza Chapter Members Vicenza, Italy



First SETAF Aviation Unit to go 100% AAAA, FRONT (L-R): CWO Dorsey Battle, Jr.; Lt Richard D Baker; Capt Charles S Francis (Exec); Lt Thomas O Hardy; Capt Joseph F Bellochi, CWO Rex H Chambers. REAR: Lts James A Kilgore & Wilfred H Wittekind; Capt Albert B. C. Davis, Jr. (CO); Lt Richard A Isbell; CWO Landrum W Trammell. Missing: Lt Lloyd K Adams; CWO Edward Schnell. (USA photo/Reed/15 Dec 58).

**TOPPER:** Combining Christmas spirit with a training exercise, an Army H-34 Choctaw of the 82nd Aviation Company, Ft. Bragg, N.C., airlifted a 40-foot spruce from the Reservation carrying the king size tree four miles to Division Headquarters. Strung to the helicopter with 75 feet of manila hemp, the tree was pinpointed into a six-foot hole on the headquarters lawn. Jobs done, the pilots—CWOs Teller Driggers and Andre Carson—then watched as the Engineers took over. In short order, said unadorned tree was quickly strung with wires, lights, and decorations.



**LAST PICKUP**—Destined for an Army installation in Europe, the last Cessna TL-19D, two-place instrument trainer, was recently picked up at the Cessna plant in Wichita. Ken Bricker (left), Cessna production specialist, is pictured with Lt. David A. Seagrave and Capt. Gerald E. Royals of Fort Riley, Kan. Lt. Seagrave piloted the final TL-19 from Wichita to Decatur, Ill., for pre-USAREUR installation of radio and electronics equipment, and was accompanied by Capt. Royals, who accepted delivery on the next to last airplane.

**KAPA**—Jack Smith, Master of Ceremonies for the nationally televised show YOU ASKED FOR IT, receives the congratulations of Charles Kirchner, Vice President, Public and Industrial Relations, Kaman Aircraft Corporation, after learning to fly the Kaman HTK remote control helicopter, during sequences filmed for the show. At the conclusion of the two-day filming, Smith was awarded the insignia of the "Kaman Armchair Pilots Association," an organization of persons who though they knoweth not that they can flyeth doeth.



**FIELD TRIP**—James A. Carmack, Jr. (left), Lockheed Military Representative, describes a new tilt-wing aircraft under study by his company to Col. Luster M. Vickrey, First US Army G-3 (Plans & Training) and Lt. Col. Gordon L. Kinley, First US Army Aviation Officer (right), during a recent visit to Headquarters, First US Army, at Governors Island, N.Y. The Lockheed CL-379 (described in AA, Nov 58) incorporates the use of an adjustable tilt-wing mechanism and extensive wing flaps to permit both VTOL and STOL performance.





# USAREUR REPORT

■ I hope the number of pilots in USAREUR who are meeting PEB's for failure to meet semiannual minimums is limited to a few recent arrivals who will be writing to former stations for evidence to support a waiver. I recently heard of three aviators who arrived in December with no night time and seriously deficient in other minimums. As I have stated before, it is very hard for a pilot to make up his deficiencies in the last month right after his arrival in USAREUR. If you cannot get an airplane at your former station *make the operations officer put a statement on your Form 759.* If any station in CONUS gets a pilot from USAREUR who is seriously deficient in a proportionate part of his minimums I would like to know about it.

## Plan For Emergencies

■ By the time this is printed everyone will be aware of the latest unfavorable publicity one of our aviators managed to gain when he became lost. It is very easy to sit in a warm room and think of what the pilot should have done, but it's another thing to be certain you would not get into a similar situation and make the same mistakes.

*Training and prior thought about emergency action* are the only sure ways to avoid losing your plane or life when things go wrong in the air. Pride is fine but do not let it delay your letting someone know you are in trouble. At the time this is being written we can only surmise what happened so I will stop before I make a statement I cannot support.

## On the Ball!

■ *Colonel Wood*, Aviation Officer Seventh Army, and I had a good visit with the Combat Aviation Company of the Third Infantry Division in early December. *Lt. Col. Rawlings*, *Maj. Feldt*, and the other personnel of the unit are to be congratulated on having an outstanding unit. Pilots are not only getting supervised aviation training but also planned training in other duties of Army officers. Over 80% of the pilots have been instrument qualified by either school or unit training.

By Col. Warren R. Williams  
Aviation Officer, Hq, USAREUR

■ Taking people for their first ride in an airplane or a helicopter is great fun. Unless the passenger is an authorized one, use of Army aircraft for this purpose is not recommended. Two pilots paid \$150 each not too long ago for the ride they gave to a young lady. It would have been much cheaper for them to have rented a civilian airplane. Check the nearest civil airport in case you are interested in taking some of the local citizenry for a hop. The above quoted rate for use of Army aircraft is in no way guaranteed. Some commanders may have a *higher* rate.

## Time Out for Comparison

■ In November, *Lt. Col. Oldman*, Army Aviation Officer of the British Army Forces in Northern Germany, visited USAREUR and Seventh Army. The British Army has its own aviation now. Their program is similar in many aspects to our Army aviation. Some of the problems they are experiencing no longer exist in our aviation; however, I had to admit that we could not suggest a solution to some of the other problems he mentioned. After our comparison of ideas and problems, *Colonel Oldman* went to Stuttgart where he was briefed on Army aviation in Seventh Army and visited the Seventh Army Aviation Training Center as well as one of the helicopter companies.

## Coincidence

■ Two days after going to a Safety Meeting at Seventh Army at which we previewed the excellent material from the Safety Board on "*I Can Set It Down Anywhere*," we had an officer prove he could do it too. Luckily he got away with it, but he will attend a special showing of the material for failing to close his flight plan. I want to extend my congratulations to the Safety Board for an excellent assist to the Safety Program and to recommend the kit to all aviation units.

■ I hope readers of this magazine will not mind my use of this column to hit at some of my pet gripes. In the last few months I have heard several confidential allegations against various Army aviators which, if true, cast doubt on the value of that aviator to the Army as an officer. Attempts to prove these allegations have run us into a blank wall because close examination proved the allegations based on rumor or suppositions, instead of personnel knowledge.

If one is not prepared to back up his allegations under oath he should not make them, nor should one insinuate improper conduct on the part of another unless he can prove it. Passing along gossip only serves to lower the impression of the passer in the mind of the receiver. I always think that anyone who passes gossip to me will be just as quick to pass on gossip about me.

—Col. Warren R. Williams  
Army Aviation Officer  
USAREUR

General Ernest F. Easterbrook's January, 1959 informal letter (TRENDS) will appear in the February, 1959 issue. Major Harrison A. Morley is on TDY and the monthly Army National Guard column (BUREAU DRAWER) will return at an early date.

### Senior TC Officers Attend Aviation Indoctrination Confab

Attending a two-week pilot conference, seventeen senior transportation officers and one civilian completed the first *Senior Officer Aviation Maintenance Indoctrination Conference* at the U.S. Army Transportation School, Ft. Eustis, Va.

Subsequent conferences, to be attended by key transportation officers from all parts of the United States, will be held at frequent intervals to provide current indoctrination in the Army aviation maintenance and supply program. (See group photo below.)

## SCRAPBOOK SNAPSHOT

### Senior Transportation Officers Senior Officer Aviation Maintenance Indoctrination Fort Eustis, Virginia

33



FRONT (l-r): Cols William I Calhoun (USATTC), Cornelius J Rinker (3rd A), Theodore D Kern (ARAD-COM), & L. W. Brenneman (Gulf Term Comm); Brig. Gen William B. Bunker (TSMC); Brig. Gen. A. W. Lyon (Commandant, USATS); Cols Franks Adams (USATTC), Theodore J Rathje (1st A) & Robert N Crowford (TSMC). BACK: Col Harley D Brown (Atlanta Gen Dep); Capt Darwin D Beauchamp (TSMC); Col Charles A Leavitt (1st Log Comm); Mr. Wendell E Maulding (TSMC); Col Edwin R Lodge (USATTC); Lt Cols Harry I Fernandes (Atlantic Term Comm), Yancey H Bivings, Jr. (USATTC), James D McNally (2nd A), & James E Reynolds (5th A). MISSING: Col C. F. Brittain (4th A). (US Army photo/Williams/

# MAINTENANCE TIPS . . .

. . . Mike Button

MIKE BUTTON, P. O. BOX 209 MAIN OFFICE, ST. LOUIS 66, MISSOURI.

## DOUBLE TAKE!

In November's column, article entitled, "Procedure on Phoned Requisitions," Ole Mike gave out the poop that the correct procedure to follow for phoned and letter requests would be found in *DA Circular 725-13*. Well, as Mike's columns are written in advance, I did *not*, at the time of writing November's column, have any idea they'd do a switch.

The *DA Circular 725-13* has expired and the news reached my desk well after press time. So, any future questions you may have relative to the procedure to follow, check *AR 711-16, paragraph 15*.

*S. L. 58-58, 13 August 1958* will be revised, accordingly, on a future date.

## THE IRONY OF THE SAFETY BELT

Safety Belts, as the name implies is a safety gadget; however, reports from the field indicate that there is a certain amount of lackadaisicalness about fastening the seat belt across the seat when *not* in use. Also, be sure it's tight across the seat, not floundering around.

So, add this to your dash 1: "*When entering the aircraft be sure that the safety belt is fastened (if the other seat is not occupied) to preclude fouling the controls.*"

## BIRD DOG ENGINE TIME UPPED

Several months ago all field activities were informed by TWX that the operating time of 0-470-11 engines installed in *Bird Dogs (L-19)* would be increased from 1000 hours to 1200 hours on the A & Es for a probationary period of 90 days.

So, since no exceptional malfunctions of either the engines or the accessory sections were reported during the period, it's official.

In the interim period make a note in the *dash 6 handbook* that the operating time on the 0-470-11 engines has been increased to 1200. *TM 1-1L-19A-6B* at the time of next revision will include the new time allowed.

January, 1959

## OTTER (U-1A) EXTENSIONS

Periodics for YU-1 and U-1A aircraft have been revised and extended in the new *TM1-1U-1A-6*. Periodic inspections are now required at the expiration of 100 hours instead of 50 flying hours as previously published.

Section V, Special Inspections, were grouped together in the change, e.g., items formerly accomplished at the 4th periodic should now be accomplished at the 2nd periodic inspection, etc.

Another step forward to give organizations using *OTTER* aircraft a greater percentage of availability due to significant reduction in manhours required to pull maintenance inspections.

## NEW —20Ps & —34Ps

Now that everyone concerned with good Army Aviation Maintenance has had a chance to eagle eye the "New" dash 20Ps and the "New" dash 34Ps (Engine & Airframe), just what good constructive criticism do you have to offer? We of TSMC know that they are not 100% perfect but with a little help we can make them as accurate as is humanly possible.

So, should you find these *TMIs* a little off shade in certain spots, don't kick 'em in the teeth or throw them in "File 13."

Instead, send a *DA Form 2028* or a *UER* to *TCSMC-E* through appropriate channels if you feel something got goofed, but *don't deviate from the manual* until you get specific authority to do so, (Mike can & will help, too).

Speaking of helping us to help you get better and more accurate publications, I would like to add one last thought: *these manuscript proof copies, including the changes, are being forwarded to all interested and using elements in the field for review and comments.*

So let's have it. Nobody's going to get a "Piece" of you, if you offer good constructive criticism, but don't "nit" pick, no one likes that. These publications are a big problem to



## MIKE BUTTON/*Continued*

us as well as you and believe you me it's bigger than both of us, but working together we can and will cut it down to our size.

### ENGINE INHIBITION

Old Mike doesn't want to poke the proverbial fickle finger at anyone, all I want to do is call your attention to a very important thing which is being overlooked by a few maintenance people. We of TSMC have a requirement of the overhaul activity in that he's gotta fill out a Form 634, "Disassembly Inspection Summary," every time he breaks down an aircraft engine to overhaul it. This form tells just what he did to the engine including replacement parts.

One really striking thing has been recurring on these 634's and it's not the overhauling activity's fault; it's the people who are preparing the engine for shipment to the overhauling agency. *We are constantly being charged for replacing jugs and other assemblies because, as the filled-in form states, "Engine corroded," "Cylinder Assemblies rusted," etc., etc., etc.*

Now that means only one thing—it means that when an engine is removed and subsequently crated and shipped to the overhauling activity, it is not inhibited correctly or not inhibited at all, at all. It is a fact that some engines, destined for overhaul, have been stored in warehouses for 3, 4, and 6 months and everyone knows what will happen to an

engine which has not been inhibited or prepared for storage properly. So, let's all try to save on the maintenance overhaul of engines repair bills and inhibit those engines properly before you crate them for shipment.

### RAVEN (H-23D) CHARACTERISTICS

Are there any question in pilots' minds as to why the sink rate in the D is greater than in previous Raven models? Listed below are a few reasons that old Mike would like to call to the attention of all eggbeater jockeys:

1. 200 lb. increase in gross weight.
2. Increased main rotor RPM under power to 370 RPM with red line at 395 RPM. (Note: This increase in rotor speed is an advantage; however, autorotation sink rate increases with increased rotor speed). Consequently, when you gotta autorotate you start with a higher RPM.
3. The collective stick has change relative position to afford a comfortable "feel" to the pilot throughout the normal operating range. Check the full collective position and compare with previous models—A Bit Higher, eh, what?
4. Metal Blades.

One last operation point — During your flare, which is quite different, feed in a bit of collective to keep that RPM in line and to reduce the sink rate.

Informationally yours,

*Mike Button*

### 31st Helicopter Company Renders Close Support to Infantry

■ Modest fellows that we are, we hesitate to remind everyone that the 31st *Trans Co (Hel)* is the hottest, most experienced outfit in the CONUS. Not only that but we'll use the old cliché, our kids can lick your kids!

The unit completed its last ATT in June and we're presently going hot and heavy supporting Infantry School missions here at Ft. Benning as well as conducting a sustaining transition program for our more recently-assigned pilots.

#### Shining Examples

Of interest is the fact that the Canadian Army has loaned us the services of *Leftenant George W. Reilly* and we fascinate him as much as he does us. Despite the rumors, the unit

did not participate as a group in any exercises or deployments last year. Some of our personnel who were at Desert Rock VII and VIII last year still glow in the dark, however, and they come in handy on night missions.

#### VIPs A-Plenty

Our Infantry School association brings about regular VIP runs, *Maj. Gen. Paul L. Freeman* (CG of Fort Benning), *Crown Prince Constantine of Greece*, and *Admiral Sir Richard Denny* (British representative to the NATO Standing Group in Washington) being a few of the many dignitaries we've airlifted.

*Brig. Gen. Richard D. Meyer*, Deputy Chief of Transportation for Aviation, visited the unit during a recent world-wide Infantry Conference, receiving a plaque proclaiming him to be an *Honorary Member* of our unit.

—Capt. Thomas M. Stedman



# ARMY AVIATION IN THE CANADIAN ARMY

■ Although the snow here at *Rivers Camp, Manitoba, Canada*, is piled in ten foot drifts and at times the thermometer stands at 15 below, I can't ignore the editor's cheerful invitation and would like to pass on a short treatise on Canadian Army aviation, or at least, the primary phases of such aviation.

Let's look at a typical class—Course No. 25 of the *Light Aircraft School*. This class of seven officers reported in at the *Canadian Joint Air Training Centre* at Rivers on 12 November. All were selected from the Arms and Services that have a requirement for Light Aircraft Pilots.

Our initial training is conducted at the *Brandon Flying Club*, some 30 miles south-east of the *CJATC*. This club has an Army contract and is under the supervision of the Canadian Army.

Here the student learns basic flying techniques in the Cessna 140 and is introduced to

instrument flying. A 150-hour lecture program provides each student with a background in the Principles of Flight, Meteorology, Air Regulations, Navigation, and Aircraft Engineering.

## Transfer for Advanced Training

Upon logging 60 hours at the *Flying Club* facility, the students are transferred to *CJATC* for advanced training. At this installation Army instructors provide transitional training in L-19 aircraft, the student receiving another 120 flight hours and 160 hours of lectures.

A rigorous period of radio and instrument flying is taught in advanced along with field and tactical flying. The student is taught proficiency in short field landings and takeoffs, concealed approaches, supply drops, wire laying, and formation flying. During this period students—regardless of their Corps—participate

## SCRAPBOOK SNAPSHOT

### Courses 24-25 Canadian Army Light Aircraft School Manitoba, Canada

34



LEFT PHOTO (Course 24): Back (l-r): Lts AD Schultz & TW Musgrave, instructors; F/L NB Gesner, CFI; Capt FJ Joyce, Lt LU Thibedeau & Lt SF Hand, instructors. Front: Capt KT Kennah, Lt CR Parkinson, & Lt WT Hamilton, graduates; Maj RER Borland, OC, Light Aircraft School; Lts DW Hardy, BA Muelaner, and DP Thornton, graduates. RIGHT PHOTO (Course 25): Back (l-r): Lt GEB Ritchie; Capts FW Chapman & JA Beament; Lt JB Long. Front: Capt JJA Doucet; Lt Col DH Rochester; Capt FS Card. Absent: Lt G Audy.



in Artillery shoots at the nearby Canadian School of Artillery.

At the conclusion of this training program the students engage in an extensive period of cross country flight training. This phase covers approximately 2,000 miles of flying over both prairie and mountainous terrain.

I've included an additional photo (Previous page), that of Course No. 24 which graduated on 21 November at the CJATC, Rivers, Manitoba. This was a BIG day for the six graduates, all of whom have been transferred to the Liaison Flight of the Light Aircraft School, where they will carry out the duties of an Army liaison pilot.



## Medical Evacuations, VIP Flights, DDT Missions Keep EUSA Detachments Active in Korea

■ The motto of the Army Medical Service, "To Conserve the Fighting Strength," is exemplified in Korea today by the three Medical Detachments (Helicopter Ambulance) charged with the primary mission of aero-medical evacuation in Korea.

Under the operational control of the 49th Medical Detachment (Hcptr Amb), commanded by Capt. Harry M. Deliere, the units operate on a constant 24-hour-a-day alert to perform their evacuation role. Averaging 60 actual evacuations per month from all areas of Korea, the units are there when needed.

### Coordinated Evacs

The 49th MDHA with H-19C's, the 50th MDHA with H-13E's, and the 54th with H-13E's furnish this air-evac support. Close cooperation with the Eighth U. S. Army Flight Detachment is effected. Patients located beyond the range of the helicopters are flown by EUSA aircraft to nearby airfields where they are expeditiously transferred to a waiting 'copter and whisked to medical facilities. Through close cooperation and instant action on the part of the pilot, the alert mechanic, and the alert aid-man, many lives are being saved, month after month.

—Lt. Gerald S. Rose

49TH MDHA: Capt. Harry M. Deliere (C. O.); Lts Waddell Avery, Carl J. Bobay, Gerald S. Rose.

50TH MDHA: Capt. Curtis Greer (C. O.); Lts Louis Mizell & Robert Carr.

54TH MDHA: Lt. John Barron (C. O.); Lts. James Walker, Raymond Jackson, Vance Loy.

■ Flying numerous and varied F/W and R/W missions the Eighth U.S. Army Aviation Detachment in Korea has airlifted many dignitaries in the course of its day-to-day schedule. In recent months our manifests have included Republic of Korea President Rhee, Defense Secretary McElroy, Gen. Maxwell D. Taylor, Pacific Forces Commander Gen. I. D. White, Sportscaster Red Barber, (pictured), and comedian Red Skelton, to name a few.

### Spray Jobs

In addition to flying passengers, our EUSA AA's have performed duties as "Aerial Applicators," spraying DDT over many areas of Korea in an effort to control mosquitos that carried the deadly encephalitis (sleeping sickness) to epidemic proportions in the Far East. The ever versatile workhorse, the Beaver, did the job utilizing two M-10 chemical tanks under each wing.

Then too, medical evacuations by Beaver are not uncommon in Korea with encephalitis patients and accident victims being flown to K-16 (Seoul) for helicopter transportation to the 121st Evacuation Hospital in Ascom City. During Sept '58, some eight medical "evacs" were flown in EUSA Beavers, making much needed medical care available over distances of up to 150 miles.

—Lt. Ted Florko

PHOTO ABOVE: Red Barber is greeted by Capt. Fred N. Till, CO, Eighth U. S. Army Aviation Detachment, prior to his flight in an Army L-23D.





FRONT (l-r): Maj's Keith J. Bauer & Donald S. Muttoni; Capt's George S. Bosan, James K. Bush, Jack C. Coffman, Robert G. Cox, Garvelt B. Crawford, David D. Dukes, and Kermit C. Garner. BACK: Capt's Alden C. Kincaid, George E. Patterson, Joseph E. Pflugler, George Poppas, Jr., William W. Spaulding, Clyde K. Steele, and Samuel S. Walker. (US Army photo/Franco/3 Dec 58).

#### Maryland-ARNG Aviation Section Consolidates for Unit Training

Located at the Army National Guard Hangar, Harbor Field, Baltimore, Md., the 29th Inf Div (Maryland part) Aviation Sections have been consolidated into one aviation section in order to centralize unit training. The 19-pilot section, under the command of Lt. Col. G. Walter Brooks, Jr., has two *Beavers*, ten L-19's and two *Sioux*. Maj. William H. "Bill" Graul serves as the State Maintenance Supervisor with Hqs at Harbor Field.

#### Support AAAA 100%

Since its consolidation ten of the unit's AAs have received instrument cards while two are presently attending instrument school at Harbor Field. Seven of the 19 are Senior AAs.

A top rate unit with highly competent officers and aviators, the 29th casts a commendable reflection upon the National Guard and Army aviation as well. Realizing their stake in "Flying Soldiers" I'd like to report 100% support

January, 1959

of the AAAA by Officers of the Maryland ARNG.

—Maj. Fred S. Kuttesch  
Army Aviation Advisor

UNIT PERSONNEL: Lt. Col. G. Walter Brooks (Sec Comdr); Maj William H. Graul (Maint Suprv); (Exec), Capt's George D. P. Patterson (Exec), William S. Goodhand (Inf Flt Comdr), and Theodore L. Prevost (Arty Flt Comdr); Lts Clarence M. Erickson (OpsO), Clarence J. Wangerin (TngO), Orls H. Kirk (Maint & SuppO), and Lawrence E. Williams (SafO). Other AAs include: Maj Robert C. Miller; Capt's Benjamin Cadwalader & Jack C. Shaw; Lts Thomas F. Donovan, Marvin H. Ebaugh, Murray Foster, Jr., Charles D. Davis, George W. Gossuch, Jr., Bernard L. Gahberg, William M. Hayes, & Richard J. Ponds, Jr.

In February we hope to initiate an informal monthly column as edited by Brig. Gen. Richard D. Meyer, Deputy Chief of Transportation for Aviation. We've also been informed — and happily, too — that the U.S. Army Aviation Board will institute a regular series of articles intended to keep "AA" readers abreast of current projects at this facility.

# The Month's Takeoffs!

## Command and Staff Changes

BROCKWAY, George B., Maj., 301 Ardmore Circle, N.W.; Atlanta 9, Georgia.  
DOW, Herbert V., Maj., 1543 Bowman, Columbus, Georgia.  
DYSINGER, William C., Maj., 201 Fifth Avenue, Leavenworth, Kansas.  
EDMUNDS, John D., Col., 111 Crescent Drive, Enterprise, Alabama (Temporary).  
FRENCH, Keith A., Lt. Col., 4912 North 28th Street, Arlington 7, Virginia.  
JONES, Richard L., Maj., 54 Harris Drive, Fort Rucker, Ala.  
MORRIS, George F., Maj., 338 - 22nd Avenue, San Francisco 21, California.

MUTTONI, Donald S., Maj., Transportation Supply Section, Atlanta General Depot, Atlanta, Georgia.  
PRATER, Robert M., Maj., 356-D Gulick Drive, Fort Monroe, Virginia.  
SARKO, John S., Maj., Route No. 3, Box 317-A, West Bend, Wisconsin.  
SHAW, Frank L., Maj., 27 Fowler Lane, Fort Rucker, Ala.  
STAGGERS, James H., Maj., 11-B Satterfield Street, Selma, Alabama (Effective February).  
STANFIELD, Robert R., Maj., 256 Calle De La Selva, Novato, California.  
STANLEY, Samuel E., Maj., Route No. 2, Box 84-A, West Bend, Wisconsin.  
WALRATH, Charles F., Lt. Col., 5109 Sixth Avenue, Los Angeles 43, California.  
WEST, Perry, Jr., Maj., Seventh Army Aviation Group, APO 154, New York, New York.

## CHANGES OF ADDRESS

ADDY, Buford, Jr., Lt., 3rd US Army Instrument Flight Training School, Hq & Svc Company, US Army Garrison, Fort Gordon, Ga.  
AHRENS, Jack C., Capt., 504th Aviation Company, APO 696, New York, New York.  
AKMSTRONG, John E., Lt., 15 North Duncan Street, Fayetteville, Arkansas (Temporary).  
BACHLE, Carl F., Mr., 99 Cloverly Road, Grosse Pointe Farms 36, Michigan.  
BAKER, Wallace I., Capt., US Army Artillery and Missile Center, Fort Sill, Oklahoma.  
BEACH, James R., Lt., c/o Stebert, 921 Amaryllis Avenue, Oradell, New Jersey.  
BLATT, Donald C., Capt., 333 Marshall Avenue, Laurel, Maryland.  
BOWLIN, Frankie A., Lt., Route No. 2, Box 338, Conway, Arkansas.  
BRADLEY, William C., Lt., 840C Terry Drive, Fort Benning, Georgia.  
BRANSFORD, Thomas, Lt., 160 Harris Drive, Fort Rucker, Alabama.  
BROWN, Archie J., Lt., 503rd Aviation Company, APO 145, New York, New York.  
BREUSTLE, Irwin T., Capt., Apartment 112, Wherry Housing, Fort Sheridan, Illinois.  
BURBULES, John G., Lt., Chetowatchee Wells, Newton, Alabama.  
BURFORD, John C., Capt., Aviation Company, 25th Inf Division, APO 957, San Francisco, California.  
CAIRNS, Mrs. Doris B., c/o Brig. Gen. William E. Brougher, 135 Springdale Road, N. E., Atlanta, Ga.  
CAMPBELL, Harold T., Lt., 90th Transportation Company (Med Hel), Fort Knox, Kentucky.  
CAMPBELL, James T., CWO, 7945th USA Liaison Group, APO 154, New York, New York.  
CANNON, Lee B., Jr., Lt., Hq, US Army Corps (Res.) Calder Building, Birmingham 3, Alabama.  
COOK, Gilbert W., Lt., Off Stu Bn, Sect 242, Box 149, Fort Monmouth, New Jersey.

COYLE, William G., Capt., Hq, 35th Artillery Group, APO 281, New York, New York.  
CROSSBY, Richard D., Jr., Capt., 10506 Huson Street, S.W.; Tacoma 99, Washington.  
DAVIS, Harry Q., Jr., Capt., 7th Aviation Company, APO 7, San Francisco, California.  
DRESSLER, Stanley E., Lt., 414 Patton Drive, Killen, Tex.  
DUHAIME, David G., Lt., Student Det, USA Transportation School, Fort Eustis, Virginia.  
DUNN, Jack A., Lt., 9th Aviation Co., Ft. Carson, Colo.  
DYKE, Benny A., CWO, 7th US Army Grafenwohr Range Detachment, APO 114, New York, New York.  
EAKINS, James R., WO, 816 North 9th Street, Vincennes, Indiana.  
ELDER, John F., III, Lt., 125 Godfrey, Camp Walters, Texas. (Temporary).  
EVERHART, William G., CWO, Officer Student Company, Box E-15, Fort Rucker, Alabama.  
FRAKER, William W., Lt., 2351 Lumpkin Road, Augusta, Georgia (Temporary).  
FRY, John R., Lt., 236 Davidson Avenue, Walters Village, Mineral Wells, Texas. (Temporary).  
FULBRIGHT, Billy J., CWO, USAAYNS Regiment, Fort Rucker, Alabama.  
GAFFNEY, James J., Lt., 47th Artillery Brigade (AD) [Air Section], Fort MacArthur, California.  
GASPARD, Claudis P., Jr., Lt., 811-A Terry Drive, Upatel Terrace, Fort Benning, Georgia.  
GEARY, John C., Capt., TOAC 2-59, USA Transportation School, Fort Eustis, Virginia.  
GILLIAND, Harry E., Mr., 6903 Whitehouse, Spokane, Washington.  
GLOVER, Leo M., Lt., 61108 Hughes, Ft. Huachuca, Ariz.  
GOSHEN, Robert P., Mr., Helicopter Corp of America, 2519 Airport Avenue, Municipal Airport, Santa Monica, Calif.  
HAFERS, Ernest R., Capt., P.O. Box 852, Fort Huachuca, Arizona.  
HALL, Gary C., Lt., Stu Detachment, USATSCH, Trans Co Off Class 2, Fort Eustis, Virginia.

HOUSTON, Joseph B., Jr., Lt., Headquarters, 2d Engineer Group, APO 301, San Francisco, California.  
 HUFF, Richard F., Mr., 18736 Calahan Street, Northridge, California.  
 HUNTER, Sylvester J., Capt., XIV US Army Corps (Res.) 1006 W. Lake Street, Minneapolis, Minnesota.  
 HUTCHINSON, Bryan W., CWO, 110th Trans Co (Lt Hcpr), APO 29, New York, New York.  
 JAMES, Robert G., WO, USATATSA, Fort Rucker, Ala.  
 JEWETT, Toby, Mr., 2496 Vine Street, Lincoln, Nebraska.  
 JOHNSON, Albert A., Jr., Capt., 3820 Keeler Avenue, Alexandria, Virginia.  
 JOHNSON, Robert T., Lt., Box 12264, Tucson, Arizona.  
 JONES, Harry L., Capt., Army Avn Sect, U.S. Army Signal Garrison, Fort Monmouth, New Jersey.  
 JOYCE, Mrs. T.H., 507 West 4th Street, North Little Rock, Arkansas.  
 KAUFMAN, Lesco G., Capt., 4th Trans Co (Med Hcpr), Fort Benning, Georgia.  
 KEATING, Richard P., Capt., AFABOC 3-59, The Artillery School, Fort Sill, Oklahoma.  
 KEMP, James M., CWO, 2510 Kingston Street, Dallas, Texas (Temporary).  
 KEMP, Norman W., Lt., 123A Government Quarters, Fort Campbell, Kentucky.  
 KENDALL, Frank L., CWO, 8th Transportation Company (Lt Hel), Fort Bragg, North Carolina.  
 KENNINGTON, Edward R., Capt., Assoc Armor Officers Advance Course 17-A-C5, Fort Knox, Kentucky.  
 KILMAN, Howard T., Capt., Headquarters, Fifth U.S. Army, Chicago 15, Illinois.  
 KILPATRICK, Thomas H., Lt., Box 347, Ayer, Mass.  
 KNIGHT, Albert L., Lt., Airborne & Electronics Board, Fort Bragg, North Carolina.  
 KNOWLTON, George H., Jr., Mr., P.O. Drawer 1209, S.L.I. Lafayette, Louisiana.  
 LAPINSKES, George S., Lt., 4105 Whittier Street, San Diego 7, California (Temporary).



**HEAVY LIFT**—An Army H-37 Mojave is shown lifting an M-56 tank weighing five tons during a recent training demonstration held at the U.S. Army Infantry Center, Fort Benning, Ga. Helicopter-borne tanks, capable of quickly leaping through water, swamps, or other areas that would normally present crossing problems, provide additional mobility to armored division.



**NO SWEAT**—Not bogged down but taxiing under power during "assault landing tests" the U.S. Air Force's C-130 Hercules is shown plowing through one-and-a-half to two feet of sandy-loam at Eglin Air Force Base, Fla. The prop-jet troop-and-cargo carrier, manufactured by Lockheed Aircraft's Georgia Division, underwent extensive operational testing in rough field areas. Reports on the tests are now being evaluated by the Air Research and Development Command.

LAWRENCE, George E., Capt., 35 Galt Lane, Fort Rucker, Alabama.  
 LEACH, William F., Capt., Hq & Hq Co, 1st BG, 23rd Inf, APO 949, Seattle, Washington.  
 LEAVITT, R.H., 3010 Bryn Mawr, Irving, Texas.  
 LEE, James M., Capt., Class 59-5, Camp Wolters, Texas.  
 LEFEBVRE, Bernard R., Capt., 5310 South 17th Terrace, Fort Smith, Arkansas.  
 LeBLANC, Raoul J., Jr., Lt., 1st Student Officer Company TCOC 59-2, Fort Eustis, Virginia.  
 MEDCALF, Rex M., Capt., Student Detachment, AMSS BAMC, (9040), Fort Sam Houston, Texas.  
 MILLER, Lewis, Capt., 399 Springhill Drive, Lexington, Ky.  
 MOORE, James E., Capt., 24th Aviation Company, APO 112, New York, New York.  
 MOORE, Roswell, Jr., Lt., TCOC No. 2, Stu Det, USATSCH, Fort Eustis, Virginia.  
 NEU, George T., Lt., Hq, USAARMC Aviation Command, Fort Knox, Kentucky.  
 NICHOLSON, Rowland J., Lt., 2018 N. 53rd Street, Fort Smith, Arkansas.  
 NIGHTINGALE, Joseph C., Mr., 1812 East Fifth Avenue, Anchorage, Alaska.  
 NORGARD, Donald, R Lt., 2812 Lynn Circle, Lawton, Okla.  
 NULTON, H.G., Jr., Mr., 4835 Barstow Street, San Diego 17, California.  
 ORR, Gerald W., Lt., Post Aviation Section, Fort Leonard Wood, Missouri.  
 O'TIER, Harry V., Lt., 1668 Valley Drive, Syracuse 7, N.Y.  
 PARKINSON, Gilbert N., Capt., Box 2544, Fort Huachuca, Arizona.  
 PATTON, Robert S., Capt., 8th Aviation Company, APO 111, New York, New York.  
 PHILLIPS, William G., Capt., T-256, Apartment 4, Fort Monroe, Virginia.  
 POPPAS, George, Jr., Capt., 94th Transportation Company (Lt Hel), Fort Benning, Georgia.  
 PUE, Charles L., Lt., 4th Aviation Company, 4th Infantry Division, Fort Lewis, Washington.  
 RAY, James P., CWO, 90th Transportation Company (Med Hel), Fort Knox, Kentucky.  
 RAYMOND, Robert A., Lt., 25 Fowler Lane, Fort Rucker, Alabama.  
 REDFOOT, Ralph L., WO, Box 332, Sandy Road, Fort Benning, Georgia.



- RESER, J.W., Capt., Bryant Army Airfield, Hq & Hq, US Army Garrison, APO 949, Seattle, Washington.
- REUTHER, Ronald T., Lt., 974 Apartment C, Dolores Drive Lafayette, California.
- ROBERTS, Arthur W., Capt., Quarters 1106-E, Fort Eustis, Virginia.
- ROONEY, Francis D., Capt., 2 Victoria Road, North Babylon, New York.
- SANBURN, Everett O., Lt., 7292 ACRC, 2nd BG, 31st Inf, Fort Rucker, Alabama.
- SANDERS, Neal W., Capt., 30th Engineer Battalion (Base Topo), Presidio of San Francisco, California.
- SAWYELL, Vernon L., Lt., Aviation Staff, Officer Course, USAAVNS, Fort Rucker, Alabama.
- SCHRYER, Malcolm S., Lt., 3rd Transportation Company (Lt Hel), Fort Belvoir, Virginia.
- SCOTT, John S., Lt., 120 Byrd Street, Enterprise, Ala.
- SELLICK, Jay P., Lt., 301 Ives Lane, Dayton 29, Ohio.
- SETZER, Howard L., Jr., 38 Helms Drive, Eatontown, N.J.
- SHARTZER, Joice, Capt., Co A, USA General Depot, Japan, APO 343, San Francisco, California.
- SHAVER, Charles W., Jr., Lt., Hqs Co, XVIII Airborne Corps, Fort Bragg, North Carolina.
- SMITH, Raymond L., Capt., Hq Co, 304th Signal Battalion APO 301, San Francisco, California.
- STADLER, Louis J., Lt., 218 Forest Avenue, Enterprise, Alabama.
- STEVENS, Story C., Capt., Quarters 2562-D, Fort Eustis, Virginia.
- THURMAN, Wendell L., Lt., USA Chemical Center & Cml C Mat Comd, US Army Chemical Center, Maryland.
- TISLOW, Milton L., SFC, P.O. Box 272, Fort Rucker, Ala.
- TREECE, Frank L., Lt., T-37 Test Unit, Fort Rucker, Ala.
- TURNER, Neil B., Lt., 4th Aviation Company, 4th Infantry Division, Fort Lewis, Washington.
- VANDIVER, Glimmer L., Capt., AAHC No. 59-5, USAPHS, Camp Walters, Texas.

### Under Test



**CONTROL**—A new electronics all-weather landing system, which may spell the eventual end of stack-ups for tower control operators, is shown bringing in a big jet for a landing at the Lockheed Aircraft plant near Atlanta, Ga. Developed by the Bell Aircraft Corporation, the electronic devices (filling a specially-built trailer parked adjacent to the runway) take complete control of the aircraft during its approach and landing. U.S. and Canadian officers watched the demonstration.

### Ft. Hood Board



The FORT HOOD CHAPTER Executive Board, key group in sponsoring the AAAA's first Fly-In Get-Together, front, l-r, Maj. Harold G. Waddell (XVP); Lt. Col. Vernon L. Poynter (Pres); Maj. Purl A. Stockton, Jr. (VPP); and Capt. Robert N. Cunningham (Sec. Rear, l-r, Maj. Melvin M. Schumacher (VPI); Capt. Melvin D. Tate (Treas); Capt. Larry D. Rollens (VPA); and Capt. James S. Hanna, Jr. (VPR).

- VAN LANDUYT, Dixon D., Lt., 212 Woodhaven Drive, Denbigh, Virginia.
- WADSWORTH, Durant, CWO, Off Stu Co, Box W-24, Fort Rucker, Alabama.
- WALLER, Joseph H., Route 2, Box 205, Mineral Wells, Texas.
- WEBBER, Herbert M., Lt., Camp Losey, Puerto Rico.
- WEIGHT, J. O., Lt., 2nd Aviation Company, 2nd Infantry Division, Fort Benning, Georgia.
- WESNER, Dean C., Capt., 91st Trans Co (Hel), Fort Sill, Oklahoma.
- WIEGMAN, Donald J., Lt., Hq, EUSA Sig L.L. Battalion, APO 31, San Francisco, California.
- WILKINSON, Robert M., Lt., AAHC No. 59-5, USAPHS, Camp Walters, Texas.
- WINTERS, Donald L., Lt., 9th Aviation Company, Fort Carson, Colorado.
- WOLFE, Alfred J., Capt., 53 Turlington Road, Warwick, Va.
- WOODARD, Harry L., Lt., 2 Myrick, Ayer, Mass.
- WOOLNOUGH, James P., Lt., 113-F Wherry, Fort Campbell, Kentucky.
- YATES, William E., Lt., 65 Locust Avenue, Hampton, Virginia.
- ZINN, Zoro F., Mr., 6957 Saranac Street, San Diego 15, California.

### Swap

**ILLESHEIM, GERMANY**— A unique innovation recently brought an officer and NCO from each of the 13 companies within the Seventh Army Aviation Group to Illesheim. The visitors were on a 3-day tour of all of the Group's major components.

Conducted by Col. Arthur W. Ries, new 7th Group Commander, the tour is designed to allow company commanders and first sergeants within the unit to meet each other on their home grounds and observe each others' operations.

It's a fact that many readers are unaware of the extensive Army participation at Wright-Patterson AFB. And, moreover, many of those who are aware of this participation are often prone to ask, "What are the junctions of the Army personnel at this facility?"

To provide ARMY AVIATION readers with a brief rundown on our mission, we'll start—

## ARMY AVIATION PARTICIPATION AT WRIGHT-PATTERSON AFB

first—with the unit—the U. S. Army Transportation Aviation Field Office, *TAF*O in jargon.

Located directly at Wright-Patterson, *TAF*O has the mission of providing coordination for the Chief of Transportation with the Air Force and the Navy in all fields of Army aviation. As another mission, although by no means a secondary mission, *TAF*O supervises the execution of that portion of Army Aviation Research and Development performed by the Air Force, Navy, and/or Civil Aeronautics Administration.

We also monitor all aircraft production contracts and the R & D contracts assigned to us by the Chief of Transportation. Continually coordinating with the various Air Force offices here, we have found the cooperation that we receive to be most impressive and "all there."

### Continuous Liaison Maintained

Liaison officers from *TAF*O are also stationed with Navy Bureau of Aeronautics, Office of Naval Research, Edwards Air Force Flight Test Center, and the Naval Test Center. Continuous liaison is also maintained with most air item manufacturers.

To do this work, we have one of the best groups to be found in Army aviation. The Commanding Officer, until his retirement in December, was Col. Warren C. Hamill. Col. Hamill's successor is Col. William Patterson. Deputy is "Tom" Kiggins (Lt. Col. retired

and an AA type). Lt. Col. Dave Bisset heads our Systems Branch, while our Majors (all AAs) include "Red" Alexander, Frame Bowers, Bill Dodd, Gordon Griffith, Dewey Moser, Frank Pfeifer, Jim Proctor, and Lester Robertson.

The Captains (also all AAs) are Bill Allen, Harold Baker, Bill Clay, John Emery, John

Gardner, Bob Haley, Joe Muter, and Wally Sears. Lts Jim O'Connor and YT complete the AA Roster with our aeronautical engineers, Lts. Harry Bowman and Steve Kaufman, another part of the team M/Sgt Fred LaPlante and Sgt. Dick Stem complete our military roster.

### First Rate Civilian Support

We are backed up with top-notch support from some twenty civilian personnel who contribute much to the success of this office. They number, in their midst, two former AAs, now retired, Jim Evans and George Shonerd, in addition to Tom Kiggins, mentioned earlier, and Bob Korf, and ex-AF pilot now a USAR AA.

This assignment is one of the most challenging and certainly one of the most interesting in Army aviation. All of us here at *TAF*O derive considerable satisfaction in knowing that we have had a hand in the future of Army aviation.

### Dedicated Individual

A word in closing about our former CO, Col. Hamill. Although not an Army aviator, he has been associated with air item procurement and R & D since his assignment to WPAFB in November of '52.

Every Army Aviator owes a debt of thanks to this dedicated individual who has contributed so much to the growth of Army aviation. His desire to see it grow, and to procure the best possible support for Army aviation, has been most commendable. His story is typical of the many non-rated personnel who feel that the Army needs aviation and day by day are willing to work towards this end, and to do this without the fiscal incentive of flight pay.

—Lt. Donald R. Woodmansee



**Colonel  
Warren C. Hamill**



**APPLICATION**  
*for*  
*Flight Pay Protection*  
*Exclusively for*  
*Members of the*  
**ARMY AVIATION ASSOCIATION**

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

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

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

AMOUNT OF ANNUAL FLIGHT PAY .....

I have enclosed a check or money order made payable to the AAAA for the correct premium. Protection shall commence upon the first day of the month after the month in which I apply for the coverage.

I certify that I am currently on flying status with a U.S. Army unit, am entitled to receive incentive pay, and that I am in good health; that no condition is known to me at the time of application that could result in my loss of flight status, and that no action is pending to remove me from flying status for failure to meet required physical standards.

I authorize AAAA, or AAAA representatives, to examine all medical records pertinent to any claim I may submit.

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

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

I am not an AAAA member; py dues are inclosed;  I am an AAAA member.

**Membership Year Terminates on March 31st**

\$1.50 Enclosed: (Applications submitted from January 1st through March 31st).

**MAKE CHECK PAYABLE TO AND MAIL TO:**  
**ARMY AVIATION ASSOCIATION**  
**Westport, Connecticut**



# LETTERS

## Concrete Minds

Sirs:

The Tactics Phase at USAAVNS is intended, among other things, to teach *all* future AAs how to operate fixed and rotary wing equipment at or near maximum performance. This it accomplishes.

The AA graduates. What then? For various reasons, chief among them an overemphasis on safety, the AA no longer practices what he has been taught. Where he has not been outsafetied by local flying regulations adapted to 5,000 foot concrete runways, he apparently has failed to practice tactical flying on his own, according to the recent beseechings I have read.

I cite, as an Engineer pilot assigned to a Mexico project, two incidents attesting to the above.

Landing at a ZI field utilizing shortfield procedures (there were troops on the far end of the runway) I was approached by a local pilot who commented on the "*short one.*" Offering to sharpen him up by riding with him in the *Otter*, I received this answer, "*Heck, no. We have long runways in the States.*"

## Local Restrictions

On another CONUS flight with a large load (cargo and gas), I utilized flaps and wheel-landed. Again, a local pilot jawed that this was unsafe and that they were restricted to minimum flaps, sealed off rear tanks, and 30 degree banks due to the field elevation - 4,000 feet. All of these restrictions were imposed by the field IP.

I noted recently that a DHC rep felt the *Otter* was not being fully utilized, or at least was not being flown consistent with the design benefits it offers.

I believe this statement can be made for all of the Army's aircraft today in a general way. We're *not* practicing the "ultimate," something for which we were well prepared by the Tactics Course. Short field landings and take-offs are almost a thing of the past.

The Safety Program that is in effect has

been very, very effective but in some instances it has been stressed (or interpreted) so strongly that pilots are hesitant to put into practice what they have been taught. Add to this the "spice" of disciplinary action for accidents and no one wants to eat.

I buy the fact that AAs must remain branch proficient. Instrument proficiency is also a must. However, this pyramid is based upon the foundation stone that AAs are proficient in tactical flying. Until we have increased tactical capabilities throughout our corps of pilots, I think we're building on rather shaky foundations.

—Lt. Brooks Homan  
San Antonio, Texas

## NOTAM

After five years, we can no longer keep up with the Change of Address problem. Hence, Return Postage will no longer be guaranteed on this magazine, effective with this issue. This means, fellows, that when you change your address and *fail* to notify us, your issues will *NOT* be returned to this office.

Blissfully unaware of your PCS, we'll *continue* to send your issues to your ex-Post Office. What happens to them? The local Postmaster is within his rights to discard them. And that he'll do.

Obvious solution—if you want your issues —notify us *in advance* of your Change Address or forward us an interim address to which the issues can be sent.

So, please, in the future, do not write to us for your back issues. We sent them to your address of record—our obligation.

As before, your Change of Address notice will be published to verify its receipt.

## Unification? He Likes 'Em All!

*Women aren't the only ones who can't make up their minds.*

For an example of masculine mind-changing, examine the case of 7th Army Aviation Group Sergeant Randall Ackley, ex-Marine, ex-Navyman, ex-Air Force mechanic.

In addition to serving in all the American armed forces excepting the Coast Guard, 27-year-old Ackley has been in the *Air National Guard*, the *Merchant Marine* and has been a *Naval ROTC midshipman* and a *Signal Corps lieutenant* in Korea.

Currently an aviation electronics supervisor with the 7th, Seventh Army's only aviation group, Ackley began his military odyssey in 1948, "when a Marine Corps recruiting poster put the hex on me in Minneapolis."

After this initial bewitchment, Ackley moved rapidly to the Navy (as an aviation cadet), to the University of Minnesota (*Naval ROTC*) and, after five months of college, to the *Air Force*.

While at McDill Air Force Base, Florida, he made the big jump to the *Army*. Taking advantage of a then-current regulation, he applied for *Army Officer Candidate School* and in 1953 graduated from the *Signal Corps OCS*, Fort Monmouth, N. J., as an *Army second lieutenant*.

As an officer he spent 10 months in Korea with the 4th *Signal Battalion*.

After service in Korea, he requested release from duty and went back to the U. of Minnesota. "Just to keep my hand in," he joined the *Minnesota Air National Guard*.

Then came a year and a half of college, followed by a month or so as a *Great Lakes seaman*. Then came the *Regular Army*.

"Which is where I'll stay," says the rambler. The *Coast Guard* is to be shut out? "After the *Navy* and *Merchant Marine*, I doubt that the *Coast Guard* has anything new to offer."

Ackley's *Odyssey* has apparently come to an end.

### MASTER AA



Major William R. Dodd (right) of the U.S. Army Transportation Aviation Field Office, Wright-Patterson AFB, Ohio, receives congratulations upon receiving his Master Army Aviator rating from his Commanding Officer, Col. Warren C. Hamill. Col. Hamill retired from active duty on 31 December 1958 while Major Dodd has been selected for the '59-60 Command & General Staff College at Ft. Leavenworth, Kan. (USAF photo).