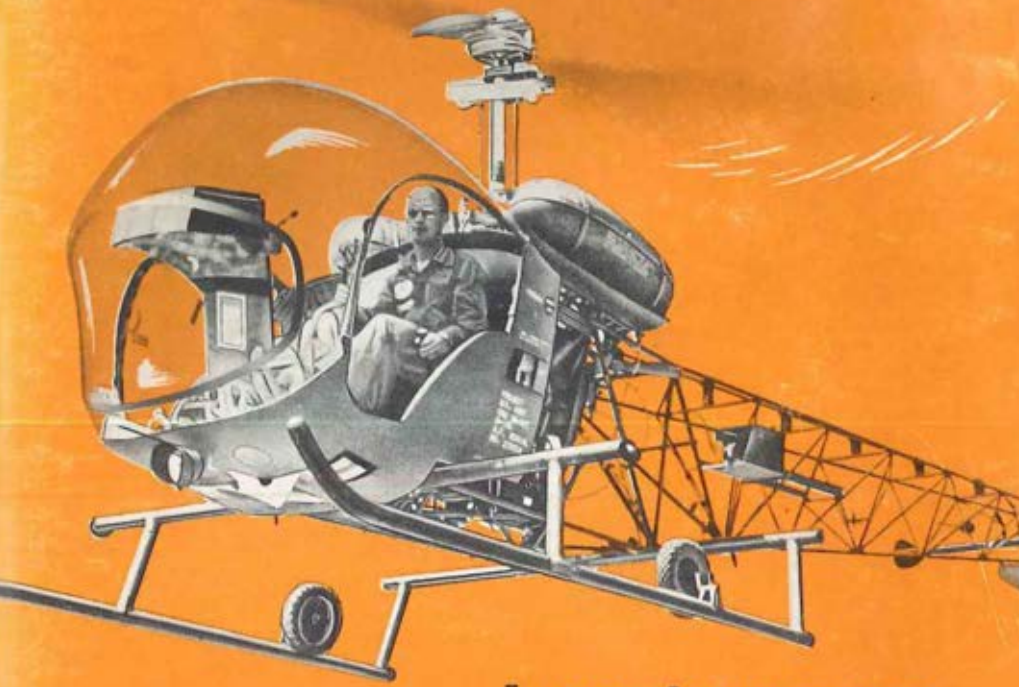
ARMY AVIATION

APRIL ★ 1959



Lycoming powers
BELL H-13H SIOUX

Lycoming

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

LYCOMING VO-435, 6 CYL. 260 HP

ARMY AVIATION

VOLUME 7 — APRIL 20, 1959 — NUMBER 4

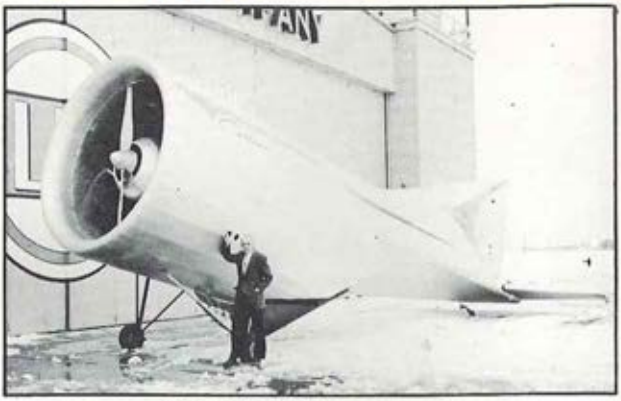
Collins Develops Radical Aircraft

Developed jointly by the U.S. Army Transortation Corps and the Office of Naval Research, the first full scale model of the "Aerodyne," a radical wingless VTOL aerial vehicle is shown with its designer, Dr. Alexander Lippisch, during a roll-out at Collins Radio Company's Aeronautics Research Laboratories, Cedar Rapids, Iowa.

Incorporating a new philosophy in aircraft design, the "Aerodyne" achieves vertical take-off and landing capabilities, and transition to and from forward flight, by channeling the airflow (thrust) from its two contra-rotating propellers internally through the craft's fuselage, and deflecting it downward and out through controllable vents in its belly. The need for wings is eliminated by this propulsion method.

Directional control of the Army-Navy developed "Aerodyne" is governed by a conventional rudder and elevator. The cockpit (not shown) will be located aft under a canopy in the vertical stabilizer.

The experimental aircraft is scheduled for early shipment to Ames Laboratory at Moffett Field, Calif., where it will undergo full scale wind tunnel testing. Credited with the world's first rocket-powered fighter, the Messerschmidt Me-163, Dr. Lippisch led the Collins research team responsible for the "Aerodyne's" design and construction.



ADVERTISERS IN THIS ISSUE

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Caribou
NEW LOOK

The Caribou fuselage has been lengthened by 45" increasing cabin length to 28 ft. 9 in. Aircraft now seats 32 troops at 20" pitch. Gross weight has been increased to 26,000 lbs., payload to 6989 lbs. with fuel for 174 n. miles. Photo was taken as first YAC-1 left the paint shop wearing its new O.D. Army uniform.

ACCELERATED TEST FLYING PROGRAM

De Havilland test pilots have been flying the company experimental plane around the clock in an intensified test flying program. Chief Test Pilot George Neal reports:

In a 7 day period, 100 hours less 15 mintues were logged.

Flying was carried out in VFR and special VFR conditions. Of the 18 hours per day scheduled, an average of 14 hrs. 15 mins. per day was achieved.

A considerable number of GCA, ADF, ILS and LF/MF radio range approaches were carried out. 123 gear and flap operations were done, as well as numerous auto featherings and emergency gear extensions. All systems functioned perfectly.

Fuel consumption averaged approximately 90 US gals. per hour for the two engines. Normal cruise speed was 156 kts., dropped to 122 kts. when close circuits of the local area had to be done because of poor weather conditions. Take-off weight was 26,000 lbs., which is full gross.

The few snags reported were of a minor nature. The Caribou proved out exceptionally well in all flight phases carried out and gave an excellent indication of its reliability.

THE
Caribou

Designed and built by

THE DE HAVILLAND AIRCRAFT OF CANADA

Downsview **Ontario**

Washington Office: 14th & 'K' Streets, N.W.

COMPETENT

■ ***King Hussein of Jordan*** **and members of his party were flown by pilots of the 31st TC at Fort Benning in early April. A competent helicopter pilot, *King Hussein* piloted an Army H-13H, landing at a problem site without assistance from *Capt. Thomas M. Stedman*, his assigned pilot.**

ROUTINE

■ Seventh Army flew its first helicopter mercy mission under complete instrument flight conditions, two premature babies being flown in mid-March from Stuttgart to Landstuhl, Germany. The 1-hour H-34 flight was "routine," according to *Capt. Edwin S. McClure*, SUSAATC instructor, who flew the mission, and *Sp/5 Glenn A. Snider*, crew chief, who inherited the nursery detail.

VISIT

■ ***Senator Lyndon B. Johnson*** **(Dem., Tex.) toured Camp Wolters and lunched with the commander and other military and civilian figures. The Senator and his party visited the primary helicopter installation prior to the dedication of a new Army National Guard Armory in Mineral Wells. (See photo).**

Visit

Senator Lyndon B. Johnson is shown during a recent visit to USAPHS, Camp Wolters, Tex. Left to right are: Charles Lee, President of the First National Bank, Mineral Wells; Larry Blackman, President, Blackman Enterprises; Senator Johnson, and Col. John L. Inskeep, Commanding Officer of Camp Wolters. (U.S. Army photo)

BRIEFS

VETERAN

■ A veteran airman with more than 5,000 hours, *William B. Russell* has been appointed manager of military sales for Lycoming's Williamsport, Pa., plant. With Lycoming for more than three years, *Russell* served with the U.S. Army during World War II.

SEMINARS

■ **The first of a series of five *Army Aviation Logistics Seminars* planned for this year will be held at USA TSMC, St. Louis, April 27-29. Some 25 key Z.I. officers and civilians will attend the alternate-month, three-day seminars.**

PRODUCTION

■ *Bell Helicopter* has announced receipt of two military contracts totaling $23,000,000. The contracts, calling for production of 110 *Iroquois* and 60 H-13H's, will extend Bell's production into 1961. Completion dates on the contracts are 1961 and late 1960 respectively.

ON TARGET

■ **Utilizing ground radar to track the aircraft over targets to be photographed, the *Army Surveillance Unit's Aviation Detachment* at Bad Tolz, Germany, obtained superior photographic results.**

Given specific missions during the recent *Exercise Free Play*, ground radar crews radioed headings to the Detachment's aircraft, guiding the photo ships to well defined target areas.

LAST CLASS

■ Graduation ceremonies for the last active Army Warrant Officer Candidate class for the fiscal year were held in mid-March at USAPHS, Camp Wolters. Col. John L. Inskeep gave the final graduation address and awarded diplomas to the 23 WO Candidates and six Allied personnel of AATC Class 59-C3.

CESSNA U-3A

Now on duty to save money for the Air Force

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

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

BRIEFS

FISCAL

■ **Hiller Aircraft's annual report revealed a backlog of $18,450,000, an all-time high for the corporation, as well as an 18% increase in sales. Net income for the California firm was 43% over '58 figures.**

RETURNED

■ The three Cessna T-37 jet aircraft on loan from the USAF for the past 18 months were returned by the Army to Bainbridge AFB, Ga. The side-by-side jets were extensively employed during Project Longarm. Capt Horace B. Beasley, Lt. Edward N. Grix, and Capt. George E. Thayer of the the Test Detachment (pictured at right) handled the "turnover" chore.

UNIQUE

■ **Fort Benning's 31st Transportation Company reported an oddity: Second lieutenants. The novelty will be short-lived, however, both of the unit's newly-assigned officers being eligible for promotion within two months.**

Facelifting

Capt. Theodore E. Wasko (2d from left), Editor-in-Chief, ARMY AVIATION DIGEST, is shown presenting the first issue of the redesigned DIGEST to Brig. Gen. Ernest F. Easterbrook, Lt. Col. Thomas J. Sabiston, Col. John J. Tolson, and William E. Vance, Editor, view the presentation. (U.S. Army photo).

Returned

Shown before departing Cairns AAF for Bainbridge AFB, Ga., where they returned the three T-37 jet aircraft on loan from the USAF are Capt. Horace B. Beasley, Lt. Edward N. Grix, and Capt. George E. Thayer. (U.S. Army photo)

FACELIFTING

■ **KINGSIZE is the word for the new *Army Aviation Digest*. The 50th issue of the official publication has an entirely new format, utilizing 3-columns in an 8 x 10 1/2 inch size. Familiar throughout AA since February, '55, the 50th issue accommodates 40% more material than its predecessor, the "orange book." One warning: don't look for the orange cover. The book went blue. (See photo at left).**

EXTENSION

■ Bell Helicopter Corporation has received an extension of its contract for the development of the U.S. Army's XV-3 convertiplane. The extension will cover additional company and USAF flight testing. Earlier this year, Maj. Robert Ferry of Edwards AFB, Calif., flew the convertiplane for 2½ hours of preliminary evaluation, including three full conversions.

FIELD TEST

■ **Fort Benning's First Army Aviation Company recently completed tactical field operations designed to develop training procedures for a new night glide-scope lighting system. Red, green, and yellow lights, visible when the aircraft is on the slide angle at which the light beam is set, direct the aircraft to the desired touch-down point. Red ("Too low"), yellow ("Too high"), green ("On the slide").**

BELL'S XV-3 GOES FULL TILT

It's another aviation first for Bell . . the first full in-flight conversion by a tilting-rotor fixed wing aircraft. Bell's XV-3 convertiplane made its metamorphosis in mid-air, to change from a helicopter to an airplane and back to a helicopter. Altitude was 4,000 feet, speed 115 knots, change-over was smooth in both operations. It took only 15 seconds for the XV-3 to make aviation history. With its ability for vertical take-off and landing plus the prime capabilities of speed and a wider operational radius, the convertiplane will give the Army a new weapon, tailored to today's tactical and logistical needs. Bell is developing the XV-3 for the U. S. Army under contract administered by the U. S. Air Force. The 4-place experimental model is a research prototype for future development into larger transport convertiplanes that hold vast possibilities for both military and commercial applications. Full conversion of the XV-3 is a major step toward this goal.

BELL Helicopter CORPORATION

FORT WORTH, TEXAS • SUBSIDIARY OF BELL AIRCRAFT CORPORATION

A SALUTE TO THE WORLD'S LARGEST HELICOPTER OPERATION

A flight line of almost 180 helicopters . . . that's Camp Wolters, Texas, where U.S. Army Aviation and its civilian contract operator, Southern Airways, team up to graduate as many as 100 trained helicopter pilots each month. The size of the Army Primary Helicopter School isn't the whole story by any means. Camp Wolters' efficient military-civilian management has achieved an unmatched safety record, and a maintenance hour to flight hour ratio on their 100% Hiller fleet that is one-half that of the military average. **It proves, too, that a Hiller H-23 is as rugged as it looks.**

HILLER AIRCRAFT CORPORATION

PALO ALTO, CALIFORNIA • WASHINGTON, D.C.
ADHESIVE ENGINEERING DIVISION, SAN CARLOS, CALIFORNIA

Dear Army Aviator,

Effective with *General Easterbrook's* departure in February, and pending the assignment of a general officer as Director of Army Aviation here in the Office of the Deputy Chief of Staff for Military Operations, I have been appointed as Acting Director. In order to do my part in keeping aviators throughout the world as up-to-date at possible on current policies and thinking, I have decided to continue publication of this newsletter on the same basis as before.

Choice of Aircraft

Recently we have studied again the policy which the Army has adopted on training aircraft. As you know, for a variety of reasons we have long maintained the concept of using operational aircraft for training purposes. It is readily admitted that in some instances the operational aircraft is not the ideal training aircraft from an individual learning standpoint.

An example of this is the forthcoming use of the *"Beaver"* for the instrument phase of initial fixed wing flight training. Certainly an off-the-shelf civilian aircraft might be a more convenient one to use. On the other hand we must bear in mind the long-range aspects of our policy. Basically, the use of operational aircraft for the training mission provides us with a valuable ready resource in the event of a national emergency. This would help overcome the time lag in producing the additional number of operational aircraft required should we be forced to change from a peacetime to a wartime production schedule.

Secondly, there is a very definite advantage from the student aviator standpoint in learning to fly in the aircraft which he will be using *after* he becomes rated One reason that our Army aviators have, at all stages of their development, remained good L-19 pilots is that they learned to fly in this machine. It is hard to forget the inner workings and hidden mechanisms of the airplane which is as familiar as the L-19 has been to all of us of recent vintage.

The same theory discussed above applies equally to the selection of aircraft for initial helicopter training as well as subsequent cross-training courses now offered or to be offered to Army aviators.

· TRENDS ·

Future Cross-Training

■ Last month saw the start of a new policy in aviation training in the Army. Beginning in January of 1959, student officers with no previous flying experience were being trained initially as helicopter aviators and will go into the active Army as rated aviators in that capacity. Our success over a period of several years with warrant officer initial helicopter training led us to this course of action.

After an initial tour of flying duty as rotary wing aviators, those officers retained on active duty beyond the period of their obligated service may be cross-trained in fixed wing aircraft. The same procedure will hold true in reverse for fixed wing flying school graduates. As a normal rule, then, officer aviators can expect to spend a two to three-year tour of duty immediately following graduation from flying school as rather narrow specialists in 1980 or in 1981 MOS. They will then acquire the other MOS as a stepping stone in their required aviation development.

BY
COLONEL HALLETT D. EDSON
Acting Director of Army Aviation, ODCSOPS

Instrument Training Reviewed

■ The subject of instrument training is currently being considered by this office based on advice from the field. As you know, our present goal is to provide the instrument phase of training, to include an instrument card, to student officer aviators as a part of their initial flight training course, both in the fixed and

rotary wing areas. Today we are actually able to give this instrument training to something more than half of each class of fixed wing students. By next year we also hope to instrument qualify most of our initial helicopter students.

There is a growing body of thought that, *at the learning stage*, this instrument training is not essential and that the individual aviator could probably benefit more from advanced instrument instruction after he has acquired a reasonable amount of flying experience. This then is the problem. Certainly it is necessary that the graduate of Army initial flight training should be qualified to perform the following flying maneuvers under instrument conditions: a 180-degree turn with subsequent climb or descent, a GCA approach to reasonable minimums, and an ADF approach to a tactical homer. Your considered thoughts on this subject are encouraged.

You will note in the subjects discussed above the use of some new expressions insofar as flight training is concerned. In order to avoid misunderstanding we have established expressions to delineate three types of flight training. They are:

Initial flight training to describe the instruction which a student officer or warrant officer receives prior to being rated an Army aviator;

Cross-training to describe the training involved in qualifying a fixed wing aviator as a rotary wing aviator and vice versa;

Transition training to describe formal instruction given in more sophisticated aircraft of the category in which the aviator is already qualified.

R & D Visit

Lt. Gen. Arthur G. Trudeau, Chief of Development, familiarizes himself with the cockpit of the Army VZ-8P "aerial jeep" during a recent visit to Piasecki Aircraft's Philadelphia plant where the wingless, ground-and-air vehicle was designed and developed. With General Trudeau is Frank N. Piasecki, company president.

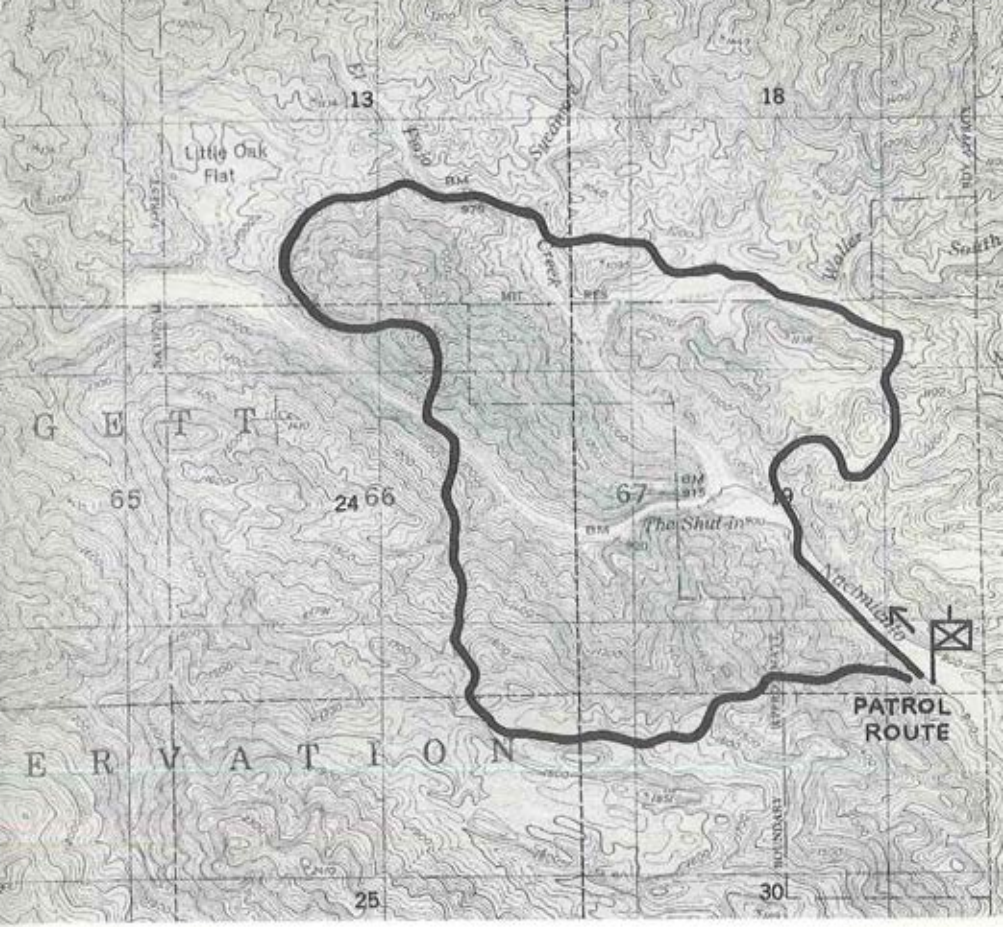
For Fleet Use

Flown for the first time in late March at Sikorsky Aircraft Division's Stratford, Conn. plant the Sikorsky HSS-2 features a boat hull and twin gas turbine engines. Having all-weather capabilities, the world's largest amphibious helicopter will be added to the Navy's anti-submarine weapons system. Sikorsky has been awarded a $32 million Navy contract for the development and manufacture of the HSS-2.

Organizational Maintenance Course

■ It has been brought to our attention that quotas to the organizational maintenance course at Fort Rucker are being woefully under-subscribed. This is a sad commentary on the foresight and attention to duty of individual aviation commanders.

Aircraft maintenance in the Army today remains a serious problem. On the one hand is is generally held that organizational aircraft mechanics are being adequately trained and furnished in sufficient numbers to using units. On the other hand there is a definite lack of organizational maintenance knowledge on the part of officer and warrant officer aviators, and particularly among company-grade officers of the combat arms. It is axiomatic that we cannot accomplish our mission if we do not have aircraft maintained and ready to fly. Until we have adequate officer level aircraft maintenance supervision, this problem will continue to plague us.



10-hour patrol takes 10 minutes

In today's Pentomic Army the Company Commander's best vantage point is from the air—where he can cover the company's combat sector in minutes.

Specifically designed for observation and liaison, the Hughes YHO-2HU is the first helicopter fully functional for this specialized need.

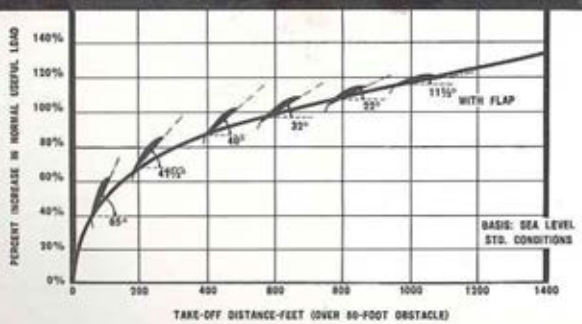
It has long range, high performance... great agility to get in and out of cramped quarters.

The rugged YHO-2HU is always action-ready. Components are designed for at least 1000-hour life. Field maintenance requires no special tools.

The basic simplicity of design makes it possible to procure and use the YHO-2HU for half the cost of other operational helicopters.

Please write for color brochure.

HUGHES TOOL COMPANY
AIRCRAFT DIVISION
CULVER CITY, CALIFORNIA



Increase in Useful Load of Tilt-Wing VTOL when operated as STOL.

Vertol's VTOL/STOL Aircraft

Built today....in preparation for tomorrow

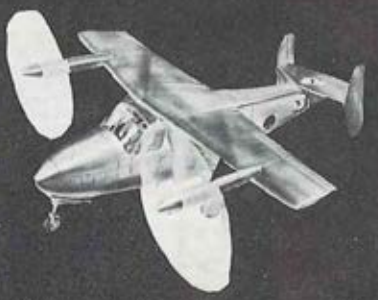
Vertol achieved a major breakthrough in aircraft development during 1958, when its Model 76 (Army VZ-2) became the world's first tilt-wing vertical take-off and landing (VTOL) research aircraft to successfully complete conversion flights. In extensive tests since the first conversion flights, this tilt-wing design concept has also shown its effectiveness as a short take-off and landing (STOL) aircraft. Because the Vertol tilt-wing design qualifies in this dual role as a VTOL/STOL vehicle, it has tremendous potentials for both military and commercial aviation.

As a next step, Vertol can now build an operational type aircraft incorporating the tilt-wing principle, to explore more practically – through evaluation – the mission usefulness of any VTOL/STOL type aircraft.

In anti-submarine work, this versatile VTOL/STOL vehicle offers high forward speed plus the hovering characteristics necessary for effective completion of all phases of such missions, thus replacing – with one aircraft – the several different types currently required. The broad capabilities of the Vertol tilt-wing design also include application as an air truck. In an STOL role, it can take off and land with substantially increased gross weights and payloads. This unique capacity, combined with VTOL performance, permits the user to "custom tailor" his take-offs to altitude, temperature, available runway and load.

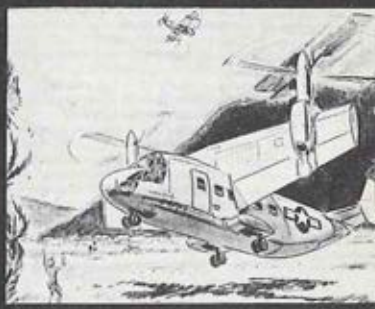
This development of the tilt-wing is the latest example of the foresight and skill in research and development which Vertol has demonstrated over the past 15 years.

Engineers: Join Vertol's advanced engineering team



A tilt-wing aircraft for operational evaluation of VTOL/STOL mission usefulness.

In anti-submarine warfare, the tilt-wing design offers fast forward speed and hovering ability.



In its dual role as an STOL aircraft, the tilt-wing design could be utilized as a high load capacity air-truck.

VERTOL Aircraft Corporation

MORTON, PENNSYLVANIA

SUBSIDIARIES:
ALLIED RESEARCH ASSOCIATES, INC., BOSTON, MASS.
VERTOL AIRCRAFT CO. (CANADA), LTD., ARNPRIOR, ONTARIO

TRENDS/*Continued*

Further, the Army Aviation Guidelines prescribe a training goal of 30 percent of company-grade officers to be qualified as aircraft maintenance officers. You must give this subject your personal attention. As a starter, a combat aviation company, for example, should have a minimum of three school-trained officers qualified to supervise organizational maintenance, before the end of this year.

The ICAO and You

■ Aviation officers in the major commands should become acquainted with the *ICAO (International Civil Aviation Organization) Regional Air Navigation Plans* for the regions in which they are operating. These documents are not suitable for operational usage, but do provide a wealth of information concerning aeronautical requirements which have been mutually agreed upon by governments concerned. They spell out in detail the requirements and plans for route structures, navigational aids, communications facilities (including frequencies agreed upon), meteorological services, search and rescue provisions, aeronautical information services, and aerodromes. The documents are listed below along with the addresses of ICAO Regional Offices from which they are available.

Should you encounter difficulty in obtaining these from ICAO sources, the *Army Liaison Officer* to the *Air Coordinating Committee, Office of the Assistant Secretary of the Army (Financial Management), Washington 25, D. C.*, can be of assistance to you.

While we are on this subject, the numbered Annexes to the Convention on International Civil Aviation are additional references for which you may have a greater requirement on a day-to-day operating basis. These Annexes, which are also listed below, are what might be termed a basic code of regulations for international aviation operations. Familiarity, it is often said,, breeds contempt, but in this case it might avoid embarrassment.

Sincerely,

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

FACTS ON ICAO

ICAO Regional Plans

Doc. No. 7474/2 — Air Navigation Plan — Africa-Indian Ocean Aegion
Doc. No. 7674 — Air Navigation Plan — North Atlantic Region
Doc. No. 7700 — Air Navigation Plan — Pacific Region
Doc. No. 7724 — Air Navigation Plan — Caribbean Region
Doc. No. 7754/2 — Air Navigation Plan — European-Mediterranean Region
Doc. No. 7774 — Air Navigation Plan — South East Asia Region
Doc. No. 7800/2 — Air Navigation Plan — South American/South Atlantic Region

ICAO Numbered Annexes

Annex 1—Personnel Licensing
Annex 2—Rules of the Air
Annex 3—Meteorology
Annex 4—Aeronautical Charts
Annex 5—Dimensional Units to be used in Air-Ground Communications
Annex 6—Operation of Aircraft — International Air Transport
Annex 7—Aircraft Nationality and Registration Marks
Annex 8—Airworthiness of Aircraft
Annex 9—Facilitation
Annex 10—Aeronautical Telecommunications
Annex 11—Air Traffic Services
Annex 12—Search & Rescue
Annex 13—Aircraft Accident Inquiry
Annex 14—Aerodromes
Annex 15—Aeronautical Information Services

ICAO Headquarters

International Civil Aviation Organization
International Aviation Building
1080 University Street
Montreal, Canada

ICAO Regional Offices

France:

Representant de l'OACI
Bureau Europe-Afrique
60 bis, avenue d'Iena, Paris XVI, France

Peru:

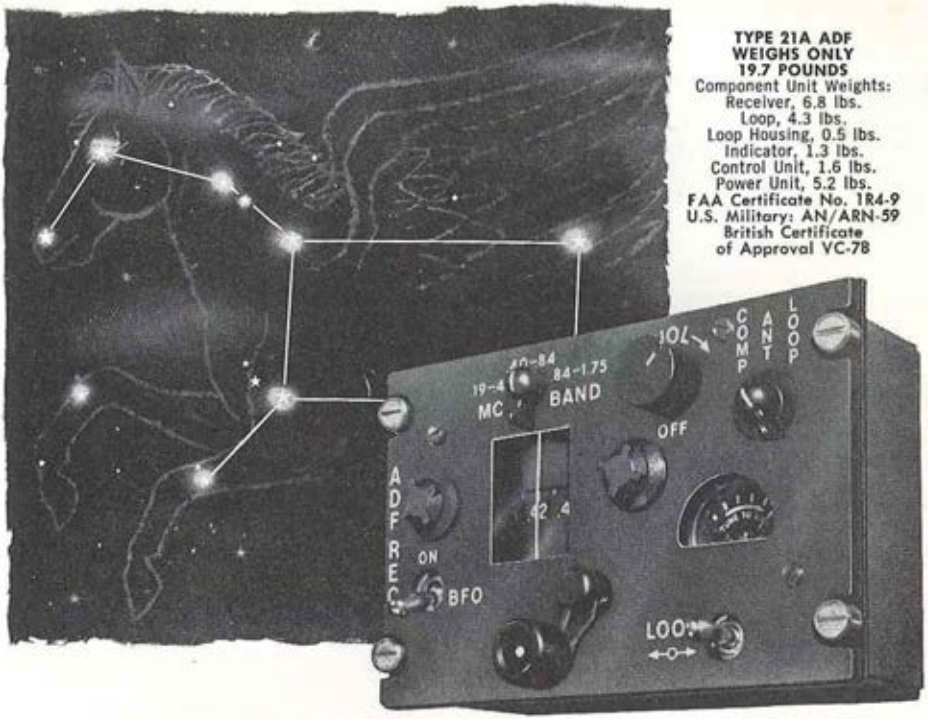
Representante de la OACI
Oficina Sudamercia
Apartado 4127, Lima, Peru

Thailand:

ICAO Representative
Far East and Pacific Office
P.O. Box 614, Bangkok, Thailand

United Arab Republic:

ICAO Representative
Middle East Office
16 Hassan Sabri
Samalek, Cairo, Egypt



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WEIGHS ONLY
19.7 POUNDS
Component Unit Weights:
Receiver, 6.8 lbs.
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Loop Housing, 0.5 lbs.
Indicator, 1.3 lbs.
Control Unit, 1.6 lbs.
Power Unit, 5.2 lbs.
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U.S. Military: AN/ARN-59
British Certificate of Approval VC-78

Little Workhorse of the Skies

ARC'S TYPE 21-A AUTOMATIC DIRECTION FINDER

This piece of ARC precision equipment is truly cosmopolitan. As a basic navigation aid it is at home anywhere in the world. With it you can go homing in on any of some 60,000 widely scattered transmitters . . . . find your way confidently in steaming tropics, frozen north . . . . over land or sea.

ARC's Type 21-A ADF is designed and built to today's high performance standard's — rugged, dependable, with parts that assure long service life. Because of very low weight and compact size, it is ideally suited for dual installations in light aircraft. If you are modernizing your present radio equipment or plan to buy a new aircraft, specify ARC's Type 21-A. Ask your dealer for details about this reliable instrument or any of the ARC equipment listed below.

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Dependable Airborne Electronic Equipment Since 1928

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Subsidiary of *Standard* Coil Products Co. Inc.

Pilot Transfers

The expansion of the Transportation Corps in the aviation field has occasioned an increasing number of transfers of qualified officer pilots from other branches of the service. The Chief of Transportation is interested in considering these transfers but is primarily interested in officers whose records clearly indicate a great potential for rapid growth within the aviation field.

Currently, there is a critical requirement for officers qualified for assignment to aviation research and development, supply and maintenance, and procurement activities. Officers whose educational backgrounds qualify them for graduate schooling in aeronautical, mechanical, civil, and nuclear engineering are considered to be particularly good candidates for transfer.

"Rocky Shoals"

Army helicopter pilots of the *57th Army Transportation Helicopter* Company made more than 300 landings on the U.S. Navy Carrier *"Thetis Bay"* during the recent joint Army-Navy amphibious operation *"Rocky Shoals"* off the California coast. Piloting H-21's they carried ashore troops of the 4th Infantry Division and cargo. Although not all the Army pilots had been carrier-qualified, their performance in landing, cargo pick-ups and air discipline was outstanding. Some helicopters were launched and landed in darkness.

* * *

The *54th Transportation Company (Medium Helicopter)* of Ft. Sill Okla. has been doing its share of "piggy-backing." A few months ago the *54th's "Mojaves"* lugged a damaged *"Otter"* to Fort Worth General Depot for major rebuild. Later, the H-37's were again called upon to do the impossible—this time to move a 7000-pound captured WW I German artillery piece from Fort Sill to the top of Signal Mountain. At the suggestion of pioneer Lawton businessman *Morris Simpson,* the ancient weapon will hold forth on its lofty perch as a permanent War Memorial.

Instrument School at Ft. Eustis

A school for re-qualifying Army fixed-wing aviators in instrument flying is now being operated at Felker Heliport, Ft. Eustis by the *40th TAAM.* Divided into three parts, the course is taught by *Capt. Patrick N. Delavan* and *1st Lt. George T. Tracy.* One part consists of 4 days of classroom lectures on meteorology, radio, navigation and air regulations. This is followed by 20 hours of simulated instrument flights in the Link Trainer and written examinations.

Transportation Corps REPORT

TOE Changes

TOE 456D, Headquarters and Headquarters Detachment, Transportation Army Aircraft Maintenance and Supply Battalion, a proposed revision of *TOE 55-456R,* is in DA for advance plan approval. The overall strength of the TOE will be changed from 6 officers, 3 WO, and 25 EM to 9 officers, 5 WO, and 58 EM.

The reviesd TOE will provide for a Battalion Headquarters, and a Headquarters Detachment. The Headquarters Detachment will have an Administration Section, an Operations Section with a Maintenance and a Supply Branch, and a Communications Section.

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

Aircraft Procurement

■ The Army is negotiating with the *Vertol Aircraft Corporation* to develop a new 2 to 3-ton capacity transport helicopter to be known as the *"Chinook."* It will be similar in many respects to the *Vertol* 107 multi-turbine-powered tandem rotor 'copter and will have a rear ramp for greater flexibility and speed in loading or unloading troops and cargo.

It is expected that the new aircraft will carry a maximum of 40 troops and will incorporate the latest developments in stability and navigation devices. Hinged hatches and built-in work stands are to be provided in the fuselage structure for greater ease of maintenance in the field. The new 'copter has been designed to eventually replace the H-21, H-34, and H-37 piston engine helicopters.

* * *

Bell Aircraft, Ft. Worth, Texas, has just been awarded a $23,000,000 contract for 110 *"Iroquois"* (HU-1A) helicopters. The first turgine-powered helicopter to be designed specifically for the Army, it fared well in TATSA's 1000-hour logistical evaluation at Ft. Rucker where it was flown 10 hours or more daily by both veteran pilots and recent flying school graduates.

Several improvements in the aircraft resulted from the TATSA tests. To overcome structural difficulties noted in the tests, skin thickness has been increased and stringers added to the tail boom. Also, when the aircraft left the factory, recommended transmission life was 75 hours and engine life 100 hours. TATSA has been able to raise these figures to 300 and 150 hours respectively.

Five *DeHavilland "Caribou"* STOL transport aircraft are scheduled for delivery commencing about the last week of April. The first two will be delivered respectively to Edwards Air Force Base and Continental Army Command for testing. The fuselage of the delivered models will be about 45 inches longer than originally planned, permitting increased cargo carrying capacity with no loss in STOL capability. The *"Caribou"* will carry about 8 tons or several times the payload of the *"Otters"* and *"Beavers"* in current use, yet it will have approximately the same short take-off capability under full load.

* * *

Also, in the STOL category, *Grumman Aircraft Corporation* has received a follow-on order for 35 production AO-1A *"Mohawks"* with delivery starting about April, 1960. A portion of these aircraft will be equipped for electronic surveillance missions. First test model *"Mohawks"* may be flight tested this year and we're looking forward eagerly to the plane's arrival with its promise of greatly improved performance for battlefield surveillance and target acquisition.

Pictured

TOP: The Army's turbine-powered Iroquois, now in production at Bell Helicopter under a $23,000,000 contract.

LEFT: The Vertol "107," turbine-powered tandem-rotor 'copter that provided many of the design concepts incorporated in the Army's new 2-3 ton "Chinook." The de Havilland STOL "Caribou," a transport aircraft capable of carrying about 8 tons.

(See p. 171 for "Caribou" Report.)

Test Bed Research Aircraft

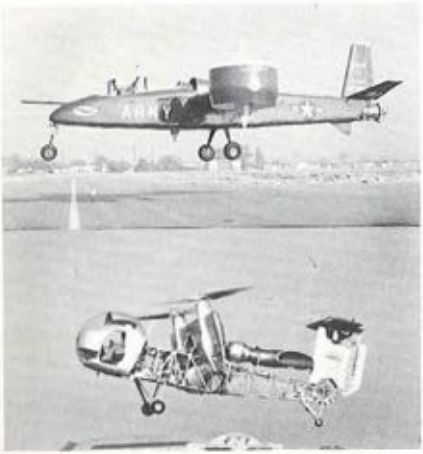
The *Piasecki* version of the Army's aerial jeep, the only one now flying, has logged some 35 hours of flight tests and recently was flown out of ground effect at Philadelphia International Airport, scene of the Company's test operations. Vertical take-offs, forward flights and on-the-spot turns in winds up to 20 mph have been made as well as quick midair stops similar to those performed by helicopters. The *Chrysler* and *Aerophysics* versions are due for roll-out in early April.

* * *

The *Ryan Vertiplane Program* is still being reviewed following the recent unfortunate accident from a propeller failure at Moffett Field. Up untill the crash, the test program had been making satisfactory progress and there seemed to be little doubt that the aircraft could make the successful transition from vertical to forward flight. We're now trying to determine whether it will be advantageous to rebuild the aircraft, introduce modifications, or drop the program in favor of others now coming along.

* * *

After being stalled for lack of funds, the *Fairchild* VZ-5FA is proceeding again and is now scheduled for roll-out about May 15, 1959. Like the *Ryan*, it utilizes the deflected slipstream approach. The four propellers located along the fixed wing will be driven by a single turbine engine.



The *Doak* "16," tilting duct VTOL, now being flight tested at Edwards Air Force Base, has been flown vertically and as a conventional airplane at altitudes above 5,000 feet but has not yet gone thru transition.

* * *

Most successful of the VTOL test beds to date, the *Vertol* "76,' has been flown in all flight regimes at the Company's Morton, Pa., plant and will soon be flying at Edwards Air Force Base where testing at high altitudes will be possible. Preparatory to going to Edwards, NASA Research Test Pilot *Jack Reeder* checked out in the aircraft in a phenominally short time and was soon flying it thru complete transition. *Reeder* will spell regularly assigned *Vertol* test pilot, *Joe LaVassar*, during the Edwards flight tests preparatory to the turnover of the aircraft to NASA for accumulation of additional data and a complete research flight evaluation.

Pictured

TOP: Piasecki Aircraft's aerial jeep, now engaged in advanced flight testing at the company's Philadelphia plant. The Ryan "Vertiplane," victim of an unfortunate accident during flight testing.

LEFT: The Doak Model 16 tilting duct VTOL, currently awaiting full conversion flight testing. Vertol Model "76," tilt-wing design, well-advanced in flight testing and ready for turnover to NASA.

Greek Officers Visit Ft. Eustis

During a recent tour of Ft. Eustis, Va., three visiting officers of the Greek Army were shown a section of an aircraft engine in the Transportation School shop area. From left to right are: Lt. Col. Edwin L. Harloff, who conducted the tour; Maj. Arthur M. Folaris, interpreter; Col. E. Themalis, CO, Supply & Trans.; Maj. Gen. P. Polyzos, Greek General Staff; and Brig. Gen. G. Emmanuel, G-4, Greek Army. (U.S. Army photo.)

The Last Word

Aside from the Columbia bicycle undercarriage and gear, this Lockheed "spec" sheet could pass for the McCoy. In fact, the "ease of maintenance" fraternity would probably applaud the low-cost undercarriage. And why not? The "1½" gag sketch adorns many an office wall, appropriately captioned: "To Air Mobility Division: If you design 'em and buy 'em, we'll build 'em . . . . Lockheed California Army Test Bed Factory."

SCRAPBOOK SNAPSHOT

First Warrant Officer Fixed-Wing Qualification Course, USAAVNS Fort Rucker, Alabama

These 20 warrant officers recently completed a fixed wing qualification course at the Army Aviation Center for the first time in history. The men are (first row, l-r) Durant Wadsworth, William Everhart, Richard Piety, Randolph Ewan, Philip Misner, Gordon Coles, James Birchfield; (second row, l-r) John Green, William Moore, Jr., Merrill Stevens, Frederick Cullen, Irving Britton, John Lawlor and Howard Parsons; (third row, l-r) James Aldridge, Richard Brown, Robert Henderson, Robert Kean, Norbert Moczygemba and Donald Schomp. Eighteen of the men went to Fort Ord, Calif., for assignment to fixed wing companies.

ARMY AVIATION ASSOCIATION

OF AMERICA, INC.

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

See You There!

All signs point to a most successful *First Annual Meeting* and the largest gathering of Army and civilian component AA personnel yet assembled at one time.

The *Annual Meeting Committee*, enthusiastically looks forward to the June 5-6-7 dates, having completed the major portion of the detailed Planning and Programming attendant to the *Annual Meeting*.

"Advance Registrations" from both military and industry members of the AAAA are being received daily at the National office, providing early indications that the *Annual Meeting* will receive attendance support from all sectors of the U.S.

Chapter Delegate Selection

Encouraged by a six-point program we have implemented to enhance the attendance and participation of accredited Delegates, many of our Chapter activities have scheduled membership meetings to select their Chapter Delegates who will discuss Chapter proposals at the several Business Sessions.

Although the *Annual Meeting Program* (see next page) is tentative and subject to minor change, *Lt. Col. Alexander J. Rankin*, Programming Chairman, has indicated that the majority of the speakers have accepted invitations from *Col. Robert M. Leich*, AAAA President, and that, at publication time, several additional replies were forthcoming.

The professional meetings at which key military, government and industry officals will address the attendees—well worth your attendance in themselves—are augmented by three distinct social activities: the *Pre-Anniversary Reception* on June 5th and the *17th Anniversary Luncheon* and *AAAA Annual Banquet* on June 6th.

Here's a wonderful opportunity to hear distinguished speakers discuss many subjects of vital interest to you!

Socially, the *AAAA Annual Meeting* is the place to renew your old acquaintances. They're certain to be there.

Washburn

Shea

Memo to Early Birds

We enjoin you to make your plans at an *early* date and to register *promptly*. This is *not* said with the intent of bandwagoning the Meeting—although advance attendance estimates would be of help to our Committee—but with the thought that hotel seating facilities at our Luncheon and Banquet are definitely *limited* in number, 650 and 750 respectively.

We hope to meet you personally at our first national membership meeting!

Col. I. B. Washburn (Ret.)
Lt. Col. Gerald H. Shea
Co-Chairmen
Annual Meeting Committee
AAAA

REGIONAL AND CHAPTER ACTIVITIES OF THE AAAA, APRIL, 1959

ALABAMA REGION — USAREUR REGION — USAFFE REGION — WASHINGTON REGION — CALIFORNIA PEGION — GEORGIA REGION — TEXAS REGION — ARMY AVIATION CENTER CHAPTER — COMBINED TEST ACTIVITIES CHAPTER — MONTEREY CHAPTER — STUTTGART CHAPTER — MASSACHUSETTS CHAPTER — FORT EUSTIS CHAPTER — FORT BRAGG CHAPTER — DAVISON ARMY AIRFIELD CHAPTER — HEIDELBERG CHAPTER — S. F. BAY-DELTA CHAPTER — FRANKFURT CHAPTER — 1ST CAVALRY DIVISION CHAPTER — FORT MEADE CHAPTER — WASHINGTON, D.C. CHAPTER — SEOUL CHAPTER — FORT HOOD CHAPTER — VICENZA CHAPTER — ALASKA CHAPTER — FORT BENNING CHAPTER — 31ST TRANSPORTATION COMPANY CHAPTER — CAMP WOLTERS CHAPTER — HAWAII CHAPTER

ANNUAL MEETING COMMITTEE

GENERAL CO-CHAIRMEN
Colonel I. B. Washburn (Ret.)
Lt. Colonel Gerald H. Shea

COMMITTEE CHAIRMEN
PROGRAMMING
Lt. Colonel Alexander J. Rankin

ANNUAL BANQUET
Mr. Howard E. Haugerud

ENTERTAINMENT
Mr. Joseph E. McDonald, Jr.
HOUSING, FACILITIES, TRANSPORTATION
Major William P. Craddock
PUBLICITY & PRINTING
Lt. Col. B. A. Bache (Ret.)
BUDGET & FINANCE
Major J. Y. Hammack
RECEPTION & REGISTRATION
Lt. Colonel John L. Klingenhagen
ADVANCE REGISTRATION
Mr. Arthur H. Kesten

Post Representatives Having Info

Additional details on the AAAA Annual Meeting as well as blank Registration Forms may be obtained through the following Chapter officers and Post representatives:

Massachusetts Chapter	Capt. Robert E. Willis (ARNG)
Fort Devens, Mass.	SFC Frederick W. Perkins
Fort Jay, N.Y.	Lt. Col. Gordon L. Kinley
Fort Meade Chapter	Capt. Wilbur Gates, Jr.
Davison Army Afld Chapter	CWO Robert W. Buechter
Washington, D.C. Chapter	Lt. Col. Darwin P. Gerard
Fort Eustis Chapter	Capt. Raymond E. Moore
Fort Monroe, Va.	Col. Robert F. Cassidy
Fort Campbell, Ky	Col. John D. Edmunds
Fort Knox, Ky	Capt. George R. Cote
Wright-Patterson AFB	Lt. Col. David Bisset, Jr.
Fort Benning Chapter	Capt. Harold Bristow, Jr.
31st TC Chapter	Lt. Joseph B. Chapman
Fort McPherson, Ga	Maj. Francis E. Cathey
Fort Hood Chapter	Capt. Robert M. Cunningham
Camp Wolters Chapter	Lt. Ronald W. Metzger
Ft. Sam Houston, Tex	Col. Arthur J. Anderson
Camp Gary, Tex	Capt. Ivan M. Storer
Fort Sill, Okla	Maj. Norman W. Goodwin
Fort Sheridan, Ill	Capt. John W. Brake
Fort Riley, Kan	Lt. Col. Kenneth F. Langland
Fort Carson, Colo	Capt Arnold R. Pollard
Fort Leavenworth, Kan	Maj. James C. Smith
TSMC, St. Louis, Mo	Maj. Thomas E. Hall
Monterey Chapter	M/Sgt Herbert A. Winter
SF Bay-Delta Chapter	Mr. Kenneth D. Sampson
Presidio of S.F.	Col. Curtis L. Hankins
Fort Lewis, Wash	Capt Jesse L. Wilkinson
Fort Huachuca, Ariz	Col. Jules E. Gonseth, Jr.

THE SHOREHAM HOTEL

Attn: AAAA Reservations

Connecticut Avenue

at Calvert Street, N.W.

Washington 8, D.C.

Please reserve the following accomodations in my name:

Single

☐ *Non-Military Member* $12.00
☐ *Military Member* $11.00

I'll Check In At .....

Twin

☐ *Non-Military Member* $17.00
☐ *Military Member* $15.00

I'll Check Out At .....

Name .....

Address .....

City ..... **State** .....

FRIDAY, JUNE 5, 1959
Shoreham Hotel, Washington, D. C.

REGISTRATION 0900-2000
BUSINESS SESSIONS 1000-1130
Chapter Delegates and Members; Workshop Sessions.
INFORMAL LUNCHEON 1200-1300
Association Officers, Speakers, Panel Members.

PROGRAMMING

KEYNOTE ADDRESS 1330-1350
Lt. General Arthur G. Trudeau, Office, Chief of R & D.
PRINCIPAL ADDRESS 1350-1440
General Orval R. Cook, President, AIA.
BREAK 1440-1500
ARMY AVIATION OPERATING REQUIREMENTS 1500-1520
Director of Army Aviation, ODCSOPS.
ARMY AVIATION R & D PROGRAM 1520-1540
Director of Developments, Office, Chief of R & D.
PANEL DISCUSSION 1540-1650

Moderator: General Orval R. Cook.

Members:
Director of Army Aviation
Deputy Chief of Transportation for Aviation
Director of Developments, OCRD
Chief, Material Developments, USCONARC
Commandant, U.S. Army Aviation School
Commanding General, TSMC
President, U.S. Army Aviation Board
Chairman, Air Mobility Subpanel, ASAP

SUMMARY 1650-1700
ADJOURNMENT 1700

AAAA ANNUAL MEETING

PRE-ANNIVERSARY RECEPTION
(Informal)

Hosts: President, AAAA, and Industry Members 1830-2000
(All Registrants Invited)

SATURDAY, JUNE 6, 1959
Shoreham Hotel, Washington, D. C.

REGISTRATION 0900-2000

BUSINESS SESSIONS 0900-1000
Committee Meetings; Workshop Sessions.

WELCOME ADDRESS 1000-1010
Colonel Robert M. Leich, President, AAAA.

"ARMY AVIATION AND YOU" 1010-1050
Director of Army Aviation, ODCSOPS.

BREAK 1050-1100

"OPERATIONAL PROBLEMS" 1100-1145
Maj. General Hamilton H. Howze, CG, 82nd Airborne Division.

17TH ANNIVERSARY LUNCHEON

Address: C/S — VC/S.

Presentation of the Award for the ARMY AVIATOR FOR 1958 1200-1330

BREAK 1330-1400

"AIR TRAFFIC CONTROL" 1400-1450
Mr. James T. Pyle, Administrator, CAA

BREAK 1450-1500

PANEL DISCUSSION: 1500-1600
Moderator: Mr. Joseph T. Gueting, Jr.
Members: OCSigO, USCONARC, FAA, Industry, NBAA, and other representatives.

SUMMARY 1600-1615

ADJOURNMENT 1615

AAAA ANNUAL BANQUET
(Formal)

Banquet 2000
Presentation of the James H. McClellan Safety Award
by Senator John L. McClellan
Main Speaker

SUNDAY, JUNE 7, 1959
Shoreham Hotel, Washington, D. C.

FINAL BUSINESS MEETING 1000-1140
Presentation of Annual Report by President.
Chartering Ceremonies for new activities.
Consideration of Resolutions.

INSTALLATION OF 1959-1960 OFFICERS 1140-1200
Introduction of 1959-1960 National Executive Board Members.
Transfer of Office Ceremony.

ADJOURNMENT 1200
President-Elect, AAAA.

Complete, Clip, and Mail to AAAA Without Delay

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
☐ U.S. ARMY RESERVE & ARNG
☐ GOVERNMENT
☐ 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

AN "OPEN LETTER" TO AAAA MEMBERS

BY COLONEL ROBERT M. LEICH, PRESIDENT, AAAA

Seventeen short years ago, in January, 1942, about 25 officers and enlisted men assigned to Field Artillery units of the Army—all of whom had civilian licenses as Private Pilots, and who had volunteered for the duty—gathered at Fort Sill, Okla., to begin an experiment that has since become the tremendous success recognized today as Army aviation.

There were no precedents for this small detachment to follow; it was guided by the splendid judgment, keen interest, contagious enthusiasm, and far-sighted imagination of Col. W. W. Ford, now Brig. General Ford, USA (Ret.).

With a magnificent record of courage and accomplishments, Army aviation has become a formidable, dramatic part of our Army's forces, with some 5,500 rated pilots, a wide variety of aircraft, and superb leadership thoroughly imbued with the spirit that motivated its earliest proponents.

Programs Precipitated Organization

After the Korean conflict, it became apparent that a real need existed for an organization, one that would undertake the following programs:

To foster public understanding of Army aviation.

To arouse public interest in Army aviation.

To exchange ideas and disseminate information.

To stimulate good fellowship, locally, regionally, and nationally.

To inspire Army-wide and nationwide interest in Army aviation careers.

Colonel Robert M. Leich

To cement relationships between those interested in Army aviation in the Regular Army, the Army National Guard, and the U.S. Army Reserve.

To motivate Army aviation personnel to increase their knowledge, skills, and techniques.

To quicken the interest of manufacturers in research and development in Army aviation.

To provide special types of group plans (i.e., the FPPP, for one.)

To conduct meetings, seminars, reunions, exhibitions, air meets, etc.

To maintain historical records.

To recognize outstanding contributions to Army aviation.

Organized in April, 1957

In the Spring of 1957, principally through the outstanding work and consistent effort of our present Executive Secretary, Art Kesten, a Senior AA, and with the strong and unfaltering support of about fifty initial Charter members, six of whom were in the pioneer Fort Sill group of pilots, the AAAA was launched.

Its growth to 3,900-odd members within a period of less than two years was beyond the most sanguine hopes of any of those who poured their time and efforts into its organization. The rapidity with which the AAAA has come of age has sorely taxed the Executive Secretary and his limited facilities and those of all AAAA officers.

When your National Executive Board met in Washington, D.C., in January of this year, its Nominating Committee assessed the '59-'60 situation very carefully. The Ass'n By-Laws were studied diligently; the potential National Board nominees for the coming year were reviewed carefully. The National Board, upon the recommendation of the Nominating Committee, then decided unanimously to present a one-nominee Ballot with write-in privileges for 1959-1960 National office.

The major considerations on which both the Board and the Committee based their decisions were:

1. Section 7.22 of the By-Laws did not call for a minimum number of nominees for each

National office, but did place a ceiling (of 5) as a maximum.

2. There is an understandable dearth of AAAA Members with sufficient availability, time, and the geographic location to serve on our National Executive Board. This is due in great part to the fact that we are still a very young organization and to the requirement that National Board officers be more than just "title-holders," selected upon the basis of popularity.

National Board service is demanding in both time and money, as well as in energy, ,the reward for "election to office" amounting to the "privilege" of attending five to six two-day, full-day sessions a year (and at the Board Member's own expense.) Unknown to most Members, there is constant communication between Nat'l Board Members throughout each month of the year on all programs and activities. No decision is reached and no program is investigated without thorough advance communication and contact between all Nat'l Board members. This activity demands a preoccupation with AAAA affairs that frequently is detrimental to the accomplishment of normal civilian occupations, although we hope not to military duties.

NATIONAL BOARD-ELECT
1959-1960 Membership Year

PRESIDENT
Mr. Bryce Wilson
EXECUTIVE VICE PRESIDENT
Colonel O. Glenn Goodhand, Army
VICE PRESIDENT, ARMY AFFAIRS
Lt. Colonel Alexander J. Rankin, Army
VICE PRESIDENT, NATIONAL GUARD AFFAIRS
Captain Howard E. Haugerud, ARNG
VICE PRESIDENT, RESERVE AFFAIRS
Lt. Colonel Samuel Freeman, USAR
VICE PRESIDENT, INDUSTRIAL AFFAIRS
Mr. Joseph E. McDonald, Jr.
VICE PRESIDENT, PUBLIC AFFAIRS
Colonel I. B. Washburn (Ret.)
VICE PRESIDENT, PUBLIC AFFAIRS
Lt. Colonel Frank O. Grey, Jr., ARNG
TREASURER
Lt. Colonel Charles E. Haydock, Jr., USAR
SECRETARY
Lt. Colonel Keith A. French, Army
EXECUTIVE SECRETARY
Mr. Arthur H. Kesten (Appointee)
REGIONAL PRESIDENTS
(As Elected by the Organized Regions)

Listing

The current issue of FLYING Magazine (April, 1959) lists the AAAA in its DIRECTORY OF AVIATION ORGANIZATIONS Section. The basic purposes, overall membership, and partial services of the organization are also found in the listing.

3. In analyzing the potential list of nominees, the Nominating Committee came up with eighteen (18) names of Members with known, demonstrated interest in the organization, who, it was felt, could devote the necessary time and effort (and personal funds) to the AAAA, who, additionally, were located geographically to attend all meetings, and who had the inclination to do so. It seemed highly doubtful that placing twenty names on the ballot (two for each office) would have returned us twenty dedicated people, each in a position to serve faithfully, since the Committee presumed that several, despite their interest, could not accept the nomination at that given time.

4. To place even as few as ten *additional* names on the Ballot (three for each office) would have been self-defeating.

This step would merely have removed that many more people from Regional and Chapter service where dedicated people are needed as much as they are on the National Board to assure the constant strengthening of our organization.

5. The Board and the Committee, in viewing the practical aspects of a general election at this point of our growth, felt that such an election would severely tax the present administrative facilities of our organization. The physical task of querying each possible nominee as to his acceptance to run, then of continuing with further widespread correspondence in the event several or many declined—this, in turn, necessitating further nominations and further correspondence—and of the ultimate tabulation of multi-nominee ballots as well as the notification of election results so as assure the attendance of all at any installation ceremony (and those defeated warrant the courtesy of an answer, also) —this physical task thrown upon our junior-sized staff and our widespread Board would have occurred just at the time when all would be bending their efforts in

OPEN LETTER/*Continued*

coordinating plans and programs for our First Annual Meeting.

It is pertinent to stress here that our present National office staff serves voluntarily in a non-pay status and that our fiscal structure does not as yet permit the employment of paid help in excess of this voluntary staff.

Please bear in mind that any individual Member or group of Members, or any Chapter or Region, if so motivated, could mobilize national support for any other nominee for National office, with a reasonable hope of having him elected. (This, of course, would not be easy, but it is possible with write-in provisions).

Proven Interest

The nominees whose names appear on the Ballot are sincere, far-sighted, enthusiastic persons who have done—and are currently doing—a job for AAAA (*You!*) They have done this in person on many occasions and those who have had previous National Board service represented you by participating, not by mailing in their proxies to National Board meetings.

We're still growing rapidly. More and more dynamic and interested leaderes are certain to crop up in the months ahead, especially in view of the remarkable Awards Program which has been adopted and the definite possibilities of holding a most successful First Annual Meeting later in June.

Full-Year Nomination Period

Certainly, as they demonstrate that they can be counted on to serve *your* interests, their names will be placed on National Board Ballots in subsequent years to give each Member a better chance to indicate his wishes.

Should any Member feel that he can devote the time, effort, and expense attendant to National Board service, or if he knows of another Member whom he feels meets these requirements, I urge that Member to forward the name of the nominee to the National office. I assure you that this nomination will receive due consideration when the '60-'61 Nominating Committee meets next January.

In the '59-60 election recently concluded, a large percentage of AAAA Members cast individual votes; frankly, more than we on the National Board anticipated. Some utilized the write-in privilege; a handful questioned the one-nominee Ballot and the motives of the Nominating Committee. I feel strongly that this same explanation due the latter group is due to our entire membership.

I also firmly believe that the information that I have provided in this "Open Letter" will serve to engender more interest in the task that faces all Members in building a larger, stronger, and better organization.

The National Board solicits that interest and the same kind of selfless leadership that can—without precedents to follow—make AAAA the great success that Army aviation is today.

Yours very sincerely,

Robert M. Leich
Colonel, Arty-USAR
President
AAAA

MILITARY AVIATION PLACEMENT SERVICE

SOUTHEASTERN STATE will have openings for several aviation mechanics in the near future. Applicant must be either service school trained or appropriate CAA license in both fixed wing and rotary wing aircraft. Must be willing and able to be a member of the National Guard. Write AAAA, Box I, Westport, Conn.

MAJOR WEST COAST Aircraft Manufacturer Desires East Coast Military Sales Representative. Prefer extensive Army aviation background with helicopter flight experience. Write AAAA, Box J, Westport, Connecticut.

MIDWESTERN UNIVERSITY has immediate openings in graduate study program with specialization in engineering psychology. Qualified applicants will have no trouble in securing an assistantship in various areas of applied experimental aviation psychology. Early response is required for Spring applications. Write AAAA, Box L, Westport, Conn.

MIDWESTERN AIRCRAFT firm requires technical representatives to service target missiles. Immediate positions call for extensive training, practical experience on electronic equipment such as radar, fire control systems, autopilot, radio, telemetry. Must be capable of assisting military personnel on recommended service techniques, by means of classroom lectures, training schools, service demonstrations. Write Box K, AAAA, Westport, Conn.

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

NEW MEMBERS JOINING AAAA

ALABAMA REGION
Col Russell S. Whetstone
L/Col John W. Givens
L/Col Frank Meszar
Maj John F. Aschoff, Jr.
Maj Parris C. Welch
Maj Karl S. Patton
Maj Earl K. Buchan
Maj Frank E. Lamothe
Maj William B. Cooper
Capt Samuel J. Merrill
Capt Leonard F. Seitz
Capt Terry C. Salt
Capt William K. Toothill
Capt Brady R. Harris
Capt Albert W. Schlim
Capt Archie W. Summers
Capt Eugene T. Boyd
Capt Richard L. Loshbrook
Capt Ernest L. Boswell
Capt Thomas R. Hill
Capt John H. Richardson
Capt James B. Lovell
Capt Robert L. Walker
Capt Clement A. Wyllie, Jr.
Capt Leo E. Soucek
Capt Robert J. Greenwell
Lt Bobby M. Knight
Lt Thomas P. Berry
Lt Peter F. Rice
Lt Maurice D. Mason
Lt Roger J. Sulzer
Lt David M. Greenberg
Lt William R. Briot
Lt Conrad C. Ege
Lt Richard E. Campbell
Lt Floyd Sparkman, Jr.
Lt Jerrry R. Burnley
Lt Donald H. McTigue
Lt James R. Oakes, Sr.
Lt Lawrence W. Neal
Lt Maurice R. Vincent
Lt William J. Ballinger
Lt Charles T. Pease
Lt Bobbie G. Berry
Lt Clark A. Burnett
Lt Richard A. Brown
Lt Clifford B. Barksdale
Lt David R. Carlson
Lt Christian D. Wold
Lt Patrick L. Feore, Jr.
Lt Warren C. Joyce
Lt Edward K. Johnson
Lt Wayne G. Schrunk
Lt Nils B. Anderson
Lt James L. Killette
Lt George N. Stenehjen
Lt James L. Mitchell
CWO Chandles L. Stewart
CWO Billy K. Evans
CWO James D. Lombard
CWO Everett R. McGuire
CWO Rober H. Lee
CWO Lee R. Copeland
CWO John H. Connor
CWO Dale W. Swafford
CWO James L. Dailey
WO Richard N. Cullen
WO Benjamin G. Thomas
M/Sgt. Henry H. Sockolof

SOUTHEASTERN AREA
(Ga.-N. C.-S. C.-Fla)
Capt James L. Tow
Capt James H. Paul
Capt Truitt W. Harris
Capt Harold Bristow, Jr.
Capt Robert D. Craig
Lt Joseph B. Chapman
Lt Andrew N. Alford
Lt Vincent A. Pacelli
Lt John Temperilli, Jr.
Lt Bryce R. Kramer
Lt Joseph R. Clelan
Lt Charles A. Morris
Lt Denzel L. Clark
Lt Charles O. Vaughan
CWO Thomas C. Wilkins
CWO Richard W. Prouty
CWO Henry Coleman
CWO Carl A. Winston
WO John R. Eaton
WO Horace M. Smith
SFC Richard G. Souders
Sp6 Christopher Putnall

CALIFORNIA REGION
Capt George E. Mengel
Capt Richard A. Johnson
Capt Robert W. Yonts
CWO Verdell K. Schug
CWO Richard E. Gray
CWO Edward S. Lewis
CWO Joseph G. Adams, Jr.
CWO Michael L. Deegan
CWO Paul H. Johnson
WO Charles O. Davis
WO Patrick H. Hayes

MID-EASTERN AREA
(WVa-Del-Va. outside 60 miles of D. C.)
Capt John D. O'Donohue
Capt William L. Barker
Capt Garrett D. Crawford
Capt Charles D. Pittman
Capt George W. Fried
Lt Lawrence A. Wange
Lt Richard B. Baxter
Lt William D. Kirby, Jr.
WO Martin A. Jetton

CENTRAL AREA
(Ohio-Ind-Ky-Mich-Ill-Wis)
L/Col James D. Bowen
Capt Joseph J. Lahnstein
Capt Kenneth J. Holzer
Capt Urban S. Bond
Capt Harmon Howard
Lt Arthur Dimsale
Lt Isham H. Brown
Lt Charles A. Teague
Lt Theodore C. Jasper
Lt Donald W. Nail
Lt Velma F. Parker
CWO Mike H. Berry
CWO James L. Jones
CWO Paul Hill, Jr.
WO John R. Wayman
Sp4 Richard W. Runyan

TEXAS AREA
Maj Payne O. Lysne
Capt Robert C. Dahn
Capt Frederick B. Weller
Capt Gerald L. Waldron
Capt Frank C. Benedict
Lt Fredric M. Ash
Lt Robert F. Molinelli
Lt Arthur R. Wichmann
Lt Donald R. Hill
Lt Ray W. Salmon
Lt Ernest E. Rigrish
Lt Lewis E. Beasley
Lt Darrel W. Basom
Lt James E. Maloney
Lt Taylor D. Johnson
Lt John H. Rhein
Lt William P. Stewart
Lt Clarence A. Patnode, Jr.
Lt Bruce A. Thomas
Lt Edward A. Haswell
Lt Sands S. Weems, III
Lt Edward R. Cobb
M/Sgt Robert L. Rollins
PFC Burnice W. Powell
Geral D Moffett
Francis E. Suggs
Thomas J. Plott
Philip A. Nash
Yoshitaka Nakama
Edward Greene
Bobby D. Hight

USAFFE REGION
Maj Eugene A. Wilson
Capt Arvil B. Quinn
Capt James H. Burres, Jr.
Capt George T. Burton
Capt Paul B. Robison
Capt Gesna B. Davis, Jr.
Lt Eugene F. Anderson
Lt Billy L. Story
Lt Robert F. Pannell
Lt Henry G. Allen
Lt Jack L. Duncan
Lt Richard A. Brown
Lt Bruce H. Gibbons
Lt Norman C. Teso
Lt Calvin W. Schade
Lt Donald M. Damskov
Lt Wesley C. Wilson
Lt Dave M. Johnson
CWO Paul B. Miller

MIDWESTERN AREA
(Minn-Neb-Kan-Mo-Iowa-NDak-SDak)
Maj Stuart W. Reid
Lt Eugene B. Reddell
Lt Thomas W. Lilliker
WO Paul U. Bertrand
Mr. Ed Robertson

ALASKA AREA
Capt Thomas A. Beasley
CWO Ronda H. Schuman
Sp6 Harry L. Turner
Sp5 Henry P. Allen
Sp5 Phillip N. Jackson
Sp5 Lewis B. Vaow

USAREUR REGION
Maj George H. Howell
Maj Michael R. Cullen
Capt Paul O. Bailey
Capt Paul O. Bailey
Capt Billy R. Wright
Capt Jack C. Domis
Capt Jimmie King
Capt Joseph F. Cobb
Capt Billy L. Tedlock
Capt Clifford F. Betts
Capt John W. Martin
Capt Chapman C. Norton
Lt Melvin G. Burkart
Lt Robert E. Luckenbill
Lt William J. Tussey
Lt Harold M. McGlaun
Lt Kenneth L. Eshbaugh
Lt George E. Leaf
Lt James A. Rakowitz
CWO Philip B. Kimak
CWO Walter D. Sabey
CWO Bobby G. Bruce
CWO Patrick W. Collette
CWO William H. Davis
WO William T. Slye
WO Richard H. Ortlinghaus
WO Leslie G. Purdom

WASHINGTON REGION
(Va.-Md.-D. C. within 60 miles of D. C.)
Col George M. Miller, Jr.
Maj Roger J. Nance
Maj Hubert D. Gaddis
Maj Deanel B. Wilson
Capt Walter J. Chamberlain
Capt Robert J. LaHale
Capt Andrew J. Kapec
Capt John O. Kaylor
Capt Albert A. Johnson, Jr.
Capt Fiorino A. Cinquanta
Lt Buell R. Powell
Lt William J. Reinhart
Lt Henry H. Smith
Lt Richard G. Foreman
CWO Craig R. Burroughs
CWO Raymond C. Bowers
WO James L. Mimbs
Billy J. Long

WEST CENTRAL AREA
(Col-Ariz-Nev-Utah-NMex)
Capt Manuel G. Guerrero
Lt Charles F. Hudson, Jr.
Lt Floyd E. Hackbarth
Lt Bobby L. Sanders
Lt Francis E. Johnston
Lt Anthony L. Bullotta

EASTERN AREA
(NY-NJ-Pennsylvania)
L/Col Albert Newton
L/Col Gordon L. Kinley
Capt Frank L. Jensen, Jr.
Capt Charles Cooley
Capt John A. Reinhardt
Capt William D. Kelly
Capt Floyd E. Petty
Lt Edward J. Tolfa

Wolters-Mineral Wells Members Activate AAAA's 21st Chapter

Meeting in early March, AAAA members in the Camp Wolters-Mineral Wells area activated the Association's twenty-first Chapter. A Steering Committee handled the details of the activation meeting and monitored the election of the following CAMP WOLTERS CHAPTER slate:

Pres.: *Maj. Leland H. Willard;* XVP: *Capt. Gilbert R. Hickenbottom;* VPA: *Capt. James H. Chappell;* VPG: *Capt. Donald Wolgamott;* and VPR: *Lt. William P. Long.*

Also elected at the initial meeting were: VPI: *Lt. Col. Joseph H. Shields;* VPP: *Capt. Frederick B. Weller;* Trea: *Lt. Richard A. Scott;* and Sec: *Lt. Ronald W. Metzger.*

The Chapter reported that it will make strong efforts to secure all-component membership wtih Chapter membership being sought from nearby ARNG and USAR aviation personnel. Participation by Camp Wolters student personnel is being encouraged by Chapter officials.

100% AAAA

Proud of their accomplishment—that of organizing the first Aviation Company in the ARNG—staff members of the 38th Inf Div Avn Co pose for an informal photo. Left to right are: M/Sgt Robert H. Davis (1st Sgt); Maj William B. Hebenstreit (DAO); Maj Charles B. Roberts (Div OpnsO & State Maint Supvr); Capt Jasper H. Loudenback (CO, Avn Co); and M/Sgt Thomas C. Lovan (Acrft Maint Supvr). 20 Mar/Lt. Col. JK Elrod.

AAAA CALENDAR

- April 3, 1959. CAMP WOLTERS CHAPTER. General membership meeting. Camp Wolters, Texas.
- April 10, 1959. DAVISON ARMY AIRFIELD CHAPTER. General Business Meeting. Davison U.S. Army Airfield, Fort Belvoir, Virginia.
- April 11, 1959. WASHINGTON REGION. First '59-'60 Cocktail-Party & Dinner Dance for members of the DAVISON ARMY AIRFIELD, FORT MEADE, and WASHINGTON, D.C. CHAPTERS. Sponsored by WASHINGTON CHAPTER. Navy Club, Bethesda, ,Maryland.
- April 12, 1959. SEOUL CHAPTER. Educational-Social Membership Meeting. Sandbar Club, K-16 Airfield, Korea.
- April 17, 1959. FORT HOOD CHAPTER. Social drag affair. Fort Hood Golf Club, Fort Hood, Texas.
- April 18, 1959. HAWAII CHAPTER. General Business Meeting. Wheeler AFB Conference Room, Wheeler AFB, T. H.
- April 24-25, 1959. NATIONAL EXECUTIVE BOARD. Quarterly Business Meeting. Regional and Chapter Presidents or proxies invited. 6 p.m., Shoreham Hotel, Washington, D.C.
- April 25, 1959. MASSACHUSETTS CHAPTER. USAR Membership Meeting. Fort Devens Army Airfield, Fort Devens, Massachusetts.
- May 23-24, 1959. TEXAS REGION. General Air Meet and Membership Meeting for TEXAS REGION Members (tentatively proposed). Buccaneer Hotel, Galveston, Texas.
- June 5-6-7, 1959. AAAA ANNUAL MEETING. Business Sessions, Pre-Anniversary Reception, June 5. Business Sessions, 17th Anniversary Luncheon, AAAA Annual Banquet, June 6. Business Session, Installation of '59-'60 Officers, June 7. Shoreham Hotel, Washington, D.C.

AAAA Membership April 18, 1957 — March 31, 1959

Active U.S. Army	3,126	(85%)
Army National Guard	159	(4%)
U.S. Army Reserve	67	(2%)
Civilian (D/A)	36	(1%)
Industry Members	285	(8%)
Associate Members	5	(—%)
Unclassified Members	7	(—%)
Total	3,685	(100%)
Total Membership, April 1, 1959		3,685
Total Membership, April 1, 1958		1,214
Gain, April 1, 1958-March 31, 1959		2,471

Fort Bragg-Fayetteville Members Pursue Chapter Activity

Meeting in the Hospital Annex of the Officers Club in mid-March, some 30 of the 86 North Carolina-Fort Bragg-Fayetteville area Members activated the Association's twenty-second Chapter, the *FORT BRAGG CHAPTER.*

Following the election of a Chapter slate, attending members unanimously approved a monthly meeting schedule. Programming for future meetings is to be prepared by the Chapter Executive Board and presented to the Chapter membership at the next immediate meeting. Plans for participation in the coming AAAA Annual Meeting and a stepped-up membership drive were also discussed in the opening meeting.

Elected as *FORT BRAGG CHAPTER* officers were: Pres: *Capt. Walter J. Ganevsky;* XVP: *Capt. Rennie M. Cory;* VPA: *Capt. Frank O. Miller, Jr.;* VPI: *Capt. Conrad J. Provencher;* VPP: *Lt. Arthur D. Bills;* Trea: *Lt. John J. Ahern;* and Sec: *Capt. John P. Brown.*

Stuttgart Chapter Planning May 30th Family Boat Ride

The STUTTGART CHAPTER plans a general membership social-educational meeting for 29-30 May. SUSAATC, commanded by *Lt. Col. Ted. F. Schirmacher,* Regional VPP, is sponsoring the meeting.

Tentatively our program includes Registration & Billeting between 0800-1230 on the 29th; a *"stag luncheon"* & business meeting (1230-1400) with a parallel *wives' luncheon;* a discussion and *presentation* by the *Vertol Aircraft Corp.* and *tours* of the Stuttgart Area for families, the latter two occuring during the 1400-1630 period.

A cocktail party followed by a *dinner-dance* and *entertainment* conclude our 29 May programming.

Our 30 May *Decoration Day* program includes a pleasant *boat trip* on the Neckar to Marbach (1000-1230) with a *buffet dinner* in gasthaus Marbach, followed by a tour of interesting historical sights in the vicinity. We anticipate plenty of *vocalizing* on the bus trip back from Marbach.

The Training Center has put together a very nice program for our quarterly meeting and we're all looking forward to a very enjoyable two-day session. Our Chapter encourages all USAREUR Regional members to join with us if in the Stuttgart Area at the time.

Colonel Robert B. Neely
President, STUTTGART CHAPTER

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

31st T.C. Chapter Officers

Newly-elected officers of the 31st TRANS CO CHAPTER pose for an informal photo. BACK (l-r): Lt. Joseph P. Chapman (Sec); Lt. Charles A. Morris (VPG); and CWO Bruce C. Nicholson (VPP). FRONT: Capt. Robert G. Cox (VPA); Maj. Orman E. Hicks (Pres); Capt. Robert E. Morris (VPR); and Capt. Thomas M. Stedman. CWO Lester B. Goodman (not pictured) is the Chapter Treasurer.

• TRENDS •

Dear Army Aviator:

Most of us in the Army aviation business are reasonably well aware of the many and varied activities in which we are engaged. We are equally aware that the non-flying element of the Army is sometimes uninformed of all that we do. Even more critical is the lack of understanding in broad segments of the civilian population as to the many facets of Army aviation.

The *"Flying Soldiers"* film, produced last year, has served to overcome a large part of this former lack of understanding of our purpose in life. It appears to me that it would be advantageous for aviation officers at the unit level to keep plugging away on a day-to-day basis at the business of presenting our case both to the ground elements which we support and to the citizens of our country whom we serve.

Here are a couple of examples:

a. The *937th Engineer Aviation Company*, based in Panama and under the overall direction of *Lt. Col. Jack W. Ruby*, is one of the key organizations in the Inter-American Geodetic Survey. Although this is not a strictly military function, the 937th performs a very useful service for our Government under trying conditions. Precise flying of the kind which is called for in this work is conducted continually in jungle areas and at high altitudes. Mapping data in the accuracy required simply could not be acquired by the Inter-American Geodetic Survey without services which the 937th provides.

b. In recent maneuvers in Alaska leading military writers and major commanders were unanimous in praising the outstanding performance of Army aviation elements. Here again, aviators were operating equipment under extreme weather conditions and performing missions at a maximum rate. At times, and in the opinion of some writers, aviation support of *Exercise Caribou Creek* was the principal factor in the success of this maneuver.

BY
COLONEL HALLETT D. EDSON
Acting Director of Army Aviation, ODCSOPS

Chinook Joins AA Family

■ The newest aircraft to join the *Mohawk*, the *Caribou*, and the *Iroquois* is the *Chinook*. In early March the Department of the Army announced the selection of the *Vertol Aircraft Corporation* of Morton, Pennsylvania, to develop a one and one half to two-ton transport helicopter. The *Chinook* will be a tandem rotor turbine-powered machine, with rear loading ramps. Its cargo compartment will be approximately 6' x 6' x 30' in dimension. This machine is intended to fill both the light and the medium requirement for a transport helicopter.

Simplified Aircraft Inventory

■ In connection with the above it is interesting to note that Army policy is currently being developed which will simplify the many different types and makes of aircraft totaling more than 31 models now in the Army inventory. Basically this policy being evolved establishes a requirement for three categories of airplane and three categories of helicopter, plus a flying crane.

In the fixed wing field we will have light observation, medium observation, and STOL transport airplanes. Ultimately there will be only one model in each category. In the rotary wing area we will have observation, utility, and transport helicopters, again with only one model in each category. In addition, we hope to have a flying crane which will be a special air device very probably of a helicopter configuration.

Close Look: Aircraft Accidents

■ A few months ago *Col. James F. Wells*, Director, U.S. Army Board for Aviation Accident Research, looked into some of the special aspects of aviation training from a safety standpoint. Although *Col. Wells* is the first to admit that

his preliminary conclusions are not documented to the satisfaction of a Ph. D. in Statistics, his findings are worthy of serious thought by all of us.

First, it apears that over a third of our aircraft accidents occur when the aviator piloting the aircraft is operating it under *maximum performance* conditions, either of the pilot or of the machine or both. At first glance it would appear that the reduction of operations in the maximum performance area would reduce accidents proportionately.

On the other hand the experience trend of Army aviation since its inception includes maximum performance as a common characteristic in order to perform its combat missions. If we are to operate our machines to meet the performance expected of us, then the conclusion to be drawn is very simple: Well-planned and well-supervised training at the unit level in maximum performance operations will reduce accidents and will further enhance the combat capability of the unit. All of us know that we can reduce aircraft accidents easily by grounding the aircraft. This might satisfy a safety statistician at some command. It would not satisfy the requirement for which aviation in the Army is justified.

On the other hand, as *Col. Wells* points out, a planned program to train aviators in maximum performance flying will also reduce accidents and in addition will fulfill our requirement to provide increased mobility for the Army.

Busy Hub: DUSAAF

■ Incidental note for aviators visiting the Washington area, i.e., those of you who arrive in Washington by military aircraft and land at *Davison US Army Airfield,* Fort Belvoir, Virginia. Davison is probably the busiest VIP airfield in the US Army. Transportation from Davison, which is 18 miles from the Pentagon, to the Washington area is provided by a station wagon shuttle-run, which leaves *Davison* at 15 minutes past the hour during normal duty hours. Returning from the Pentagon to *Davison* the shuttle departs from the Concourse, stairway C-2, at 20 minutes past the hour. The trip each way is about 25 minutes in length. Sedans for transportation to and from *Davison* are nonexistent, except for general officers.

One further word of advice: The Washington area is rated by the FAA as a high-density area and therefore all aircraft coming into or departing *Davison* under instrument conditions must have a co-pilot aboard.

USABAAR Visitor

Lt. Gen. James E. Moore (left), Deputy Chief of Staff for Military Operations, is welcomed by Col. James F. Wells, director of USABAAR, during his recent visit to the Fort Rucker facility. Gen. Moore was accompanied by Maj. Gen. D. E. Beach, director of the Air Defense and Special Weapons Division of ODCSOPS and Col. Hallett D. Edson, Acting Director of Army Aviation.

Prepare for Command Duties!

■ Periodically, in this newsletter and by other means, we attempt to emphasize the command aspect of duty in Army aviation. Although we are making improvements in the development of our command skills, this continues to be one of our weakest links. Unfortunately the only way we can learn to command is to actually command a unit. There is no substitute.

You can, however, prepare yourself for future command by close observation of those you consider to be successful commanders and by careful study of Army literature on the subject. Actually every aviator who climbs into an airplane with a passenger on board exercises a command function. The aviator is in command of the aircraft and it is his sole responsibility

to operate that aircraft under reasonable and safe conditions.

This responsibility in itself calls for the exercise of command functions on numerous occasions. Let us not tolerate any aviation situations such as one which occurred recently in an overseas command. The aviator in command of the aircraft advised his passenger that fuel supply was low and that the mission should be interrupted to refuel. The passenger declined this advice. The aviator failed to exercise his command prerogative. The airplane ran out of gas. This is inexcusable.

Events of Interest to AA

On 3 April, the 82nd Airborne Division, under the command of *Maj. Gen. Hamilton H. Howze,* staged one of the finest demonstrations of airborne and air landed operations I have had the opportunity of witnessing.

This demonstration was for the Association of the U.S. Army's *Mobility Symposium* held at Fort Bragg, N. C., and was attended by over two hundred members of industry, plus several hundred more of the military.

The photo above shows the initial display of troops and equipment prior to the actual movement and conduct of the tactical exercise. On the previous afternoon an *Army Aviation Panel* was held with approximately one hundred persons in attendance. *Brig. Gen. Ernest F. Easterbrook* served as Moderator for the Panel, while *Col. Wayne E. Downing,* ODCSLOG; *Col. George P. Seneff,* OCRD; *Col David P. Parker,* OCT; and the writer participated as panel members.

b. *Col. Wells, Lt. Col. Fleming,* and I represented this office at the *World Congress of Flight* at Las Vegas on 12-18 April. As the name implies, this meeting was international in attendance and very broad in scope. We will tell you about it in the next newsletter.

c. On 22 April this office sponsored a one day policy type aviation conference for the DA staff and CONARC, at which we discussed key aviation items of long range iimplication.

d. Don't forget the *Annual Forum* of the *American Helicopter Society* in Washington on 6-9 May.

e. And last but most important, we hope to see many of you at the *Annual Meeting* of the *Army Aviation Association* in Washington from 5 to 7 June. This promises to be a profitable and pleasant meeting!

Sincerely,

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

The preceding is the April, 1959 ODCSOPS Letter. By "doubling up" in this issue (the March Letter appears on p. 137) the Directorate—in subsequent months—will endeavor to match the Letter to the Issue.

BABY, IT'S C-O-O-O-L-D OUTSIDE!

As a special reward to Canadian pilots who have applied themselves diligently throughout the year they are allowed to attend the *RCAF Survival Training Course.*

For some strange reason, the lucky ones selected for this three-week *vacation* from flying do not greet the announcement with shouts of joy. The prospects of two weeks in the winter bush, followed by one week in the Arctic, produce only long faces and TALL excuses.

The winter phase, held in the mountains of Western Alberta, attempts to simulate an actual survival incident, and so the unfortunate candidates spend a good portion of their time in the bush with only the bare necessities. Food is short, and so rabbits, birds, and squirrels become featured attractions on the menu.

Lull Before the Storm

After two weeks of this, the miserable *vacationer* longs for the comforts of home; however, to show him that the twenty below zero weather in the bush is not *really* cold he is sent up to Cambridge Bay, 100 miles within the Arctic Circle.

This period could well be approximated by putting on your bathing suit and climbing into your refrigerator for one week. In spite of the false stories promoted by the Eskimos' press agents, an igloo is *not* a warm place to live. It's d--n cold!

The Arctic phase does have the advantages of showing Canadians the far northern part of their country and allowing them to meet their northern residents, the Eskimos.

The survival students, in order that they may have shelter from the elements, are quickly taught the art of building igloos by their Eskimo instructors. Once settled in these northern deep-freezes the students are taught further techniques of Arctic survival, including hunting and fishing, for what is a *holiday* without some hunting and fishing?

However, to fish, the *vacationing* Army pilot finds that he has to knock a hole through the thick ice (not easy!), and to hunt he has to walk long distances in the biting cold.

The Bird Dog

This symbol of Canadian Army Aviation was recently presented to the Light Aircraft School, Rivers, Manitoba, by the Royal Canadian Air Force members of the Air Training Wing at the Canadian Joint Air Training Centre. Carving and presentation were by F/L "John" Barton, RCAF. This ferocious beast—half bird and half dog—now hangs in honor in the CJATC Officers Mess.

Sadder, But Wiser

By now the Army pilot realizes that this Arctic *holiday* is not the vacation it's cracked up to be. In fact, it's just about the *most* miserable three weeks he has ever spent. However, that's survival training. It can be compared to the taking of a particularly foul-tasting medicine, in that the end result may prove beneficial.

The writer may sound unhappy but he feels better, now that he's home and his nose has thawed out and has lost its brilliant red hue. He joyously recalls getting even with the first Eskimo he ever met. *Ukluk* laughed at our attempts at igloo-making, but failed to catch a fish. Needless to say, the writer caught a whopping big trout. Best of all though, Army pilots now have a healthy regard for the contents of the aircraft survival pods carried on every cross-country.

By Maj. R.E.R. Borland
Light Aviation School
CJATC, Rivers Camp
Manitoba, Canada

■ Anyone know of some good L-23 mechanics *USAREUR-bound* in the near future? *"Hank Weggeland* of the USAREUR Flight Detachment thinks some other unit besides his *must* be training them, but the number he receives indicates that very few ever come this way. Since they carry a 671 MOS just as the mechanic who is qualified in an L-19 only, our AG friends have a hard time spotting them before they end up assigned to a unit *without* an L-23.

If any reader of this column has a good L-23 mechanic who is slated to come to USAREUR soon, will he please drop me a personal letter giving the man's name, rank, serial number and information on when he will be heading for Europe? If the man already has orders a copy of them would be appreciated.

In case the man has a preference for USAREUR at Heidelberg, Seventh Army or VII Corps at Stuttgart, V Corps at Frankfurt, SETAF in Italy, or COMZ in France we will try to give him his preference, if possible. I will try to answer all letters or have the unit to whom the man is scheduled for assignment answer, in case I am overwhelmed.

USAREUR REPORT

L-23 Assignment Rotated

■ Our policy on assignment of officers to flight sections with L-23's is to *minimize* the number of officers who have previously served with a similar flight section. This policy must be carried out; however, exceptions may be reqired to assure availability of required instrument examiners and a few pilots with a high experience level in twin engine flying.

An instrument ticket is mandatory, but previous twin engine time is only in the desirable category. This policy we hope will decrease the number of pilots who find themselves in a command or staff position with too many years of service to justify an unfamiliarity wtih their new duty.

Command Changes

■ By the time this is printed we will have said "Auf Wiedersehen" to *General H. I. Hodes.* He was a staunch supporter of Army aviation and very interested in our problems. Having served previously as an Army aviator under *General Eddleman,* the new Commander in Chief, USAREUR, I know that he also is a firm believer in Army aviation. *Major General Sherburne* left G3, USAREUR to become Deputy Commander, Seventh Army where he will have only Seventh Army aviation problems, instead of those of all USAREUR as before.

Brigadier General Johnson has moved to USAREUR, G3 where he picks up aviation problems of all USAREUR, instead of confining himself to those of Seventh Army where he was Chief of Staff. All the changes coming up in senior aviation spots well be reported as they become firm.

June Celebration Planned

■ Planning has started for the *Annual USAREUR Army Aviation Birthday Dinner* in June. As soon as possible more information on this will be put out in USAREUR. Those held in the past two years at Heidelberg have been a great success. This year we hope for an even better party with far more people. USAREUR aviators are enjoined to start making your plans *now* to attend. It will be in Heidelberg as close as possible to 6 June.

USAREUR REPORT/*Continued*

■ Recently I asked *Lt. Colonel Cloyd V. Taylor*, an Army aviator since the very early days, for some information to include in this column. *Colonel Taylor* travels extensively around USAREUR and observes many of our activities. Since he is not assigned to any USAREUR unit his following observation can be considered unbiased:

Colonel Warren R. Williams
Aviation Officer
USAREUR

8th Trans Battalion Crewmen Cited for Rescue Mission

Two pilots and a crew member of the 110th Trans Co (Lt Hel) recently received a commendation and drew high praise from officials of the Federal Republic of West Germany for saving the life of a German National factory worker who had been critically injured in an Autobahn accident.

Shown above are Sp/5 Raymond F. Jones (crew chief) & CWO Billy R. Holt (pilot); Maj. Gen. Erich D. Hampe (Fed. Rep., West Germany); Lt. Col. Clarence H. Ellis, Jr. (CO, 8th Trans Bn), Sergei I. Sikorsky (Sikorsky Acrft); Otto Reitdorf (Reitdorf Helicopter Co); and CWO Roger D. Triplett (pilot).

A host of dignitaries attended the ceremonies honoring the American crew, including Embassy officials, and other government and military officials of NATO member nations.

In another mission, five German mountain climbers were recently rescued from an inaccessible, snow-filled ravine near Berchtesgaden high in the Bavarian Alps by an Army search party in an Army Choctaw. Three aditional members of the party perished in an avalanche.

CWO Leonard Sims, co-pilot CWO Jack Rhew, and Sp/5 Mathew Golden, all of the 18th Trans Co (Lt Hel), spotted the fluttering red scarves of the survivors, who had taken refuge in an Alpine gasthaus.

Prompt Army assistance was rendered when sudden snows had closed off much of the area to ground search parties.

CANDID LOOK By Lt. Col. Cloyd V. Taylor

"My observation of U.S. Army aviation in Europe is that is has never been better. We, individually and collectively, can improve and so can Army aviation. Throughout Europe, Army Aviators are eager to accomplish the assigned mission. The pilots work hard; however, I think we are "Spinning our Wheels" excessively. From this wheel spinning comes mud and rocks, sometimes landing in our eyes and face which causes us to lose sight of Army aviation.

To improve Army aviation I suggest the following:

More technical reading by all Army Aviators.

More class room instruction and training by organizations.

More staff studies by Aviation Sections to support requirements for additional equipment and personnel.

A more thorough knowledge of equipment, to include auxiliary equipment.

More respect and patience for those who are working day and night to improve Army aviation.

Continue to speak our thoughts, but remembering that individually we accomplish comparatively little, whereas collectively we accomplish much. Simple but true—when I point a finger at someone, I point three at myself."

CLOYD V. TAYLOR

MAINTENANCE TIPS...

...Mike Button

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

CORRECTION!

■ *Old Mike* would like to call your attention to a change in the article, *"New Pilot's Helmets,"* which appeared in the February, 1959 column. A phone call from a WAC Sergeant to the Signal people here at TSMC, called my attention to a correction, and she was perfectly Keerect!

Only *Mikes'* distribution of the change came after the article was released so the only change I had at the time of writing was change 4, 1 October 58. However, change 5, 1 November 1958, superseded change 4—No damage though, same basic information—So, refer to SM10-1-8415, change 5, dated 1 November 1958 which spells out the complete poop. OK?

Additional info since February 59 article just arrived, so *Mike* passes it on:

1. Issue will be authorized by TA-21.

2. Basis of issue:

a. One (1) per flight crew member on flying status and issued as organizational equipment on DA Form 10-102. Also, individuals will keep helmets while on flying status.

b. One (1) per observation airplane or one (1) per observation (recon) helicopter and issued as organizational property to be used by observers and commanders when participating in aerial flight.

By

William D. Bickman

TSMC, St. Louis, Mo.

3. These helmets will be stock funded and will cost around $125.00 each, with cost being absorbed by current Operation & Maintenance Army funds.

"Entre Nous"

■ A couple of weeks ago *Mike* got wind of a practice which I hope nobody gets, you know what, caught in the well known wringer. 'Tis this, putting auxiliary (and I use the word very loosely) equipment on DA aircraft or modifying it without *"The"* specific authority. Suggest every one *review*, very thoroughly, AR 750-5, Section VII, modification of materiel and specifically AR 750-712, 5 June 1957, paragraph 4, modifications, sub paragraph (2), which states under what conditions you may be granted authority by the Chief of Transportation to change the basic aircraft to fit your particular need and when you can change the installed equipment to suit your outfit's peculiar needs. So, check out these AR's for your own good.

Want Action ?

■ These sagacious editors—and I really mean it! The box adjoining *Mikes'* February 59 column in *ARMY AVIATION* was well placed to get action.

So, to *Lt. Donald M. Hanks,* USAPHS, Camp Wolters, Texas, *Old Mike* will take this problem of yours (and a lot of other Peelows too, I would say) up with each individual Aircraft Project Officer here at TSMC to see what can be done to eliminate that "plague."

Majove Restrictions

■ H-37 helicopter with B-1A attitude indicators installed are restricted to flying only when visual reference to the horizon is possible. No premeditated night or actual instrument flight should be made because your main inverter might go out and when you switch to the standby, the horizon bar will give you an

unreliable pitch indication—as much as 5 horizon bar widths—as if you were in a hairy climb.

If you start to follow the "little airplane" you know—a screeching descent (remember 80 knots). Then, should you bank the kite the horizon bar will follow the bank of the helicopter, thus, giving you an indication of level flight when actually you are still in a bank.

If by chance you are caught in actual instrument conditions or at night and the main inverter goes out and you switch to standby, monitor that altitude. Use your cross-check; back to needle, ball, airspeed, and vertical velocity indicator to be sure the bird is doing what you want it to do. Remember, there are old and bold pilots, but there are no old, bold pilots. This restriction will be lifted soon as the "fix" which we're working on now, hits the field.

The Question . . .

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

1. Reference TM-1-1L-2OA-6 dated July 1958, page 18 under utility (system number 6) reads as follows "Cabin area for presence of carbon monoxide (if heater installed) (tester S/L number 7CAD-271200-5 and NBS colorimetric carbon monoxide indicating tubes, S/L number 7CMD-AAF-889500).

2. How can we obtain the above items? Repeated requisitions using the same information have resulted in answers from TSMC such as, "No longer item of issue" or "Try another stock number" or "Try Ordnance." Can you find stock number, FIA number and cost for us. We'd like to keep our L-20 safe to fly.

. . . the Answer

Owen K. Gotchall
Maintenance Tech
Oregon National Guard

Owen K. Gotchall
Maintenance Tech
Oregon National Guard
Dear Sir,

Old Mike has researched your problem very thoroughly and it was very revealing, to say the least. You're not the only guy who could have the same problem because of the dash 6s.

As a matter of information I should like to pass this on to everyone who uses DA aircraft publications.

When we of Army aviation started out we had to rely on AFTOs because these TOs were the only handbooks available for DA use. So your TM1-1L20A-6 was made up of the AFTO pages with the DA, TM1 cover dated July 1958.

*** In this specific case, page 18, under utility, system No. 6, quoted part numbers which only meant something to AF personnel and when these parts were ordered the AF Stock Agency substituted, for 7CAD-271200-5, FSN 6685-490-2010 and for 7CMD-AAF-889500, FSN 6665-333-1383. These were the converted numbers as far the AF supply system was concerned. However, the Army took a dim view of this item to do their job, so they got Ordnance to buy a product to do the specific job that the Army wanted done.

So breaking it down you get the following: DA orders FSN 6665-276-7545, Indicator tube, carbon monoxide and FSN 6665-283-0654, Detector Kit, carbon monoxide, which should be requisitioned from the Ordnance Supply Officer, if your outfit is authorized the following 2nd echelon tool sets, you get one (1) Detector Kit and two (2) Indicator tubes for each set:

FSN 5180-323-4979
FSN 5180-323-5037
FSN 5180-323-4948

If you run into trouble throw this at him: Refer to 1st Ind from Rossford Ordnance Depot, ORDWD-TEM-ED to TCSMC-E letter dated 12 September 1958, subject: Tool Sets, Organizational Maintenance, Army Aircraft. That should jar him, yes?

Also, if you are authorized 3rd and 4th echelon shop sets you get the same quantity for the following sets from your TC Supply Officer:

FSN 4920-321-9397
FSN 4920-321-9403
FSN 4920-321-9405

TCSMC-E has taken the necessary steps to get the dash 6s changed for all aircraft equipped with manifold heaters.

Further, should this situation ever come up again, when you get a requisition back marked as you stated, UER the handbook to TCSMC-E ATTN: L-20 Project Officer. Believe me you'll bet action, and now:

Hope I've answered your questions.

Informationally yours,
MIKE

Choctaw Pump Trouble?

■ Seems as though we of TSMC are getting a lot of squawks lately on premature failure of fuel booster and fuel transfer pumps. Also, a lot of noise when the transfer pumps are in operation.

Old Mike would certainly like to pass these points on to ye:

1. When starting and during ground operation if you continue to flip the switch when the H-34 has low voltage (below 24 vdc), you're asking for it. You must use an APU for starting and ground operation (static) to insure proper voltage for both pumps and the rest of the electrical equipment on board.

2. When transferring fuel, be sure there's fuel to be transferred! You'll burn out the bearings and that's what causes the noise. Don't operate the transfer pumps dry. OK?

Dit dah, dit dah dit.

Informationally yours,
Mike Button

Group Photos

Memo to those good people submitting recent group photos. Receipt is acknowledged. We're hurting somewhat for space but will get to 'em very shortly.

Command and Staff Changes

HOUSE, James H., Maj., 3 Parkway Drive, Williamsburg, Va.
SMITH, Sheldon M., Lt., Col. (USAR), 1031 Hanshaw Road, Ithaca, New York.
STYVE, Lester O., Maj., Det L, KMAG (A-34), APO 301, San Francisco, California.
WALTERS, John J. Maj., 7th USA Training Center, APO 114, New York, New York.
WANN, Henry S., Maj., Flight Detachment, MAAG-Japan, APO 900, San Francisco, California.
GONYER, Harold E., c/o Ralph Scearcy. Box 842, Winnebago, Minnesota.
GWINNER, Maurice D., Lt., Headquarters, Sharpe General Depot, Lathrop, California.
HAFERS, Ernest F., Capt., 7774th Signal Service Bn, APO 58, New York, New York
HALL, Billy C., Capt., Associate Advanced Course No. 3, Infantry School, Fort Benning, Georgia.
HAMPTON, Jerry L., Lt. Building 6207-A, Fort Carson, Colorado. (Temporary).
HART, Kyle E., Lt., 129 Godfrey, Mineral Wells, Texas.
HOLL, Richard M., Lt., Aviation Company, 101st Airborne Division, Fort Campbell, Kentucky.

The Month's Takeoffs!

BALLINGER, W. J., Lt., 57th Medical Detachment (Hcptr Amb), Fort George G, Meade, Maryland.
BANKER, Walter E., Capt., Transportation Section, Hq, 7th Army, APO 46, New York New York.
BEAUMONT, Edgar S., Mr., 25 H. Martin Arms, Anchorage, Alaska.
BEEBE, Robert E., CWO, 33 Olson Lane, Fort Rucker, Ala.
BONIFACIO, Robert A., Capt., 17th Aviation Company (FW-TT), Fort Ord, California.
BOWIE, Herbert H., Mr., Solar Aircraft Co., 1625 Eye Street, N.W., Washington, D.C.
BRAZEALE, Charles R., Lt., Hqs Btry, 2nd Bn, 28th Artillery, Fort Sill, Oklahoma.
BRUGGER, Karl A., Lt., ACO No. 2, SOC, Box 1372, Fort Knox, Kentucky.
BURROW, George D., Lt., 416th Signal Aviation Company, Fort Huachuca, Arizona.
BYRNE, Donald, Lt., 93rd Transportation Company (Lt Hcptr), Fort Devens, Massachusetts.
CARLSON, David R., Lt., 1st Aviation Company, 1st Infantry Division, Fort Riley, Kansas.
CARTER, Billy, D., Capt., 1913 Lindy Street, Lawton, Oklahoma. (Temporary).
CASS, Stanley D., Lt., 9th Aviation Company, Fort Carson, Colorado.
CHINSKE, Richard W., Capt., Transportation Office, Fort Huachuca, Arizona.
CLARKE, Laurence B., Lt., Box No. 1, Chugiak, Alaska.
CLEMENS, Paul J., WO, 1207 Blaine Drive, Alexandria, Va.
COOKE, Charles B., WO, 6th Transportation Company (Lt Hcptr), APO 71, San Francisco, California.
DARE, Afton, Capt., Quarters 561-B, Fort Belvior, Virginia.
DILL, Ernest W., Capt., Headquarters, 8th Artillery, APO 25, San Francisco, California.
HOLLOMAN, Robert A., III, Capt., USAPHS, Class 59-07, Camp Wolters, Texas.
JERSEY, Donald H., Capt., 1624 Maldon Lane, St. Louis 21, Missouri.
KEILERS, Charles H. Lt., 25th Transportation Company (AAM), Fort Bragg, North Carolina.
KENDALL, Howard A., Lt., 2657 Dawes Street, Rancho Cordova, California.
KLIPPEL, Kenneth L., Lt., 6238 Montgomery Street, Tacoma, Washington.
KNIGHT, Emmett F., Lt., Student Detachment, TCOC No.2, Fort Eustis, Virginia.
LARGE, Ulysesses S., Jr., Lt., 302 Patton Drive, Killeen, Texas.
LEUPPERT, Fred W., Lt., 32nd Signal Battalion, APO 175, New York, New York.
McCALL, LeRoy W., Lt., Hqs Battery, 2nd How Bn, 13th Arty, Fort Sill, Oklahoma.
McCRACKEN, James A., Lt., 502nd Aviation Company, Fort Hood, Texas.
McDANIEL, Harry T., Capt., Officer Student Company, USAPHS, Camp Wolters, Texas. (Temporary).
MacLENNAN, Robert J., Capt., 49th Medical Detachment (Hcptr Amb), APO 301, San Francisco, California.
McNATT, Orville W., Lt., 7425 Irving Street, Westminster, Colorado.
McWILLIAMS, Ronald E., Lt., 36th Transportation Company, APO 165, New York, New York.
MacMAHON, Frank K., Mr., Vertol Aircraft Corp., Potomac Plaza, 2475 Virginia Avenue, N.W., Washington 7, D.C.
MARSH, Robert R., CWO, Box 329, Ozark,, Alabama.
MEULEMANS, Vincent J., Lt., 1st Aviation Company, 1st Infantry Division, Fort Riley, Kansas.
MILER, Edward H., Lt., 16th AOD, APO 46, New York, N.Y.

A LOCATOR SERVICE ON ARMY AVIATION PERSONNEL AS COMPILED FROM CHANGE OF ADDRESS NOTICES FORWARDED TO "ARMY AVIATION MAGAZINE"

DOUCETTE, Roger A., Capt., U.S. Army Aviation School (3462), Fort Rucker, Alabama
DUENSING, Harry, Lt., 2nd Aviation Company (FW-TT), APO 185, New York, New York.
DUPREE, Burton L., Lt., 822 South Side Drive, Killeen, Texas.
DURIE, Robert E., Capt., 2518 Rice Street, Columbus, Ga.
FERGUSON, William H., Capt., Hqs, AFFTC, Edwards Air Force Base, California.
FOLEY, John G., CWO, 868 N.E. 119th Street, Miami, Fla. (Unconfirmed; P.O. Notice.)
GOLEMBIESKI, Frank E., Jr., Capt., 38 Luzon Drive, Fort Bragg, North Carolina.
GOSHEN, Robert P., Mr., 14844 Rayfield Drive, La Mirada, California.
MILLER, Lyle I., CWO, 238 Harris Drive, Fort Rucker, Ala.
MITCHELL, Max H., Lt., Radio Co., 304th Sig Bn, APO 301, San Francisco, California.
MITCHELL, Theodore L., Lt., 4th Co, 1st Student Bn, The School Brigade, Fort Benning, Georgia.
MORGAN, Glenn E., Lt., 937th Engr Co (Avn), APO 832, New Orleans, Louisiana.
NOWALK, C. L., Lt., 1643 Lucas, Ft. Sill, Oklahoma.
PAULSON, Eugene C., Capt., 4027B Henry Place, Fort Huachuca, Arizona.
PAYNE, Thomas L., Lt., 24th Aviation Company, APO 112, New York, New York.
PEACHEY, William N., Lt., Quarters 7238-A, Fort Carson, Colorado.
POHLMAN, William F., Lt., 11 Bartholomew Road, Ansonia, Connecticut.

PCS/*Continued*

PROSSER, Eugene K., Lt., Company B, 1st BG, 16th Inf, APO 34, New York, New York.
REYNOLDS, Herschel E., Capt., 6th U.S. Army Flight Detachment, Presidio of San Francisco, California.
RHEIN, John H., Lt., Box 456, Fort Rucker, Alabama.
ROGERS, Richard W., Lt., Hq & Hq Detachment, 29th Engr Bn (BT), APO 94, San Francisco, California.
ROSSI, A. Scott, Mr. c/o US Army Maintenance Board, Fort Knox, Kentucky.
RUSH, Robert P., Capt., 24th Aviation Company, APO 112, New York, New York.
RUSSELL, Walter B., Jr., Capt., 82nd Airborne Division, Fort Bragg, North Carolina.
SAWVELL, Vernon, L., Lt., 54th Transportation Company (Med Hcptr), Fort Sill, Oklahoma.
SCHAEFER, Richard B., Capt., 224 E. Princeton Street, Ontario, California.
SCHOMP, Donald D., CWO, 17th Aviation Company (FW-TT), Fort Ord, California.
SCHRUNK, Wayne G., Lt., 9205 Hipkins Road, Apt E, Tacoma 99, Washington.
SHALLCROSS, George W., Capt., 210th Artillery Group, APO 177, New York, New York.
SHAVER, Charles W., Lt., 1149 Stamper Road, Fayetteville, North Carolina.
SHERIDAN, Milton C., Lt., 5th AEOAC, Stu Off Det, USAEC Regiment, Fort Belvoir, Virginia.
SHIPMAN, Charles S., Lt., Post Aviation Section, Fort Leonard Wood, Missouri.
SMITH, Athol M., Capt., Hqs & Svc Co, USAAVNS Regt (Office of Secretary), Fort Rucker, Alabama.
SMITH, Blair E., Lt., 2nd Armored Cavalry Regiment, APO 696, New York, New York.

The 15th Annual Forum of the American Helicopter Society will be held at the Sheraton Park Hotel, May 7-9. AHS Forums have always proven themselves to be most fruitful sessions. Plan to attend!

SMITH, Raymond E., Lt., Company C, Stu Det, USALS, Presidio of Monterey, California.
SUTOR, Alan D., 12381 S. W. 191st Street, Miami 57, Fla.
TEDLOCK, Billy L., Capt., Hq & Hq Co, 2nd Bn, 14th Armored Cav Regt, APO 330, New York, New York.
THOMAS, William L., Lt., 1st Howitzer Bn, 36th Arty, APO 751, New York, New York.
TIMM, Miss Billie, Apt 122, 2800 Woodley Road, NW, Washington 8, D.C.
TORGERSEN, Thorvald R., Capt., EUSA Aviation Detachment, APO 301, San Francisco, California.
WEBBER, Herbert M., Lt., Antilles Aviation Section, Antilles Comd, USARCARIB, APO 851, N.Y., N.Y.
WEST, Thomas C., Lt., 93rd Transportation Company (Lt Hcptr), Fort Devens, Massachusetts.
WICHMANN, Arthur R., Lt., 7th Aviation Company, APO 7, San Francisco, California.
WILLIAMS, Richard L., Lt., 82nd Avn Company (Abn Div), Fort Bragg, North Carolina.
WILSON, Myron R., Capt., US Army Ordnance Garrison, Det. No.3, Holloman AFB, New Mexico.
WILTSE, Harvey W., Jr., Capt., 134 Verdant, San Antonio, Texas.
WURTH, Jack E., Capt., Company C, 17th Signal Battalion, APO 164, New York, New York.

SCRAPBOOK SNAPSHOT

8th Transportation Company (Lt Hel) Fort Bragg, North Carolina

FRONT (l-r) CWO LW Arrick; WO RF Aiken; CWOs GW Davis & LK Dow; WOs CO Davis & DO Cox; CWOs LP Finley, JG Daneker, LH Burroughs; WOs HW Updyke, BF Wilson; Lt DL Clark. 2ND ROW: WO L Feutz; CWOs CO Warner, RJ Sable, TG Stubbs. & F Kendall; WOs RD Biggs & DV Godwin; Maj PB Dickens (CD); Capt CL Clance (Exec); Lts GL Moeller, CW Edmond & CH Keilers; Capt DD Dukes. 3RD ROW: WO WD Powers; CWOs IC Irvine, RL Watts, & HE Barlow; Capt WJ Ganevsky; CWOs PE Crossan, WR Kirkpatrick, DL Randall, AW Kepner, CJ Dye, EJ Gossett, & AM Albritton. Fifteen of the unit's personnel were missing at the time of the photograph and are not shown.

SPLINTERS From the Board

COLONEL
JACK L. MARINELLI
PRESIDENT

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

SERVICE TEST OF YAC-1DH CARIBOU AIRCRAFT

By M. Jake Fortner

■ In May of this year the *U.S. Army Aviation Board* is scheduled to begin service test of the *YAC-1DH "Caribou."* This twin-engine transport aircraft is being built by *de Havilland Aircraft of Canada, Ltd.*, and is the first exception to Mr. Wilson's DOD directive specifying a 5,000-pound empty weight limitation on Army fixed wing aircraft.

Since as early as 1955, *de Havilland Aircraft* has been considering a commercially salable twin-engine airplane with STOL characteristics. The original design concept was for a twin-engine *"Otter,"* but after investigation this idea was dropped in favor of a new design. The resulting transport aircraft was designated the *de Havilland DHC-4 "Caribou."*

The U.S. Army became interested in *de Havilland's* proposed design as a possible transport aircraft. Since the proposed design had an empty weight in excess of 5,000 pounds, an exception to Mr. Wilson's DOD directive was obtained and the Army contracted to buy five production models for prototype evaluation. Necessary contracts were negotiated through the Air Force with the provision that the aircraft would be CAA certificated. The U.S. Army version has been designated the *YAC-1DH "Caribou."*

The *"Caribou"* is a twin-engine, high wing, utility transport type of airplane powered by two Pratt and Whitney R-2000-13 engines, each rated for 1450 BHP takeoff power and 1200 BHP normal rated power. Gross weight is 26,000 pounds with an empty weight of 16,620 pounds. Within this gross weight, a payload of approximately 4 tons may be transported for short ranges, while over 2½ tons of payload may be transported approximately 870 nautical miles.

1,100 Mile Maximum Range

Maximum range with normal internal tankage is approximately 1,100 nautical miles. The cockpit provides for a pilot and copilot. A large rear loading door provides access to the cargo compartment. Seating is provided for up to 32 troops or a crew chief and 31 troops. Troop

seats may be stowed to provide for installation of up to 14 litters.

While designed for short field takeoffs and landings (approximately 1,000 feet over a 50-foot obstacle), the *"Caribou"* will have a cruising speed of approximately 157 knots at 50 percent of takeoff power. Touch-down landing speed is approximately 54 knots. Wing span is 96 feet, length 72 feet 7 inches, and fin height is 31 feet 9 inches.

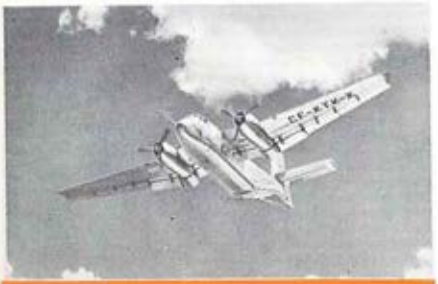
The manufacturer has planned a production rate of one aircraft per month beginning in March, 1959 with the rate reaching two per month by the end of that year. The first Army prototype (March, 1959 production) will be the third aircraft built. The two prior articles are being used for CAA certification with one of the two scheduled for subsequent delivery to the Canadian Army.

The U.S. Army has required the installation of de-icing boots, a winterization kit, and reversing propellers on the fourth Army item. An AN/ASN-22 automatic pilot (*Lear F-5* modified for *YAC-1DH*) will be installed on the fourth and fifth Army models.

Thorough Testing Planned

The present test schedule is for limited Phase IV tests on the first Army model by the Air Force at Edwards AFB during the period of mid-April to mid-October 1959. *U.S. Army Aviation Board* crews are then scheduled to fly the aircraft at Fort Bragg, N. C., for tests by the Army Airborne and Electronics Board to determine the aircraft's suitability for parachute delivery of troops and cargo.

The second Army *"Caribou"* will be service tested by the *U.S. Army Aviation Board* for



approximately 300 hours during the period of May 1959 through January of 1960. The fourth Army model is scheduled for delivery to the Aviation Board in November of 1959 as the second service test item. The service test of this airplane will include service test of the reversing propellers, the AN/ASN-22 autopilot, and the de-icing boots. In the first quarter of 1960, this *"Caribou"* will be scheduled for climatic hangar tests at Eglin Air Force Base.

TATSA, USATSA Get No.3, No.5

The third and fifth Army models will undergo logistical evaluation by the *U.S. Army Transportation Aircraft Test and Support Activity* and *U.S. Army Signal Aviation Test and Support Activity* at Fort Rucker. Delivery is scheduled in June and October 1959, respectively.

All Army *"Caribou,"* except the Nr 4 item, are scheduled for troop tests beginning in March, 1960 by a unit yet to be designated by Hq USCONARC.

Investigate Reversing Propellers

At the Army mock-up conference early in October 1957, the *U.S. Army Aviation Board* recommended installation of *reversing propellers* on one aircraft. This recommendation was subsequently approved for the fourth U.S. Army aircraft. The Board does not expect the reversing propellers to shorten the minimum landing space required for the *"Caribou."* On the contrary, these tests will be designed to investigate the advantages gained by use of reverse thrust for ground-handling and for landings on icy or slippery landing areas. Experience gained from this program should indicate if a requirement exists for reversing

propellers on selected future Army airplanes.

Crew oxygen is not provided in the *"Caribou."* At an early Model Specification meeting, it was agreed that portable oxygen kits would be used during tests of the five Army *"Caribou"* with a view to determining any future requirements for installed oxygen.

The *U.S. Army Aviation Board* has selected *Master Aviator Capt Merrill E. Jameson* as project officer on the *"Caribou." Capt Leonard R. Dennis* will act as assistant project officer. These officers will be assisted by Board test pilots, *Charles L. Martin, Jr.,* and *Richard J. Followill.* All four of these pilots are scheduled for factory training and checkout during the period 27 April to 15 May 1959.

(Ed. Note: The following is an April 5th addition by the author.)

Test programs stay in a fluid state and it is difficult to publish an up-to-date and accurate schedule. In the case of the *Caribou,* the Army's Nr 1 aircraft was lost on 24 March during a high speed dive test flight, and about 30 minutes prior to complete certification.

The cause appeared to be elevator flutter, probably induced by a trim tab. Due to a lack of longitudinal control, both pilots bailed out successfully after cutting off the switches and gas and feathering both engines.

No Appreciable Delay

The aircraft crashed in a wooded area and did not burn, permitting a rather straightforward investigation. The net result of this mishap appears to be a delay of approximately 30 days in the overall test program. No major problems are envisioned and de Havilland plans to replace the lost aircraft with one of their own production items, probably the one due off the line in May.

Although I have not purposely compared the *Caribou* with earlier descriptions since the changes were a de Havilland decision, here are the basic changes made and the reasons therefore:

a) Fuselage lengthened by 45". The add'l length is forward of the wing and just behind the pilots' compartment, resulting in a 45" increase in the length of the cargo compartment. *This was done to increase the cargo compartment and to improve the allowable c.g. travel with various type loads.*

b) The aircraft is being FAA-certified at 26,000 lbs gross weight in lieu of the originally planned 24,000 lbs. This is being done for several reasons:

1) *Weight growth that resulted in production and from the increase in length, and*

2) *The fact that the structural integrity for 26,000 lbs gross weight has been designed into the basic aircraft.*

c) The wing dihedral has been increased by three degrees. *This improves the stability and handling characteristics of the aircraft.*

All the above result in some change in dimensions and performance. The new dimensions and performance are those reported in the article.

In addition, *Mr. R. J. Followill* has been replaced as project pilot by *Capt. Joe E. Kramer.*

Next Month

In the May, 1959 issue of ARMY AVIATION, U.S. Army Aviation Board project pilot Richard J. Followill will discuss the service test of the Hughes YHO-2HU (Hughes 269A) helicopter.

About the Author

M. Jake Fortner

Jake is a native of Dothan, Alabama. Graduated from Alabama Polytechnic Institute (Auburn) in 1941 with an aeronautical engineering degree and reported for active duty as a Field Artillery 2nd Lieutenant. Was selected to participat as a pilot in h orginal Army tests which resulted in War Department approval of organic Army aviation. Left Army as a Major in 1945 and taught at Auburn for eight years. After a birew job with the Air Force, joined the Army Aviation Board in January 1956 as the Board's aeronautical engineer. Serves as consultant and technical adviser.

AA PROPONENT - RUSS BANNOCK

■ If it were possible, we would have chosen the front cockpit of an airplane as an ideal meeting place to arrange this introduction to *Russell Bannock*, de Havilland Canada's Director of Military Sales—for he has spent more than half his entire lifetime in these familiar surroundings.

Russ was born in Edmonton, Alberta in 1919. Early in his career he aspired to become a mining engineer, and spent his summers working in the mines. His studies, however, were interrupted by the war, which became a major factor in shaping his future destiny.

Edmonton is a bustling air center and the home of many of Canada's most famous bush pilots, so the urge to fly just naturally caught up with young *Russ Bannock* in his 18th year. He took up flying with the Edmonton Flying Club in 1937.

AN RCAF "ACE"

On the outbreak of war in 1939 he joined the RCAF. During his tour of active duty overseas *Russ* flew de Havilland *Mosquitos* on night intruder combat missions. In all, he shot down 14 enemy planes in action—an amazing record for night flying operations. He was credited with 20 German V-bombs, the highest score of these fast flying missiles accounted for by any Canadian pilot in the war. In 1944 he was decorated with the *Distinguished Flying Cross* and later was awarded a bar. He commanded both the 418th City of Edmonton, and 406th City of Saskatoon Squadrons and for distinguished and outstanding leadership was awarded the *Distinguished Service Order*. On discharge from the service he held the rank of Wing Commander.

JOINED DHC IN 1946

Mr. Bannock joined de Havilland Aircraft in 1946 as Chief Test Pilot. His outstanding technical knowledge and administrative ability gained him rapid promotion—to Operations Manager, to Military Sales Manager, and in 1950 to the Board of Directors as Director of Operations, later to Director of Military Sales.

Russ was the pilot who put the *Beaver* over the hurdles in 1951 at Fort Bragg, N. C. to win a competition for acceptance by the U.S. Army. He has been a familiar figure around Army aviation establishments ever since. To his outstanding flying ability he has added a vast store of technical knowledge, a rare combination which has contributed in no small measure towards the development of the impressive line of STOL aircraft which have come off the assembly lines of the de Havilland Aircraft of Canada.

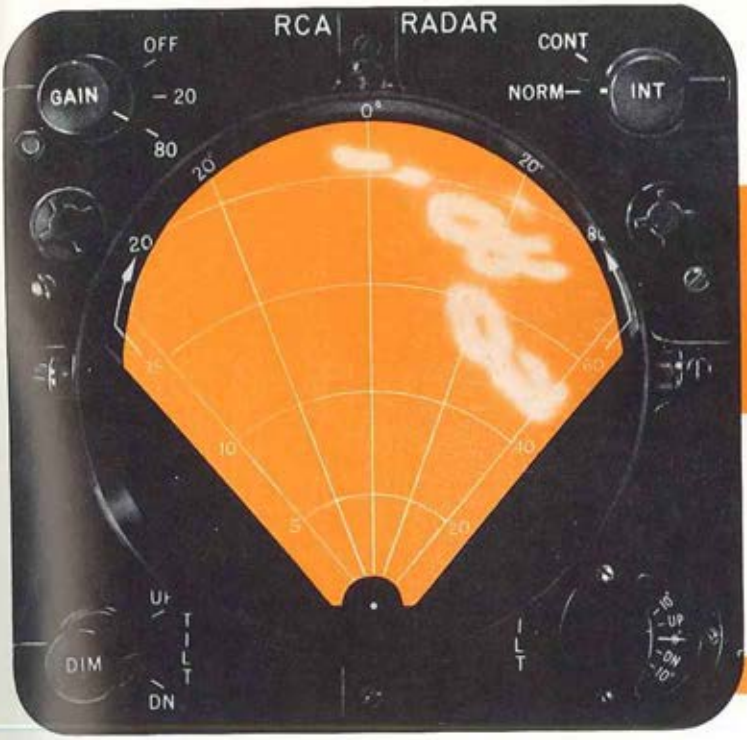
Though seriously devoted to aviation, *Russ* likes to relax, and in his own irrepressible manner swaps a few yarns and takes time out to look at the lighter side of life. He is an ardent sportsman and excels in most sports at which he tries his hand. A keen fisherman and hunter, he is as much at home in the great outdoors as the most seasoned old sourdough.

AN ATHLETIC TWOSOME

Skiing, golf, and fancy skating are closest to his heart right now—next to *Norah Bannock* whom he married in 1947 and who is no mean golfer and skier herself. *Norah* (nee Quinn) was with Trans Canada Airlines prior to their marriage and is therefore a lot more understanding than most pilots' wives. They have three fine youngsters, two boys, *Paul* and *Michael*, and a reigning Queen, *Sister Ann*.

A visit to the *Bannock's* home in North Toronto is an experience that would delight the heart of even discriminative *Ed Morrow*. Here you will find no manifestation of the push-button age of electronic exhibitionism. Their place is spacious and comfortable and reflects the impeccably good taste the *Bannocks* have displayed in their choice of the furnishings. They like to entertain, and to meet them in their charming home is to make the acquaintance of a genial and generous host and a gracious lovely lady whose hospitality is unsurpassed.

THE SECOND IN A SERIES OF INFORMAL PROFILES ON INTERESTING PERSONALITIES WITHIN THE AVIATION INDUSTRY



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Brig. Gen. C. F. von Kann Assigned As Director of Army Aviation

Editor, ARMY AVIATION:

The Army has just announced that *Brigadier General Clifton F. von Kann* will become the Director of Army Aviation during the first part of July. This will provide some degree of continuity as I will depart for my new assignment in EUCOM at the end of June, and will be able to have frequent discussions with him prior to that time.

I have just had the pleasure of spending three days at Fort Bragg, N. C., and talked with *General von Kann* at great length. Army aviation is indeed fortunate in having as its Director an officer with his broad background of education and experience.

In the matter of schooling, he is a graduate of Harvard, the Command and General Staff College, the Armed Forces Staff College, and the National War College. He is qualified as a parachutist and rated as an Army Aviator.

His assignments include Field Artillery Battalion command during four campaigns in Italy in World War II, and Army staff duty in the continental U.S., in Japan, and in Korea. For the past two years he has served as Assistant Division Commander of the 82nd Airborne Division, where he has had a wonderful opportunity to work closely with the Army's first Director of Army Aviation, *Major General "Ham" Howze*, in testing and developing doctrines for the employment of both airborne forces and air landed forces.

We've discussed the publication of the *Director's Letter* in *ARMY AVIATION MAGAZINE*, and I believe *General von Kann* will continue the custom of his predecessors. You should have occasion to talk with him at the Annual Forum of the American Helicopter Society in Washington on 8 May.

With very best wishes.

Sincerely,

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

Sikorsky Aircraft "Flying Crane," recently unveiled to the public at the AUSA Mobility Symposium at Fort Bragg. N.C. Details in May issue.

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