

ARMY AVIATION

MARCH ★ 1959



Lycoming powers

TWIN TURBINE
VERTOL YHC-1

Now being produced for U. S. Army



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LYCOMING T53-L-1 860 SHP

ARMY AVIATION

VOLUME 7

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NUMBER 3



Vertol to Develop 3-Ton "Chinook"

Accepting the recommendation made by the Army-Air Force Source Selection Board, the Army will negotiate with the Vertol Aircraft Corporation to develop the Army's new 2-3 ton YHC-1B *Chinook* helicopter (See back cover).

Expected to replace the Army's current inventory of piston engine powered transport helicopters, the turbine-powered *Chinook* emerged from a design research program that produced the multi-turbine powered Vertol 107.

Don R. Berlin, Vertol President, said the Morton, Pa. firm is currently building a field evaluation quantity of the Army YHC-1 version.

The tandem-rotor YHC-1B is expected to carry a maximum of 40 troops. With its rear loading ramp, the *Chinook* possesses rapid loading and unloading features.

New Vertol VTOL-STOL Wind Tunnel Aircraft Model to Undergo Army-NASA Testing at Langley

Built by Vertol Aircraft Corporation under a \$227,000 Army contract, a large scale wind tunnel aircraft model combining deflected slipstream and tilt-wing approaches will shortly undergo extensive wind-tunnel testing at the NASA Research Center, Langley, Virginia.

Constructed in transport aircraft configuration, the test model weighs 7 tons, has a 27-foot overall length, and a wing span of 35 feet. Its high tiltable wing mounts six propellers driven by a 1,000 hp variable-frequency electric motor mounted in the fuselage. Two single-slotted flaps - permitting deflected propeller slipstreaming - and detachable wingtip panels to permit testing with four propellers at reduced wing span are added features.

Shafting between propeller gear boxes can be easily disconnected for testing two, four, or six propellers and the vertical and lateral positions of the propellers can be varied.

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ONTARIO



The four-ton H-16, first in Vertol's series of turbine-powered helicopters, flown in 1955.



The H-21D research aircraft equipped with two GE T-58 turbo-shaft engines, flown in 1957.



The Vertol 105 with two Lycoming T-53 engines used in the test program, flown in 1957.



Why Vertol leads in turbine helicopter design and development

Steady progress in helicopter technology has advanced this versatile air vehicle to the threshold of a new era of usefulness. It is the era of the turbine-powered transport helicopter designed for improved battlefield mobility and logistical support of combat elements and missile systems, and for all-weather, day-night operations.

Vertol has been and is today at the forefront in progress toward this new achievement. Among the first to recognize that turbine power would vastly improve performance, capacity and versatility, Vertol also is a leader in research and development on new designs incorporating these powerplants.

The result of many years of work in this field is the Vertol 107, first member of an entirely new generation of multi-turbine helicopters destined to play vital roles in short-range transportation throughout the world. It is now being produced for the U.S. Army as the YHC-1. The 107 can be adapted to an almost limitless variety of functions without altering basic design. Its growth potentialities are built in, assuring a steady progression of helicopters with even greater performance, load-carrying ability and versatility. Detailed engineering on growth versions of the 107, which will incorporate more advanced engines now in development, is under way.



In 1958 the Vertol 76, powered by the Lycoming T-53 was the world's first successful tilt-wing VTOL.

VERTOL

Aircraft Corporation

MORTON, PENNSYLVANIA

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



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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 Walters about the "D."

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

XR0E-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
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Captain Blodgett mutters to himself as he adjusts the "walkie-lookie" television set in his titanium-sheathed, turbine-driven Infantry carrier.

"A little more correction on the horizontal knob . . . now just a hair on the brightness knob. Ah, there's Lieutenant Upfront with his point deployed and his support stymied. He seems to be held up by fire from around that bend in the road. That cliff on his left and the river on his right will restrict his maneuver. I'd better get a TV drone over that area and have a looksee."

Captain Blodgett turns to Specialist McCarthy, "McCarthy, put Peeping Tom up and get a wide angle shot of the area behind that bluff. We've gotta get moving or we'll be ducksoup for an A-blast."

"Let's see. Peeping Tom is on Channel 28. Dadgum technician—wish they'd find a way to change channels on this thing without re-adjusting each time. Ah, there's the picture

By Lt. Col. Jack W. Hemingway

. . . a little too much snow . . . now a bit sharper . . . OK."

"Must be pretty gusty out there, McCarthy. The drone's not hovering too well. Angle her nose down a bit so I can see both sides of the road. Good, hold her steady. Now shift a smidgen to the left . . . a little more . . . hold it. There's the dadgum trouble—armor!"

"Things must be pretty tough with Ivan. He's gone back to using his old tanks. We sure must be playing havoc with his armored-carrier production."

"Ah, now I see another tank . . . and some Infantry nearby. Say, that's a pretty shrewd delaying position. Those boulders screen the tanks from our direct ground fires."

Turning to his exec, Captain Blodgett says, "Spence, is the VERTICAT (vertical take-off-and-landing company antitank weapon) back on carrier and serviced?"

"Check, Captain. She's all set to go."

"Good. Tell Harris to get it up there on the double and clean out that rat's nest. Have him bag the tank to the east first, so the other one

Reprinted through the courtesy of the author and the Editor of *INFANTRY*.

can't get away. In the meantime, be sure Upfront gets all available arty fire in that area. But have him hold down the size of the stuff around that cliff. We don't want rock slides blocking the road.

"McCarthy, back Peeping Tom off a bit so we can see the VERTICAT at work. Keep checking your monitor while I see how Lieutenant Security is doing out on the flank.

"Ducktail Two, this is Crewcut Six. What's your situation? Over."

"Crewcut Six, this is Ducktail Two. I'm at check point Alfa Three. The pass is clear. I've put in the sonic-pressure mines. They should keep Ivan from getting through until long after we're gone. Landing areas for Vertijets are limited. We shouldn't have any trouble from air-assault forces. Recommend I proceed to check point Hotel Five, Over."

"This is Crewcut Six. We've been delayed here a bit. I'm worried about the pass at Alfa Two. Get over there at once. I want to block Ivan's withdrawal and make sure we have control of the pass when we move out of here. As soon as you are deployed send your Jeeters (jeep helicopters) back to me. Any questions? Over."

"This is Ducktail Two. No questions. Out."

Blodgett turns to his exec again. "Spence, when the Jeeters get back from Alfa Two, have Lieutenant Reserve's platoon move to Hotel Five on the double. He can take over our flank security. Have his carriers follow Upfront's platoon. They can pick up Security's platoon at the pass when we link up with his."

"Now to see what's going on out in front. VERTICAT should be ready to clobber those tanks. Let's see, that's Channel 28 . . . Dadgum technicians! Ah, there's VERTICAT lining up to blast now. This new weapon sure put the antitank gun out of business. There she goes. Man, did that tank ever fly apart! Egads, two birds with one stone. A chunk of molten metal hit the other tank and set it on fire. Boy, that new mintomic warhead cracks steel like an egg shell. And VERTICAT's sonic-magnetic-infrared guidance system would make a tank-killer out of a blind man."

"I better check in with Upfront. On second thought, I'll go up there. Spencer, I'm taking the Jeeter up to see how Upfront is making out. Keep right behind him as soon as he moves out."

Captain Blodgett settle back in his Jeeter as

it effortlessly breaks contact with the ground. "Things sure move fast nowadays," he muses. "Only 10 minutes since we made contact and we're practically on our way again. In the 'good old days' we'd still be scrambling around the rocks. Meanwhile, everything behind us would be lined up like Sunday traffic at a drive-in movie."

"I sure wish they'd get that flight pay bill through, though. Those extra shekels would come in mighty handy . . ."

Fiction or Truth?

Sonic-magnetic-infrared guidance. Titanium-sheathed, turbine-driven Infantry carriers. Mintomic warheads. Vertijets. What is this? Buck Rogers? Flash Gordon? No, Buck and Flash use rocket ships, death-ray guns, and antigravity belts.

But the items employed by Captain Blodgett are fictional. As such, they are not even on our combat development drawing boards. However, these weapons and tactical techniques are representative of what we may expect in the not-too-distant future, and they certainly point up a new combination for combat that is burgeoning in our midst—the Infantry-Air team.

From time immemorial our world has been beset with struggles between men. Early in these struggles man protected himself with a shield, then with body armor. But he soon became so immobile that he fell prey to lightly equipped, fast-moving warriors. His next important attempt to sheath himself with metal was made during World War I, when he developed a thin-skinned, mobile gun platform called the tank. But invariably each new weapon or weapon improvement has been countered with another weapon capable of defeating it. As the efficiency of the antitank gun increased, the tank became heavier and correspondingly less mobile.

The tank has now reached such proportions that it is pretty much confined to ideal terrain. While it offers some protection from the effects of atomic weapons, the cost of this protection in weight and mobility is extremely high. More important, however, survival of the tank is now challenged by guided antitank missiles and other weapons which can defeat the armor of any known practical vehicle.

If the tank is losing its validity, what will take the place of the Armor-Infantry team? The answer is found in fast, light Infantry carriers and Infantry-Air teams. We must be dispersed on the battlefield to deny the enemy lucrative atomic targets. However, we must be able to



ARMY..NAVY..

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tells America
about the
Army-Navy
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Program . .
ANIP

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INFAIRTRY/Continued

mass to take objectives, This massing must be accomplished with great speed, and then must be dissipated just as rapidly. Such movement is most fully realized through the use of low-flying, VTOL (vertical take-off and landing) aircraft. The Army is the leader in this field of aviation today, and in the Army it is the Infantry which is inherently light enough in organization and weapons to capitalize on the mobility and speed of air transport and fast, light-weight surface vehicles. The superior protection afforded by speed is replacing the dwindling, outmoded protection offered by heavy armor.

Present troop-carrying helicopters with their flexibility in landing and take-off, ground-hugging flight characteristics, speeds well above one hundred miles an hour and ability to achieve surprise constitute poor targets. With their three-dimensional capability they can surmount even the most difficult terrain obstacles.

We have the Makin's Now

We have seen how a reinforced rifle company, employing fictional weapons and Infantry-Air tactics, faced a combat situation. But we don't have to wait for such weapons to be developed. Actually, we have the makings of the Infantry-Air team now.

Using the helicopter, other tools in our present arsenal and an imaginative approach, let's see how Captain Blodgett might handle a similar advance guard situation—today.

"What's that you say, Upfront? A wall of granite on your left, a river on your right and a hail of fire to your front? You say you've deployed everything you can? . . . Your lead tank is on fire? O.K. Get this: send some riflemen and a rocket launcher around through the rocks, I'll give you all the help I can. By the way, try to shove that burning tank into the river before the flames set off the ammunition. If that stuff starts popping on the road, our

column will be stymied even though we get rid of Ivan. Any questions? Over."

"This is Ducktail One. Roger. I'm sure we can punch through. Moving through those rocks is going to take some time though. Meanwhile, I'm using all available fires. Out."

Captain Blodgett turns to his exec, "Spencer, call Peeping Tom (an observer assigned to fly over the advancing column in a helicopter from the Division Aviation Company's combat-support flight) and have him give us a report on what's ahead of Upfront. I'll alert Lieutenant Security (flank security leader) . . . Let's see, is there anything else I need to do before checking with him? . . . What's that, Spence? You say Tom reports two tanks and a couple of squads of Infantry in front of Upfront? They're behind boulders and direct fires won't reach them? O.K. We'll call on Tank Trap One to put one of those 'tank-busting' helicopters into action. Have him rendezvous with Security over check point Football One at 1343. I'll orient Upfront. But first, I'll talk with Security."

"Ducktail Two, this is Crewcut Six. Change of mission. Mount up in your attached H34's and head for Football One. You'll meet Tank Trap One there at 1343. Head immediately for Delta Six. Approach from the north and east. Wait. Out."

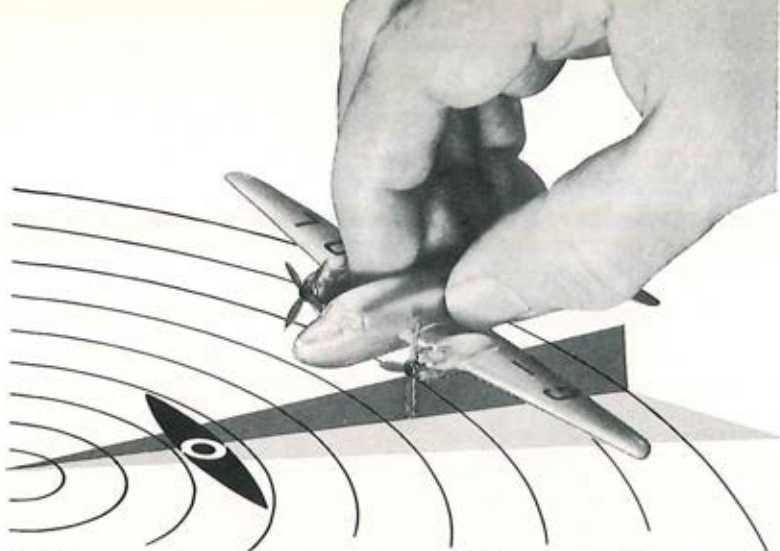
"What's that, Spence? Oh, you have a further report from Tom. . . Yes . . . O.K. . . . Thanks."

"Ducktail Two, this is Crewcut Six. Tom is in the area of Delta Six. He reports that Upfront is stopped just west of Delta Six—two commie tanks and a couple of squads of Infantry. Terrain restricts his maneuver. He's sending riflemen and bazookas through the rocks. This ground movement will be slow. I want you to land east of Delta Six. Use your FO to take over the supporting fires. Get rid of that delaying force. When you have landed, release your choppers and send them to Golf Four. Any questions? Before checking out give me a report on the situation you are leaving. Over."

"This is Ducktail Two. Roger. I've mined the pass with antitank and antipersonnel mines. I've also mined the one good helicopter landing area with antipersonnel mines. I see nothing to the north. Out."

"Spence, when those 'copters get back from Lieutenant Security have Reserve's platoon mount them and take over the flank security mission. They'll fly to the pass at Hotel Five and pick up where Security left off. Have Reserve's attached Infantry carriers (M59's) follow in place as soon as we get moving again. Security





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AND STANDARD COURSE CHECKERS • 900-2100 MC SIGNAL GENERATORS



can mount his platoon in these and assume Reserve's mission."

"Peeping Tom, this is Crewcut Six. Give me a report on Lieutenant Security's movement. Over."

"This is Peeping Tom. Security is deployed and advancing on both sides of the road toward the enemy. His low-level approach and the noise of the fighting have kept him from being detected by the commies. He has Tank Trap One standing by in a concealed location several hundred yards to the east awaiting his call. Ivan is sure in for a surprise. He still doesn't know that Lieutenant Security is at his rear . . . Our artillery is keeping the enemy tanks buttoned up and is restricting the movement of his dismounted forces. . . Security is in position now. He has a MUCAT (106mm recoilless rifle mounted on an Army mule) which is in position to knock out one of the tanks. The other one is masked by a large boulder . . . Here comes Tank Trap One—moving low and slow . . . Now he's getting into position to blast that defiladed tank. Ivan apparently suspects nothing. . . There goes the first salvo from Tank Trap One . . . MUCAT is firing too. MUCAT got a bulls-eye . . . that first tank is junk now . . . it's beginning to burn. Tank Trap One's initial rounds missed . . . there goes more ripples . . . Ah, those hit home, *hard*. The second tank is flaming. The crew is bailing out now. Ducktail Two is closing in . . . *C'est fini! Over.*"

"This is Crewcut Six. Roger on your last transmission. Reconnoiter to the east. We'll be on our way momentarily. Check all likely ambush sites between here and Hotel Five. I'm sending Lieutenant Reserve to secure Hotel Five. Out."

"Spence, this has gone mighty fast. Only 20 minutes since Upfront's leading tank caught the first round and we're ready to go. Tell him to get moving — in fact, he should be rolling now. What's that? . . . He's been rolling for the last two minutes . . . Great! This is what I

call having your cake and eating it too. These helicopters give us firepower and let us maneuver through the air, but we can dismount and fight on the ground when it's necessary. We're capitalizing on the full potential of machines without being tied to them. What's that? . . . Lieutenant Reserve reports all is well at Hotel Five? Swell! We shouldn't have any trouble reaching our march objective."

Captain Blodgett has acquitted himself well. He didn't have VERTICAT, but he used an armed helicopter and a helicopter-lifted 106mm recoilless rifle mounted on the Army mule (it could as well have been mounted on the jeep). He didn't have titanium-sheathed, turbine-driven carriers, but the M59 did the job. In the absence of a television equipped drone he relied on the trained eyes of an observer in a reconnaissance helicopter. Instead of Jeepeters he transported his troops in H34 helicopters. The present-day Captain Blodgett lacked "walkie-lookie" television, but he used the radio. He got "the picture" although he didn't get it quite as quickly. While not so destructive as the min-tomic warhead, the shaped charge of the 106mm recoilless rifle destroyed the enemy tanks.

All of the weapons and equipment employed by the company in the second situation are organic to the pentomic Infantry division except the Army Mule and the armed helicopter. The mule, however, is organic to the Airborne division, and the armed helicopter exists and is undergoing tests to determine the best armament and techniques of employment. Of course, Captain Blodgett could have used the jeep-mounted 106mm recoilless, and he could have transported additional recoilless rifles or rocket launchers with the helicopterborne platoon to offset the lack of an armed helicopter.

We do have the means today to conduct Infantry-Air operations which probably will characterize combat of the future. We must be mentally flexible and aggressive in our never-ending search for better ways of accomplishing our mission with what we have. At the same time we must keep an eye to the future so that we will be prepared for what is to come.



Lt. COL. JACK W. HEMINGWAY received his commission in 1942 through the Citizens Military Training Program. Following his assignment to the 35th Infantry Division, he joined the 78th and fought with that Division in ETO. A unit commander at Camp McCoy, Wis., in the post-war period, he later went to Japan being assigned to GHQ, SCAP. Returning to the U. S. he served as company commander and later as battalion S3 with the 14th RCT at Camp Carson prior to a Fifth Army Headquarters assignment. In Korea, he was assistant G-3 of the 40th Infantry Division, and battalion commander and executive officer of the 223rd Infantry Regiment. His return to the United States brought HQ, Third Army duty and later an assignment with the Command and Staff Department of the Infantry School. Currently attending the Army War College, Col. Hemingway looks forward to his challenging assignment in Army aviation.

CESSNA U-3A



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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.





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

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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



Senior Service Schools

■ Congratulations to the following four Transportation Corps aviators recently selected by Department of the Army for attendance at Senior Service Schools during the 1959-1960 school year:

Lt. Colonel John L. Klingenhagen, now serving in Office, Secretary of Defense, R&D, the first rated Transportation officer to attend the National War College.

Lt. Colonel Jack D. Smith, now serving with USARPAC, Hawaii, to attend the Industrial College of the Armed Forces.

Lt. Colonel Albert Newton, now serving as the Commander of the 71st Transportation Corps Helicopter Battalion, to attend the Army War College.

Lt. Colonel Michel J. Strok, now serving in Research and Development, Office, Chief of Transportation, Washington, D. C., to attend the Army War College.

Retention Beyond Twenty Years

■ The Transportation Corps still has a shortage of highly qualified commissioned aviators, especially in the field grades. Under current policy we consider MOSs 1980, 1981, and 6-4823 as critical skills. We shall continue to review the records of the best qualified reserve aviators in the Transportation Corps. Those with fine records who become eligible for retirement will be recommended for retention on active duty beyond twenty years. Officers selected under this program will be notified by the Adjutant General's Office.

Efficiency Reports and Promotions

■ As you know, promotion boards in the Pentagon review 201 files and officer efficiency reports as the primary source of information for their recommendation. We (as rating officers on these efficiency reports) may not be giving appropriate attention to an important item on the report form and thereby are not providing the boards with complete information. This item is titled "Description of Duties Performed," in which the AR charges the rating officer to describe the rated officer's duties. To insure that the promotion boards have complete information, the AR permits expansion of the

March, 1959

Transportation Corps REPORT

description to include "major responsibilities."

Statements of major responsibilities will assume greater importance to those promotion boards whose missions are to select for promotion only those "best qualified." These boards are made up of officers of all branches of the service, and can hardly be expected to know the scope or magnitude of such duties as "Post Aviation Maintenance Officer"; and as they must consider officers of all branches of the Army, the boards must be provided full information. They need to know the scope of such technical assignments as I mentioned in order that they may properly weigh performance of that officer with, for example, a line company commander. They know pretty well what he does. The "best qualified" method of selection is currently used for promotion to the grades of major, lieutenant colonel, colonel, and to general officer grades.

BY BRIG. GEN. RICHARD D. MEYER
Deputy Chief of Transportation
for Aviation



Lockheed's Hercules takes U.S. based troops Any place on Earth in 1 1/2 days

The Jet Age's first strategic/tactical transport, the new Lockheed C-130B HERCULES, is the only USAF plane designed specifically to airlift battle-ready troops, equipment, and supplies from the U. S. to any area on earth in 36 hours or less—then paratroop them into battle zones or land with them on short, rough fields, sand, snow or ice.

The C-130B HERCULES is a huskier, more powerful, longer range version of the C-130A HERCULES—which in two years of world-wide service with the Air Force has become the unchallenged Champion of the U. S. Strategic Airlift.



Takeoffs from deep sand averaged only 1500 feet in a C130A at 110,000 pounds gross. It landed and stopped in 950 feet.



Landing on frozen lake, "Ski-130" HERCULES (weighing 62 tons gross) stops in 1200 feet. Takeoff was made in 2100 feet.



20 tons of pallet-loaded cargo can be winched in or out of the C-130 in 40 seconds with Lockheed's loading system.



The C-130 Hercules transports 92 battle-ready troops, or 64 fully-equipped paratroops—and holds the world record for the heaviest parachute-extracted drop: 30,370 pounds.

C-130B Hercules Specifications: Wingspan, 132.6 ft. Length, 97.7 ft. Cargo volume, 4300 cubic ft. Gross weight, 135,000 lbs. Engines, 4 GM-Allison 4050 eshp Prop-Jets.

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NUCLEAR REACTOR DESIGN & DEVELOPMENT • GROUND SUPPORT EQUIPMENT • WORLD-WIDE AIRCRAFT MAINTENANCE

TC Warrant Officer Aviators

■ The Chief of Transportation is responsible for career management of all flying warrants. In an effort to utilize this program, and to assure rewarding and worthwhile futures for these skilled technicians, General Besson approved an all-out effort by our personnel people.

During the month of November 1958, a panel of officers from our office conducted a series of symposiums in CONUS and USAREUR concerning the utilization and career development of TC warrant officer aviators. The symposiums were attended by a cross-section of officer and warrant officer aviators from CONUS and USAREUR commands. The end result of these conferences will be the publication of a directive on the career management of warrant officer aviators.

The panel discussions were enthusiastically received, served to inform the attendees of the latest developments concerning their future, and furnished the panel with numerous suggestions, problems, and recommendations. The panel is currently sifting through the multitudinous amount of notes compiled and expects to complete a preliminary report by the end of January. A target date of April, 1959, has been set for publication of the career management directive.

It is our intention to broaden warrant officer opportunity in the many aviation-related fields for those who wish this approach. Action on other recommendations, which were not necessarily applicable insofar as the proposed directive is concerned, will be ready for dis-

No Trip. . . A Trek!

In USARCARIB, flights of three digits are commonplace. Recently, a helicopter repair team of the 937th Engr Co (Avn) (IAGS) at Fort Kobbe, Canal Zone, departed Howard AFB by assigned U-1A Otter on an emergency flight to Managua, Nicaragua—some 600 miles away. While in Managua, the team, consisting of Sgt Charles F. Burkett and Sp5 Charles F. Chapman, assisted by the assigned crew chief, performed an engine change and other necessary repairs on an H-19 helicopter. Packing that ol' kit bag down there usually means a five-day trip for maintenance personnel.



A 17-year veteran Army aviator with 4,700 hours of pilot time, Maj. Francis F. Pfeifer (center) has been awarded the Master Army Aviator Badge. Maj. Gen. Frank S. Besson (right), Chief of Transportation, and Brig. Gen. Richard D. Meyer (left), Deputy Chief of Transportation for Aviation, took part in the award ceremony. Major Pfeifer is Officer-in-Charge of the U.S. Army Transportation Aviation Field Office, Bureau of Aeronautics, Department of the Navy. (U.S. Army Photo.)

semination by 15 February. For example, informal information indicates that we will probably train 120 warrant officer aviators as fixed wing pilots during FY 60.

Industrial Training

■ I would like to explain our industrial training program (ITP) which fits into your career plan as an Army aviator. Selected officers and enlisted personnel can receive civilian schooling and industrial training at a number of civilian educational institutions and industrial concerns each year. Transportation Corps is short aviators with aeronautical engineering degrees. Those officer aviators who possess engineering backgrounds and still require two or even three additional semesters of civilian schooling to obtain their degrees should look into the provisions of AR 350-200 and AR 350-245. AR 350-260 applies to enlisted men.

Those aviators who are interested in a year of training with industry (design, engineering, manufacturing, contracting, purchasing and plant management) should consult the same ARs quoted above.

(Continued on Page 100)

So you want instruments?



Aero Commander has them!

Aero Commander provides capacity for a full complement of navigation and communications instrumentation. Available amperage output is more than ample and there's panel enough for everything including electronic controls and radar scanner.

The functional design of the Aero Commander panel provides quick, easy access to all instrument installations. Pilot and co-pilot sections are hinged to tilt down, exposing entire installation. Engine panel lifts out upon releasing quick locking screws. Adding to space adequacy, the ADF control head is mounted below the panel in a pedestal type quadrant.

Aero Commander is ideal for instrument training—or flight training. It's well suited and thoroughly capable for logistics support, light utility, personnel transport, photo reconnaissance—for virtually any non-combat military use.

And the superiority of Aero Commander performance and stability is a matter of record. Complete details will be furnished upon request.

AERO COMMANDER

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



Why not write today and ask for specifications and performance data on models L-26B, L-26C, RL-26D, 500, 560E 680E and the pressurized 720.

Upon completion of *ITP*, aviators will receive specialized assignments within the Transportation Corps. In order to be assured consideration for the FY 1960 program, applications should have been in the *Military Personnel Division, Office, Chief of Transportation, Washington 25, D. C.*, by 15 March 1959. However, if you are interested, send your application in. Vacancies often occur. On the other hand, you will help our FY 61 planning.

Assignment Preference Statement

■ Keeping your assignment preference statement current is important to you. A review of records reveals many ancient or even missing preference statements. Our personnel people consult this statement at the time of each assignment action. The type of duty desired can be given favorable consideration more frequently than the area preference, and is of primary importance to career development.

The preference statement is sometimes the *only* ready source of information concerning the career aspirations of the young officer; therefore, he should be quite specific in indicating his desires, making use of the blank spaces and

remarks section of the form. As experience is gained in one type of duty, the statement should be changed to reflect preference for broadening assignments in other fields.

Aviation Maintenance Instruction

■ We must develop a cadre of highly qualified enlisted aviation maintenance instructors who can be rotated between assignments at the Transportation School and overseas areas in accordance with personnel policies and requirements.

There are several advantages that will accrue to the individual under this arrangements. He will be reasonably assured of return to the same area in CONUS following each overseas tour. He will be in a position to benefit by attendance at special courses of instruction which are afforded key instructor personnel. He will be kept abreast of the latest developments in aviation maintenance equipment, procedures, and techniques while at the Transportation School and should qualify for subsequent key assignments in overseas areas. He will be in the group of critical specialists for which the grades of E8 and E9 are projected.

The best qualified NCOs of the first two
(Continued on Page 109)



Colonel David B. Parker

A 42-year old former Atomic Planner for SHAPE heads the Army's dynamic aviation research and development program which has been steadily increasing in scope and importance in recent years. He is *Col. David B. Parker*, Assistant Army Chief of Transportation for Research and Development.

Col. Parker conducts his activities under the broad supervision of *Brig. Gen. Richard D. Meyer*, Deputy Chief of Transportation for Aviation. His current aviation R&D efforts include exploring the deflected slipstream, tilt-wing and boundary layer control principles in seeking rugged vertical take-off and landing and short take-off and landing aircraft so important to mobility in a modern Army.

The aerial jeep program is another which has
(Continued on Page 109)

NOTE: PAGES 101-108 COMPRISE THE AAAA CENTERFOLD INSERT PAGES PURCHASED BY AND PROVIDED TO AAAA MEMBERS ONLY.



AAAA ANNUAL MEETING REGISTRATION FORM

Please Type

NAME

RANK/GRADE/TITLE

AFFILIATION: AAAA MEMBER; NON-MEMBER

ADDRESS

CITY & STATE

IDENTIFY ME WITH THE FOLLOWING IN THE ATTENDANCE RECORD

- ACTIVE U.S. ARMY
 GOVERNMENT
 U.S. ARMY RESERVE & ARNG
 INDUSTRY

CHECK THE TYPE OF REGISTRATION DESIRED; MAKE CHECK PAYABLE TO AAAA; AND FORWARD TO AAAA, ATTN: ADVANCE REGISTRATION, WESTPORT, CONNECTICUT, NOW.

REGISTRATION FEE:

- AAAA MEMBER \$3.00*
 NON-MEMBER (INCLUDES ANNUAL MEMBERSHIP DUES) \$9.00*

*Includes registration of wife. Registration fee covers admission to all programming held during the June 5-7 period, including the President's Reception and Cocktail Party on June 5th. A security clearance of SECRET will be required for attendance at one part of the parallel programming held on Friday afternoon, June 5th.

17TH ANNIVERSARY LUNCHEON, JUNE 6TH, 1959:

- NON-MILITARY \$5.00
 MILITARY \$3.50**

AAAA ANNUAL BANQUET, JUNE 6TH, 1959:

- NON-MILITARY \$10.00
 MILITARY \$ 6.50**

** Applies to active U.S. Army, USAR, ARNG, Retired, and U.S. Army Civil Service persons and their respective wives. Only two tickets to the Luncheon and/or Banquet per Military registrant may be secured at this rate.

THE SHOREHAM HOTEL

WASHINGTON 8, D. C.



AAAA ANNUAL MEETING REGISTRATION FORM

TABLE RESERVATION (For full ten-seat table only):

- 17th ANNIVERSARY LUNCHEON AAAA ANNUAL BANQUET

.....
(Name of AAAA Chapter, industry firm, or party group in which Reservation is being made)

Ten-seat tables will be reserved for the Luncheon and/or Banquet by the advance block purchase of a group of ten tickets to either function. Tables will be assigned in the order of receipt of reservations, except that AAAA Industry Members will be accorded table reservation priority over industry non-member firms through April 25th. AAAA Chapters may designate one Member to secure a desired Chapter table reservation. A list of the names of all Chapter Members to be included at the table should be attached as an inclosure, together with appropriate registration fees.

COMBINED REGISTRATION; ALL FUNCTIONS; SIGN ME UP!

- AAAA Member, military \$13.00
 AAAA Member, military, and wife \$23.00

Regarding the above Luncheon and/or Banquet tickets, please:

- FORWARD THESE TICKETS TO ME AT THE EARLIEST OPPORTUNITY.
 HOLD THESE TICKETS IN MY NAME AT THE ANNUAL MEETING REGISTRATION DESK.

SIGNATURE _____

OVERALL SEATING CAPACITIES FOR THE 17TH ANNIVERSARY LUNCHEON AND THE AAAA ANNUAL BANQUET ARE LIMITED. SECURE YOUR TICKETS EARLY!

(FOR COMMITTEE USE - DO NOT COMPLETE)

R _____ T _____

L _____ M _____

B _____ Q _____

REGISTER ON REVERSE SIDE

AAAA FEBRUARY '59



Fort Hood Members Participate in Highly Successful Fly-In

Major Harold G. Waddell, Exec VP of the FORT HOOD CHAPTER, reporting on the Chapter's February 7-8 Fly-In Get-Together at the Flying L Ranch, Bandera, Texas, has this to say about the AAAA's first Z. I. Fly-In:

Some eighty members of the FORT HOOD CHAPTER took off from the Hood airstrip shortly after noon on the 7th, bound for the weekend educational-social meeting. Low clouds and low visibility prevented the use of frozen wing, so the party journeyed by chopper to the hill-country ranch.

Weather at Bandera was considerably different on the ground, to the enjoyment of the Chapter members, who whiled away the warm afternoon hours in such non-flying pursuits as horseback riding, ping-pong, miniature golf, and skeet shooting. The afternoon's outing was climaxed by a charcoal-broiled steak dinner served at the patio in the pool area. No swimming, although it was almost warm enough.

The Hood delegates were joined at Bandera by fifteen Chapter members from San Antonio, Austin, and Fort Worth, and a hardy from the Tennessee National Guard, Lt. Warren Adair.

After the charcoal-broiled steaks, the assemblage moved into the conference room for the evening's program. Lt. Col. Vernon L. Poynter, Chapter president, acted as master of ceremonies in the absence of Mr. George Haddaway, editor

of "Flight Magazine" who, ironically enough, couldn't make it due to weather conditions.

The evening session was kicked off by a speech delivered by Mr. Jack Herman, of Dallas, on the subject of "Americanism." The address was enjoyed by all members. Following Herman's speech, a thirty-minute film produced by the Aviation Board of Fort Rucker was shown. The film was the satire entitled "The Last Fifteen Years of Army Aviation."

H-40 Film Presentation Shown

Next on the agenda was Mr. Earl Zelt, representing Bell Helicopter of Fort Worth, who delivered a brief address and showed a film on the H-40 (HU-1). He also answered questions for the members.

The next morning (after a peaceful night of slumber), everyone was up early for more horseback riding, etc, and later assembled in the dining room for a hearty breakfast of hot-cakes, eggs, ham and all the trimmings. Earlier, the biggest selling items on the menu were coffee and tomato juice.

After breakfast, the members moved into the conference room for a business meeting, at which all Chapter officers were re-elected unanimously for '59-'60. Several resolutions were also passed by the members, and have since been forwarded to the National Board for consideration.

At 1230 the meeting adjourned, and the assemblage (chow hounds that they are) charged en masse into the dining room, staging



an organized assault on mounds of barbecued chicken which highlighted the menu. With the repast under their collective belts, the members took off for home with fond memories of a pleasant weekend.

Chapter members, polled several days later, verified that the Get-Together was beneficial to all concerned.

Col. Poynter, in summing up the post-Fly-In comments, said, "Our members in being extremely interested and in supporting the Chapter down the line all felt a certain pride in accomplishing a successful meeting. I have heard nothing but praise from everyone who attended and all felt that the industrial affairs and entertainment committees did wonderful jobs in making the arrangements. I'm not speaking solely for myself when I say that we're going to be the biggest, most active Chapter in the AAAA."

Association's Sixth Region Activated in Georgia

The AAAA's sixth organized Region, the *GEORGIA REGION*, is now in business. Maj. A. V. Juliano, Secretary of the *FORT BENNING CHAPTER*, submits the play-by-play account:

"The GEORGIA REGION started off with a BANG on Friday, Feb. 20th, at the Fort Benning Country Club.

A stag meeting started off proceedings (one hour of cocktails followed by a wonderful roast beef dinner). I thought we'd have a short business meeting and then listen to Mr. M. Murray Carney of Sikorsky Aircraft, our scheduled guest speaker.

The SHORT business meeting started at 8:45 p.m. and ended at 11 p.m. The attendees

AAAA CALENDAR

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

● March 20, 1959. Fort Meade Chapter. Stag Cocktail and Dinner Party; Business Meeting. 6:30 p.m., Cavalier Room, Ft. Meade Officers Open Mess, Ft. Meade, Md.

● March 20, 1959. Alabama Region. "End of Year Wing-Ding" and Dinner-Dance sponsored by the Combined Test Activities Chapter. Planned entertainment. For Rucker, Alabama.

● April 11th or 25, 1959 (date to be decided). Washington Region. First 1959-1960 Cocktail Party and Dinner-Dance for Washington, Davison Army Airfield, and Fort Meade Chapter Members and their wives. Navy Club, Bethesda, Maryland.

● April 24-25, 1959. National Executive Board Meeting. Final Annual Meeting planning. Regional and Chapter Presidents or proxies invited. 6 p.m., April 24th, Shoreham Hotel, Washington, D. C.

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

MILITARY AVIATION PLACEMENT SERVICE

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

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

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

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

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

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

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

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

were so enthusiastic about the new REGION and the Regional election that we had a wonderful meeting and a most democratic election.

Our Fort Benning members would like to express their warm thanks to Mr. Carney through the magazine for his efforts in coming to Benning to make his presentation. I do not believe that a guest speaker ever made as gracious a speech after being held "in the wings" for so long.

Our new Regional slate follows:

Pres: Col. L. W. Leeney (Hq. LAAC); XVP: Capt William G. Hooks (1st AA Co); VP,

Army Aff: Capt Upshur B. Quinby (94th Trans Co); VP, NG Aff: Capt. George Poppas, Jr., (94th Trans Co); and VP, Res Aff: Maj. William G. Black (Hq. LAAC).

Also, VP, Indus Aff: Capt. Todd M. Barth (Hq. 3rd Trans Bn); VP, Pub Aff: CWO Leonard A. Gifford (4th Trans Co); Treas: Capt. Albert E. Fitzgerald (Hq. LAAC); and Sec: Capt. Lewis A. Kinnison (2d Avn Co).

At the same time, new officers were elected to the FORT BENNING CHAPTER to replace Chapter officers due to PCS. Elected to office in the FORT BENNING CHAPTER were XVP: Maj. James R. Woods; Treas: Capt. R. C. Barnes; and Sec: Capt. Harold Bristow, Jr."

BERCHTESGADEN AAAA MEETING BECOMES A SKI-IN

"The STUTTGART CHAPTER of the AAAA held their first quarterly meeting of 1959, some 150 AA's and their wives representing various USAREUR units attending the three-day weekend social-educational Get-Together. Site of the Feb. 20-22 meeting was the General Walker Hotel high in the Bavarian Alps at Berchtesgaden, Germany.

The Meeting was a family affair, all members being encouraged to bring their wives and children to take advantage of the extensive hotel facilities in Berchtesgaden.

Principal speakers at the Get-Together were Mr. Sergei I. Sikorsky of the Sikorsky Aircraft Division and Mr. John E. Gyarfas of the Small

Aircraft Engine Department, General Electric Company.

Discussing the history and development of the helicopter over the past two decades, Mr. Sikorsky pointed to the dramatic and decisive break-through provided by the development of the turbine engine.

Mr. Gyarfas then explained the development of the gas turbine engine by the General Electric firm. Both lectures were supplemented by outstanding documentary films.

Plan Aviation Competitions

During the business session Col. Arthur W. Ries, Executive Vice President of the STUTTGART CHAPTER, outlined plans for an AAAA-Sponsored "Annual Aviation Aerial Competition" that would parallel to some degree the competitions held by the other military services.

In other actions, members of the STUTTGART CHAPTER elected their 1959-1960 slate of officers who will be installed and take over control of the Chapter airways in June.

Prior to adjourning the Chapter laid plans for a May, 1959 AAAA Conference to be held at the Seventh U.S. Army Aviation Training Center. The well-attended conference at Berchtesgaden was sponsored by the Seventh U.S. Army Aviation Group, commanded by Col. Ries.

Among the dignitaries and guests attending the AAAA conference were two USAREUR REGION officers, Col Warren R. Williams, President, and Col. Charles W. Matheny, Jr., Executive Vice President. Mr. William S. Win-

Snowbound?



Part of the group of 150 AA's and their wives who attended the Quad-A social-educational meeting at Berchtesgaden pose for an informal photo.

chester and Bruce C. Fuhrman of Sikorsky Aircraft; Maj. Peter H. Nolte, CO of the German 823rd Squadron; and Maj. Gerhard K. Granz, CO of the German 822nd Squadron also attended, the latter officers being Fort Sill-Fort Rucker graduates.

We hate to mention this but the weather ran true to form, the attendees being weathered in at the famous winter resort area (not hard to take!) after Mother Nature deposited a 28-inch snowfall in the area. No one took statistics, but it's safe to say that 95% of the Members in attendance were caught with their snow tires and chains in their garages."

—CWO Herbert E. Woodward

830 Members Renew 1959-1960 Membership in First Ten Days

Almost one-quarter of the AAAA's current 3,648 Members have renewed within the first ten-day period of billing.

We cite this - not as a pertinent statistic - but to call your attention to the administrative load placed on the National office.

Please be assured that we're fighting the *In Box* on a full day basis and that our limited staff will return your 1959-1960 Membership credentials (and Car Trunk Emblem) to you as soon as possible.

The Credentials mailings started on March 7th and averaged 100-125 for the first six days.

A *Booster Lapel Insignia* application form is included in each Credentials letter. The National activity has purchased an additional 300 *Booster Lapel Insignia* in the event it receives proportionate "Booster" membership support.

The 3-color (gold, white, and red) gold plated *Booster Lapel Insignia* is YOURS—gratis—if you remit the membership of one NEW member during the April 1-June 30 membership quarter. This must be done under your postal cover.

MAPS Service Outlined

Initiated in January, '58, the Association's "Military Aviation Placement Service" attempts to place those AAAA Members who desire this type of service in existing job openings within the aviation industry.

To accomplish this, the National office polls its *Industry Members* on existing job openings within their organization or within the organizations of their customers. The *Industry Mem-*

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

bers describe these openings in brief listings under distinctive Box Numbers (see Page 104).

The AAAA Member, after noting a particular listing, requests an AAAA-provided *Qualification Resume* from the National office. In addition to the industry-requested data on this *Resume*, the Member must list a definite service separation date, if he is not a civilian AAAA Member.

He completes this *Resume*, lists those Box Numbers (job openings) in which he has an interest, and returns the *Resume* to the AAAA National office.

Here, it is photo-copied and promptly forwarded to the specific Box Holders listed by the applicant. The Industry Member, having the applicant's qualifications for the specific job opening, then contacts the applicant directly.

A feasible service that is receiving growing acceptance within the aviation industry, the *Maps Service* is limited to existing job openings.

Despite the absence of a customary *Annual Suggestion Sheet* in the recent mailing to all Members, your personal views on Association programs, administration, etc. are always welcome. This "inclosure" was considered, but its use would have created a 4¢ to 8¢ postage switch (a tidy sum when multiplied by 3,600.

Arthur H. Kesten
Executive Secretary, AAAA

John Jarvis Tolson, III, a 44-year-old Army career officer who serves on the AAAA National Executive Board as a Regional President, will shortly move into the high councils of Army aviation. Recently he was designated to replace Col. Hallett D. Edson as Deputy Director of Army Aviation, ODCSOPS, D/A. Since his boyhood and ultimate graduation from West Point, Col. Tolson has been in an orderly rush to get things done. He is now the Assistant Commandant of the Army Aviation School.

Col. Tolson continually draws the admiration of the National Board, serving as presiding officer of the Alabama Region, the first area to pursue extensive Chapter activity. Through his guidance, membership within the Region has flourished, the Region being principally responsible for the rapid growth factor of the organization.

Outstanding Combat Record

A forthright leader with exceptional command and staff ability, the New Bern, N. C., career officer has combined an outstanding combat record with extensive schooling. A veteran of the Luzon, New Guinea, and Bismark campaigns, Col. Tolson has graduated the Air Command and Staff College ('47); the Armed Forces Staff College ('47); the British Staff College ('51); the Army War College ('53); and the Senior Officer Course, Army Aviation School ('57).

Close friends of Col. Tolson are convinced that he has a bright military future, his extensive experience, together with his dynamic personality and other traits, making him the rare soldier.

His interest in Army aviation preceded his actual flight training, being evident while he served in Airborne assignments.

Trademark: A Smile

Extremely energetic, associates admire his seemingly tireless nature and his perpetual warm and friendly grin. Genuinely concerned for the welfare of all who work for or with him, it is not difficult to understand why he is a favorite of everyone who knows him. He finds the time to assist in the problems of everyone, and especially those having personal troubles.

Holder of the Legion of Merit with Oak Leaf Cluster, the Silver Star, the Air Medal, and the Bronze Star, this genial combat infantryman has had extensive overseas service, in-

March, 1959



Colonel John J. Tolson

"An Orderly Rush...."

cluding tours in Hawaii (31 months ending in '31); Southwest Pacific (37 months ending in '46); and England (20 months ending in '52).

Not A Deskbound AA

Flying 700 hours in the comparatively short time he has been rated, Col. Tolson is twin-engine and instrument rated as well as being qualified in rotary-wing equipment, to include transport 'copters.

His off-duty Bioperse is in character. Very active in church affairs, he devotes ample time to his family. The Tolsons have three children, David, age 16; John, age 10; and Harriet, age 8.

The tenth in a series of profiles on the AAAA Members who man the elective offices of the National Executive Board.

NEW AAAA MEMBERS - FEBRUARY, 1959

TEXAS AREA

L/Col James D. Neumann
CWO Edward J. Grabski
Lt Frank B. Winn
Capt Henry W. Schaber
Lt Sam A. Banks
Lt Robert B. Treat
Capt Daniel B. Knight, Jr.
Capt Arthur J. White
Capt Eulen D. Atchison
Capt Robert E. Blount
L/Col Wm W. McDonald
Lt Jackie L. Lewis
Lt Jimmie T. Hughes
Lt Leroy P. Stevenson
Lt John F. Doetzer
WO John York, Jr.
Capt Charles A. Fournier
Lt David Bowser
Lt Donald E. Bliss
Capt Richard T. Heard
Lt George W. Barnitt, Jr.
Lt Kendall L. Stewart
Harold N. Walker
Charles A. Purcell
Capt Arthur F. W. Liebl
Capt Edward E. Crow
M/Sgt Betsy H. McQueen
Lt John G. Matthews
CWO George A. Baublitz
Capt William R. Cave
Maj James J. Stowe
Lt Jack W. Anderson
Capt Eugene R. Walton
Lt Samuel M. Shaw
Lt Louis P. Bussolati
Maj Charles E. Calhoun
Lt Ronald E. Dale
Sp4 Steve M. Lignos
Sgt Alfred J. Proctor
SFC Gerald D. Rogers
Sp4 Charles W. Gooden
Sp4 James L. Hoffman
Sp5 George H. Kennedy
Sp5 Stiles E. Bradley
PFC Jerry K. Harder
Sgt Leonard Lester, Jr.
Sgt John H. Calhoun
Lt Billie A. Davidson
Lt Ted R. Jambon
Lt Burton L. Dupree
Lt Lavon Bagwell
Lt Arthur D. Moen
Lt Clyde D. Allen
Lt Jay L. Tilby
Lt Finis M. Kelley
Lt Joseph H. Waller
Lt O. A. Myers, Jr.
Lt John B. Reynolds
Lt Reagan Vestal, Jr.
Lt Casimer T. Subbie, Jr.
Lt Joe F. Pruett
Capt Cecil L. Strickland
Lt Charles E. Humphries
M/Sgt Robert L. Rollins

USARAL AREA

Maj Verl E. Towne
Capt Edgar S. Beaumont

ALABAMA REGION

CWO Clifford R. Harry
Capt Billy E. Ward
CWO Bernard J. Vanderkolk
Lt Stanley D. Cass
Capt Herschel G. McGarvey
Maj Allan G. Post
Lt John J. Joyce
Lt William E. Hattaway
Capt Richard E. Gile
Capt Alvin Anderson
Lt William H. McGee
L/Col Marvin L. Lindmark
Capt Edward W. Sargeant
Capt Edward N. Eckert
Lt Carl R. McNutt
Mr Frank E. Randle, Jr.
Lt Gerald L. Griffin
Capt Donald C. Tisch
Lt Joseph P. Gallagher
Lt Donald R. St. Urba
Lt Frederick E. Powell
Lt Donald R. West
Lt Lewis S. Woodson
CWO John L. Lawlor
Lt Thomas C. Arnold
Lt Henry J. O'Connor
Lt Forrest Hearn
CWO Ray E. Darbe
Lt John I. Coats
Capt Floyd R. Wirthlin
Maj Nicholas G. Psaki
Lt John W. Lowe
CWO Kenneth E. Dickey
Lt Kenneth J. Alves
Lt T. J. Clark
Capt Claude E. Sims
CWO Donald D. Schomp
CWO Frederick P. Cullen
CWO Keith W. Glasgow
CWO Furmin J. Baye, Jr.
Lt James E. Rogers

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

Capt Orville Y. Lyon
Capt Henry P. Leighton, Jr.
Capt George M. Turner
Lt Raymond A. Delahanty
Lt Warren R. Porter
CWO Leonard H. Burroughs
Lt Edward J. Horton
Capt Charles M. Honour, Jr.
Lt Frank A. McDonald
Capt Francis J. Kirsch
Lt Morgan L. Phillips, Jr.
Lt Gary V. Pugh
Capt Wilbur A. Brown
Maj John W. Roush
Lt William W. Ford
WO Marion N. Sealy, Jr.
Lt William E. Ward
Lt Harold M. Carter
Lt Charles H. Kellers
Lt Charles L. Raymond
Lt George H. Morrill
Lt Lillard Eldreth
WO Charles M. Neal, Jr.
Lt Donald E. Masters

USAREUR REGION

Lt William L. Thomas
CWO John P. D'Angelo
Lt James R. Pond
CWO James A. Bell
Lt Arlo D. Janssen
CWO Peter A. La Rosa
Lt Lloyd K. Adams
Lt Thad K. Wynn
CWO Marshall P. Foster
Lt Ralph H. Hamner
CWO William F. Henderson
CWO Walter J. Carroll
CWO Carl P. Roberts
Lt Bruce E. Hook
Maj Raymond P. Johnson
Lt Edward F. Stipech
Lt Harold L. Hodge, Jr.
Capt Robert D. Williams
Lt William R. Critton, Jr.
Lt Kenneth R. Dimond
Lt James P. Hannon
Lt Thomas E. Rhemann
CWO Michael A. Kenney
Lt Theodore W. Pratt
Lt Frank B. Harbor
Capt Billy G. Haney
Capt Nick Yeonopolus
Sgt Wilbur C. Boyce
Sgt Donald R. Smith
Lt Henry C. Browning
Mr. R. W. Gleasure
Sgt Eugene J. Lambert
Sp5 Conrad E. Graikowski
Sgt Thurmon N. Davenport
Sgt James A. Farmer
Sgt Joseph E. Carter
M/Sgt Robert A. Brooks
Lt Richard F. Taylor
Lt Thomas H. Spence
Lt Wilfred H. Wittkind
CWO Frank W. Thompson
Capt William J. Meehan
CWO William E. Dillon
Lt Ronald E. McWilliams
Brig Gen Robt. J. Fleming Jr
Maj Langston H. Caldwell
Col Arthur W. Ries
WO Richard D. Miller
Lt Douglas L. Hutchens
Maj James Clark
CWO Russell Coles, Jr.
Capt Ben E. Estes, Jr.
Lt Gory R. Bill
Capt Deryck G. Christy
Capt Lyman W. Vassey
Capt Walter E. Banker
Capt William R. Martin
Capt Elbert E. Drane

CALIFORNIA REGION

Mr. Donald M. Burch
Mr. Ervin H. Kranich
Mr. Carl Wood
Lt Raymond E. Evans
Capt James F. Sanders
Col Curtis L. Hankins
Capt Joseph N. Jaggars, Jr.

SOUTHERN AREA

(Tenn., Miss., La., Okla., Ark.)
Lt William B. Harper
WO Charles E. Weed
WO Lawrence J. Gutman, Jr.
Lt Ralph A. Mathews
WO Hoover C. Moore
WO Joseph A. Steffanci
Capt Billy Wood
Lt Paul W. Bass
Capt Edwin J. Heathcoe
WO James P. Pickel
CWO Chester L. Cook
Lt Charles D. Franklin

CENTRAL AREA

(Ohio, Ill., Ky., Mich., Ind., Wis.)
Lt Gregory F. Roche, Jr.
Lt Donald H. Retzlaff
Lt Allen B. Taylor
Capt Bill R. Heisel
CWO Ralph J. Vaught
Capt John M. Beebe
Lt Edward J. Miller
Lt John M. Toolson
Lt James R. Byer
Lt Richard M. Sprack
Maj Olva B. Butler
WO Carl L. Cramer
Lt Sammy L. Childs
Lt Edgar F. Todd
Capt Robert H. Carter
Lt Everett S. Lusk
CWO George T. Johnson
Capt John L. Dekker
CWO Joe M. Probst
Capt Weldon F. Honeycutt
Capt Robert O. Carter

MID-EASTERN AREA

(W. Va.-Del.-Va. outside 60 miles of D.C.)
WO Joe J. Ebran
WO James J. Hautot
Lt Richard I. Gillingham
CWO William J. Stejback
Maj Keith J. Bauer
Lt Richard L. Stoessner
Ulysses Morton
Lt Roswell J. Moore
Lt John L. Finley

WEST CENTRAL AREA

(Ariz., NMex., Col., Nev., Utah)
Lt Rudolph W. Beale
Lt Presley O. Orsburn

WASHINGTON REGION

(Md.-Va.-D.C. within 60 miles of D.C.)
WO Raymond V. Semora
Capt Fred W. McGowan
Lt George D. Shields
Mr. Thomas P. Keating, Jr.
L/Col C. V. Christianson
Capt Walter J. Chamberlain
Capt Leslie H. Gilbert

(Continued from Page 101)

grades who are qualified in aviation maintenance skills and have instructor aptitude should be encouraged to apply for assignment to the Transportation School as an instructor on their next assignment in CONUS. Inquiries by interested personnel may be addressed to this office, ATTN: TOD, or to the Commandant, The Transportation School, Fort Eustis, Va.

ADP

Many commanders are still evaluating the effectiveness of their aviation operations policy by the per cent of aircraft deadlined for parts. This is an *erroneous* conception, as it has as a basis a target of 100% in commission at all times. The aircraft availability rates that commanders *should* use to determine the effectiveness of their operation are contained in *DA Circular 750-9*. (This circular is being revised to a *Supply Bulletin, SB 1-3*, but the text will remain the same.) An ADP rate of approximately 10 to 15% in low aircraft density areas is not unusual nor necessarily bad. (I'll admit it may be embarrassing on occasion).

On the other hand, the funds made available by the DA for aircraft parts control our supply

standards. Neither the supply system nor the budget can possibly stock all the parts for aircraft that might cause an ADP. Items are stocked that have a continued utilization, and others are obtained as rapidly as possible when needed. Transportation officers should endeavor to educate commanders of aviation activities into thinking in terms of the target availability for aircraft established in *Circular 750-9*, in lieu of a 100% availability of all aircraft. On the other hand, foresight, ingenuity, and hard work will assure maximum availability within the means available. That is your job, and if it were easy we wouldn't have put you on it.

Contributions to Media

I would like to see more papers by Army aviators appearing in technical and professional magazines. "Think" pieces, technical analyses, or just statements of accomplishments in giving the Army mobility serve to highlight the total program. This office will be glad to assist you in getting worthwhile articles published.

RICHARD D. MEYER
Brigadier General, USA
Deputy Chief of Transportation
For Aviation

(Continued from Page 101)

been getting wide public attention for its promise of liberation of the foot-slogging GI from the restrictions of ground movement while still taking advantage of the cover offered by terrain features. "Being able to fly with one foot on the ground" describes the goal of the Army's current aviation research and development efforts.

Atomic Weapons Specialist

A specialist for a number of years on atomic weapons and their tactical employment and effects, *Col. Parker* was the onetime Chief of the Military Operation Division of *General Leslie Groves'* famed Manhattan Engineer District which developed the atomic bomb.

He held a similar post with its successor organization, the Armed Forces Special Weapons Project, and was later Assistant to the Deputy Assistant Chief of Staff for Atomic Engineering and Army Atomic Planner for Supreme Headquarters Allied Powers Europe (SHAPE). *Col. Parker* authored the Manhattan

March, 1959

Engineer District Report on the Atomic Bombings of Hiroshima and Nagasaki and was an editor of the joint Department of Defense-Atomic Energy Commission publication, "The Effects of Atomic Weapons."

Has Extensive Responsibilities

As Assistant Chief of Transportation (R&D), *Col. Parker*, in addition to his aviation responsibilities, also directs research and development activities aimed at improving military rail, marine, and highway equipment and the modernization of cargo handling operation.

Col. Parker graduated third in the class of 1937 at the U.S. Military Academy, West Point, N. Y. and received his Master's Degree in Civil Engineering from the Massachusetts Institute of Technology. He is also a graduate of the Engineer School, Command and General Staff College, Armed Forces Staff College, and Air War College. A rated Army Aviator, he is qualified to fly both single and multi-engine aircraft and holds an instrument certificate.

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REGIONAL PRESIDENT

Col. L. W. Leoney, Commander, Lawson Army Airfield Command, Fort Benning, Georgia, who was recently elected President of the Georgia Region of the AAAA. A top notch aviator, the career Infantryman will guide the activities of the Association's sixth Region.

FACTORY PICKUP

Taking delivery on a new B1-26D at the Aero Commander factory in late January, Capt. William R. Choires (center) and Lt. William L. Corley (right), Signal Liaison officers at TSAC, St. Louis, are congratulated by Jack Rector, Public Relations manager for the Bethany, Oklahoma firm.



OLD AND NEW

Representing two extremes in the resupply of tactical ground units in Korea, a 6th Transportation Company Shomnee bypasses the duties of Aviation Officer for Second U.S. Army, Ft. George G. Meade, Md. Prior to reporting to Second Army, Col. Fox was Aviation Officer of the 4th Infantry Division, Fort Lewis, Wash.

Li. Col. Elmer H. Fox, a veteran of 16 years aviation duty, who recently assumed the duties of Aviation Officer for Second U.S. Army, Ft. George G. Meade, Md. Prior to reporting to Second Army, Col. Fox was Aviation Officer of the 4th Infantry Division, Fort Lewis, Wash.



D. C. MANAGER

Mason Shehan, who has served in a top administrative position since he joined Beech Aircraft Corporation's Washington activities five years ago, has been named manager of Beechcraft's Washington, D. C. office. A former Maryland businessman, Shehan is a Commander in the USNR (inactive).

Col. Arthur W. Ries (left), Commander, Seventh U.S. Army Aviation Group, reviews the tactical situation with Lt. Col. Clarence H. Ellis, Jr., CO of the 8th Transportation Battalion (Hell) during Seventh Army's winter training maneuver, "Exercise Free Play," conducted in West Germany. (USA photo).



"FREE PLAY"

SHOP VISIT

Col. O. Glenn Goodhand (left), current AAAA National Executive Board member, chats with a former MIT classmate, Lt. Col. Horace Ford (USAR), during a recent visit to the National office of the AAAA. A member of the Awards Committee, Col. Goodhand completed Committee actions during his 2-day RON in Connecticut.

BEECH APPOINTMENT

James N. Lew, Vice President - Contract Administrator, Beech Aircraft Corporation, since August 1953 who was recently named to head all military activities for the Wichita, Kan., firm. With Beech since 1940, Lew was instrumental in helping set performance records during peak war-time production periods. He will assume direction of the company's multi-phased military sales.



HEAD ON

Recognize this head-on view? The copoy and prop tell you it's on L-19. It's a special one, however. A turbine-powered configuration flows from Seattle, Washington, to Fort Rucker, Alabama, for testing by the U.S. Army Aviation Board.

PROP-COPTER

Low-cost VTOL Model B-10 "Prop-Copter" developed by the Bensen Aircraft Corp. of Raleigh, N. C., is shown during flight testing. The single-seat twin-engine tandem "copter" has accumulated more than 25 hours time since its August 6th maiden flight.



VETERAN HONORED

CWO Nathan Schultz, 4th Trans Co (Med Hell), Fort Benning, Ga., receives Senior Army Aviator wings from Col. L. W. Leoney, LAAFC Commander, while Maj. James R. Woods (left), CO, 4th Trans Co (Med Hell) looks on. Schultz, a veteran of more than 5,000 flying hours, started his career in the Army Air Corps in 1940.

ELEVATED

Robert L. Lair, general manager of Cessna's military aircraft division, who was recently elected a vice president of Cessna Aircraft Company. A graduate chemical engineer, the 37-year-old native of New Mexico has served as material director, production manager, and plant manager within the Cessna organization.



■ The weather that winter morning was typical of the Seattle area for the month of December. It was raining slightly with an overcast condition at approximately 2,000 feet with visibility of 5 miles. Aviators will recognize this condition as *VFR* but hardly ideal for *VFR* ferry flight in a Turbo-prop L-19A whose best operating altitudes were above 20,000 feet.

Navigation was to be no problem, however. This infernal machine was equipped with the

247 pounds of the required JP-4 fuel. Now you may think that this might pose a problem, but when you realize that *Rudolph* only requires 200 pounds per hour to operate at an average of 125 miles per hour true air speed at sea level and that our ferry mission was only from Seattle, Washington, to Fort Rucker, Alabama, you can readily see that there was "no sweat."

You may quote me, however, that one problem did exist and had to be solved. That was

The Saga of Rudolph

latest and most modern *uncalibrated* magnetic compass. No radio navigational aids were available, but the powerful 2 watt VHF transmitter was in pretty fair working order on some of the 8 of its installed frequencies and for those advocates of basic instrument flying, this airplane would have been their baby. It had the most basic of the basic instruments and some of them functioning reasonably well

The airspeed was out of calibration an average of 13 miles per hour; the altimeter seemed OK; the attitude indicator was the old and very reliable needle and ball. No vertical speed indicator was installed, but it was no problem to time your ascents and descents to get rate.

This very excellent set of flight instruments was backed up by the necessary engine instruments to operate the Boeing 502-10F Gas Turbine 300 HP power plant. These instruments were exhaust temperature, first stage turbine r. p. m., prop r. p. m. and compressor pressure gauge.

Control of the engine was simplicity itself! Controls such as mixture, prop adjustment and carburetor heat were unnecessary. (The throttle

the JP-4 fuel requirement, coupled with the 150 - 200 mile range of the airplane.

"You just can't find JP-4 at every airfield every 150 - 200 miles across the Rocky Mountains and the Great American desert."

But this was a minor problem. When a pilot has the opportunity to fly such a well equipped airplane with an engine that has never flown outside the Seattle local area, a small problem such as fuel doesn't hinder the operation. Anyway, *Capt. June Stebbins* was along in a U-1A *Otter* and was carrying 165 gallons (1077 lbs.) of JP-4 plus a dispensing unit, spare parts, special tools and *SP/4 Carl Johnson* was on hand to render any assistance that would be required. We were to follow the same routes and would be in radio contact.

The time drew near when the launching of *Rudolph* would take place.

Finally, at 1150 PCT, 12 December 1958, *Rudolph* was cranked up, or should we say "lit off", and launched from Boeing Field at Seattle, Washington, and its guidance system was set to land it at Ozark AAF, Fort Rucker. Oxygen was to be used on every flight.

By

MAJOR JACK A. CRANFORD

U.S. Army Aviation Board, Fort Rucker, Alabama

controlled the first stage turbine r. p. m. and no other.)

Before we proceed further, I would like to point out that this flying machine became affectionately known, and will sometimes be referred to, as *Rudolph* for two reasons: first, the long red nose cowling and secondly, the nearness of the Yuletide Season.

The very adequate 38 gallon fuel cells made it possible for this *Misguided Missile* to carry

We flew the first leg at 1500 feet MSL on his maiden voyage and landed at Portland, Oregon. This leg was very interesting because no real information was previously available on cruise control.

Two more hops were made the first day, the first at 10,000 feet; the other at 15,000 feet. A constant power (35,000 r. p. m.) was used in the climb and 34,000 r. p. m. was used at cruise.



The first day's journey took us to Medford, Oregon, a distance of 310 miles.

13 December was a little more of the same: a late start due to weather plus a dead battery. We considered it essential to have a good battery prior to takeoff in the event of a flame out and a requirement for a successful air start. Those of you who are familiar with the terrain in Oregon realize that a successful dead stick landing is not always possible. However, we were able to fly 2 hours 25 minutes and go from Medford, Oregon, to Reno, Nevada.

All aviators will realize that we would *not* have stopped in Reno if we possibly could have pushed on to a place where more activity could be expected. This half day's work represented a distance of 240 miles. These flights were made at 21,000 and 21,500 feet. The longest flight was 1 hour 35 minutes.

14 December saw us up bright and early for a 0730 departure from Reno, with very little shopping money for Christmas, and four land-

Maj. Jack Cranford poses with his voracious red-nosed friend at Fort Rucker, Alabama.

ings later we were in Phoenix, Arizona. Total flying time, 5 hours 55 minutes; longest flight 1 hour 45 minutes; greatest altitude 23,000 feet; distance 525 miles.

15 December, with very few shopping days remaining before Christmas—it really didn't matter since we had just left Reno—saw us depart Phoenix at 0730, and three landings and 5 hours 55 minutes later, Midland, Texas! The highest altitude obtained was 27,500 feet, with all flights for this day above 21,500. All fuel servicings were accomplished from Capt. Stebbins, U-1A "Home-made tanker."

16 December took us from Midland, Texas, to Fort Rucker, Alabama, a considerable distance in miles, and flying time of 7 hours, 30 minutes. Three of the fuel servicings were made from the U-1A, and probably the highlight of the day was our landing at Abilene Air Force Base during a SAC alert.

Certain arrangements were necessary, as you might well imagine, before we could service and be on our way. However, I must admit that during this trying time our big sister, the Air Force, was most kind to us. The day's flying was accomplished at 9,500 feet, due to the wind direction and velocity.

The most interesting event of this day was a flame-out and dead stick landing at Jackson, Mississippi. The flame-out was due to fuel starvation after 1 hour 30 minutes flying time at 9,500 feet.

Of this day's flying, the last 2 hours 25 minutes were at night, and the little engine

Maj. Jack Cranford, a '47 L-pilot graduate, has served with the U.S. Army Aviation Board since February, 1956. Commissioned in '42, the Airborne-qualified officer served as an ETO platoon leader with the 501st Inf. He is qualified in virtually all Army aircraft and has an AF (green card) instrument, CAA airline transport pilot, helicopter instrument, and Navy jet instrument ratings, as well as Army special instrument cards for both R/W and F/W. A graduate of Navy Jet Transition training, the affable veteran has logged in excess of 5,400 military flying hours.

didn't seem to show signs of the "automatic night rough feature."

To summarize the adventure with *Rudolph*, we traveled 2,885 miles in 25.9 flying hours and 5 flying days. More than half of the total flight time was above 21,000 feet. Approximately one-fourth of the flight time was between 15,000 feet and 20,000 feet. The remainder of the time was flown at altitudes of around 10,000 feet. No maintenance was performed other than servicing.



As a general yardstick, we might say that the 247 pounds of fuel on board gave us a capability of 1 plus 30 minutes total endurance at 10,000 feet. This increased to about 1 plus 50 minutes in the neighborhood of 20,000 feet, and it is the opinion of the author that this may have been increased to about 2 plus 05 minutes at altitudes above 26,000 feet. During the flights, temperatures of -32°C. were experienced, but were not important due to the fact that the pilot was outfitted with a heated suit to include boots and gloves.

Lots of fun and much learned!



Seventh Army Aviation Units Enhance "Exercise Free Play"

Seventh Army aviation in Europe was exploited to its maximum early last month as the Seventh United States Army staged its 1959 winter field maneuver, "Exercise Free Play."

The war games provided an exacting test for Army aviation as many units were called upon to perform every conceivable type of mission. The exercise saw the largest composite group of aviation ever assembled to support both NATO and Aggressor Forces. Well over 50,000 troops and 10,000 land vehicles were employed in the maneuver.

The helicopter operation was under the direction of Lt. Col. Clarence H. Ellis Jr., Commanding Officer of the 8th Transportation Helicopter Battalion, and comprised the bulk of the aircraft involved.

Aviation highlights of the war games were the numerous company-size helicopter-borne assaults, the air-lifting of an entire Battle Group with its tactical vehicles and support weapons, transporting long-range combat patrols behind

enemy lines, aero-medical evacuation and countless aerial supply missions.

Untold thousands of troops plus hundreds of tons of supplies were air-lifted during the ten-day exercise in one of the most noteworthy achievements and demonstrations of organic aviation capability to date.

In addition to its assigned mission, Army aviation was assigned the joint task of providing support to the Guest Observer Bureau, which became the mecca for nearly every senior NATO military commander on hand to observe the war games. More than 300 senior U.S. and Allied observers and general officers representing practically every NATO country as well as guests of various other nations made full use of AA's capability for transportation to cover the vast maneuver area.

Though certain problem areas were in evidence, they were of a minor nature and readily correctable. The entire exercise, in which all planned objectives were accomplished, was termed a magnificent success.

—CWO Herbert E. Woodward

IN TRIM

Joe Foss (right), Marine Ace of WW II fame and a present Brigadier General in the USAF Reserve, is shown after thoroughly winging out a Cessna T-37 twin jet. Capt. Bob Fogg, Chief of AF Test and Acceptance at Cessna, who accompanied the General during the "full back" acrobatic ride, commented that the ex-Governor of South Dakota had lost none of his pilot prowess.

DOUBLE DUTY

Only 24 hours after rescuing a downed Italian Army observation plane, SETAF pilots and crews ended in the aerial evacuation of an Italian Air Force trainer. Attaching spoilers to the leading edges, CWOs Roy B. Brendle and Clyde Emery returned the trainer to its home base within an hour and a half after the "rush call."



AWARD CEREMONIES

In a dual award ceremony held during a recent AHS meeting in New Haven, Conn., Lyming honored the U.S. Army Aviation Board and USATATSA for the successful completion of the User Test and 1,000 hour Logistical Support Evaluation of the T53-L-1 turbine-powered trojans. At left, James Kerr, president of Lyming, presents an award to Col. O. Glenn Goodhand, representing USAAB. Dr. Anselm Franz (right photo), vice president of turbine engineering, presents an engraved decanter to Lt. Col. Charles E. Hollis, C. O. of TATSA, honoring the Ft. Rucker installation. Charles Kaman, AHS President, and Brig. Gen. Richard D. Meyer, guest speaker for the meeting, are also shown in the right photo.



RELUCTANT

Two ranks of WO Candidates, representing the last of the enlisted trainees at Camp Walters this year, and an honor guard cite Mrs. Mealy A. Mouth, parental mascot, prior to her retirement to a nearby ranch in Mineral Wells. Despite the pomp, she didn't cotton to the waiting VIP vehicle.

PRODUCTION LINE

Inside view at Farmingdale, L. I., shows the Grumman Mohawk production line as the first airplane approaches the near-complete stages. The Lyming-powered AO-1 will be used in Army aviation for observation and surveillance purposes.



R & D VISITORS

Shown during a recent tour of the Bell Helicopter Corporation's Fort Worth, Texas plant, an Army R & D group inspects a turbine engine. From left: Bell Vice presidents G. B. Clark and (partially hidden) E. J. Ducayet; Lt. Gen. Arthur G. Trudeau, Army Chief of Research & Development; Bell Vice President Bart Kelley; and Col. George F. Senoff, Office of R & D. Brig. Gen. B. S. Kelsey (USAF-Ret.) and Lt. Col. N. W. Tobey also accompanied the Army group during their visit to Chance Vought and Texas Instruments.



SATIRE

Wives of aviation personnel of Hq. Seventh Army Aviation Section and the Seventh Army Flight Detachment don zippered flight suits and satirize "Operations" during the lighter side of the recent two-day official aviation conference in Europe. Pipe the scarves!

UNDER TEST

The engine section of a Boeing 502-10F gas turbine powered L-19 now being tested at the U.S. Army Aviation Board, Fort Rucker is shown above. This 300 hp configuration is described by ferry pilot, Maj. Jack Crawford, on Page 111 of this issue. They call it "Rudolph."



MASS EVACUATION

Two helicopter ambulances of the 274th Medical Detachment (Hel Amb) arrive at a remote Southern Germany area to evacuate casualties during Exercise Free Play, Seventh Army's 1959 winter maneuver. The medics were called in to play when unpires for the Exercise tagged 250 to 300 "aggressor" soldiers as simulated casualties after a bombardment. Additional "Free Play" photos are found on Page 113 of this issue.

■ Reviewing aircraft reports sometimes provides a bit of humor if you forget the fact that each accident eats into the Army budget. I have heard non-rated personnel advocate that pilots should not head an aviation accident board so as to prevent whitewash of the pilot error factor. There are certainly too many old and experienced pilots in our headquarters today to permit whitewash reports to go undetected. Also, our non-rated commanders are *not* as easily fooled as they once were when organic aircraft were less frequently under their control.

Proof of the futility of whitewash reports was

USAREUR REPORT

very evident in a report recently reviewed at this headquarters. The President of the board was a non-rated officer, perhaps because of non-availability of field grade aviators in the unit or because the size of the aviation section did not permit sufficient aviators for a board. The board report bears out the allegation that some pilots will try to whitewash pilot error.

Pilot of an L-19 with a cruise prop called the tower at his destination when 15 miles out. He was advised that there was snow on the runway; the wind was 290° - 20 to 22 knots; and runway in use was given as 23. This *should have* alerted the pilot to the fact he had a tricky landing to make. The same information was *again* given the pilot when he entered the traffic pattern plus the specific advice to "Use Caution." Time was about 1100 local.

On final the pilot noted the snow was too deep to clearly see the runway. He knew the location of the runway in relation to the runway lights from previous visits to the installation. While on final, the aircraft drifted left and was realigned with the center line between the lights. Touchdown was still made at 15 feet from left edge of the 64 foot wide runway, and then settled for a roll of 200 feet before it started sliding to the left.



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

The pilot then decided to go around and added full throttle. The plane continued left, crossed a taxiway, and struck a railroad track. It bounced into the air in a stalled attitude and headed for parked aircraft. The pilot cut the power and switches, cartwheeled, and came to rest looking at the sky beyond the wheels. A second L-19 landed soon afterwards *without* mishap.

The board report went to great length to describe the smooth landing made by the pilot and how the pilot had done the right thing. The cause of the accident was found to be: a)

Failure of the tower operator to state there was ice on the runway; b) Cruise prop required longer take-off distance; and, c) high crosswinds (which would have had little effect on a dry runway).

Made First Base, Little More

Needless to say the board report did not receive concurrences very far up the line. The pilot had been warned of the snow on the runway as well as the strong crosswind, and he knew the limitations of the cruise prop. He knew he was unable to keep the plane lined up on his approach. He decided he could make a safe landing under the existing conditions, but his technique was inadequate to the situation.

I believe that the accident board in this case would have done the pilot a service had they said he misjudged his capability to land under the existing condition, instead of trying to clear him of all blame. They could probably have determined why he was unable to cope with the cross-wind as the next pilot did successfully. At least, they proved my contention that putting non-rated officers at the head of an aircraft accident board doesn't necessarily stop an attempt to whitewash the pilot.

■ Writing of this report has been delayed by efforts to recover from the fine AAAA meeting held at Berchtesgaden. Major Bill Gardner and Lieutenant Boyd did an outstanding job on arrangements for taking care of all personnel in spite of the number who showed up with no prior notice. However, they forgot one thing: liniment for old men who try to forget their age on skis.

MAINTENANCE TIPS . . .

. . . Mike Button

Beaver Strutt'en?

■ *Mike* needs some information and I know you'll all help 'cause it may be a problem which TSMC could jump on with *both* feet and improve the situation if we only get some info.

There are about 500 *Beavers* in Army aviation and no complaints, as yet, on the tail wheel shock struts. However, a suggestion came through to *Mike* wanting to install a jury strut on the *Beaver* when the strut was off the aircraft.

The reason for fabrication, as explained by the suggestor (can't find out who) was that, when the strut was off, use the jury strut to make the *Beaver* more mobile.

So my thinking goes like this: If the tail wheel struts are removed so often and for such a long period of time that the movement of the aircraft is a problem, then an extensive study should be made to determine the cause of the frequent changing of struts. We'll do the work; all we need is information, if the field has a problem, action can be taken to correct the discrepancy. Let's not make a tool or temporary part to live with a problem; let's solve the problem. So, let *Mike* know as soon as you can.

Better Otter (U-1A)

■ We just got the go ahead to put new Hamilton Standard Hydromatic (non-feathering) (I don't know why I put that in, but Hydromatic always meant to me a feathering prop) props on the Otter. The prop installation will be



By
**William D.
Bickham**

scheduled by the 4th echelon after stock of the old props is exhausted when you require replacement (due to time or failure). Of course, if 4th says it's OK and your 3rd, you can do it too. The FSN on the new prop is 1610-629-1606 (4013-23D40-311) whereas the old prop was FSN 1610-554-1065 (4013-3D40-277).

TMI-1U-1A-1007 gives all the necessary details on what should be accomplished when installing the new prop. However, you'll soon find that handbooks on Operation, Maintenance, Overhaul, and Parts breakdown are not available, as yet, but that is being taken care of too.

TMI-3H1-4-A52-Operation and Maintenance Instruction

TMI-3H1-4-A53-Overhaul Instructions

TMI-3H1-4-A54-Illustrated Parts Breakdown

are being published and should be available during March 59.

Oh, almost forgot, the dash 34P will be revised pronto to include the special tools required for maintenance of the new prop (FSN 1610-629-1606).

Also, a supplement to the dash 1, in form of a Safety of Flight directive, will be published to insure that everybody will be clued in on the operation of this prop.

Supply Status of Aircraft Engines

■ *TSMC Supply Letter 12-59*, February 59, referencing *AR 725-5*, *AR 725-55*, and *SB1-1* gives you all the dope required for submitting requisitions on engines having particular stock status; especially those engines which are in critical short supply.

Paragraph 7 of this letter lists the engine numbers, FSN's, what aircraft they go in, and the exact status of each engine used in each DA aircraft for which the Transportation Corps has logistical responsibility. When you requisition an engine on the "critical" list be sure, *positive*, that the requisitions contain the following information:

1. Exact number of hours on the engine (up-to-date).

MIKE BUTTON/*Continued*

2. Hours remaining before you're compelled to yank it (See *PS Magazine*, Issue No. 75, page 61 for the maximum operating hours prior to overhaul. Also, refer to the dash 6s for subsequent information. Dash 6 handbooks are presently in revision to include all current times. So, if you have a new dash 6 handbook revision published after the PS No. 75 use that by all means).

3. Anticipated date of change (This you can compute in accordance with *SBI-1*).

So, as one last hint, submit these requisitions well in advance to provide for a replacement engine; thus, keeping you from grounding the aircraft for want of an engine. In no case, however, if in CONUS, should you request the engine in advance of 45 days based upon programmed flying hours. Overseas, you can compute your lead time in accordance with *AR 725-55*.

OTTER Question?

Check serial numbers 55-2973 through 2978; 55-3244 through 3327; 57-6107 through 6136; 59-1681 through 1683 to see if the fuel cap is properly marked "80/87". Recent engineering directives stated that 91/96 should be used only when 80/87 is not available (consult *TB AVN2*) - if not, take red paint and overpaint the fuel caps' present markings and with white paint substitute "80/87" in figures $\frac{1}{2}$ " high as instructed in paragraph 12b, (11) *TB AVN 7*. (Note: *U-1A project officer says, "Caps too*

Stop By!

Together with another ex-AA, CWO O. Mitchell Rushing, I have formed a commercial helicopter flying company serving the St. Louis area. Our company, Mississippi Valley Helicopters, Inc., is based in the east hangar of the Young Aviation Corporation at Lambert Field, St. Louis, Mo.

Our plans call for flight operations within the next month with a Bell 47H model, and we expect to provide transportation within a 50-mile radius of Lambert Field. As business develops, we hope to add additional equipment and hire additional pilots and mechanics.

Our friends in Army aviation are invited to stop in and visit our facilities whenever they pass through St. Louis.

—James R. Hodge

Conversion

USAPHS, Camp Wolters, Tex., will shortly phase in 129 new H-23D models. Twenty-five of the higher-powered, 260 hp "D" models are currently being ferried from California to the school headquarters in Texas. Conversion from the "B" and "C" models is expected to decrease the costs and down-time for maintenance.

small to conform with TB AVN, so make 'em 3/10ths of an inch high, OK?")

Then on the left side of fuselage forward of the cabin door with figures $\frac{1}{2}$ " high change the preferred grade from 91/96 to "80/87" as instructed in paragraph 19, a(1) of *TB AVN 7*. *TB AVN 23-5-1*, 1 Jan 1959, paragraph 38, will be changed accordingly.

Requisition Preparation

For anybody that's not quite up on current procedures on requisitions, here's a little bit of info which may be of value—the following supply letters have been rescinded by SL 76-58: SL 8-56, 10-56, 11-57, 15-57, 34-57, 42-57, 10-58, 34-58, 46-58, and 47-58. Also, this SL 76-58 gives you 'ens and we'ens the complete procedure for the proper preparation of *DD Form 1149* as well as where it goes when completed which is as follows:

Requisitions submitted to TSMC for supply action should be addressed:

Commanding General
Headquarters, U.S. Army Transportation
Supply and Maintenance Command
P. O. Box 209, Main Office
St. Louis 66, Missouri
Attention: TCSMC-NCP

Seldom Used Service

■ Old Mike just finished talking to the Director of the Regional Maintenance Office, Corps of Engineers, who called my attention to the benefits you get under the provisions of *AR 750-512*, October 1958. So, if you got any Engineers' equipment around the base on which you need assistance, get in touch with them as they offer help and it won't cost anything either. Use 'em—that's what this service is there for.

Informationally yours,
Mike Button

The Month's Takeoffs!

Command and Staff Changes

CALENDER, Allie D., Maj., Dependent Mail Section, APO 503, San Francisco, California.
ECKERT, Kenneth R., Lt. Col., USA-ELM 8746, Federal Aviation Agency, Washington 25, D. C.
EDMUNDS, John D., Col., Commander, Campbell Army Airfield, Fort Campbell, Kentucky.
HILL, James W., Jr., Lt. Col., Quarters 517 L. S., Lauman Avenue, Fort Sill, Oklahoma.
JACKSON, Paul V., Jr., Maj., 440 Fenwick Road, Apartment B, Fort Monroe, Virginia.

JEFFREY, Robert J., Maj., 1st Recon Sqd (Sky Cav), 16th Cav, Fort Hood, Texas.
LANGLAND, Kenneth F., Lt. Col., 71st Transportation Battalion (Hqtr), Fort Riley, Kansas.
LUCAS, Eugene R., Maj., Box 43, University of Omaha, Omaha 1, Nebraska.
NIX, James H., Maj., Headquarters, 4th Infantry Division, Fort Lewis, Washington.
OGILVEY, Hubert W., Maj., 307 East Watts, Enterprise, Ala.
PSAKI, Nicholas G., Maj., Class 59-7, Stu Co, USAPHS, Camp Walters, Texas.
SCHMIDT, William T., Maj., U.S. Army Language School, Presidio of Monterey, California.

FEBRUARY CHANGES OF ADDRESS AS RECEIVED

ADAMS, James R., Lt., 502d Avn. Company, 2d Armored Division, Fort Hood, Texas.
AHERN, John R., Capt., 1702 Council Bluff Drive, Atlanta 6, Georgia.
ANDERSON, Rodney V., Capt., 3068 East River Road, Twin Lake, Michigan.
BEEKMAN, Gerald R., Capt., 834-A Terry Drive, Fort Benning, Georgia.
BELL, David A., Capt., 40th Transportation Battalion, Fort Eustis, Virginia.
BIRCHFIELD, James W., CWO, 17th Aviation Company (FW-TT), Fort Ord, California.
BITTINGER, Robert C., Lt., 136 Magruder Street, Mineral Wells, Texas (Temporary)
BLEVINS, B. B., Dr., Box 444, Kingston, Tennessee.
BOLTON, E. T., Mr., 320 Walsh Road, Atherton, Calif.
BORASCH, Edward I., WO, WO F/W Qualification Course, Class 59-2, Fort Rucker, Alabama.
BOWMAN, James, Capt., 13 Woodhaven Road, Denbigh, Virginia.
BRANDON, William D., Lt., Hq. Co. Yukon Command, APO 731, Seattle, Washington.
BRATT, Clarence M., Lt., 2006 Smith Street, Lawton, Oklahoma.
BRITTON, Irving E., CWO, 17th Aviation Company (FW-TT), Fort Ord, California.
BROWN, Charles R., CWO, 90th Trans Company (Med Hel), Fort Knox, Kentucky.
BROWN, George A., Lt., 1202 Massey, Killeen, Texas.
BURBANK, Robert A., Lt., Box 233, Fort Rucker, Alabama.
BURNS, Joseph C., Lt., Company C, 1st BG, 1st Brigade, Fort Ord, California.
BURRESS, Eugene W., Capt., Off Student Company, Class 59-6, Camp Walters, Texas.
BURROUGHS, Craig R., CWO, WO F/W Qualification Course, Class 59-2, Fort Rucker, Alabama.
BUSDIACKER, Carl, Lt., 7th Avn Company, 7th Inf Div, APO 7, San Francisco, California.
CAMPBELL, Richard E., Lt., Tobyhanna Signal Depot, Tobyhanna, Pennsylvania.
CARPENTER, W. B., Mr., Beech Aircr Corp., Suite 408-409, Universal Bldg., 1825 Connecticut, Wash. 9, D. C.
CAUBLE, Richard C., Capt., 25th Aviation Company (Inf Div), APO 25, San Francisco, California.
CHAMBERS, W. H., Lt., 3rd Aviation Company (Inf Div), APO 139, New York, N. Y.

COLLINS, Richard C., Lt., 16th AOD, APO 154, New York, New York.
COOLEY, Bobby, CWO, 4322 Santa Fe, Lawton, Oklahoma.
CONRATH, J. G., Jr., Lt., 582nd Transportation Company, Fort Eustis, Virginia.
CREAMER, Edmund J., Jr., Lt., U.S. Army Electronic Proving Ground, Fort Huachuca, Arizona.
CROMEENS, Franklin D., Mr., c/o Southern Airways, Camp Walters, Texas.
DEAN, Edward R., Lt., 453-A Craig Drive, Fort Benning, Georgia.
DEAN, James T., Capt., 1631 East 14th Street, San Leandro, California.
DIXON, Willie F., Capt., Arty & Guided Missile School, Fort Sill, Oklahoma.
DONOVAN, Thomas F., Lt., 2944 Edgewood Avenue, DUGAN, Daniel C., Lt., 501st Aviation Company, Fort Polk, Louisiana.
Baltimore 14, Maryland.
EGE, Conrad C., Lt., Hq. Army Ballistic Missile Agency, Redstone Arsenal, Alabama.
ELDER, John F., Lt., 110-D Wherry, Fort Campbell, Ky.
ELWELL, Ronald S., Lt., 20th Engineer Battalion (C), Fort Devens, Massachusetts.
EVERHART, William G., CWO, 71st Transportation Battalion (Hqtr), Fort Riley, Kansas.
ESHAUGH, Kenneth L., Lt., 7945 USAEUR Liaison Group, APO 154, New York, N. Y.
FALLS, Joe R., Lt., 416th Signal Aviation Company, Fort Huachuca, Arizona.
FRY, John, Lt., Yarwood Trailer Court, Radcliff, Kentucky.
GEBELT, Henry F. C., Lt., 2687 Arbor Place, Apt 6, Cincinnati 9, Ohio.
GERRETSON, James L., CWO, 64th Transportation Company (Lt Hel), Fort Knox, Kentucky.
GONZALES, Orlando, Capt., 69 Fort Benning Road, Columbus, Georgia.
HARGETT, Claude E., Capt., Box S, Howard Air Force Base, Canal Zone.
HARRIGAN, Thomas Y., Capt., Ward 3, Walter Reed Army Hospital, Washington 12, D. C.
HOYT, Kyle E., Lt., USAPHS, Class 1-A-1981A, Camp Walters, Texas (Temp.).
HELTERBRAN, R. E., CWO, Hq. USATSMC, 12th & Spruce Streets, St. Louis, Missouri.

HESSON, James M., Lt., HumRRO, Fort Rucker, Alabama.
 HOBBS, Donald I., Capt., T.O.A.C. 2-59, Transportation School, Fort Eustis, Virginia.
 HOWELL, Roy., Lt., 25 Harris Drive Fort Rucker, Alabama.
 EARL, George L., Lt., Hq & Hq Btry, 2nd How Bn, 36th Artillery, Ft. Sill, Oklahoma.
 JACKSON, Ralph R., Lt., 90th Trans Company (Med Hel), Fort Knox, Kentucky.
 JONES, Lincoln G., Capt., 24th Aviation Company, APO 112, New York, New York.
 JOYCE, Donald R., CWO, Officer Student Company, Box J-16, Fort Rucker, Alabama.
 KEATING, Richard P., Capt., 1126 Sycamore, Lawton, Oklahoma.
 KLIPPEL, Kenneth L., Lt., 30 Burnside Avenue, San Francisco 12, California.
 KELLEY, Everett, CWO, Quarters 2308-C, Fort Eustis, Va.
 KEMP, James M., CWO, Hq Troop, 1st Recon Sq., 16th Cavalry, Fort Hood, Texas.
 KEMP, Marvin E., Capt., 111 Woodhaven Road, Newport News, Virginia.
 KOEPP, Robert W., Capt., 3910 Duke Street, Alexandria, Virginia.
 LAPINSKI, Henry B., Capt., 73 Clardale Drive, Rochester, New York.
 LEONARD, Robert W., Mr., 222 N. E. River Road, North Aurora, Illinois.
 LITTLE, Milton, L., Lt., 80Q 41, Presidio of San Francisco, California.
 LUMPKINS, William J., Jr., Lt., VIII USA Corps (Res), 200 West 8th Street, Austin 14, Texas.
 McCALL, LeRoy W., Lt., 91st Transportation Company, Fort Sill, Oklahoma.
 McCOY, Harvey C., Lt., 73 Rexford Drive, Danbigh, Virginia.
 McCRARY, Richard D., Mr., 8412 Evans, Omaha 14, Nebraska.

Next Month

In our April issue, M. Jake Fortner, consultant and technical adviser with the U.S. Army Aviation Board, will - in the "Splinters" column - outline the service test sequence planned for the YAC-IDH "Caribou." He'll also discuss the recent modifications to the production models previously described in ARMY AVIATION.

McLAUGHLIN, Clayton E., WO, c/o Amedie Richards, RFD, North Leeds, Maine. (Temporary)
 MARSH, Phillip A., PFC, Hq & Hq Co, 32d Engr Bn, 2d USAMC (M), Fort Hood Texas.
 MASCHMANN, James W., Capt., Executive Flight Detachment, DUSAA, Fort Belvoir, Virginia.
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 MILLER, Oral D., Capt., 224 Quenton Drive, San Antonio, Texas.
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 MOKENBUHR, Seamon J., Jr., Capt., 511 Waskow Avenue, Walker Village, Killen, Texas.
 MULLINIX, William F., Mr., c/o A. L. Tucker, P. O. Box 9113, Phoenix, Arizona.
 NOWALK, Charles L., Lt., 2703 Denver Street, Lawton, Oklahoma.
 O'DONALD, Robert E., Lt., 69 Rexford Drive, Stonybrook Estates, Newport News, Virginia.

SCRAPBOOK
 SNAPSHOT

3rd Light Aviation Section
 USAFFE



FRONT ROW (L-R): Lts Gary C. Gehrige and Richard K. Dielsh; Capt C.D. St. Clair, Jr.; Capt Milton P. Cherne; Lts David L. Starkey, Charles E. Drake, and James M. Gaebelein. BACK ROW (L-R): Lts Kyle E. Hart, Robert A. Jones, John H. Salm, Eddie Monroe, Clifford U. Hendricks (USAF Weather Forecaster), James A. Ford, and William T. Johns.

TAKEOFFS/Continued

OSBORN, Michael F., Lt., 12623 Bridgeport Way, SW, (Box 40), Tacoma 99, Washington.
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PACELLI Vincent A., Lt., 829-A Terry Drive, Fort Benning, Georgia.
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PERRY, Grady, Lt., 54th Medical Detachment (Hel Amb), APO 24, San Francisco, California.
PICKEL, James P., CWO, 2823 Ozmun Avenue, Lawton, Oklahoma.
PIERCE, William R., Jr., Lt., Hq. 3rd How Bn, 30th Arty, Fort Sill, Okla. (Eff 1 March).
POOLE, Arthur J., Lt., USA First Arctic Test Center Air Division, Ft. Churchill, Manitoba, Canada.
PORTER, Warren R., Lt., 615 South Oakland Street, Arlington 4, Virginia. (Temp).
POWELL, Joseph W., III, 2200 Main Street, Buffalo, N. Y. New York.
RANKIN, Edward, Capt., 9 Dixie Drive, Ozark, Alabama (Effective 12 March).
REID, Landon, Capt., Air Defense School, Box 9482, Fort Bliss, Texas.
RHODES, Charles C., Capt., Dept of Tactics, USAAVNS, Fort Rucker, Alabama.
RIPPERDA, Francis J., Lt., 34 South 49th Street, Lawton, Oklahoma.
RIVIERE, George L., Lt., Hq, 3rd Infantry Division G-2, APO 336, New York, New York.
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SAUERS, Robert L., Lt., Air Section, USA Garrison, Yuma Test Station, Yuma, Arizona.

You Say—We Pay

In an effort to return to you a monthly magazine containing AA articles and news that you HAVEN'T read elsewhere, we pursue a Subscriber-Correspondent Reimbursement Program.

As long as the material they submit is not mimeo'd, is not common knowledge, and is exclusive to this publication (and so marked), subscriber-correspondents receive 7¢-12¢ per printed line.

For a gag - or for money - join the ranks of the PAID authors and reward your fellow readers with better copy at the same time. Send us an Exclusive!

One Minute Test

Ask one of your friends to read this sentence slowly, but ONE time only:

"Finished Files are the Result of Years of Scientific Study combined with the experience of years."

Then ask him to count aloud the F's in that sentence. How many are there?

One of just average intelligence finds three. If you generated four, you're a bit above average. If you located five, you can turn up your nose. If you got six, chances are that you're a genius — and shouldn't be wasting your time taking simple tests like this.

SEAGRAVE, David A., Lt., 1163 Duncan Drive, Williamsburg, Virginia.
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WALKER, Samuel S., Capt., Class 59-06, USAPHS, Camp Wolters, Texas (Temporary).
WALSH, John A., WO, 13th Transportation Co (Lt Hcptr), APO 358, San Francisco, California.
WHITMAN, Paul R., Lt., San Shade Trailer Park, Enterprise, Alabama.
WILKINSON, Jesse, Capt., 10209 Cadillac Avenue, SW, Tacoma 99, Washington.
WILLIAMS, Clemon, Lt., 93rd Transportation Co (Lt Hcptr), Fort Devens, Massachusetts.
WILLIAMS, Howard M., Lt., P. O. Box 624, Ft. Rucker, Alabama.
ZIRKLE, John J., Jr., Capt., 24th Combat Avn Co, 24th Arty, Alabama.
Inf Div, APO 112, New York, New York.
ZITTRAIN, Lawrence O., Lt., 101st Aviation Company, Fort Campbell, Kentucky.



SPLINTERS

From the Board



COLONEL
JACK L. MARINELLI
PRESIDENT

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

THE MODIFIED L-19

■ Early in 1957 the United States Army Aviation School Detachment at Camp Gary, Texas, locally designed and installed a number of modifications on an L-19A (*Bird Dog*). Although the Cessna L-19A is considered to be very suitable for air reconnaissance and observation, artillery fire control, and several other Army air missions under tactical battlefield conditions, its utilization as a *training aircraft* does present some disadvantages and problems.

The L-19 is a tandem two-seat aircraft used in both the primary and advanced phases of the Army fixed-wing training program. The tandem design requires that the student sit in the front seat while the instructor both flies and instructs from the back seat. Because the back seat of the L-19 was primarily designed to accommodate an observer no flight instruments were provided for the rear seat and although a full set of flight and engine controls are installed in front, they are *not* considered completely adequate for the positive flying control required of the instructor during the training of student pilots.

Back Seat Disadvantages

Specific disadvantages in flying and instructing from the back seat include lack of forward visibility for the instructor who must look around the student in the front seat, inability to see the front seat instrument panel from the back seat, inadequate braking action from the back seat, and the inability of the instructor to see the student's face during flight maneuvers. This last factor is considered important

because of the necessity of determining the student's psychological state (tension, fear, nervousness, happiness, etc.) during primary flight training.

The "*Camp Gary*" modifications were intended to rectify these disadvantages as far as possible without completely redesigning the L-19A or converting it to a completely new aircraft.

Modifications Outlined

Specific modifications included a *rear-view mirror* installed in the front seat by which the instructor may see the student's face (and vice versa), *modified rear brake pedals* to improve rear seat braking action, *modified front and rear seat throttle control quadrants* to both increase ease of engine control and facilitate radio communications, a *modified rear control stick* to increase instructor control, the installation of a *rear seat flap over-ride switch* that permits the instructor to over-ride or correct the student's selection of flaps, and replacement of the L-19A main landing gear with the *L-19E gear* to improve landing and taxiing characteristics.

Cessna Makes Retrofit Kit

The Camp Gary modifications were studied by various US Army Aviation agencies, and it was decided that the modifications would take the form of "*retrofit*" kits. The kits were to be manufactured by a civilian agency, and sent to the Aviation School at Fort Rucker and Camp Gary where they would be installed on the Army's training fleet of L-19 aircraft.

Cessna Aircraft Corporation engineered and installed the prototype kit on an L-19 and the aircraft was flown to Fort Rucker where it was evaluated by the US Army Aviation Board in

conjunction with the Army Aviation School. It was determined during two weeks of flight evaluation that the modifications *did* increase the suitability of the L-19 as a training aircraft and it was recommended that action be taken to commence production of the kits to retrofit all L-19A and L-19E training aircraft at Fort Rucker and Camp Gary.

Production of the kits is underway and the first kits are scheduled for delivery to the Army during June 1959.

New TAAM Unit to Participate in "Operation Tool Box"

Fifty-nine men of the Transportation Training Command, primarily of the 40th Trans Bn (Army Aircraft Maintenance) are being selected to form the 401st Trans Det (Army Aircraft Maintenance), a provisional unit to be tested this Spring, during "Operation Tool Box," at Fort Riley, Kansas.

In addition to testing the provisional unit, the exercise will determine the adequacy of personnel, tools and equipment of tested units to provide organizational maintenance, on a 24 hour basis, under field conditions for extended periods of time under atomic and conventional types of warfare.

Aircraft flown during the 60 day test will fly under the mobilization (wartime) program. This is a 100% increase over the peacetime program, (e.g., aircraft flown 40 hours during a

Lent An Ear!



Overhearing an emergency "Mayday" transmission on the UHF guard channel while on a routine XC flight in an H-21 CWOs Leonard W. Arrick (left) and John G. Donaker (center) of the 8th Trans Co (Lt Hel), Fort Bragg, N.C., scanned the sky, caught sight of the Air Force F-101 in distress, and were "Johnnies-on-the-Spot" when the pilot ejected and his chute blossomed at 3,000 feet. Within 7 minutes they had him safely aboard and 35 minutes later returned to Pope AFB, N.C. Capt. David D. Duker (right) is shown welcoming the alert AA's at Simmons Army Air Field. (U.S. Army photo).

normal month will be flown 80 hours per month during the test period.)

The 401st Detachment, to be commanded by Capt. Donald E. Boling, presently Operations Officer, 40th Trans Bn, will support the 1st Combat Aviation Company, 1st Inf Div, of Fort Riley, performing 3rd echelon maintenance on 22 fixed wing aircraft and 28 rotary wing aircraft. The Detachment includes 1 officer, 1 warrant officer and 57 enlisted men.

Benning Unit Receives First LAAFC 5,000-Hour Trophy



Shown pointing to the *Aviation Safety Board* erected by the "Can Doers," the 31st Helicopter Company of Fort Benning, CWO Walter L. Fisher eyes the 4,792 accident-free flying hour total of his unit.

Major Orman E. Hicks (center), C. O. of the 31st, and Maj. A. V. Juliano, former Commander and Flying Safety Officer, also take pride in the unit accomplishment.

The 31st has since topped the 5,000-hour mark, receiving a 5,000-hour Trophy from Col. L. W. Leeney, Commander of Lawson Army Airfield Command. The Command has established two trophies - one for 5,000 accident-free flying hours and one for 10,000 hours. The 1st Army Aviation Company (FW-TT) received the first 10,000 hour Trophy.



Ingenious Is The Word For It!

■ Can you tell when your leg is being pulled? Sometimes it is quite difficult to do so, especially in those instances when the raconteur backs up his "tale" with documentary evidence.

The envelope bore airmail postage and an official address. Here are the contents:

"The aviation platoon of Headquarters Troop, 16th Sky Cav, 2nd USAMC (M), now stationed at Fort Hood, Texas, is a unit that believes in developing *new techniques* to meet new problems.

Requirement Dictated Findings

In recent weeks the aviation platoon has had great need of a method of transporting several personnel over long distances to inaccessible areas.

The H-13 *Sioux* having certain range limitations and the larger helicopters and fixed wing aircraft being utilized in LARGE scale troop hauls thus precluding their use in smaller operations, the unit sought a vehicle that could deliver TWO troops to a confined area some 150 miles away and return. As always, the study called for low maintenance requirements and a low initial price.

Findings: the *BIRD DOG!*

Quick to adapt the equipment to the mission, fertile minds in the aviation platoon devised the ingenious piece of equipment shown above.

An analysis of the possible missions for this hybrid revealed the following:

- a) Delivery of replacements to squad-sized units.
- b) Delivery of veterinarians to front-line war dog platoons.
- c) Delivery of a chaplain (and assistant) with suitable card-punching equipment.
- d) Delivery of CO's to their units in those instances where map-reading deficiencies are expected.

Additional Uses

Additional uses of this equipment are expected to come to light with the passage of time. Equipping the two "wingmen" with weapons could provide fairly accurate suppressive fire. Paymasters and couriers could be speeded to their objectives, the long airfield to headquarters runs being obviated.

We offer this development to "*Bird Dog*" users throughout the world. We feel certain that they will see the simplicity involved in this development."

— Lt. John A. Means



FORT RUCKER

Top Left: Shown below the model seat is a new survival kit that hooks to chute's D rings. USAAB Test Division is running year-round service test on Cold Climate, Hot Climate, and Overwater kits.

Top Center: Photo montage places L-23 some 30 feet over Fort Rucker gate to demonstrate the "How NOT to fly" point.

Top Right: A Dept. of Maintenance training aid made by the Training Aids Office of DOI illustrates how unusable parts can be put to good use.

Above Left: Capt. James H. Merryman, training aids officer, checks some recently released AA training films. USAAVNS current production tab: 14 films in process costing nearly a half million dollars.

Above Center: CWO Herbert H. Kraus, one of the few warrant officers to receive a Senior AA rating. Above Right: SFC Orlando Davison, the first USAAVNS-qualified control tower weather observer, prepares to release a balloon to determine the ceiling at the USAAC.

Left: Following tradition, Capt. Robert H. Hurst receives his Master Army Aviator Badge from two fellow Master Aviators, Col. Jack L. Marinelli (left) and Capt. Leonard F. Seitz (right). Witnessing the presentation is Lt. Col. Howard I. Lukens (2nd from left) Director of Fixed Wing Training, USAAVNS.

Bottom Left: Brig. Gen. Ernest F. Easterbrook (left) greets Brig. Gen. Charles Rich, assistant division commander of the 101st Airborne Division as he arrives at Center Headquarters. General Rich, in addressing two graduating classes, stressed that Army aviation may be the key to nuclear-age battlefield victories.

BAA605KVN32
ESBA
JDLBW 31B
31514Z
COMDR LONDON RAF STA LONDON ENGLAND
EXEC OFF MOBILE AIR MATERIAL AREA BROOK-
LEY AFB ALA

I EXTEND 'ARTIEST CONGRATULATIONS TO THE
NEWEST 'OVER BUGGERS IN BROOKLEY BRANCH
OF THE INTERNATIONAL 'OVER BUG ORGANIZA-
TION. WE ENGLISH 'OVER BUGGERS ARE CONFIDENT
CALLAHAN AND FOERSTER WILL BE ILLUSTRIOUS
BUGGERS AND A CREDIT TO THE 'OVER BUGGER
ORGANIZATION. OTHER 'OVER BUGGERS ARE IKE,
WINNIE, CHUCK, P.T., AND ENSIGN JOSEPH PAUL
SCHMALTZ OF NORFOLK, VIRGINIA. REMEMBER
WINNIE'S ACCOLADE, IN DEATHLESS BRITISH
PROSE, " 'OVER BUGGER IS A BUGGER WHAT
NEVER 'AS BUGGED OUT." FURTHER, HOPE YOU
WILL PERMIT THE 'OVER BUGGER OF ALL 'OVER
BUGGERS, FIRST LT. JOHN SLATTERY, ROYAL ORDER
OF SUPREME 'OVER BUG ENTHUSIASTS, TO AWARD
THE TICKET OF MEMBERSHIP.

SIGNED, 'OVER BUGGER McMillian



Be It Known By These
That

Having Remained Motionless In Space;
Flown Backward, Forward, Sideways And
Vertically In U. S. ARMY HELICOPTERS, Is
Hereby Designated A Genuine U. S. ARMY
HOVERBUG

DATE

CHIEF ROTORHEAD

'OW ABOUT THAT?

There's a long story behind the above and I believe the readers of *ARMY AVIATION* would like to share it.

The whole shebang started when I read the "Presidential Airlift" article in the August, 1958 issue of *ARMY AVIATION*.

Assigned to the Mobile Air Material Area (we're the people who ready your aircraft for overseas shipment from Mobile, among other duties), I had flown the Commander, Hq. Mobile Air Material Area - Maj. Gen. Dan F. Callahan - and the Commander of the 2830th Air Base Wing (Base Commander) - Col. Frederick H. Foerster, Jr. - in Army H-34's.

Both of these gentlemen flew with me as co-pilots. In reading the "Airlift" article, I felt

that if President Eisenhower and Prime Minister Macmillan could become U.S. Army "Hoverbugs" because of their flight in an Army H-34, so could the General and the Colonel.

Action: I contacted the editor of *ARMY AVIATION* asking him to track down a few "Hoverbug" cards. Through the courtesy of Lt. Col. Clifford O. Bowen of Davison U.S. Army Airfield Command, the editor secured the cards and forwarded them here.

Initial planning: My thoughts, in making the presentation to General Callahan and Colonel Foerster, were to cite the magazine article, add a few remarks, and present the cards.

Advanced planning: Requesting approval from the Deputy MOAMA Commander and the Public Relations Officer, I soon found that

By

1ST LT. JOHN SLATTERY, USAF

things snowballed and were out of my hands. This was to be a "rigged" affair.

Presentation: The actual presentation was made on the night of 13 February at the Monthly Officers Call - *Stag Night*. The TWX from "McMillian" was read by some gentleman with a pronounced Cockney accent whom I suspected to be a MOAMA staff officer.

I was then called upon to make the awards but first I had to read the following poem, a ditty that was not of my doing:

Windmills used to grind the grain,
And fill the castle moat;
They've provided adversaries
To Joust with Dox Quixote.

But Sancho Panza never dreamed
The Army would ever adopt,
Such a ridiculous contraption
As the GD helicopt.

It flips and flops and flaps and dips,
And generally acts absurd;
A perfect imitation
Of a ruptured duck or bird.

Doubletalk

If you are a frustrated thesbian, the Josely Co., 1472 Broadway, NYC, has the "great leveler" for you. They've just released a unique series of LP records entitled "Co-Star," which permit you to act out a dramatic scene with a famous cinema star. Each record bears one-half of a dialogue of a movie, with silent lapses for you, with script in hand in hand, to act out.

The stars you perform with range from Basil Rathbone ("Brothers Karamazov") and Sir Cedric Hardwicke ("Macbeth") to Pearl Bailey ("Dead Wrong") and Slapsy Maxie Rosenbloom ("Romeo and Juliet"). If you own a tape recorder, you can record your performance bandying dialogue with the best of em. Somehow the sneaky thought may come to you to casually play this in the presence of friends and impress them no little. Cost: \$4.33 per album, including postage. Fellow hams, take note.

Returned. . . in Spades!

Capt. Don Luce, an AA assigned to Bell Helicopter as an Industry Trainee, recently found that he had twisted the wrong arm. Proud of his Texas heritage, he parcel-posted an 8 lb. cucumber to Maj. Bill Usher, C. O. of the 80th Trans Co in Alaska. He included this note: "The big ones are too heavy to ship, but I thought you'd like to see a Texas gherkin."

About two weeks later he received a return parcel-post package from Maj. Usher containing a 40-lb. cabbage. "I appreciate receiving the Texas gherkin. Don, but please enjoy this Alaskan brussels sprout on me."

To the Air Force it was a spectacle,
Thought better to ignore;
For pilots' use it was strictly banned,
When the Air Force was yet a Corps.

We know for sure that times have changed,
That these are enlightened dates
But we never thought that Callahan, Foerster
Would become 'copter apostates.

But it must be true, here is the proof,
Although we don't think it proper;
A photograph of General Dan,
And flying a helicopter.

Upon completion of the last line of the poem, a large painting (see P. 125) was unveiled.

Following this the "Hoverbug" cards were awarded, due credit being given to the U.S. Army and Sikorsky Aircraft for their assistance.

Needless to say, the presentation went over big and the two awardees were delighted to become members of this Army fraternity.

Aftermath: Everyone at this Air Force Base is hot for a ride in an Army 'copter so that they can get one of those cards. It figures!

As mentioned in a recent issue, this publication no longer guarantees Return Postage on its unclaimed issues. Hence, subscribers are urged to notify us in advance of any contemplated Change of Address. Please consider this as the Post Office authorities are permitted to discard "Unclaimed Issues" forwarded to an address that is no longer applicable.

—Dorothy Kesten, Publisher

■ With the introduction of *Mr. Carl L. Cahill*, Director of Military Field Engineering and Sales, Aircraft Radio Corporation, Boonton, New Jersey, we are endeavoring to periodically present to you profiles of members of industry whose careers have been closely associated with the Aviation industry, and Army aviation in particular.

Mr. Cahill's career most certainly meets these requirements as he has been closely associated with the military agencies' avionics program since early 1943, when as a member of the Technical Staff of Bell Laboratories, he was assigned to National Defense Research Council Division 15 for the purpose of evaluating Airborne Communication and Countermeasure equipment. This assignment took him to Australia, New Guinea, and the South Pacific Islands.

EXTENSIVE AA AFFILIATION

In 1946, after completing nineteen years with Bell Telephone as a specialist in long line transmission and broad band carrier work, *Mr. Cahill* joined *Aircraft Radio Corporation*. His first major project was system engineering the Army's ARC-12 equipment in L-17 type aircraft and since then he has rendered technical assistance in the electronic configuration of Army aircraft from the L-19, L-20, L-21, H-13, H-34, through the T-37 series.

He has been instrumental in many ARC engineering developments including the Type 12 VHF-LF Communication and Navigation System, AN/ARN-30 VHF-VOR Navigation, AN/ARN-59 ADF Navigation, AN/ARC-60 UHF Communication, and AN/ARC-39 HF Communication, all of which have been extensively used in Army aircraft over the past 13 years.

During the Korean conflict, *Mr. Cahill* again drew a foreign assignment in Japan and Korea where he assisted in formulating training courses for Army radio maintenance personnel and personally assisted AA's in the proper utilization and maintenance techniques for Airborne Navigation and Communication Equipment.

Mr. Cahill has been a Designated Engineering Representative of CAA since his appointment in 1947, and has only recently been selected for membership on the BuAer-Industry Advisory Board on Reliability and Operational Design Requirements of Aeronautical Material. This type appointment is indicative of *Mr. Cahill's*



AA
PROPONENT

-
CARL L.
CAHILL

outstanding reputation and his unselfish desire for product improvement and "state of the art" advancement throughout the aviation and avionics industry.

Mr. "C" extracurricular activities are directed mainly towards his superbly equipped workshop, which includes some thirty-five, "or thereabouts" gas and electrically powered motors. The range of completed projects in the past few years includes: a completely remodeled kitchen-family room, which received honors from the editors of *Country Gentleman Magazine* as an outstanding self-improved kitchen; a second story addition to the Cahill home in Parsippany, New Jersey, and an additional modern-equipped bathroom.

Mr. Cahill, better known as *Verna*, is enthusiastic over *Carl's* woodworking activities and can often be found in the workshop herself serving her woodworking apprenticeship.

The *Cahills* have two grown children, *Carol* and *Ted*. *Carol* has recently made it possible for the *Cahills* to add the proud title of "Grandparents" to their names, having two boys of her own.

FAMILIAR SIGHT

Carl is well known throughout the aviation industry as an exceedingly personable individual with a vast and varied inventory of timely and amusing anecdotes pertaining to any subject of interest and with particular emphasis on aviation. A pilot of extensive flight experience, he is a welcome and familiar figure stepping from one of ARC's company aircraft at Army fields all over the world.

As a dedicated aviation enthusiast who strongly supports Army aviation, *Carl Cahill* is the first member of industry to be profiled here. He has many contemporaries with similar qualifications. We hope to tell you about them in subsequent issues.

ODCSOPS Letters to Return With April Issue

■ *General Easterbrook* departed on the 9th of February for his new assignment as Commanding General of the U.S. Army Aviation Center at Fort Rucker. He spent two days at CONARC and then continued the trip by car, arriving and assuming command on 16 February.

I sincerely regret that there is a break in the ODCSOPS monthly letters; however, I assure the readers that I will have one for the magazine for the month of March. It is now in preparation.

Our Deputy Chief of Staff for Military Operations, *Lt. Gen. James E. Moore*, has requested the assignment of a general officer to fill the assignment of the Director. In the meantime I am the Acting Director and *Col. Claude L. Shepard, Jr.*, has assumed the office of Deputy Director.

It may interest the readers to know of several other personnel changes that have been made firm. *Col. John J. Tolson*, presently the Assistant Commandant at the Aviation Center, will become the Deputy Director upon my departure for the European command in Paris in June.



Army to Order New Vertol Helicopter; 2-3 Ton Chinook

(SEE STORY ON PAGE 2)

Col. Edward B. Bissell, now in the Aviation Section of CONARC, will replace *Lt. Col. Erdie O. Lansford*, and *Maj. John G. Cleveland*, presently in the Office of the Chief of Engineers, will replace *Maj. Tyrrell*.

HALLETT D. EDSON
Colonel, GS
Acting Director of Army
Aviation, ODCSOPS

AAAA Pow-Wow



Following the close of a business session, AAAA officers chat with *Sergei I. Sikorsky* (2nd from left), guest speaker at one session of a weekend Stuttgart Chapter Gel-Tgether held recently at Berchtesgaden, Germany. Left to right are *Col. Arthur W. Ries, XVP, Stuttgart Chapter*; *Mr. Sikorsky*; *Col. Warren R. Williams, Pres., USAREUR Region*; and *Col. Robert B. Neely, Pres., Stuttgart Chapter*.

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