ARMY AVIATION

FEBRUARY ★ 1959

ARMY AVIATION

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Cessna YH-41 Seneca Successfully Completes High Altitude Performance Tests

Demonstrating its ability to perform normal vertical takeoffs and landings at high test altitudes under maximum gross weight and 200 lb. overload conditions, the *Cessna YH-41* recently completed an exacting series of performance tests for the U.S. Army in the rugged Sierra Nevada Mountains near Bishop, Calif.

The tests, conducted for the Army by a group of AF pilots, engineers, photographic and instrumentation technicians, and maintenance personel based at Edwards AFB, Calif., utilized test sites at terrain levels of 4,000, 7,000, and 9,000 feet.

The results of the *Seneca* testing revealed superior altitude performance capabilities for the 4-place military version of the Cessna CH-1B.

Advertisers in This Issue

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FEB 59

PROVING OUT THE IROQUOIS

AT EDWARDS AIR FORCE BASE

At the Air Force Flight Test Center, Edwards Air Force Base in California, skilled engineering and test pilots are proving out the Army's Iroquois helicopter in Phase 4 performance and stability testing.

This is just one hurdle in the Army-Air Force obstacle course the Iroquois must pass successfully to merit the Army's acceptance. And since the Iroquois, Bell's HU-1A turbine powered helicopter, was designed and built to meet the Army's needs for front-line duty, these tests are hard, tough and realistic.

Phase 4 testing, covering the helicopter's entire flight regime, is conducted to substantiate helicopter stability, handling characteristics and performance data. It will verify the HU-1A's ability to meet the particular weapon system requirement. Instrumentation is used extensively throughout the tests to record data, which is reduced to standard conditions, thus eliminating variables from the test results.

And this is true throughout the complete series of tests . . the Iroquois is *proving* its worth . . in every phase of performance, supply and transport, weather, maintenance, combat conditions and general military usage. Final approval of the Iroquois will mean that the Army, as always, has the finest in fighting equipment.

BELL Helicopter CORPORATION

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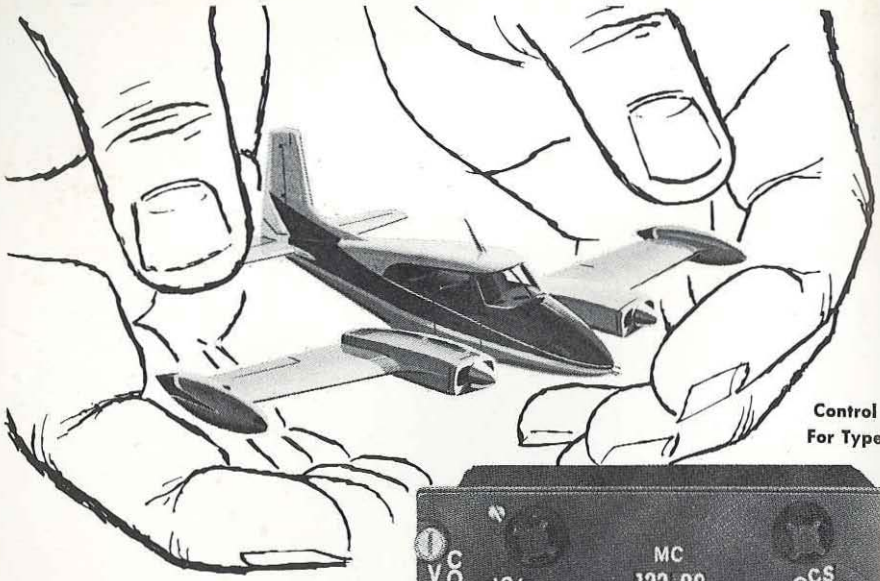

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As air traffic increases, control becomes more important. A vast increase in the number of radio frequencies has been required to facilitate communications.

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class of ***1959***

This year new approaches to vertical flight are taking form and shape at Hiller. But what may often seem bold innovation actually is the next logical step evolved from years of experience in developing ideas into working aircraft. Because Hiller Aircraft is a major producer of helicopters, and because Hiller keeps a critical, discerning eye on many hundreds of its own ships in daily use, innovation is always tempered with the realities of production.

12E — New work horse of commercial helicopters, the 12E is by far the most powerful in its class.

H-23D RAVEN — Dependable, multi-mission helicopter for the U. S. Army. Ask anyone from Camp Wolters about the "D."

X-18 — Dramatic new concept in air transports — the Air Force's VTOL/STOL Tilt Wing.

XROE-1 — Lightweight and collapsible, the ROTORCYCLE is now in production for tests by U. S. Marines.

IDEAS ARE ONE THING. DELIVERIES ANOTHER. BOTH COME FROM HILLER AIRCRAFT CORPORATION

PALO ALTO, CALIF. WASHINGTON, D.C.

CESSNA U-3A

Now on duty to save money for the Air Force

The Cessna U-3A is now on operational duty with the U. S. Air Force. Its speed—the highest speed of any U. S. A. F. light twin transport—and its range and versatility are proving highly valuable in raising administrative mobility.

Cessna designed and built the U-3A for hard work. Power loading, acceleration, and climb characteristics are excellent. Single engine performance is particularly outstanding—for this modern Cessna twin packs more power per pound than any other light twin transport. Operating and maintenance costs are low. Result: the Cessna U-3A makes substantial savings for the U. S. A. F. Cessna Aircraft Co., Wichita, Kansas.

Cessna

Dear Army Aviator: As this newsletter goes to press, Ozark field is being redesignated Cairns Army Airfield. This is as it should be. When you make that call up to *"Cairns Tower"* in the coming months, remember for a moment what *Bugs Cairns* meant to all of us. A finer officer never pulled on a uniform.

TRENDS

Warrant Officer Cross-Training

■ Reports from the field indicate that there may be some misunderstanding on the technicalities of cross-training warrant officer aviators into fixed wing aircraft. Briefly, cross training in fixed wing aircraft is authorized warrant officer aviators in the following four categories:

a. Former commissioned Army aviators reverting to warrant officer aviator status may retain their fixed wing qualification in all aircraft in which they were previously qualified by taking a flight check in each type airplane in which they were formerly qualified within 90 days following their entry on active duty as warrant officer aviators. This flight check will include short field takeoffs and landings and night flying.

b. Other former commissioned officer aviators who did not or were unable to accomplish the flight check referred to above within 90 days of the time they entered active duty as warrant officer aviators may, at the discretion of their major commander, locally complete a refresher training course as outlined for transition training in Section II of AR 95-31. This refresher course will include minimum flight time specified in that regulation for *each* model fixed wing aircraft in which requalification is sought.

c. Warrant officer aviators who were formerly rated fixed wing pilots in one of the other US military services may cross train into Army fixed wing aircraft under conditions prescribed by CG, CONARC.

d. All other cross training of warrant officer aviators in fixed wing aircraft will be by formal course of instruction as established by Commanding General, United States Continental Army Command.

Policy Decision

■ Following careful consideration by the Department of the Army staff, a policy decision was recently arrived at on the subject of flight simulators and instrument trainers. First, a clarification of terminology is in order. In both cases we are talking here about a device bolted to the ground. A *flight simulator* is a training device which simulates the flight of a particular model aircraft. An *instrument trainer* is a training device which provides realistic training in instrument flight procedures in either fixed or rotary wing aircraft, in general. Although the use of flight simulators would help train Army aviators to cope with in-flight emergencies in some of our larger aircraft, the time lag and procurement problems have precluded their use to date.

Further, the goal of aircraft development in the Army is for more simplified and less sophisticated aircraft in the future. At the present time there is no active program for flight simulators. On the other hand, a requirement does exist and has been stated for a fixed wing instrument trainer to replace the 1C-A-1 and for a rotary wing instrument trainer for general use by Army aviators in the 1960-1970 period.

BY
Brig. Gen. Ernest F. Easterbrook
Director of Army Aviation, ODCSOPS

Brig. Gen. Ernest F. Easterbrook (right) is welcomed to Camp Gary, Tex., during a recent visit by Col. L. F. Schockner (center), post commander, and Col. George R. Bennett, one of 350 officers currently taking training at the San Marcos facility.

New 95 Series Expected

■ Since last summer the 95 series of Army regulations have been under a through review and analysis by the Aviation School, CONARC, and this headquarters. The purpose of this review is to simplify and clarify this body of policy and doctrine on the subject of Army aviation. It is not an easy chore. Providing that the necessary concurrences can be obtained from Department of Defense and from other interested governmental services and agencies, the revision of these regulations should be published with an implementation date of 1 July 1959. The 1959 annual written examination will be conducted using the current regulations.

Channel-Vision Hoods

■ Within the next few months distribution of the new channel-vision hood will be made to training aids subcenters throughout the Army. The identifying number of this hood is *Device* 1-*F*-10. It attaches to the aircraft headset and is hinged for raising or lowering to any desired position. Basis of issue to training aids subcenters is:

1 per utility aircraft
1 per command aircraft
1 per transport aircraft
1 per three observation aircraft

New Opportunity

■ On December 24th I was notified of my reassignment to command the Army Aviation Center and the School at Fort Rucker in replacement of my very good friend and associate, General Cairns. This opportunity to continue my association with the field of Army aviation is a welcome one indeed, particularly in view of the growing stature of the Avaition School and the Aviation Center. I am both pleased and proud to have this opportunity.

While I leave the Pentagon and my present assignment with sincere regret, I do feel that there is great opportunity for contributing to the future of aviation in the Army at Fort Rucker. My successor here in the Pentagon will inherit a very capable staff as well as a formidable task in continuing the struggle for giving the Army the tactical mobility which it needs to survive in the Atomic Age.

With this January, 1959 informal letter, Brig. Gen. Easterbrook concludes his series in ARMY AVIATION. We wish to express our appreciation to General Easterbrook for giving us the opportunity to present this pertinent AA information to our readers.

Close Look

Shown presenting Camp Gary maintenance data to Lt. Gen. James E. Moore, Deputy Chief of Staff for Operations (2nd from left), and Lt. Gen. G. S. Meloy, Commanding General of Hq, Fourth US Army (center) is A. W. Zesch (left) who directs maintenance at the San Marcos facility. At right is Col. Hallett D. Edson, Deputy Director of Army Aviation, ODCSOPS.

Termination

■ Since the continuation of this document will depend on the desires of my successor, and I want to allow him time to get read into the situation, I will take the liberty now of stating that the February letter will not be issued. After that date the continuation is out of my hands.

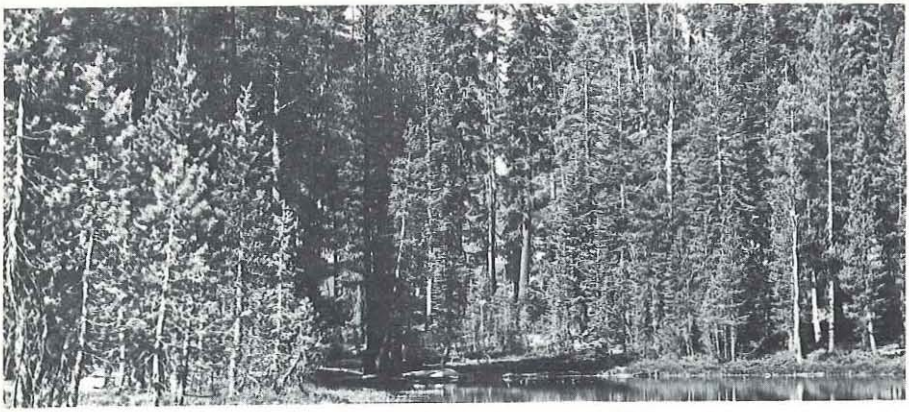
Best Wishes

■ My best wishes to all aviators everywhere in the Army for the magnificent support which I have received in this assignment and for your efforts to improve the position of avaition in the Army.

Good luck,

Sincerely,

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



when you can't see the forest for the trees

NOW THE COMPANY COMMANDER can see the *complete* tactical picture. Giving him a view point from the air, the Hughes YHO-2HU—for the first time—makes it practical for him to have this vital combat advantage.

The YHO-2HU is the first low-cost, fully reliable, easily maintainable, high performance helicopter available for the 2-place observation and liaison mission.

With its time-proven Lycoming piston engine, the YHO-2HU flies at 85 m.p.h. speeds, with a range of 150 miles. This speed plus its hedge-hopping ability and extremely small silhouette reduce the hazards of enemy fire. Its small size and light weight makes it easy to land, park and conceal.

Major components, such as the engine, rotor systems and multiple belt drive clutch can quickly be removed as independent assemblies. No special tools are required for any or all field maintenance operations.

For an illustrated, detailed brochure describing the YHO-2HU, please write to the following address:

HUGHES TOOL COMPANY
AIRCRAFT DIVISION
CULVER CITY, CALIFORNIA

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

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

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

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

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

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A REPORT FROM THE U.S. ARMY AVIATION BOARD, FORT RUCKER, ALABAMA

YH-40 "PLUS" FEATURES

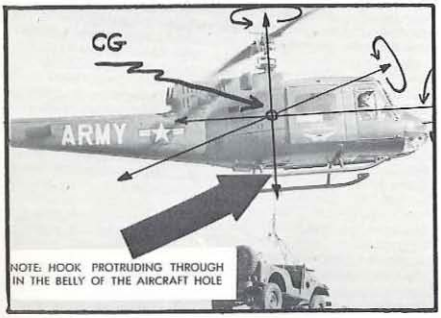
By
Captain Leonard F. Seitz

■ The Board is nearing completion of the service test of the Army's first gas turbine powered helicopter, the YH-40 model manufactured by Bell Helicopter Company.

Besides the power of the turbine engine which gives a real performing workhorse, the helicopter has two other features which are worth discussion and possible consideration for all helicopters. These are the hook attachment for external loads and the engine r.p.m. control.

First, the hook attachment. The hook is suspended from the aircraft center of gravity, and *not* from four points on the helicopter below the center of gravity as is standard on our present helicopters. The hook is attached to a tubular support protruding through a hole in the belly of the helicopter (see picture).

This tubular support is attached by a swivel-like joint to the helicopter structure at the helicopter's center of gravity. Briefly, the oscillations of an external load caused by turns, changes in airspeed, and sudden stops do not affect the control of the helicopter. In fact the pilot is hardly aware of a load swinging beneath the aircraft. This contributes to the simple transition requirement for this aircraft. Tests indicate that two hours are sufficient for a complete transition, including loads. This center-of-gravity hook warrants consideration for all helicopters.



Second, the *YH-40* has incorporated in the throttle system a feature which automatically adds or subtracts power to maintain correct r.p.m. as pitch is applied or taken off.

At first thought this feature might seem to take control away from the pilot. Practice, however, shows that this feature *relieves* the pilot of constant reference to the r.p.m. indicator and permits his full attention to flying the helicopter.

This r.p.m. control simplifies the entire flight; for example, after starting the engine the throttle twist grip is set for *idle* or *flight*. When the throttle is set for *flight* (full throttle) the automatic r.p.m. control maintains the correct r.p.m. (within approximately 50 r.p.m.) for the duration of the flight.

Quickly, the new pilot, transitioning from the conventional helicopter in which he chases the needles, learns to appreciate this "watchman" of his r.p.m. After a checkout in this system, a pilot will appreciate the more relaxed and effortless operating technique and realize, probably for the first time, the amount of energy and time he expends in attempting to keep his r.p.m. within the prescribed operating limits when flying the conventional type throttle control.

This automatic r.p.m. control system adds to the Board's growing conclusion that an automatic r.p.m. control would be desirable on all helicopters. Such tests are now being conducted on the H-34.

THE STOL CARIBOU

The short field take-off ability of the de Havilland DHC-4 Caribou is convincingly demonstrated in the photo (right). The Caribou is taking off from de Havilland Canada's dirt strip proving ground. The men in overalls are placed at 100 foot intervals. From a standing start opposite the man on the extreme right, it will be seen that the aircraft was airborne in less than 250 ft. Wind velocity was 15 mph. The airplane was at full gross weight, 24,000 lbs.

THE DE HA

LAND BIRD TAKES TO WATER

By
Captain George S. Kent

■ *Why does a duck have webbed feet?* The answer is simple—he is *born* with webbed feet.

The significance of the question lies *not* in the why, but in the fact that the web-footed duck has operational capabilities beyond that of a chicken.

The *Universal Landing Gear* on the *U-1A*,* as tested by the United States Army Aviation Board, is an attempt to give webbed feet (and their attendant operational benefits) to the *U-1A*. We attempt this by attaching a pair of planing skis, about nine feet long with a ski loading of 216 lbs. per square foot to the standard landing gear, and permitting the wheels to protrude about 4-6 inches below the skis.

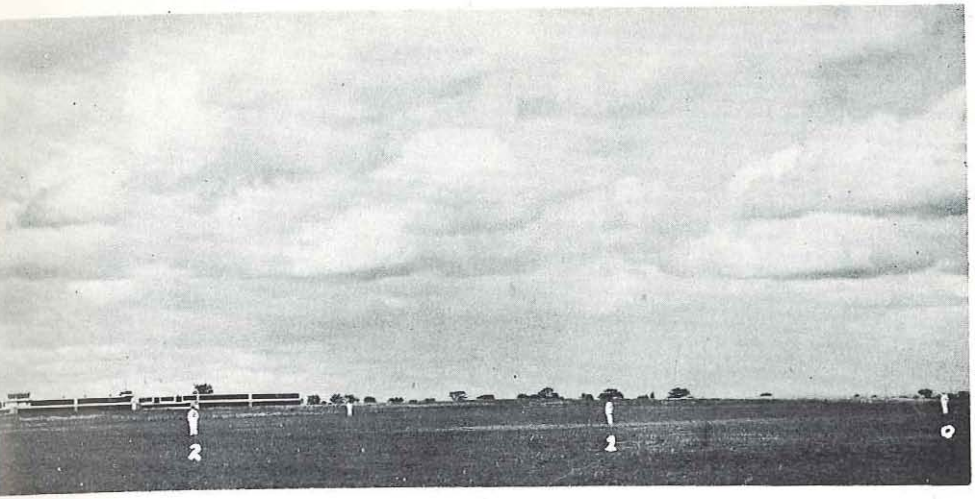
The skis are hydraulically actuated to fixed and free positions, thus enabling water as well as varied terrain operations. Throughout our testing phase, emphasis was placed on the suitability of the ski equipped *U-1A* to negotiate —sand, plowed fields, unprepared fields, snow, and water along side of beaching areas. The procedure was to operate—taxi, takeoff, and land—the *U-1A* on the various media with the ski equipped U-1A and with the same U-1A at an equivalent gross weight without skis.

Water Comparison Difficult

Comparison was possible on all the surfaces, except water. Water operation requires a special technique feasible only with the skis attached, although some aviators have been known to try it on wheels. Since the planing skis have only the *dynamic* flotation capabilities of the well-known recreational water ski, the ULG-equipped aircraft will sink if its water speed is *not* maintained above a minimum.

This minimum will depend on the density of the water (salt vs. fresh), depth of the water, aircraft aerodynamics, etc. For the *U-1A* a calculated minimum water planing speed is about 13 knots. To allow for margins of error, 20 knots is considered a safe planing speed.

**This same type ULG was tested by this Board on an L-19 in 1956. Note that the weight to power ratio of the L-19 is about 10:1 and the U-1A about 13:1. The L-19 thus had more power available for water skiing.*



VILLAND AIRCRAFT OF CANADA LIMITED

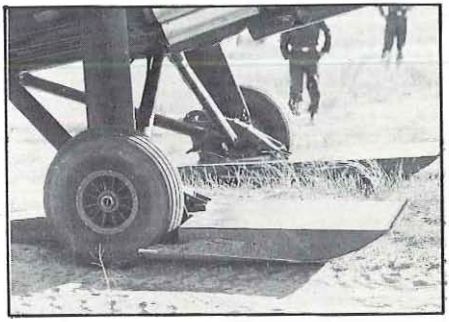
DOWNSVIEW, ONTARIO.

Washington Office 4625 30th St. N.W.

We found the normal sequence for water operation to consist of the following: *approach* a water area with skis in UPTRIM locked under 1500 psi hydraulic pressure, takeoff flaps, and about 70 knots IAS; *touch down* on water with nose slightly high, adjust power to maintain above 20 knots water speed; *taxi* toward the beach into the wind as much as possible; within close proximity to the beach release the pressure on the skis which permits the skis to go into Free Trim and adjust to the beach; reduce power, run onto the beach, apply brakes, and come to a halt in less than one plane length. This completes the water-to-beach transition.

Beech-to-Water Transition

The *beach-to-water* transition phase is simply the reverse process: accelerate along the beach to about 20 knots, turn onto the water with Free Trimmed skis; accelerate on the water for about 3 seconds and change to UPTRIM ski position; and finally accelerate to takeoff. Obviously the utility of the ski for water operation depends on the availability of "beaching areas" sufficiently large to accommodate the 58' wing span of the *Otter* during ground maneuvering



to include a beach takeoff acceleration space of about 250 feet.

In the overall *ULG* evaluation, further consideration must be given to the ski effect on the aerodynamic performance of the aircraft (ski drag, etc.), to the payload (ski installation weighs about 790 lbs.), to increased maintenance requirements, and to tactical practicability.

The test findings show that there are some terrain conditions that favor ski operation; a truism seems to be that one cannot make a duck out of a chicken by simply adding webbed feet.

CAT'S EYES FOR ARMY AVIATION

By

Maj. Dorothy L. Johnson

■ Many persons believe cats can actually see in the dark. The truth is, despite their good eyesight, they still must have some light.

The US Army Aviation Board at Ft. Rucker, Ala., however, will soon be testing a detecting system that will do what cats *wish* they could—*observe in total darkness.*

The secret, of course, lies in the use of the principles of infrared physics. These principles have long been known in the laboratory, and have had intensive academic study for years—as well as military application.

First Airborne Operational Test

This is the first time, though, that the Army will test an airborne operational infrared detecting system for use in Army aircraft. In line with the importance of this project, the US Army Intelligence Center will study the pictorial results in terms of intelligence value.

The word "pictorial" is not used in the actual photographic sense. While a camera is part of the equipment, this camera will only take pictures of objects showing up on a scope—and not of the objects themselves.

Infrared radiation (as in the case of radio, X-ray, ultra-violet and light radiation) is a member of the electromagnetic family. Its frequency, ranging from approximately one million to 500 million megacycles, falls between that of visible light and the microwave region used for high definition radars.

Actually A "Passive" System

The properties of visible light are exhibited by infrared, to some extent, but in other ways it more closely resembles radio or radar waves. Infrared radiation should not be confused with "heat waves," for such transfer of thermal energy by convection or conduction requires a physical medium such as air. A vacuum is no deterrent to the transmission of infrared energy.

The entire system to be tested by the US Army Aviation Board is *"passive"* rather than *"active"*. The infrared waves of objects on the ground—aircraft, installations, troops—are recorded, translated and made visible on a scope. Any object generates molecular thermal action, although when thermal action ceases, at absolute zero (—273C), there is no radiation. It is this molecular thermal action which actually results in infrared radiation.

MASTERS — Capt. Leonard F. Seitz became the fourth Master Army Aviator presently assigned to the Army Aviation Board. The award of a Master Army Aviator's badge is an extreme distinction and honor bestowed on a select few aviators who meet the high degree requirements for this award. Above Col. Jack L. Marinelli makes this award naming Capt. Seitz a Master Army Aviator. Capt. Seitz, with the Board since December 1955, is Project Officer with Test Division.

Within the infrared frequency spectrum different materials will radiate at different frequencies, depending upon the degree of thermal action in the material. This provides the means for discriminating between different types of targets—such as the distinction between a power plant and an ammunition dump, or operating tanks and marching troops.

Limited During Bad Weather

Although infrared detecting systems will provide the Army with the ability to view enemy activities in the dark, unfortunately it cannot "see" through clouds or rain. For bad-weather surveillance, the Army must still look to radar detection methods. However, when infrared can be used, it produces "thermal photographs" with far better detail than the pictures that can be obtained from the best mapping radars. And in addition, infrared has the tactical advantage of being a passive detection method, so that the enemy cannot tell when surveillance is taking place.

Infrared could extend the Army's capability for airborne surveillance far beyond its current state. This is one of the reasons the Army is watching the Aviation Board test project with great interest.

It will be a distinct military advantage to be given cat's eyes—that *really* see in the dark!

· BRISTOL 192 ·

■ Back in 1910 when a jet pilot was part of the kitchen stove and flight of any kind was still almost exclusively for the birds, the British Army put its riflemen and cannoneers on maneuvers with an aerial flivver called, more accurately than poetically, the *"Boxkite,"* and with it wrote the rudiments of the modern-day military formula in which the flying machine is both weapon and tool for the man who fights his war on the ground.

The fact that the concept of integral aviation's value to infantry and artillery missions was tried and proved at a time when the popular idea of the ultimate weapon was, *not* the Hydrogen Bomb, but the machine gun, is part of the proud tradition passed on by the makers of the *"Boxkite,"* the Bristol Aeroplane Company, to the great-great grandchild of the 1910 biplane—the Bristol 192 Tandem-rotor, twin-turbine military helicopter.

Designed for Ground Warfare

Field testing of the 192, now well along at United Kingdom facilities of the pioneer British aviation firm, has proved that the designers, who tackled their drawing boards with the aim of creating an aircraft for the man who fights his war on the ground, have indeed come up with a "field soldier's flying machine."

One of the cardinal virtues of the 192 is its versatility. In the field it can star with equal facility as a troop and freight transport, in search and rescue operations, as an ambulance and in paratrooping and supply dropping duties.

The 192 is big, tough and fast. Powered by two *Napier Gazelle* "free turbine" engines, each of 1650 horsepower, it has an all-up weight of 18,000 pounds and a maximum speed of 120 knots. As a weight lifter, the 192 is also a star performer. Its 24-foot cabin can hold 6,000 pounds; bulky, odd-shaped loads that can't be accommodated by the roomy doors, are slung under the belly on a rig that takes a suspended load of 5250 pounds or can be used for towing.

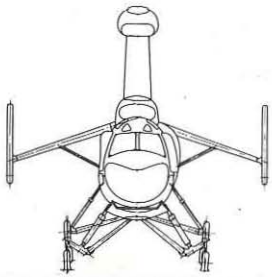
Has Single Engine Capability

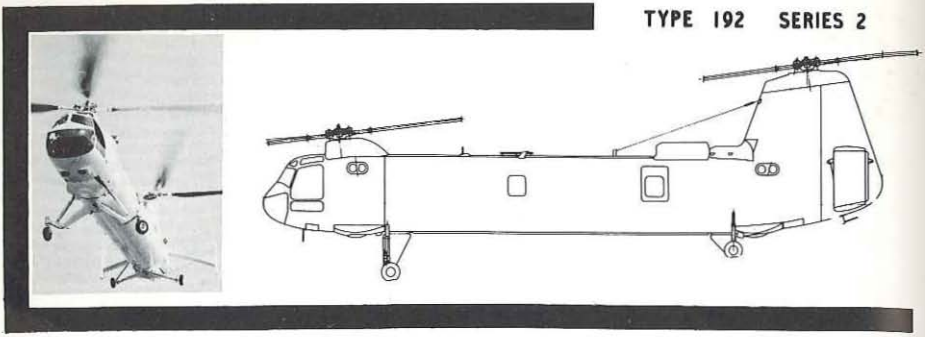
Another outstanding feature of the 192 is that even with this full load, should one engine be knocked out in combat, the aircraft can *still* maintain cruising flight on the remaining power plant.

On a long range troop carrying mission of 250 nautical miles, the 192 can carry 18 fully equipped soldiers plus its crew of two. For shorter hops as many as 25 troops can be accommodated. For quick off-loading of infantrymen in hovering flight, the 192 has a scrambling net than can be attached to the lower sill of the door on the forward starboard side of the fuselage.

As a flying ambulance, the 192 is designed to carry 12 stretcher cases arranged in tiers of three along each side of the cabin. In addition, there are places for two "sitting" wounded. Medical supplies, outlets for electric blankets and blood transfusion equipment are also

BY
H.C.M. Watkinson
Bristol Aeroplane Co. (U.S.A.), Inc.





provided. Over difficult terrain where landing is impossible, stretchers can be winched up to the fuselage while the aircraft is hovering.

In its role as a flying mule, the 192 can carry a maximum distributed load of three tons. The floor of the 192 is level throughout and is equipped with lashing down points. A 600-pound capacity winch takes on cargo when the helicopter is in hovering flight.

Litter Configuration

On search and rescue missions, the aircraft has a radius of action of 140 nautical miles and can accommodate 10 rescued cases—in addition to the normal two-man crew and fuel supplies that allow for a hover period of 20 minutes.

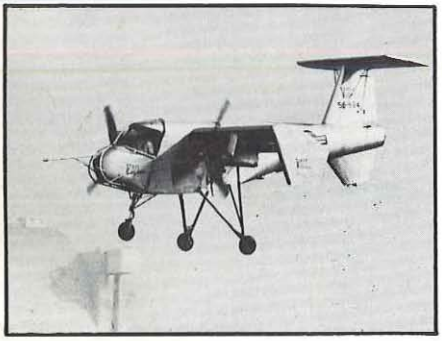
With 12 fully equipped paratroops on board the 192 has a radius of action of 115 nautical miles. For ferrying, *extra* tanks are installed in the fuselage to increase the still air range to about 620 nautical miles.

The 192 is fully equipped for day and night instrument flying and provision has also been made for an automatic pilot and dual controls. Single engine safety is ensured by a *synchronizing* shaft which interconnects the two engines, keeps the rotors in proper phase relationship, and permits both rotors to be driven by one engine in case of emergency. Rotor gear boxes are installed at a seven degree angle, enabling th 192 to take off and fly in a level altitude.

Climatically Equipped

For operation in gusty wind conditions, each rotor hub is fitted with centrifugally-operated droop stops, the anti-coning stops for start-up and run-down in high winds, and a hydraulically operated rotor brake is capable of stopping the rotors from 100 rpm in 16 seconds. For cold weather operations, the windscreen has thermal anti-icing. Crew stations are heated and the rotor blades are fitted with electrically operated de-icing equipment.

The *Type* 192, together with the *Type* 171 *Sycamore helicopter,* are being built at Bristol's Weston Division, where all the Company's helcopter activities are now concentrated.



Reporting "extremely good control and stability in the areas tested," Peter Girard, Ryan Aeronautical Company chief engineering test pilot, completed the first conventional flight testing of the Ryan Vertiplane. Utilizing the deflected slipstream to accomplish vertical take-off and landing, the Lycoming turbine-powered test vehicle has made more than half a dozen conventional flights at altitudes up to 5,500 feet at Moffett Field, California.

The U.S. Air Force placed a $2,044,345 order in January with the Vertol Aircraft Corporation for six Vertol 44A helicopters, spare parts, ground support equipment, and handbooks. The Vertol 44 is an improved, commercially certificated version of the H-21 helicopter.

USAREUR REPORT

Slack Reporting Denotes Inefficiency

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

■ In a previous report I mentioned the trouble resulting from *slack* reporting and records. The same thing results from failure of anyone to do his job completely and thoroughly anywhere in the system. We contribute to an increased workload whenever the Safety Board at Rucker has to query us about an overdue accident report.

The same applies when we must remind a subordinate unit to submit a UR on a piece of equipment which may have contributed to an accident.

A recent phone call to the unit that cited a *"Mickey Mouse headset"* and poor location of a light switch as probable contributions to an accident brought forth the reply, *"Haven't you guys got anything else to do except to ask us such questions? We haven't got time to make out UR's on things everybody knows are no good."*

The USAREUR Aviation Branch of G3 has lots of other things it should be doing besides reminding the individual who made the reply that he should comply with regualtions if he wants his problems solved. The quote is *not* typical; however, the situation where personnel are not taking prescribed action with their problems and carefully following regulations is too common.

Successful Conference

■ On 22-23 January, Seventh Army held a very interesting *Aviation Conference* in Stuttgart. Over 200 persons directly conneted with or interested in Army aviation heard representatives from DA, the Army Aviation Center and Seventh Army staff discuss current activities and future plans. Unfortunately, *Gen. Easterbrook* was forced at the last minute to cancel his plan to attend the conference. Guests included representatives from USAREUR Army Aviation activities other than Seventh Army. Congratulations to *Col. Wood* and other personnel of the Seventh Army Aviation Section for a fine conference.

We hope that our stateside visitors were able to become well acquainted with the situation here in USAREUR during their brief visit. When one sees a Division Aviation Company operating five or six airfields instead of one or two as the routine situation in garrison, he understands better why there are so many problems. One distinct advantage though is the additional personnel who receive training in various phases such as supply, maintenance, and operations.

"Well Done!"

■ It's sometime bad luck to brag about safety records. An examination of the operational report of the USAREUR Flight Detachment for the calendar year 1958 discloses a lot of flying without an accident. We think *"Hank" Weggeland* and his cohorts have done a fine job in compiling these operational statistics while supporting USAREUR Headquarters:

Passenger Miles (Statute)	1,069,264	miles
Service Mission Hours	5,085	hours
Aircraft Hours	5,372	hours
Passengers Carried	2,763	
VIP Mission	661	
Training Hours (in other unit's aircraft)	511	hours
Ground Controlled Approaches	330	
Actual Instrument Hours	1,396	hours
Army Instrument Certificates Issued	23	

Concurrence

■ I would like to add my indorsement to the letter by *J.B.* in the November issue of *Army Aviation*. Comparable accident rates can only be of value in similar activities and for operations under similar circumstances. Mission performance and combat readiness must be our primary goals.

The object of *Flying Safety* is and must be to avoid or minimize accidents to the maximum extent consistent with our primary goal. The unit I previously cited certainly operates under conditions other than a combat aviation company. It is assigned a number of personnel with limited experience and pushes its equipment to the limit with due consideration for safety in getting the job accomplished.

Gathering with Seventh U.S. Army officials, D/A, CONARC, and USAAVNS representatives play active roles in Seventh Army's Annual . . .

AVIATION CONFERENCE

Success or failure of Army aviation rests largely on the shoulders of aviators in positions of responsibility, Seventh Army commander *Lt. Gen. C. D. Eddleman* said Jan. 22 in opening Seventh Army's annual aviation conference.

"We must not only train our aviators to be good pilots," the general told the conference, *"we must further develop their leadership to keep the aviation program healthy."*

In welcoming the more than 200 aviation officers from Europe and the U.S., *General Eddleman* acknowledged the important role the aviator plays in the successful accomplishment of the Seventh Army mission.

"Army aviation has played a vital role in altering the tactics and techniques of ground forces," he said, *"but we must continue to exploit with energy and imagination the inherent capabilities of our organic aviation.*

"The skillful employment of fixed and rotary wing aircraft is essential if the Army is to meet the demands of modern warfare."

Lt. Gen. C.D. Eddelman (left), Commanding General, Seventh U.S. Army, is shown presenting Maj. John L. Johns, CO, 36th Trans Co (Lt Hcptr) with one of Seventh Army's four top aviation safety awards. The ceremony took place during the recent Seventh Army Aviation Conference. (US Army photo).

Need Determines Doctrine

Formulation of Department of the Army aviation training doctrine is in a large part based on the needs of Seventh Army, according to *Lt. Col. Elmer P. Fleming, Jr.*, from DA's Office of the Deputy Chief of Staff for Operations.

Col. Fleming, attending Seventh Army's 1959 aviation conference, said, *"Since all training has as its ultimate objective success in combat, your combat needs have the effect of translating themselves into the various policies and objectives which can be expressed as doctrine."*

He listed three objectives necessary to carry out Army aviation policy: *unit training, instrument qualification,* and *initial flight training in helicopters.*

Eddleman **Tolson** **Fleming**

Unit training, the colonel said, should emphasize tactical flying so that pilots can operate and live with supported infantry, armor and artillery units. Aviators should also be kept up-to-date on aircraft they are required to fly so that they remain properly qualified at all times.

Instrument Qualification Stressed

Regarding *instrument qualification, Col. Fleming* said Department of the Army was continuing to place emphasis on this "vital aspect" of the aviation program.

"I think we can assure you that beginning this month all fixed wing pilots reporting to Europe will be instrument qualified," he said, *"and we are making sure progress toward our goal of helicopter instrument qualification."*

Col. Fleming reported that a new program had just been inaugurated in which some prospective pilots would receive their initial flight training in helicopters. Herefore, fixed wing

(*Continued on Page 64*)

ARMY AVIATION ASSOCIATION

OF AMERICA, INC.

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

Planning for Annual Meeting Now in "Details" Stage

Annual Meeting Co-Chairmen—*Col I. B. Washburn (Ret.)* and *Lt. Col. Gerald H. Shea* —indicate that Committee planning for the June 5-6 AAAA Meeting is now in the advanced stage. Initial details on this first Association-wide membership meeting will be forwarded to each Member by individual letter on February 18th.

Tentative programming—as arranged by *Lt. Col. Alexander J. Rankin,* Program Chairman—calls for highly interesting sessions involving top level speakers, a separate panel discussion, and ample "open" periods for attendees to visit with their widespread friends.

Shoreham Facilities Reserved

The Shoreham Hotel—site of the Washington, D.C. Meeting—has set aside some 400 rooms to accommodate the Members in attendance. Additional details on Shoreham accommodations have been forwarded to the Presidents of the twenty AAAA Chapter activities for the general information of all interested Chapter Members. Similar material has been forwarded to the company representatives designated by each of the AAAA's twenty-one Industry Membership firms.

Socially, the two-day program will revolve around a Friday evening Reception (June 5th), and the 17th Anniversary Luncheon and Annual Banquet on Saturday. June 6th.

AAAA Officers Check-Ride Tail End "Glow Jobs"

As an AAAA Member, you may have caught sight of the Association's new FIVE-color Scotchlite Car Trunk Emblem on some post or Thruway. The initial "sample" run of 200 Emblems was forwarded in late January to the '57 and '58 Chapter, Regional, and National AAAA officers and from all reports we have received they have been put to use.

We wish to stress that unless you desire a SECOND Emblem for a second car, the son's bike, a carry-all trailer, a rural-type mailbox (they save those destination directions), or for placement on top of some inaccessible peak a la "Kilroy Was Here," you need *not* write to the National office for your glow job. We have yours on hand and will forward it to you along with your '59—'60 renewal membership card just as soon as you renew. The *first* one is on the house.

Members affiliated with a Chapter activity who are interested in securing a *second* Emblem are urged to secure them through their Chapter Treasurers.

FPPP Claims Return $1,620.00 in Monthly Indemnities

Some 2,490 rated Army aviation personnel are now covered under the Association's Flight Pay Protection Plan. Monthly claims return $1,620.00 in indemnities to grounded personnel with fourteen active and pending claims on file.

Payoff on Benning Membership Drive: Second Chapter

The AAAA's twentieth Chapter and Fort Benning's second was activated at the Georgia training facility in late January. Elected to office in the new *31ST TRANSPORTATION COMPANY CHAPTER* were: Pres: *Maj Orman E. Hicks;* XVP: *Capt. Robert B. McFeeters;* VP, Army Aff: *Capt. Robert G. Cox;* VP, Nat'l Guard Aff: *Lt. Charles A. Morris;* and VP, Reserve Aff: *Capt. Robert E. Morris.*

Also elected to office were: VP, Indus Aff: *CWO Robert L. Wright;* VP, Pub Aff: *CWO Bruce G. Nicholson;* Trea; *Capt. Thomas M. Stedman;* and Sec: *Lt. Joseph B. Chapman.*

3-Month Vulnerability Experiment Postpones Monterey Activities

"Unfortunately, our MONTEREY CHAPTER activities took quite a beating during the last quarter of the year. We conducted an Aircraft Vulnerability Experiment at Hunter-Liggett Military Reservation, and the Experiment involved more than half of our Members on a full-time basis.

Lt. Col. Hamilton, the Regional President, was our liaison officer with ORO who conducted

the Experiment along with us, while YT, a most inactive Chapter President during the period, served as Senior Air Controller for all experimentation. Then too, other members of our Board occupied critical positions on the project team. This obviated any 'Rallying 'round the Flag.'

Now that we're all back at Ord once again we're setting the wheels in motion for a BIG year with our Chapter. We held our first meeting—a 'beat the bushes' affair in late January and then we have a dance going (we hope) on Valentine's Day. The February business meeting will be a short business job to tie up loose ends for the coming year and then we'll have an educational wind-up on the AO-1 Program. Both of these latter meetings will be the Luncheon-Business type.

One of the projects we are going to pursue involves the formation of a Speakers' Committee of experienced Members who will make themselves available for civic appearances together with the 'Flying Soldiers' movie. One thing we're hoping to do—make local charts showing the organization of AA, the local organization structure, and, when possible, deliver the film/speaker packet by helicopter and arrange for Fly-Overs of Army aircraft.

Highly Interesting "Experiment"

Although these few words say little and probably should appear elsewhere in ARMY AVIATION, I think all members would have enjoyed participating in the Aircraft Vulnerability Experiment, if only as observers. It was a joint affair involving Army *L-19's, L-20's, U-1A's, H-13's, H-21's, H-23's, H-19's, the T-37's from Ft. Rucker, together with B-57's and F-100's from the Air Force.*

We also had demonstrations by F-104's with the final experimentation involving SD-1 Drones from Fort Huachuca. Army aviators staffed the air traffic control system, which handled close to 2,000 record scientific runs along precision courses.

The Air Force was most complimentary in their comments, and I do not remember another situation where AF-Army got along so well together on a joint project.

Although our AAAA nose dive resulted from our being in action five days a week from September through December, you can expect the

AAAA INDUSTRY MEMBERS

Aero Design & Engineering Company
Aircraft Radio Corporation
AVCO Lycoming Division
Beech Aircraft Corporation
Bell Helicopter Corporation
Continental Motors Corporation
De Havilland Aircraft of Canada, Ltd.
Fairchild Engine & Airplane Corporation
William J. Graham & Son
Hayes Aircraft Corporation
Hiller Aircraft Corporation
Hughes Tool Company—Aircraft Division
Kaman Aircraft Corporation
Lear, Inc.
Lockheed Aircraft Corporation
McDonnell Aircraft Corporation
Republic Aviation Corporation
Ryan Aeronautical Company
Sikorsky Aircraft Division, UAC
Southern Airways Company
Vertol Aircraft Corporation

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 L, Westport, Conn.

NEW MEMBERS JOINING AAAA

ALABAMA REGION
(Alabama)
Lt Col Robert E. McGraw
Lt Elvin G. Baker
Capt Alfred B. Jarden
Lt Richard C. Bender
Lt Edwin L. Boardman
Capt Gerald S. Simons
Capt William R. Knowles
Capt Arnold R. Young
Capt Joe P. Conner
Lt Vincent J. Meulemans
CWO Harry M. Fletcher
Capt James E. Moore
Maj Harold I. Hayward
Lt William F. Temple
Maj Warren P. Pauley
Lt George L. Earl
Russell L. Meek
Capt Robert F. Creson
WO James D. Patton
Maj Horst K. Joost
Capt Walter A. Johnson
Capt John A. Love
Lt Harold G. Oakley
Lt Daniel C. Dugan
Lt Richard Holl
Capt Bruce B. Campbell
Lt Bernard W. McIntosh
Capt Graham C. Davis
Lt Robert A. Chubboy
CWO Meckie I. Keys
Capt Robert E. Chaves
Lt Brennon R. Swindell
Lt James M. Hesson
Lt Donald Byrne
Lt Russell C. Potter
CWO James W. Birchfield
Lt Col Russell P. Bonasso
Lt Edward P. Surniak
CWO Allen J. Gajan
Lt Francis Doyle
Lt Carl M. Putnam

USARAL AREA
CWO Marvin L. Britt
Lt Kenneth E. Cardwell
Capt Samuel P. Muse
Lt Edward A. Spencer
CWO Harold R. Bunnell
Lt Joe C. Bruer
WO Donald E. Peuser
Lt Jay D. Rossman
WO Dale E. Snell
WO Jimmie L. Steelman
Lt Dale Martin
WO Joseph P. Duffy
WO Mackie D. Mott, Jr.
Mr. Francis S. Ricketts
WO Helmut A. Roeder
CWO James H. Williams
WO Thomas E. Holmes
WO Stewart Whisnant
CWO Denver G, Kidd
WO Wymond N. Thurmond
WO Ronald B. Gilsdorf
WO Walter C. Larson
Maj Verl E. Towne
Capt Edgar S. Beaumont

USAREUR REGION
Lt Robert E. Bilyeu
WO Charles R. Honeycutt
Capt Albert M. Krakower
Maj James H. Gooden
Lt Felix J. Bessler
CWO Joseph T. Kuntz
Capt Harold C.O. Holt
Capt Charles E. Leeds
Maj Kermit Petersen
Capt Charles F. Ward, Jr.
CWO Harro R. Weise
CWO Richard A. Dugan
CWO Dorsey Battle, Jr.
Capt Bernard D. Thompson Jr
Lt Richard A. Isbell
Lt Calvin F. Phillips
Lt Robert G. Cooper
Capt William H. Wilcox
Capt Woodrow W. Brown
Capt Joseph W. McClure
Capt Douglas M. Moody
CWO Raleigh L. Harden
Capt James B. Ottney
Lt Royce M. Smithson
WO Henry C. Norton
Lt Jerry R Mathews
CWO Richard D. Tood
Lt Bobby Joe Bray

TEXAS AREA
(Texas)
(1st 7 in wrong area Nov Issue)
Capt Henry J. Wilkins
Maj John H. Grinnell
Maj Purl A. Stockton
Lt Donald A. Champlin
Capt James S. Hanna, Jr.
Capt David G. Emery
CWO Roy D. Jackson
Lt Emmett P. Hollowell
WO James R. Ervi
Capt John F. Eggers
Lt Gary C. Hall
Lt Richard R. Bailey
Capt Robert A. Frederick
Capt Jack M. Sherman
Capt Henry C. Sullivan
Lt Jack A. King
CWO Edward W. Fritz
Lt Col Carl I. Sodergren
Capt Paul M. Cagle
James E Hooker
Lt David L. Mosher
Capt James G. Humphrys
Capt Jack H. Dibrell

SOUTHEASTERN AREA
(Ga-S.C.-N.C.-Florida)
Lt Robert M. Wilkinson
CWO W.R. Kirkpatrick
Lt Gerald H. Hanson
Lt Lee D. Ellis
Lt Richard L. Williams
Lt John J. Ahern
Capt Walter D. Yenne
Lt Robert B. Kenyon
Lt Ralph D. Ritchie
Lt Peter Jefferds
Capt Robert E. Hewell
Capt Bramble Robbins
Capt Obel H. Wells
WO Franklin D. Baldwin
Lt Paul E. Needles
Lt Valentino Panzitta
Lt Donald G. Graig
Lt Eldon J. Smith, Jr.
Le Geofrey M. Daniels
Lt Thomas R. Howell
Lt Col Miller T. Nesbitt
WO Wayne H Webb
CWO Robert J. Sable
WO Riccardo J. Lombardo
Capt Harry E. Rawlings
Capt Frank O Miller, Jr.
CWO Charles J. Dye
Lt Davey L. Stanley
Capt Donald E. Willey

WASHINGTON REGION
(Md-Va-D.C. within 60 miles of D.C.
CWO Donald P. Frazier
Lt Col George W. Brooks Jr
Lt Marvin H. Ebaugh
Lt Otis H. Kirk
Lt Richard J. Ponds, Jr.
Capt William S. Goodhand
Lt Charles D. Davis
Lt Bernard L. Hagberg
Lt Lawrence E. Williams
Capt George D.P. Patterson
Lt William N. Hayes
Lt Murray Foster, Jr.
Mr William Marriott
Adolphus A. Millings
Lt Stephen Farish

CALIFORNIA REGION
(California)
WO Henry A. Thomas
Capt David W. Durfee
Lt Harry R. Wingren
Lt Robert G. Clark
Lt Bennett W. James
Lt Rulon Andrus
Lt James C. Grain
Capt Frederick W. Brown
WO John A. Walsh
Lt Ray F. Schutte
Maj Robert H. Williams
Lt Carl C. Busdiecker
Capt Novarro C. Stafford
William H Hughes

USAFFE REGION
Maj Michael Olijar
Lt William W. Redman
Lt James D. Beam
Lt Charles O. Sims
Capt Noble N. Clark
Capt Alfred R. Smith
CWO Billy J. Fulbright
Capt Raymond E. Cross
Capt Robert D. Roberts, Jr.
Lt John P. Flanders
Lt Richard R. Scott
Capt Marvin J. Beasley
Capt Robert N. Peterson
Lt John G. Swan, Jr.
Maj H. M. Gillespie

MID-EASTERN AREA
(W. Va- Del-Va. outside 60 miles of D. C.)
Lt Lowell E. Johnston
Lt Roy W. Hill, Jr.
WO Gerald H. Dirks
CWO Richard W. Parsons
WO John W. Schwegler
Capt William F. Hart
WO William L. Leighty
WO James M. Welch
WO Royce D. Raley
WO James B. Cooke
WO Robert B. Harr
WO Harold F. Johndrow
WO James S. Lockhart

CENTRAL AREA
(Ohio-Ill-Ky-Mich-Ind-Wis)
WO James B. Stallard
Capt Edward A. Thomas
Lt Ronald K. Owens
Lt Jessie E. Stewart
Lt James R. Allan
Capt Austin J. Parker
Capt Virgil A. Henson

MIDWESTERN AREA
(Kan-Mo-Minn-Neb-Iowa-N Dak-S Dak)
Capt Theodore J. Graves
Lt Austin D. Frentz
Lt Col Robert J. Low
Mr J. A. Frisbey

SOUTHERN AREA
(Tenn-Miss-La-Ark-Okla)
WO W. J. Patzig
Lt Wilbur R. Pierce, Jr.
Maj George P. Kelly
Capt H. B. Van Dyken
Maj Howard M. Moore
Capt Robert M. Deets
Capt Billy Foust

NORTHEASTERN AREA
(Mass-Conn-NH-Vt-Me-RI)
Lt Benjamin C. Johnson
Capt Douglas Mosley
Capt Nick J Primis
Capt Robert A. Lust

NORTHWEST AREA
(Wash-Ore-Idaho-Mont-Wyo)
SFC-6 George H. Eckler
Lt Donald A. Ice
Lt Charles O. Delp

USAFFE REGION
Capt Eric A. Williams
CWO Fred E. Farmer, Jr.
Lt Cecil O. Carlile
Maj Richard J. Kennedy

MONTEREY CHAPTER to once again take the lead in activities at a local level. We had it and lost it but we're home once again."

—Maj. Eugene M. Lynch
President
MONTEREY CHAPTER

Sack, Full, One

Submitted too late to make the January issue (long hangover?), *Phil Drew's* report on the *NORTHEAST AREA's* Christmas Party makes pleasant reading.

"The theme of our USAR Get-Together—Christmas—was amply displayed by Capt. Arthur Meyer, our most voluble Santa Claus. He distributed what was no doubt the most impressive collection of gifts ever seen at Fort Devens (from a standpoint of quantity, anyway). The ladies were SHOWERED with bottles of Prince Matchabelli perfume, sets of cocktail glasses, bracelets, baubles, and trinkets by the handful.

There seemed to be no bottom to Santa's sack. This lavish collection was the work of (Lt. Col.) Sam Gordon in charge of the gifts.

Following a tour of the airfield for the ladies —to authenticate where we weekend warriors war—dinner was served at the Fort Devens Club, Lt. Col. James E. "Jim" Murphy, the NORTHEAST AREA President, welcoming all Members in a brief speech and expressing the hope that similar occasions could be arranged more often in the future."

Meade Chapter Has Wing-Ding

"Just a quick note to let all Members know that the FORT MEADE CHAPTER started 1959 in the proper manner—with a wing-ding.

Some 100 Army aviators and their wives descended upon the Ft. Meade Officers Open Mess in mid-January for cocktails, a HUGE buffet, and some post-dinner dancing to work off the calories consumed. The occasion was stimulated by the departure of our Chapter President, Lt. Col. Lyle H. Wright, all on hand wishing the Colonel a fond farewell. The Colonel has been assigned to the Armed Forces College at Norfolk, Va.

We plan to meet again in February at a business session at which time we will elect a new Chapter President and plan our Spring AAAA activities."

—Capt. Wilbur Gates, Jr.
Secretary
FORT MEADE CHAPTER

AAAA CALENDAR

February-March, 1959

- February 4, 1959. California Region. Luncheon and business meeting sponsored by the San Francisco Bay-Delta Chapter, Stockton Field, California. Industry guest speaker, Mr. Donald Armstrong, Hiller Aircraft.

- February 7-8, 1959. Texas Area. Fly-In, Drive-In Get-Together sponsored by the Fort Hood Chapter. Flying L Ranch, Bandera, Tex. Industry guest speakers and planned entertainment by Bell Helicopter Corp. Also guest speaker, Mr. George Haddaway, Publisher, FLIGHT MAGAZINE.

- February 8, 1959. Massachusetts Chapter. Business and social meeting. Fort Devens Army Airfield, Fort Devens, Mass.

- February 14, 1959. Vicenza Chapter. Business and social meeting. ARTU Hotel, Vicenza, Italy.

- February 14, 1959. California Region. Valentines Day Dance sponsored by the Monterey Chapter, Monterey Naval Air Facilities Club, Monterey, Calif.

- February 17, 1959. California Region. Educational meeting sponsored by the Monterey Chapter, Soldiers Club, Fort Ord, Calif. Grumman presentation on the AO-1.

- February 20, 1959. Fort Benning Chapter. Dinner and business meeting (stag), All members invited. Steak dinner, industry guest speaker, Mr. Murray Carney, Sikorsky Aircraft, entertainment after meeting. The Golf Club (Country Club), Fort Benning, Georgia.

- February 20-22, 1959. USAREUR Region Get-Together sponsored by the Stuttgart Chapter, General Walker Hotel, Berchtesgaden, Germany. Informal Get-Together, 12:15 p.m., Feb. 20th. Business meeting, 10 a.m., Feb. 21st. Aviation movies, special attractions for children, Saturday afternoon. Cocktails, buffet, and floor show, 6 p.m., Feb. 21st.

- February 20, 1959. Alabama Region. Dinner-Dance sponsored by the Combined Test Activities Chapter. Planned entertainment. Officers' Open Mess, Fort Rucker, Ala.

- March 16-21, 1959. Seoul Chapter. Membership business meeting (stag). Date to be set. Seoul, Korea.

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

NOMINEES FOR '59-'60 NATIONAL EXECUTIVE BOARD

Pictured on this page are the nominees for the ten elective offices on the '59—'60 National Executive Board. This new National Board will take office at a ceremony during the Annual Meeting on June 6th.

In late February, each Member was forwarded an individual ballot for use in the election of the new National Board. To be valid, these ballots should be returned to the National office on or before March 31, 1959.

The Presidents of the organized Regional activities (local election) and the Executive Secretary (appointee) complete the full National Board.

President:
Bryce Wilson
Lt. Col., USAR
Director
Military Relations
Hiller Aircraft

Exec. Vice President:
O. Glenn Goodhand
Colonel, Army
Deputy President
U.S. Army
Aviation Board

VP, Army Affairs:
Alexander J. Rankin
Lt. Colonel, Army
Office of the Chief,
R & D, D/A
Washington 25, D.C.

VP, NG Affairs:
Howard E. Haugerud
Captain, ARNG
Legislative Assistant
to
Sen. H. H. Humphrey

VP, Reserve Aff:
Sam Freeman
Lt. Colonel, USAR
Aviation Officer
78th Inf Division
NJ—USAR

VP, Indus Aff:
Jos. E. McDonald, Jr.
Lt. Colonel (Ret.)
Wash. Representative
De Havilland Aircraft
of Canada, Ltd.

VP, Public Aff:
I. B. Washburn
Colonel (Ret.)
Wash. Representative
Republic Aviation
Corporation

VP, Public Aff:
Frank O. Grey, Jr.
Lt. Colonel, ARNG
Aviation Officer
33rd Inf Division
Illinois—ARNG

Treasurer:
Chas. E. Haydock, Jr.
Lt. Colonel, USAR
Staff Officer
NY Mob Des Det 3
New York—USAR

Secretary:
Keith A. French
Lt. Colonel, Army
Chief
Army Aviation Section
NGB

CONFERENCE/*Continued*

aircraft training came first for all pilots, then helicopter training followed for some.

"After their first tour as helicopter pilots," Fleming said, *"those making a career of the Army will be sent back to Fort Rucker for fixed wing training."*

In other developments at the conference, *Col. John J. Tolson,* USAAVNS, offered some solutions to problems created by the rapid expansion of Army aviation.

Regarding instrument qualification of pilots, *Col. Tolson* said the main problem arose in keeping pilots instrument qualified on a continuing basis. *"Pilots must be given the flight time and equipment necessary to stay qualified,"* he said.

Methods for controlling combat air traffic are also under study, he reported, although it was not yet decided whether to concentrate on a centralized system or a decentralized one. *"A centralized system would simplify training, equipment, maintenance, operating procedures, and especially operations in a fast moving tactical situation," Col. Tolson* said.

He reported that in addition to aviation extension courses now available, plans were being finalized to prepare an Army Aviation extension course parallel to resident instruction of the Aviation Staff Officers Course.

Col. James F. Wells, USABAAR, Fort Rucker, in presenting the *Flight Safety and Accident Research* aspect of the conference, lauded the Seventh Army's Aviation Safety record and program in being. He was followed by *Capt. Dolman W. Vineyard,* Assistant to the 7th Army Aviation Safety Officer, who presented the Seventh Army Safety Program, statistics that proved to be some of the best in the US Army.

Maj. John T. Pierce III, ODCSR&D, DA covering the current *Research and Development program* and projects in being at Department of the Army level, brought Seventh Army AA's the latest word on projects in the research, development and test stage in Army aviation.

Col. Arthur W. Ries, Seventh US Army Aviation Group, followed with a presentation on *Maintenance and Supply* within Seventh Army.

Other dignitaries attending the two day conference were *Maj. Gen. Paul D. Adams,* Commanding General, Seventh Army Support Command; *Maj. Gen. Thomas F. Van Natta,* Commanding General, Third Armored Division; *Brig. Gen. Carl I. Hutton,* Commanding General, 8th Division Artillery and former Commanding General, USAAVNS; as well as numerous other dignitaries representing the US Army, Air Force and various NATO countries.

Host for the 1959 Conference was the Seventh Army Aviation Section under the direction of *Col. Edgar C. Wood.*

"Bouncing" Baby Born During H-34 Emergency Flight - What Next?

Helicopters may be getting faster but a 4th Armored Division emergency H-34 helicopter recently lost a race with the stork.

A six pound, eight ounce son was born to *Mrs. Doris Nolan,* wife of *Sgt. Willaim S. Nolan,* Hq Co, 1st Bn, 2nd Armd Cav, as the *Choctaw* was enroute from Bayreuth, Germany, to a U.S. Army Hospital at Nurnberg.

The youngster's birth was attended by *Dr. Siegfried Reubekeul* and Army medical corpsman *Sgt. Chauncey Baird. Lt. Milton Olson,* pilot; co-pilot *Lt. Robert Oberg;* and crew chief, Sp4 *Billy Owen,* all of the 504th Aviation Company, took part in the unique mission when roads between Bayreuth and Nurnberg became impassable.

The day after the "lost race," *Lt Olson* and *Sp4 Owen* learned they had become "uncles"—the *Nolans* named their son *Milton Billy.*

The operations officer of the 504th is still in a quandary. Knowing higher authority goes by the book, he's concerned because the takeoff and landing *"passenger manifests"* do not balance.

A phone check with Sikorsky officials reveals that this is the third such aerial "delivery" on the records.

PHOTO ABOVE: Lts Milton Olson (left) and Robert Oberg extend their personal congratulations to Mrs. Doris Nolan. The stowaway is shown, second from the left.

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

USABAAR Missionaries Preach Safety on Nationwide Tours

■ Utilizing every mode of transportation short of an ox cart, three members of the United States Army Board for Aviation Accident Research (USABAAR) returned recently from a whirlwind, 12-day, 2400-mile trip to four Army posts where they presented *"Indoctrination in Flying Safety."*

Traveling to Ft. Meade, Ft. Sheridan, Ft. Riley, and Ft. Carson, the USABAAR team talked to over 300 civilian safety personnel and Army aviators, including National Guard and Reserve component advisors. At each post, they conferred with aviation safety officers, discussing individual or post problems peculiar to the particular installation.

First of Three Trips

This trip was the *first* of *three* which will carry the team to every Army area and most major posts within the United States over a period of three months. The posts selected are based on the heaviest concentration of Army aviators. Before the tour is over, they will have talked to one-fourth to one-half of all Army pilots.

Their next jaunt will begin 7 February and will last 16 days. On this trip they will carry the story of USABAAR, its mission and function, to Ft. Sam Houston, Ft. Sill, Ft. Bliss, and the Presidio of California in San Francisco. By special invitation, they are tentatively scheduled to deliver their presentation to the Aviation Safety Course conducted at the University of Southern California.

Members of the USABAAR team are: *Lt. Col. Edward G. Raff,* deputy director of USABAAR; *Capt. Archie W. Summers,* chief of the liaison division; and *Frank G. Andrews,* chief of the aviation accident investigation division at USABAAR.

REASSIGNMENT

Brigadier General Carl I. Hutton, Artillery Commander, 8th Infantry Division, Germany, and a former Commander of the U.S. Army Aviation School, Fort Rucker, Ala., has been assigned to the Federal Aviation Administration, Washington, D. C., effective April 1, according to a recent announcement by Secretary of the Army Wilber M. Brucker.

RECOMMENDED READING

We're proud to report that two contributors to 'ARMY AVIATION' have current articles in the February, '59 issue of FLYING. LIGHT TWIN TO SAIGON, a report on a 4,270-nautical-mile L-23 ferry flight in early '57 from Japan by Capt. (now Major) Robert W. Miller, is featured by its front cover listing. W. F. Gabella, an ex-30th Topo Engineer AA who has gone civilian in dropping the usual "Bill" Gabella, projects some humorous truisms in his MOMENTS IN THE LIFE OF A CHOPPER PILOT.

Six AA Personnel Decorated for Hazardous Rescue Mission

Four pilots and two crew chiefs have been decorated by the Department of the Army for their part in a rescue mission performed on the Greenland ice cap last July.

The pilots—*1st Lt. James R. Blackmore,* and *CWOs Gordon E. DeGeest, Donald R. Joyce,* and *Vincent J. LeDuc*—have received the Distinguished Flying Cross; the crew chiefs—*PFC Francis E. Kennedy* and *Sp4 Robert J. Tebo*—were awarded the Air Medal. All six were serving with the U. S. Army Transportation Environmental Operations Group (USATREOG) at the time of the mission.

No Navigational Aids

Volunteering to fly two H-19 helicopters in a search for a missing USAF H-21, the Army personnel experienced extremely perilous weather and dangerously low visibility in an area completely devoid of navigational aids. Finding the wreckage the crews landed and determined that all five persons had perished. Returning to their base, they then led a ground party to the site of the crash.

Guided over 400 miles of ice cap solely by a trail marked by bamboo poles, the crews were forced on seven occasions to make emergency ice cap landings because of sudden white-out conditions eliminating all outside visual references.

To augment their limited range, the crews refueled from 55-gallon drums of gasoline cached on sleds along the ice cap trail for the purpose of sustaining emergency flights, the difficult Arctic refueling being completed by the crew chiefs.

DECENTRALIZATION DOESN'T FAZE USARCARIB UNIT

Ruby

Eder

Hargett

■ A recent check of records revealed that aircraft of the 937th *Engineer Company (Aviation) (IAGS)*, with station at Howard *AFB*, Fort Kobbe, flew in excess of 11,500 hours during the calendar year 1958.

Well known by their red and white color throughout Central and South America, these aircraft provide support to field parties engaged in the Army-wide mapping program.

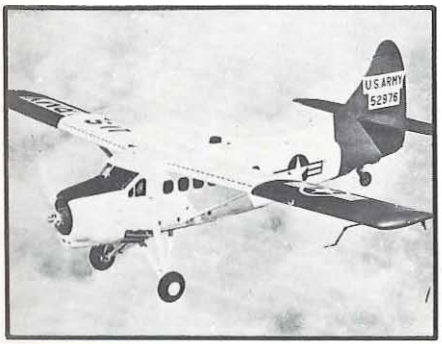
Working with personnel of the Inter American Geodetic Survey, and personnel of the collaborating agencies, some 42 F/W and R/W aircraft, are presently operating in the countries of Mexico, Guatemala, Honduras, Nicaragua, Costa Rica, Panama, Colombia, Ecuador, Peru, Dominican Republic, and Haiti.

Mission Dictates Aircraft Type

A breakdown of these aircraft would indicate that each has been selected and assigned to an area best suited to its capabilities. The mission for each varies subject to its performance and versatility.

Helicopters provide invaluable aid in the transporting of personnel and equipment to a point or station that perhaps for all practical purposes is inaccessible by any other means. They are also used in classification and photography control.

In areas where use of rotary wing aircraft is not possible due to altitude or range, the field engineers spend days getting to and from the desired points. Their mode of travel is mostly by foot, supplemented by an occasional car or horse. The helicopter has also been called upon on numerous occasions for evacuation of sick and injured personnel.



The fixed wing, or conventional aircraft, also play an important part in this work. The two-place observation plane is effectively utilized in conducting reconnaissance over *projected* areas of work. By the use of these aircraft, it can be determined within a few hours flying time, if a point is suitable with respect to unobstructed field of view and relative location. These points must satisfy certain minimum requirements prior to occupancy by survey groups, and the time factor would be extended indefinitely without use of the aircraft.

Reflective Tape Marks Trail

This observation plane also aids in selecting and marking routes to and from stations, when personnel, by necessity, are required to walk to the points. This is accomplished by dropping a highly reflective tape *along what the pilot considers to be the best route.* In addition, the L-19 provides logistical support to these people. Capable of carrying 150-200 pounds of cargo under each wing, a sufficient amount of supplies may be free or para-dropped to the field group of 3 to 6 men.

The larger 6 place L-20 and the 11 place U-1A aircraft also have their specific missions. Both aircraft operate from short, unprepared airstrips, and are used in logistical support of the program. The transporting of personnel, field equipment, highly-sensitive instruments used by survey crews, food, and fuel and oil for the helicopters, are some of the duties given to these dependable aircraft. They are also

By
Lieutenant Dan Knotts

used in providing escort for helicopters during *extended* flights over mountainous and jungle terrain.

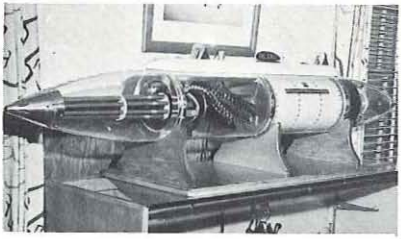
The twin-engine L-23 command aircraft provides fast and all weather operation when necessary. An aircraft of this type, modified with cameras, is presently doing photography work over the Republic of Panama.

Of course, an operation of this size, covering almost all of Central and South America, is subjected to many problems. The 937th Engineer Company, commanded by *Lt. Col. Jack W. Ruby,* with *Maj. Herbert R. Eder,* Executive Officer, maintains a staff at Howard AFB whose responsibility is to provide control, supervision, and support to the crews and aircraft operating with field projects.

The many matters pertaining to personnel and administration are handled by *Capt. Robert G. Friar,* Administrative Officer. Information necessary for Reports, Maintenance of individual records, and other administrative functions, for the 159 Officers, Warrant Officers, and Enlisted Men, for the most part, *is received via radio from each Field Project.* This, and other factors caused by the great dispersion of personnel, makes an already trying task, exceptionally difficult.

The Maintenance Officer, *Capt. Robert C. Boatright,* insures that the aircraft are kept in a safe flyable condition, by closely supervising the maintenance performed on the aircraft, when they are returned to the Canal Zone for scheduled inspections and repairs.

The procurement of the many replacement parts required in order to keep 42 aircraft flying is handled by the Supply Officer, *Capt. Robert D. Mathias.* He anticipates the need for these parts and insures that an adequate working stock is maintained, also being responsible for the issue of *emergency equipment and survival gear* that accompanies each aircraft on all flights.



FAST SHOOTING — A full-scale model of the new 7.65 mm Vulcan Gun Pod is shown on display at USAAVNS, Fort Rucker. This weapon is for helicopters and light aircraft and has a firing rate of up to 10,000 rounds per minute.

"Gimme a Long, LONG Count!"

Capt. Claude C. Hargett, Operations Officer, has a job not dissimiliar to that of a Battalion S-3, supervising the flight scheduling and photography sections. In addition, he controls the operation of a radio net provided to each country where the 937th has personnel and aircraft. The primary function of this net is for aircraft position reports, enabling the unit to keep a close watch on all aircraft.

Ascertaining that operations are being conducted in a safe manner is *Capt. James C. Crawford,* Safety Officer. By constant checking and inspections for unsafe practices, he adds safety to the 937th picture. His task is increased greatly by the fact that instead of having the personnel and equipment in his own "back yard," they are spread over an area from northern Mexico to Peru.

Frequent visits to field projects by members of the staff are, of course, a necessity. Trained inspection teams depart from Howard *AFB* periodically to insure that this unit, one of the most productive in Army aviation, maintains its high caliber of performance.

Took Two to Tango!

Two Army Aviators got a bird's eye view of the jungles, swamps, and mountains of Central America recently in delivering the goods direct to the USARCARIB Headquarters in Panama.

A requirement placed on the *U.S. Army Signal Supply Agency,* Philadelphia, for special long-range communications and navigational equipment for an Army *Otter* (U-1A) gave rise to the unusual 4-day flight South of the Border.

Capt. Donald J. Haid, the Agency's Army Aviation Officer, picked up the Otter in Dallas, Texas, where it had been equipped as required by the Aircraft Modification Center of the Collins Radio Corporation.

With *Capt. Raymond J. Tourtillott* of USASATSA, Fort Rucker, Ala., sharing the flying chores, the *Otter* was ferried over Mexico, Nicaragua, Guatemala, El Salvador and Costa Rica enroute to Panama.

MAINTENANCE TIPS...

...Mike Button

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

New Pilots' Helmets

The long awaited *Aircrew Crash Helmets* will be available for issue very shortly. Present plans to get the new *APH-5* to all authorized personnel in the field call for about 3000 to be delivered to the QM late this month. Pilots should be expecting their issue sometime in March. SM 10-1-8415, change 4, dated 1 October 58 spells out the complete data; however, for your information, old Mike did a little leg work to get the info for you.

These helmets are listed in 2 sizes, *medium* and *large*, are adjustable, and guaranteed to fit all *odd* bald pates. So, if you got an odd-shaped head, 6 different sponge rubber pads, which are replaceable, to insure individual fits, will be available.

Medium Size: FSN 8415-577-4142
Large Size: FSN 8415-577-4143

Now get with Supply and get your request in 'cause these are real handy gadgets to have around the cockpit.

TM Questions Again?

Mike gotta inquiry from the field the other day stating that there was a conflict between values in TM1-1-1A-8 and the *specific* dash 2 handbook. What to do? So, if there is a question in somebody's mind as to what to do, Mike thought a little note here might help those other guys with possibly the same doubts.

TM1-1-1A-8 is general information and was issued as an aid to maintenance only. Section 1-11, on page 1 states: *"The instructions in this handbook (dash 8) shall be considered as general and applicable except as otherwise specified in the manual (dash 2) for the specific aircraft. In cases of conflict between the Handbook of Instructions for the Structural Repair of a particular aircraft, subsequent TO (TM), Technical notes, or change orders and this handbook (dash 8), the former shall govern in all cases."*

Boiled down, it means that the dash 2 and all changes thereto take precedence over the general TM1-1-1A-8.

Instruments Kaput?

Practically all UER's old Mike has seen from the field in the last few months invariably raise hell with the *gauges*: *"They are NG"*, *"Won't work"*, *"way off"*, etc., etc., etc. So, after exhaustive research, what do we come up with? *Thread* trouble, that's what.

It has been estimated that proper PM can save Uncle Sugar thousands and thousands of sawbucks monthly if Army Aircraft Maintenance would only check the little ole threads on that thar instrument before it's installed. Everybody knows that there is a difference between *"pipe threads"* and *"machine threads"* and you can't screw 10 threads to the inch onto 14 threads to the inch without stripping the gol darn thing.

By William D. Bickham

So, please, check *all* instrument connection threadings and *all* line connection threadings to be sure that they are the same thread. *Don't* force under any circumstances.

Ya see what happens is, when the threads don't mate and you force these connections on, stripping results. Then you add a little vibratory action and the connections wiggle loose causing leakage, and when this happens to the air speed indicator, which operates on a differential pressure principle, you get the erroneous indications and you condemn the gauge. It cannot be stressed too much: *"Check those threads before installing your replacement instrument"*.

Beavers Need Oxygen, Too!

Portable, Type A-1, Oxygen Systems have been included in the Dept of Army Supply System for use in all *Beavers* (L-20). The *A-1 System* components are to be catalogued in the Special Equipment Section of the Applicable Repair Parts and Special Tool Lists. But for now here's the components to requisition if your outfit is authorized oxygen equipment for the *Beaver*. All you'se guys who fly low and slow don't get 'em. But, of course, if you're stationed on top of old Smokey or the Zugspitze you can get 'em. Just a little tip in passing. Don't forget the IG knows that *Beaver* outfits are going to get the oxygen, too. So, don't let the oxygen consumption be any more on Mondays (after hard week-end) than on any other day of the week.

To get the equipment use:

FSN 1660-487-0035—Cylinder and Regulator Assy, Type A-1
FSN 1660-692-3939—Tubing, Oxygen mask to regulator (47")
FSN 1660-180-5534—Bracket Assy, Port. oxygen, A-1

To get the masks:

FSN-1660-516-6621, A-13A Large
FSN-1660-516-6620, A-13A Medium
FSN-1660-516-6607, A-13A Small

After you receive the masks, you should inspect them to see if the hole in the end of the cord duct is plugged (air tight) and that the pressure relief vent is sealed in accordance with AFTO 15X5-3-2-1, 1 October 1956, as revised 27 January 1957, subject: *"Demand Oxygen Mask, Type A-14A"*.

Well that's all for this month, see you subsequently.

Informationally yours,

Mike Button

WHY DON'T THEY. . . .

. . . re-route headset cords to eliminate many of the cabin "snarls" that plague pilots? The cords to the headset are forever in the way—are forever being hooked by a stray elbow and being unplugged—and the headset is forever being twisted around so that the boom mike sticks you in the face.

With the re-routing of the jack to the top of the cabin and the plug-in to the TOP of the headset as well as the use of a spiral or coil-type extension, the pilot could then turn his head or bend his head without becoming enmeshed and having his headset displaced.

This set-up would work in the L-19, TL-19, L-20, H-23, and H-13. Also, with the issue of the new crash helmet the cord could be routed out of the *TOP* as easily as it could through a rear-type mounting.

—Lt. Donald M. Hanks
USAPHS
Camp Wolters, Tex.

Army Aviation: A Part of "The West Point Story"

■ A word from another corner of Army aviation. The Army Aviation Unit that supports Headquarters United States Military Academy is the *2nd Aviation Detachment.*

Tactical Employment Explained

In addiiton to the normal Headquarters support, and this support calls for flights to all sectors of the United States, the mission of our *Detachment* is to instruct the Corps of Cadets in the tactical employment of Army aviation.

During the summer training period given to the Corps at Camp Buckner, N.Y., the *Detachment* is augmented with personnel and equipment from other nearby units and the result is a most realistic training program conducted with the actual hardware.

Ample Instructional Equipment

The Detachment is very fortunate in regard to equipment, having been assigned two L-23's, an H-34A, an *Otter,* and an L-19D. The *Otter* is used for parachute jumping as well as for troop movement while the L-19D is used by AAs assigned to ground duty at the Military Academy to maintain their combat readiness status.

The *"Welcome Mat"* is out at Hangar "H" at Stewart Air Force Base, N. Y. When you're up this way, drop in and see us.

—Maj. Robert R. Dobson

2nd Aviation Detachment personnel include: Maj. Robert R. Dobson, and Captains John R. Goodrich, Charles E. Connaway, Albert J. Fern, Jr., and A. J. Dyer, Jr.

Profile: Major Dorothy L. Johnson

Let's take a closer look at *Dorothy L. Johnson,* one of our more prolific "staff" writers (*CAT'S EYES FOR ARMY AVIATION, p.* 54).

Recently completing a tour of USAR active duty with the U.S. Army Aviation Board where she served as Public Information Officer, *Major Johnson* returned to her basic specialty—that of being wife and helpmate to *Lt. Col. Raymond E. Johnson,* the Director of Rotary Wing Training at USAAVNS.

A talented writer, she sold her first short story at the age of 12, having since written many short stories for *REDBOOK, WOMAN'S DAY, AMERICAN, TODAY'S WOMAN,* and many other popular magazines. Writing under the name of *Dorothy Les Tina,* she has written two novels, *THE BARRIER* and *OCCUPATION HOUSEWIFE,* keeping busy in odd moments by doing frequent radio and TV writing.

A Sixteen-Year Veteran

Beginning her career in the WAC at Fort Oglethorpe, Ga., in '43 she joined with her mother sharing the distinction of being a part of the first mother-daughter team in the WAC. Her service included sixteen years of duty in Public Information work. Today, she often assists her mother who has a TV show in San Diego, California.

Active in Women's Club activities at Fort Rucker, *Tina Johnson*—civilian—leads a busy life. However, she admits to helping *Dr. Greer,* Human Resources Research, by doing part-time editorial work for the HumRRO organization.

A voluntary contributor to *ARMY AVIATION,* the frequent appearance of her articles in the magazine stresses the point that even the busiest schedule has "holes." Senior officers take note.

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SCRAPBOOK SNAPSHOT

USASATSA Personnel
Fort Rucker, Alabama

KNEELING, l-r, Capt Clarence C. Fortin; Lt Col Charles A. Merritt (CO); Capt Virgil D. Evans; and Lt Ralph V. Lemes. STANDING, l-r, Lt Lauren J. Iversen; Charles M. Scott (Sperry); CWO Richard W. McConnell; Capt Charles E. Hulit; and Robert E. Ellberg (RCA). (US Army photo).

SCRAPBOOK SNAPSHOT

91st Transportation Company (Light Helicopter) (Choctaw) Fort Sill, Oklahoma

FRONT (L-R): Capt LG Wanken; WOs RB Talbot, RD Smith, LG Smith, CL Anderson, RP VanLeer, & JP McCune; Maj NW Goodwin (CO); CWO WH Windham; WO AE Burth, RB White, HP Parr, HC Moore, H LeMonte, & JT Smart. SECOND ROW: Capts HJ Tuggey, LM Thomas, DC Wesner, EE Waldron, CH Reid (Canadian), & GC Walker (Canadian); WOs CE Weed, WD Herron, WD McKinney, WE King, JA Steffanci, CA Grindle, & F Lindsley; CWO O Anzalotta; Lt DW Fry. THIRD ROW: Lts WH Smith, AO Croak, WJ Dimon, & AG Hannum; WO DM Rumph, CG White, WJ Patzig, TL Garner, & DW Chase; CWO DJ Mose; WOs BJ Long, JH Goodloe, & JM Fraizer. MISSING: Capt GE Patterson; CWOs RR Rider & JR Connor; WOs LJ Gutman, WV Moore, FT Nysewander, & DS Slusher. (US Army photo/Thompson/9 Jan 59).

Maj. Gen. John P. Daley (left), Commanding General, Southern European Task Force (SETAF), is shown cutting a ribbon officially opening a new maintenance hangar at Boscomantico Airport. Capt. Alfred Reese, (center), CO, 522d Trans Co (AAM), and M/Sgt Reginald Dickerson (right), Company First Sergeant, look on as observers.

New SETAF Hangar at Verona Puts the Men "Inside"

A new $109,291 maintenance hangar was officially opened for use in late January by *Maj. Gen. John P. Daley,* Southern European Task Force (SETAF) Commanding General, at the command's Boscomantico Airport a few miles northwest of SETAF headquarters in Verona, Italy.

The hangar is large enough to park ten H-34 helicopters at the same time and houses various shops and offices necessary for helicopter and light fixed wing aircraft repair. The heated building which has 11,945 square feet of floor space is constructed of re-enforced concrete and structural steel and has a corrugated metal roof. The hangar, started in March of last year and completed yesterday, was built by an Italian firm under the supervision of *Plato McFee,* Corps of Engineers, Resident Engineer.

According to *Capt Alfred Reese,* CO of the 522d Trans Co (AAM), work on aircraft will be much easier because repair facilities formerly housed in tents and other temporary buildings have been centralized in the completed hangar.

The dedication ceremonies marked another step forward in SETAF's continuing improvement program at Boscomantico. Other recent innovations include a taxi way, hanger apron, and electric and water distribution systems.

A-160, Well Known Korean Hub, Undergoes Extensive Facelifting

■ Army aviators who have served a tour at *Saint Barbara International Airport* (A-160 Army Airfield, Korea) would experience a bit of difficulty in recognizing their old home. Under the direction of *Capt. James T. Staples,* I Corps (Gp) Artillery Aviation Officer, *Saint Barbara International Airport* has undergone considerable facelifting during 1958.

Among projects already completed are remodeling of the Opns Building, to include concrete floors, a new ceiling, and extensive painting-interior improvements. A new traffic control tower, completely equipped with VHF and UHF communications, is in operation, this beauty being topped by one of the few rotating beacons found in Korea—and the *only* one we know to be located on an Army airfield.

A 400 foot extension to the runway, providing a total length of 1,900 feet, will be completed in the Spring (pilots, note!) while a new ceiling on the F/W Hangar together with the Herman Nelson heaters should de-ice the fingers in maintenance this winter.

Saint Barbara is a busy airfield, averaging about 300 R/W and 1,500 F/W landings each month, a Monday to Friday figure. Bounded on all sides by mountains which limit our traffic pattern, the field still has its *"built-in"* crosswind, making operations difficult.

Operating from *Saint Barbara,* the home of the I Corps (Gp) Artillery Aviation Section, are its consolidated Artillery sections as well as the Direct Support Platoon of the 7th Avn Co, 7th Inf Div.

As is SOP in Korea, we're short of mechanics and other personnel necessary to operate the airfield. However, the maintenance personnel we have do a good job in keeping our aircraft in the air to secure maximum utilization. For ZI people, I would say our invitation to *"coffee up"* with us might prove a bit expensive. The coffee and welcome mat are extended, however, regardless of your point of origin.

—Lt. William L. Murdoch, Jr.

SCRAPBOOK SNAPSHOT

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Aviation Section
I Corps (Gp) Artillery
A-160, Korea

Gathering at Saint Barbara International Airport (A-160), Korea, are, left to right, Lts Don Austin, Gary Langston, Rodes Gregory, and "Scotty" Murdoch; Capts James T. Staples & Roy L. Robbins; Lts "Red" Haxton, Dean Willwerth, "Gabe" Gebelt, and Ralph Stone. MISSING: Lts Ken Kellogg, Ray Holleran, Alan Jenks, "Scat" McNatt, and Jack Swan. (US Army photo, 13 November, 1958).

The Month's Takeoffs!

Command and Staff Changes

BYRNE, William H., Col., 24th Dispensary, APO 154, New York, New York.
DALE, John R., Col., 929 North Potomac Street, Arlington, Virginia.
EASTERBROOK, Ernest F., Brig. Gen., 45 Red Cloud Road, Fort Rucker, Alabama.
GOODWIN, Frederick C., Lt. Col., FAA, T4 Building, Room 2121, Washington 25, D. C. (Mail Code: W-55D).
HAMILL, Warren C., Col., P. O. Box 854, Seapines Station, Virginia Beach, Virginia.
HAYWARD, Harold I., Maj., 6432 26th Street North, Arlington 7, Virginia.
HOUSE, James H., Maj., Staff & Faculty, USATSCH, Fort Eustis, Virginia.
HUNGERFORD, Harley, Maj., 30 Duvall Street, Odenton, Maryland.
IHLENFELDT, Bruce O., Maj., 8th Aviation Company, APO 111, New York, New York.
JOOST, Horst K., Maj., 2547 Rice Street, Columbus, Georgia.
MERTEL, Kenneth D., Maj., 24th Aviation Co, 24th Inf Div. APO 112, New York, New York.
PRONCAVAGE, William F., Maj., USATATSA, Fort Rucker, Alabama.
ROOS, William F., Maj., Armed Forces Staff College, Norfolk 11, Virginia.
ROUSH, John W., USA ADGRU (NGUS), Box 637, Bethel, Alaska.
STAGGERS, James H., Maj., 11-B Satterfield Street, Selma, Alabama.
STYVE, Lester O., Maj., Det R, KMAG, APO 18, San Francisco, California.
WRIGHT, Lyle H., Lt., Col., Stu Det., Armed Forces Staff College, Norfolk 11, Virginia.

JANUARY CHANGES OF ADDRESS

ALLEN, George L., WO, 410 Holt Street, Smithfield, North Carolina.
AMBERGER, Joe O., Capt., 900 1/2 South Broadway, Leavenworth, Kansas.
ATKINSON, Donald E., Capt., 410 Crockett Road, Killeen, Texas.
AUGERSON, William S., Capt., Space Task Group, NASA, Langley Research Center, Langley AFB, Va.
BALDWIN, Franklin, WO, 13th Transportation Company, (Lt Hcptr), APO 358, San Francisco, California.
BANKS, Sam A., Lt., 402 Goodnight Drive, Killeen, Texas.
BEARDEN, Quincy A., CWO, Outer Drive, Fort Benning, Georgia.
BEEKMAN, Gerald R., Capt., 834-A Terry Drive, Fort Benning, Georgia.
BERGNER, John, Capt., 914 Jackson Drive, Williamsburg, Virginia.
BOURNE, Harold O., Lt., OMR Section 244, Box 307, Fort Monmouth, New Jersey.
BORER, Robert S., Lt., 62017 Hughes Street, Fort Huachuca, Arizona.
BOUDREAU, Arthur F., Lt., 2nd. Battalion, 11th F. A., Fort Campbell, Kentucky.
BRACKEN, Glenn A., Lt., P. O. Box 365, Fort Rucker, Alabama.
BROWN, Jack A., Capt., USATAFO, Bureau of Aeronautics, Dept of the Navy, Washington 25, D. C.
BROWN, Jack W., CWO, 13 Sequoia Court, Alexandria, Virginia.
BUCKNER, Boyce B., Capt., USA Engr Dist Trans; East Med Division, APO 271, New York, N. Y.
BULKLEY, Morton C., Lt., Detachment "L," KMAG, APO 102, San Francisco, California.
BURBANK, Robert A., Lt., Box 233, Fort Rucker, Alabama.
CAIRNS, Mrs. Doris B., c/o Brig. Gen William E. Brougher (Ret.), 935 Springdale Road, NE; Atlanta, Georgia.
CARDER, Donald A., Capt., TC Aircraft Maintenance Branch, Fort Leavenworth, Kansas.
CHAPPELL, James H., Capt., USAPHS, Camp Wolters, Texas.
CLARK, Robert H., Lt., 591st Trans Co (AAM), 40th Trans Bn (AAM), Fort Eustis, Virginia.
COX, Robert G., Capt., 31st Trans Co (Hel), Ft. Benning, Ga.
DERBY, Stanley E., Capt., 68 Red Cloud Road, Fort Rucker, Alabama.
De GEEST, Gordon E., CWO, Hq & Svc Co, USAAVNS Regiment, Fort Rucker, Alabama.
DELAHANTY, Raymond A., Lt., 1st Aviation Company (FW-TT), Fort Benning, Georgia.
DIRKS, Gerald H., WO, 545 East 34th Avenue, Eugene, Oregon.
DOTSON, Larry D., Lt., Co "A," US Army General Depot, Japan; APO 343, San Francisco, California.
DOWNES, H. Finley, Lt., 1800 Vine Street, West Des Moines, Iowa.
DRUMM, Donald R., Lt., Class 59-06, USAPHS, Camp Wolters, Texas.
ECONOMOS, Thames M., Sr., Capt., 32 Harris Drive, Fort Rucker, Alabama.
ESTES, Billy G., Capt., Quarters 2561-A, Fort Eustis, Virginia.
ESTEP, William, Lt., 556 Westview Drive, Ozark, Alabama.
EVERHART, William G., CWO, 17th Aviation Company, Fort Ord, California.
FERGUSON, Edward O., CWO, USAAVNS Regiment, Fort Rucker, Alabama.
FINLEY, John L., Lt., 215 Patrick Street, Wolters Village, Mineral Wells, Texas (Temporary).
FODY, Eugene H., Capt., 318 Ardennes Circle, Fort Ord, California.
FOSTER, Howard R., Lt., 2d How Bn, 92nd Artillery, APO 169, New York, N. Y.
FRAZER, Bruce, Mr., 504 Brookfield Drive, Hurst, Texas.
GIBSON, Richard C., Lt., 6th USAAFMA, Sharpe General Depot, Lathrop, California.

PCS/*Continued*

GILL, Oliver C., Lt., 2505 Broadmoor Drive, Columbus, Ga.
GILLIAND, Harry E., Jr., N. 6903 Whitehouse, Spokane, Washington.
GILLINGHAM, Richard, Lt., Off Stu Co, BOC No. 3, Fort Sill, Oklahoma.
GILLIS, Harrell N., Capt., 812 E. Vermijo Avenue, Colorado Springs, Colorado.
HADDOCK, Jimmie J., CWO, R. R. No. 1, Cabool, Missouri.
HAMMOND, John A., Lt., Stu Off Det, USATSCH, TSOC Nr. 2, Fort Eustis, Virginia.
HANNUM, Alden G., Lt., 91st Transportation Company (Lt Hcptr), Fort Sill, Oklahoma.
HARGROVE, William, CWO, USATATSA (9247), Fort Ruc-
HARRELL, Mrs. Elizabeth L., Box 152, Elon College, North Carolina.
HARRIS, Robert E., Lt., 6101 Lk. Steilacoom Avenue, Apt. 9, Tacoma 99, Washington.
HARTWELL, Ira., Jr., Lt., AEOAC, Officer Student Detachment, Fort Belvoir, Virginia.
HEALY, Radcliffe, Capt., AFBOC, Class No. 3, USA Arty & Msl School, Fort Sill, Oklahoma.
HELLER, Clarence A., Lt., 1st Aviation Company (FW-TT), Fort Benning, Georgia.
HENNIGAN, William J., Lt., Air Field Commander, 3rd Aviation Company, APO 162, New York, N. Y.
HERMAN, Lawrence J., Lt., 57th Transportation Company (Lt Hel) (H-21), Fort Lewis, Washington.
HOBBS, Harry V., Lt., 3rd Company, 1st Student Bn, Fort Benning, Georgia.
HOLDCROFT, George T., Lt., 8th Army Aviation Maintenance Center, APO 20, San Francisco, California.
HOLLOMAN, Robert A.,III,Capt.,217-B Christen Lane, Custer Terrace, Fort Benning, Georgia.
HUMPHREYS, James G., Capt., 7th Aviation Co, 7th Infantry Div, APO 7, San Francisco, California.
HUNT, Gordon M., Lt., 106 East Main Street, Apt. 2, Ayer, Massachusetts.
HUNTSMAN, Howard A., Jr., Capt., 47th Medical Detachment (Hcptr Amb), APO 177, New York, New York.
JOHNSON, Carl C., Capt., Hq, 2d Regt (Off Stu), P. O. Box 9541, Fort Bliss, Texas.
JOHNSON, David S., Lt., 212 Magruder, Mineral Wells, Texas.
JOHNSTON, John A., Lt., 2115 Walnut Drive, Manhattan, Kansas.
KALLESTAD, Richard D., Lt., TCOC 2-59, USATSCH, Fort Eustis, Virginia.
KING, Freddie G., Mr., Box 62, Belle Chasse, Louisiana.
KISLING, Richard D., Capt., Quarters 2513-B, Ft. Eustis, Va.
LeMAY, Melvin E., SFC, 1516 Taft Avenue, Lawton, Oklahoma.
McGREGOR, John E., Capt., 307th Engineer Battalion (Airborne Division), Fort Bragg, North Carolina.
McNIDER, Henry B., III, Lt., 161 Harris Drive, Fort Rucker, Alabama.
McNUTT, George R., Lt., 2625 Rice Street, Columbus, Georgia.
MACHEN, Bobby, Lt., 159 Harris Drive, Fort Rucker, Alabama.
MEDCALF, Rex M., Capt., 643-A Infantry Post Road, Fort Sam Houston, Texas.
MERS, Howard E., Mr., 9628-1/2 Southwestern Boulevard, Los Angeles 47, California.
MEYER, George H., Capt., Student Detachment 4, AEOAC, Fort Belvoir, Virginia.
MOORE, Francis D., Jr., Capt., 61 Harris Drive, Fort Rucker, Alabama.
MOSHER, David L., Lt., Btry A, 6th Missile Bn, 3rd Artillery, Arlington Heights, Illinois.
MUTER, Joseph J., Capt., Box 1245, Hq, AMC, Wright-Patterson AFB, Ohio.
NASH, Verna M., Capt., 76 Wilson Drive, Camellia Apartments, Columbus, Georgia.
ODDONE, Louis J., CWO, 24th Combat Aviation Company, APO 112, New York, New York.

SCRAPBOOK SNAPSHOT

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Class 59-3
Fourth U.S. Army Instrument School
Fort Sill, Oklahoma

BACK ROW (L-R): Capts Whitten (USAREUR), Ott (Bliss), and Stephens (Gary); CWO J. Johnson (Sill); Lts Allen (Hood), Juday (Bliss), Davidson (Hood), Jambon (Hood), Patnode (Wolters), & Latta (Hood); Capt Diggs (Texas-USAR). FRONT: Capt Cave (Gary); Lts Matthews (Sill), Clark, Ash, Dale, & Dupree (all of Hood); CWOs E. Johnson, Watts, & Woodbeck (all of Sill); Lt Cummings & Maj Juhl (both Iowa-NG). Graduated 15 Jan 1959.

PCS/*Continued*

PARSONS, Richard W., CWO, 564th Trans Det (Cargo Hel Field Maint), APO 29, New York, New York.
PERSONTE, Louis M., Mr., General Delivery, Lancaster, California.
POHLMAN, William! F., Lt., 34 Parker Avenue, West Haven, Connecticut.
RATLIFF, Bert E., Mr., 321 Iroquois Road, Ottawa, Ontario, Canada.
ROSE, Gerald S., Lt., 49th Med Det (Hcptr Amb), APO 301, San Francisco, California.
REDMAN, William W., Lt., 6th Trans Co (Lt Hcptr), APO 71, San Francisco, California.
RICHARDS, David A., Lt., 8th Army Aviation Detachment, APO 301, San Francisco, California.
RIPPERDA, Francis J., Lt., 34 South 49th Street, Lawton, Oklahoma.

Obituaries

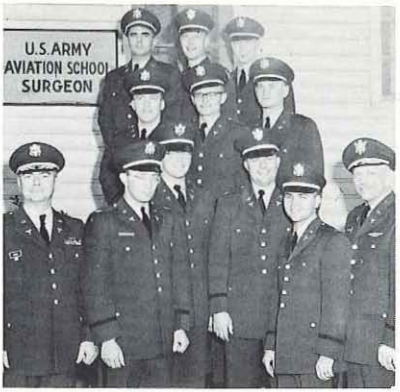
1*st Lt Darold Castle Dockum,* 27, 30th Transportation Company (AAM), was killed in a crash of an L-20 aircraft at Lebgeshain, Germany, on October 13, 1958. He is survived by his wife, Mrs. Marlene L. Dockum, 3680 Turner Street, Fresno, California.

CWO W-2 David Perry Hester, 22, 573rd Transportation Detachment (CHFM), Fort Ord, Calif., died of injuries resulting from the crash of an Army helicopter on January 17, 1959. He is survived by his wife, Mrs. Mabel I. Hester, Del Mar Trailer Court, Marina, Calif.

CWO W-2 Junior Willis Hunt, 23, 33rd Transportation Company (Lt Hcptr), Fort Ord, Calif., died of injuries resulting from the crash of an Army helicopter on January 17, 1959. He is survived by his wife, Mrs. Bonnie J. Hunt, 26 South 24th Street, San Jose, Calif.

CWO W-2 James Clyde Grubaugh, 23, 30th Transportation Company (AAM), Germany, was killed in a crash of an L-20 aircraft at Lebgeshain, Germany, on Oct. 13, 1958. He is survived by his wife, Mrs. Phyllis O. Grubaugh, 6413 Humasa Ave., Star Route, Yuma Valley, San Bernardino, California.

1*st Lt Donald Meredith Waldroop,* 25, 232d Signal Company (Spt), Fort Huachuca, Arizona, was killed in a crash of a military aircraft while engaged in Exercise Rocky Shoals at Camp Roberts, California. He is survived by his parents, Mr. and Mrs. William H. Waldroop, Box 10, Humphreys, Oklahoma.



SURGEONS — Shown standing with Lt. Col. Rollie M. Harrison (far right, front row), School Aviation Medical Advisor, are eleven new Army Flight Surgeons who were graduated at Fort Rucker on 16 January 1959 after two weeks orientation at the Aviation School. These officers received their training in Aviation Medicine either at the U.S.A.F. School of Aviation Medicine at Randolph Air Force Base, Randolph Field, Texas, or at the U.S. Navy School of Aviation Medicine at Pensacola, Florida. Several of these officers are being assigned to overseas areas; the remainder will receive stateside assignments with primary duty the care of Army flying personnel. First row: left to right) Lt. Col. J. A. Bell, Capt. R. S. Brodstein, Capt. W. F. Kinn, Capt C. D. Austin, Capt. J. E. Hertzog, Lt. Col. R. M. Harrison; second row: (left to right) Capt. M. R. Chamberlin, Capt. A. E. Wiebe, Capt. J. N. Kaufman; third row: (left to right) Capt. Q. M. Jones, Capt. B. L. Harper, Capt. W. H. McCreary.

RIXON, M.D., Lt., USAAHC 59-0-4, USAPHS, Camp Wolters, Texas, (Temporary).
ROGERS, James R., Lt., 802 Violet Meadow, Tacoma 44, Washington.
RUPLE, Charles O., Capt., Ruger Hall, Box 22, Fort Leavenworth, Kansas.
RUTKOWSKI, Joseph F., Lt., 24th Aviation Company, APO 112, New York, New York.
SMERDON, Glenn E., Lt., 4th Aviation Company, Fort Lewis, Washington.
SPENCER, Lloyd E., Capt., 14 Montieth Lane, Fort Rucker, Alabama.
STEVES, George C., Mr., 5714 Hawthorne Road, Little Rock, Arkansas.
STORER, Ivan M., Capt., Quarters 21, Camp Gary, San Marcos, Texas.
THORPE, John C., Lt., 12th Aviation Company, Fort Sill, Oklahoma.
VOELKEL, Eugene, Lt., 1207 Taft Avenue, Lawton, Oklahoma.
WAGENHEIM, Herbert M., Lt., TCOC 2-59, Hq, USATSCH, Fort Eustis, Virginia.
WATERBURY, Roger A., Capt., 15th Avn Company, 1st Cav Div, APO 24, San Francisco, California.
WEES, Dale R., Capt., US Aviation Detachment, Hq, USAREUR, APO 403, New York, New York.
WEST, Arthur H., Lt., 4764-C Prichard Place, Fort Knox, Kentucky.
WILLIAMS, Jody L., Lt., Troop "A", 16th Sky Cav, Fort Hood, Texas.
WILLIAMS, Richard L., Lt., Class 59-05, Stu Off Co, USAPHS, Camp Wolters, Texas.

Et Tu, Brute?

Up, up, and UP! The increasing number of missile shots has created havoc with all of our terrestrial organizations, many of whom wish to un-encumber themselves of their land-locked names, not the least of which is the *Aviation Writers Association.*

Being a most democratic organization, the AWA officials solicited comments from their membership as to a possible name change to *AEROSPACE Writers Association.*

Widespread Blast-Offs!

The comebacks, to our way of thinking, were fraught with humor and we'd like to pass some of them on to you:

"Aerospace is jargonese . . . joins two words like oil and water . . . simply do not mix. It coins a contradiction in terms. Space—meaning true space—and air are antagonists."

"If I told my business associates or friends that I was an 'Aerospace Writer' I'd be laughed out of town."

"Much prefer Aviation. Why get so fancy? In short. I don't like the name . . . sounds like a group of starry-eyed dreamers."

"Keep name as is . . . don't join the stampede."

Then, of course, there were the *"For" votes. Bill Schulze,* AWA member serving with the *Seattle Post Intelligencer,* felt that the matter was not fully explored and wrote, *"I take my tongue in cheek to offer some new names for our Association. You'll probably be flooded with similar flights of fancy. Discard them all and use one of these:*

ADVERTISEMENT — Heralding the arrival on Dec. 26th of Thames Economos, Jr., is the notice on the home of the proud parents, Captain and Mrs. Thames M. Economos, Capt. Economos is an AA with the ACR Company, 2nd Battle Group, Ft. Rucker.

Maj. Bernard M. Zeppenfeld, Aviation Officer of the Military District of Washington, (above) has been awarded Master Army Aviator wings. Maj. Gen. John G. Van Houten, Commanding General, MDW, presented the award to the 5,000-flying-hour veteran in ceremonies held in late January.

Universal Flight Association
Cosmos Publicists Amalgamated
Writers From the Ground Up
Spacious Spielers
Heavenly Wordsters
Astrogalaxy of Journalists
Universal Uplift Association
Up and Up Correspondents
Here, There, and Everywhere Chroniclers
Prop, Jet, and Rocket Spielers
Unearthly Flight Scribes
Propwash and Rocket Blast Society
Altitude, Unlimited.
Total Flight Recorders
Flight Writers, Unlimited
Four-dimensional Flacks
Omnipresent Aerowriters
Air and Space Beaters
Wing and Rocket Racketeers
Onward and Upward Wordsters
Boundless Bounders
Feet on the Ground, Head in the Stars Group

Since your Pubisher and Editor are both current members of AWA (plain old *Aviation Writers Association*) and will, of course, go along with the majority, I leave it to you as to whether or not you'd like your *Words from the Void* brought to you by a pair of *Boundless Bounders. (Note to my Mother-In-Law: Relax. Your daughter intends to keep both her feet and her head on the ground.)*

FORT RUCKER
JANUARY, '59

ASSISTANT COMMANDANT GREETS ASSISTANT COMMANDANT — Col. J. J. Tolson, the Assistant Commandant of the United States Army Aviation School (right) greeted Major Maummer ONCU, the Assistant Commandant, Army Aviation School, Turkish Army, recently in post headquarters. Major Maummer ONCU was on an observation tour.

YH-40 PASSES GRUELING TEST — Inclement weather caused trophies to change hands inside to celebrate the completion of a 1,000 hour test for the Bell turbine powered YH-40 helicopter. Dr. Fritz Haber, (left) director of marketing for the gas turbine department of Lycoming; and Roy H. Coleman of Bell Helicopters of Fort Worth, Texas, present awards and trophies to Lt. Col. Charles Hollis, CO of USATATSA; Lt. Col. William Dyer, chief of maintenance of the Mainteenance and Supply Division of the office of the Chief of Transportation; and Col. James S. Luckett, commanding officer of the Army Aviation Center.

INTERNATIONAL INTEREST — One of the Army's newest helicopters, the Iroquois, seen here as the YH-40, holds the attention of four nations. Pointing out a feature of the helicopter is the United States' Lt. Col. John P. McMahon, of Chicago, Ill. A Marine Corps pilot, he is a liaison officer of the U.S. Army Aviation Board at Fort Rucker, Ala. His companions, also pilots, reflect the interest of their respective nations in Army aviation. As liaison officers they are (left to right) Maj. Samuel M. Pinkerton, Hamilton, Ont., Canada; Lt. Col. Robert Ian Walton, Birmingham, England; and Maj. Hilaire Bethouart, Paris, France, who has recently arrived at the Aviation Center.

OFF TO SCHOOL — Colonel Russell E. Whetstone, (seated) Director of Tactics for the Army Aviation School, looks over orders directing two in his command to the University of Omaha, Neb., for further schooling. The college men are Major E. R. Lucas (left) executive officer and Lt. Ralph Godwin. They will attend courses leading toward a general education degree for six months. Col. Whetstone said "a number" of his men have requested orders to attend various colleges and universities under the Army's final semester plan.

one for a friend

Application for AAAA Membership

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

☐ MEMBER: I am or previously were engaged professionally in the field of U.S. Army aviation in the active Army or in one of the Army Civilian Component establishments.

☐ STUDENT Member: I am currently engaged in student training at a recognized U.S. Army primary flight training facility or an Army Basic Aviation Maintenance Instruction facility. (Non-voting, non-office-holding).

☐ ASSOCIATE Member: I am neither of the above, but wish to further the aims and purposes of the Army Aviation Association. (Non-voting, non-office-holding).

Membership Year Terminates on March 31st

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

NAME.....
(Please Print)

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

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

☐ Army ☐ NG ☐ USAR SIGNATURE.....

Failure to indicate category of membership or lack of signature will invalidate this application.

ARMY AVIATION ASS'N FLIGHT PAY PROTECTION PLAN

Exclusively for AAAA Members

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

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

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

AMOUNT OF ANNUAL FLIGHT PAY.....

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

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

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

Expose: Much-Publicized AA Mascot Gets The Boot!

As the recent newspaper article said, *"Duke was a lousy mascot."* And so as it must come to every burro, the boot was given to *Duke*.

For the benefit of magazine-newcomers, this much-publicized burro was adopted by the 93rd Transportation Company during the company tour of duty in Arizona a good while back. He later moved with the company to its present home, Fort Devens, Mass.

However, despite glowing reports to this publication that all was well (the docile *Duke* was a basic part of each 93rd group photo published—probably in a drugged state) our personal meeting with Duke left much to be desired—he seemed to emulate his mule elders in stubbornness.

He also bit people, *officers included*. Sergeants he kicked. *Result*: he was retired with no honors to a Maine farm.

Not long after his retirement, the unit received a Santa Claus letter from Gregory Schmidt of Rockton, Ill., asking for the two-year-old burro.

The unit went first class, raising a cash fund and sending Sp4 Robert Jardine of Ottawa, Ill., home on Christmas leave with instructions to buy another burro and present it to Gregory.

Duke? Some Maine farmer is probably questioning "the gift" now.

The 82nd Leads Again!

Members of the **82nd** Airborne Division's Aviation Company are now being given a 5-day Survival Training Course by specially instructed members of their own command. Based on 77th Special Forces Group experiences, the training takes the pilot-student into the forests of Camp MacKall for three full days of personal "you're on your own" grub-worming.

Shown during a recent visit to the Palo Alto plant of Hiller Aircraft, Brig. Gen. Richard D. Meyer (left), Deputy Chief of Transportation for Aviation, departs the wet flight line in the company of Edward Bolton, Hiller Executive Vice President. California dew. Don Armstrong grins from inside the dry H-23 bubble. Visiting the plant at the same time were Lt. Col. Edwin L. Powell, U.S. Army Aviation Board, and Lt. Col. John P. McMahon, USMC liaison officer with USAAB.

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