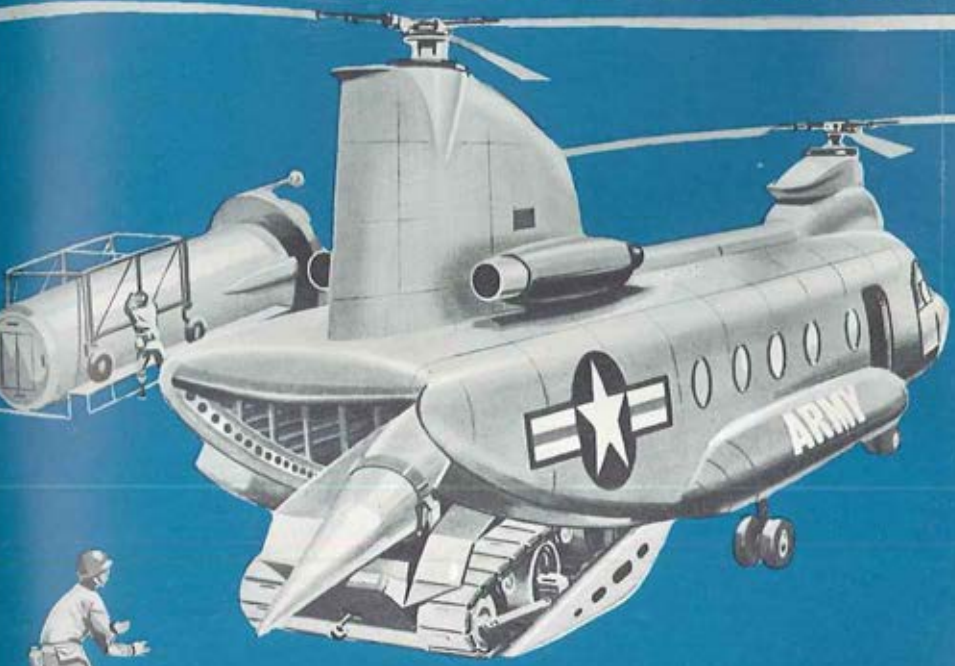
ARMY AVIATION

SEPTEMBER ★ 1959



ARMY AVIATION

VOLUME 7 — SEPTEMBER 28, 1959 — NUMBER 9

Sidelights

● De Havilland Aircraft will turn over the first Caribou (see photo) in "Acceptance Ceremonies" held at its Downsview, Ontario plant on October 8. Vertol's 107 will participate in a "scoot and shoot" demonstration at the Aberdeen Proving Grounds on the same day.

● Representing national and aviation media, some thirty-five journalists will tour USAAVNS on Oct. 13-14. A special Air Missions flight will carry the reporters from Washington to Fort Rucker. On tap: the firepower demonstration utilizing armed helicopters.

● The Army Aviation Association will hold its 1960 Annual Meeting in Washington, D.C. on August 7-8. Concurrent programming with AUSA is planned for August 8.

● Seventy-eight students, comprising Fort Rucker's first primary fixed wing training class, started Phase A primary training at Lowe Field on September 14. Some 190 L-19 aircraft were moved from Camp Gary to accommodate this shift in student training.

ADVERTISERS IN THIS ISSUE

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The Caribou

a pilot's airplane

Soon to go into service with the United States Army, the DHC-4 Caribou is designed for maximum crew comfort and convenience. The nerve centre, the cockpit—while comprehensive—is simple and functional. Engine controls are positioned conveniently overhead. All operational controls are within easy reach. All-round visibility is exceptional. The glass area totals 32 square feet. The arc of vision is 265° from wing tip to wing tip. The pilot has a clear view of the main gear. The radio console slides under the instrument panel when not in use. The nose wheel steering control enables the pilot to ground steer the aircraft without changing position. Turning radius is 27 feet. The Caribou can be operated on short haul operations by one pilot alone.

The Caribou

Designed and built by

DE HAVILLAND AIRCRAFT OF CANADA

DOWNSVIEW 14th & K STS., N. W., WASHINGTON, D. C. ONTARIO

1912 — First Automatic Flight — by SPERRY

Since Lawrence Sperry first flew automatically, thousands of Sperry automatic pilots have been standard equipment on a wide variety of aircraft — both military and commercial.

NOW...FROM SPERRY

The First Universal Automatic Pilot

REPLACES COSTLY CUSTOM SYSTEMS

A revolutionary 5-pound power unit is making aviation history. This "black box" is a universally adaptable servo system . . . and the heart of aviation's first Universal Automatic Pilot. The building block system will provide precise automatic control for all types of U. S. Army aircraft, including drones. Below the cost of custom-engineered flight control systems, it offers a variety of installation "packages" to achieve exactly the desired degree of flight automation.

DEVELOPED BY SIGNAL CORPS AND SPERRY

More than three years of study and development by the Avionics Division of the U.S. Army Signal Research and Development Laboratory, and Sperry, have gone into the design of the Universal system.

ANY COMBINATION OF COMPONENTS

By means of a small plug-in computer capsule, the system adapts itself to each aircraft type. A universal power unit is installed for each flight axis which it is desired to control: roll, pitch, yaw and throttle for fixed-wing aircraft, plus collective pitch and rotor rpm for helicopters.

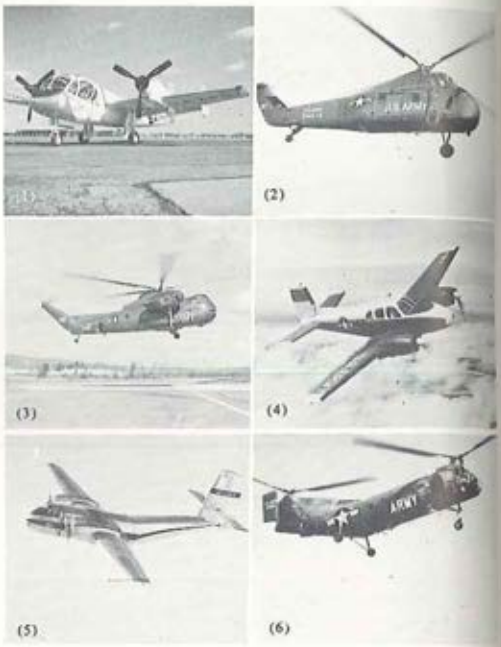
UNIFIED COUPLING

An automatic navigation coupler gears the system to take its commands from such sources as VORTAC, ILS, radar altimeters, Doppler radar, and terrain-clearance radar — selected by the pilot. A special guide line coupler will permit helicopters to be flown "like kites" from the ground.

LOW WEIGHT PLUS EASE OF MAINTENANCE

Weight factor varies with the degree of automation but a full fixed-wing system totals just 39 pounds; the complete five-axis helicopter system, only 54 pounds. Use of the unique "building blocks" simplifies maintenance and significantly reduces the amount of electronic harnessing and other cabling required.

By pioneering the development of the Universal Automatic Pilot, the Signal Corps and Sperry have made a major contribution to airborne technology, logistics, and the entire field of automatic control.



(1) Grumman YAO-1 Mohawk (2) Sikorsky H-34 Choctaw (3) Sikorsky H-37 Mojave (4) Beech L-23 Seminole (5) De Havilland YAC-1 Caribou (6) Vertol H-21 Shawnee

SPERRY

PLANNED DEMONSTRATIONS PAY DIVIDENDS

by Brig. Gen. Clifton F. von Kann
Director of Army Aviation, ODCSOPS

This is Newsletter No. 1 for the undersigned so I will say once again how pleased and honored I am to assume the duties of Director of Army Aviation. It is an added source of satisfaction to report that shortly before my arrival last month, *Colonel John J. Tolson* became Deputy Director.

As many of you know, *Jack Tolson* has served as Assistant Commandant of the Army Aviation School since June 1957. In addition, the greater part of his career has been spent in key assignments with the airborne, with combat development work, and with Army aviation. I can think of no better person to be "Alter Ego" to your new but enthusiastic Director.

It may be helpful at this time to note some of the key assignments in Army aviation. *General Ernie Easterbrook* is now well established in command of the Aviation Center at Fort Rucker; *Colonel Delk Oden* is Assistant Commandant of the School; *Colonel Charlie Murray* continues to hold the Fort (or Fortress) as CONARC Aviation Officer at Monroe; here at the Army General Staff level we find our old friend, *Colonel Bob Williams*, overseeing air mobility in Research and Development; while *Colonel Wayne Downing* is the senior aviator on duty with Logistics.

On the technical service side *General Dick Meyer* continues to carry the ball as Deputy Chief of Transportation for Aviation. Looking over other former Directors, *General Ham Howze* is now Chief of KMAG in Seoul and undoubtedly showing our allies some real battlefield mobility, while *Hal Edson*, aviation's newest general, will soon be reporting to KMAG to lend a hand.

* * *

Several things have impressed me during my first month on the job. For one thing I had heard a great deal about *pooling of aircraft*. Actually, there is no pooling policy as such. The Department of the Army continues to subscribe to the theory that equipment must be assigned to the commander who needs it routinely in the accomplishment of his mission. So, like all other types of transportation, there are some aircraft that must be assigned to the combat units, while others can be pooled at higher echelons. Because aircraft are now complicated to maintain, there are current pressures to keep them centralized; however, as the new family of aircraft comes into being, maintenance should be less difficult and assignment to lower levels of command feasible.

On the other hand, requirements emanate from the field commanders; and only by the generation of sound requirements in the field can the great flexibility of Army aviation be realized. In this respect I ask that all of you do your utmost to find new ways and means to use our aircraft, new tactics by which they can better support our combat elements, and new gadgets as necessary to improve aviation operations.

I also urge that you carefully work out the "bugs" so that you put on a good show when you demonstrate your brain-child to your commander. A good effort here will do much to develop sound operational requirements; and this is especially important now because the capabilities of our hardware in many cases exceed expectations.

* * *

Now I don't intend to harangue you on *safety*, but I can't help noting a couple of recent accidents which could easily have happened to thee or me. In July we lost one student at Rucker whose L-19 was in a descending turn near a strip when his aircraft collided with one being flown by an instructor and another student. Unfortunately, the instructor was in one of the few olive drab L-19s still in service at the School.

In the other case, an L-19 pilot had landed to wait out a thunderstorm. While lining up for takeoff, one wheel rolled into a hole and a nearby farmer tried to help push it out. The pilot remained in the cockpit, with the engine running, while the farmer pushed. The farmer got in the way of and was struck by the propeller. He suffered severe arm and shoulder injuries; it could, of course, have been much worse.

A final thought on safety. During 1958 thirty Army aviators died in accidents; I only ask that you prevent one accident—your own.

* * *

I am informed that FAA has recently begun vigorous enforcement of that portion of *part* 60.2 of *CAR* 60 which we all remember from the annual writ and which reads: *"In an emergency situation which requires air traffic control to give priority to an aircraft, the pilot of such aircraft shall make a report within* 48 *hours of such emergency situation to the nearest regional office of the Administrator."*

Accordingly, if you have an emergency which to your knowledge causes an FAA air traffic facility to give you priority over other air traffic, submission of the above report is required. This is an involuntary report and should include only known factual information. As in

Brig. Gen. Clifton F. von Kann

the past, pilots are encouraged to request assistance when circumstances so indicate.

It appears that we are instructed from time to time to use frequency 243.0 for non-emergency business, clearances for example. This is bad. The 243.0 frequency is allocated for joint military emergency use, for Canada-United Kingdom-United States military emergency and distress use, and for NATO military forces' distress use. Use of this frequency for non-emergency traffic has reduced its effectiveness in aiding pilots experiencing emergency situations.

So we must remember that the 243.0 frequency is to be used only to provide a communications channel to and from aircraft and ground stations or surface craft involved in an *actual* emergency or distress condition. Judgment as to what constitutes an emergency requiring the use of this frequency remains a responsibility of the individual Army aviator and other personnel whose duties include the employment of this frequency.

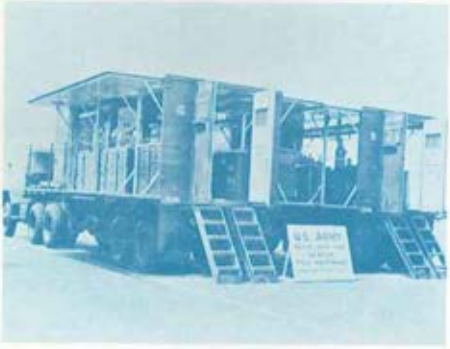
* * *

As many of you know, I delivered a talk to a graduating class at Fort Rucker on 9 December 1958, just a few hours before *General Cairns* died in his helicopter. At *General Cairns'* suggestion, I spoke at some length on the need for Army aviators to be true professionals; and I have redelivered this theme several times since, not only because it was one of his last thoughts, but because I deeply believe in it. The task of being a good aviator as well as a good doughboy, or gunner, or tanker—as the case may be—is not an easy one; but it can be done; and when it is, both aviation and the elements being supported gain a great deal.

The most effective Army aviators I have seen—and those who have done most to gain respect for Army aviation—are the pilots who have displayed real interest in the unit they were supporting and who thus became a part of that unit. We don't always get the opportunity to do this, but whenever possible we must demonstrate effective interest in the line units of the Army. Remember that Army aviation doesn't have the time to pass through the "flyboy" phase; we have to come of age in a hurry.

Sincerely,

CLIFTON F. VON KANN
Brigadier General, GS
Director of Army Aviation, ODCSOPS



MOBILE AIRCRAFT REPAIR VANS

By Brig. Gen. Richard D. Meyer
Deputy Chief of Transportation for Aviation, OCT

Transportation aviation support units overseas and those assigned to STRAC units in the U.S. will be 100% mobile by the end of the current year as a result of our accelerated development of a family of compact mobile aircraft maintenance vans.

These vehicles are expandable-side, metal, semitrailer vans equipped with integral power, lighting systems, heaters, and compressed air so that each individual unit is self-supporting under field conditions. They can be pulled by standard 5-ton tractors over highways and rough terrain and can be lifted from their running gear for express shipment by air to a theater of operations. Tents have been designed by the Quartermaster Corps for use in conjunction with the vans. They serve to extend the usable work space and make for greater efficiency in operations.

Besides the self-contained power supplies, the remaining equipment housed in the vans is dependent upon the job to be handled and the echelon of maintenance to which they may be assigned. As an example, transportation direct support aviation maintenance units usually found in the forward areas, would have vans equipped with the necessary hand and shop tools to perform such relatively minor tasks as replacing aircraft engines and components and providing a capability for general trouble shooting. Such units are responsible for the support of some 50 aircraft.

* * *

Transportation maintenance companies supporting larger numbers of aircraft at the Corps, or Field Army level, will have vans equipped wtih more sophisticated shop and hand tools to enable them to perform 3rd and 4th echelon maintenance work involving engine build up, propeller balancing, instrument replacement, crash

damage repair work, and other tasks of that scope. Companies at these levels support from 300 to 900 aircraft. In emergency, they could also accomplish fifth echelon back-up support tasks, such as generator, starter, instrument, and some engine rebuild work.

Our concerted drive to put Transportation aircraft maintenance facilities "on wheels" stemmed from increasing use of aviation in field armies, particularly during the Korean war which dictated the necessity for readily mobile maintenance facilities to follow and speedily set up shop at any stretch of ground then serving as a landing facility for the Army's rugged fleet of aircraft and helicopters.

Because of their lack of mobility and their vulnerability to enemy attack, our doctrine avoids the establishment of fixed maintenance facilities for Army aircraft in theaters of operations. Except for those absolutely necessary for major overhaul and rebuild, we seek to keep support facilities *simple* and *highly mobile*. For the future, *ruggedness* and *ease of maintenance* are attributes which we are providing in all Army aircraft development contract specifications. Mechanics' work stands and other aids have even been designed into the fuselage of some of the Army's newest helicopters.

* * *

Before the advent of the self-contained maintenance vans, any make-shift facility available in overseas areas became the unit's aircraft maintenance shop. This included tents and thatched huts and often meant working from the back of a standard Army truck. When the aircraft were moved farther forward, aircraft maintenance crews loaded their tools aboard trucks and followed. While this got the job done somehow, it did so at a tremendous waste of manpower and with questionable efficiency.

Maintenance experts of the Transportation Corps, working with the Ordnance Corps, developed strong, small-sized, lightweight tools in conjunction with that of a suitable van to house them. To speed up the program, items already standardized and in supply channels were utilized to the greatest extent possible. The latter made possible a compressing of the normally long user test procedure which precedes standardization.

Actually, early test results proved so successful that we were able to start procurement before final test results were in. As a result, I can now report that aviation support units of the European Command will soon be completely equipped, a full two years ahead of schedule. As more vans roll off assembly lines, we will be able to supply the Pacific Command and we now anticipate that the needs of the entire active Army will be satisfied by June 1960.

In addition to providing greater efficiency of operation, use of the vans can be expected to reduce the down time of Army aircraft awaiting repairs for an overall gain in flying hours per aircraft.

Additionally, we now have plans in progress to add a quality control facility for use in Heavy Maintenance Companies and to develop a simplified communications system for better overall control when the vans must be physically separated under battlefield conditions.

* * *

During Fiscal Year 1959 aircraft time change components achieved average service lives and percentages of potential usage shown in the following table:

	FY 59 Rated Maximum Interval	Average Service Life	Percentage of Potential Usage
Reconnaissance Helicopter	800	480	60%
Utility Helicopter	650	390	60%
Light Cargo Helicopter	700	490	70%
Medium Cargo Helicopter	500	290	58%

These failures to achieve greater usage of high value parts represent an item of significance to all Army commanders responsible for the operation of aircraft and to all Transportation maintenance personnel.

It must be remembered that rated maintenance intervals for parts are established on an extremely conservative basis, and that the intervals are only increased after exhaustive tests or experience have indicated an extremely low incidence of failure due to malfunction or structural failure.

In theory, parts should be exchanged on or just before reaching the rated interval and 100% average usage is not feasible. In practice, parts with a good many hours of useful life remaining are removed for the convenience of maintenance and operation when the task can be combined with other related maintenance. If carried beyond the minimum requirement for operational necessity, early removal of time rated parts prevents maximum utilization of resources and places an unacceptable financial burden on the system. When components and assemblies are exchanged and "unserviceables" are returned to depot *without* full use of expected life, the result is an artificially high usage of component stock, causing an unprogrammed depletion of stock at a rate which *exceeds* our funding support.

* * *

Every aviator *must* take a personal interest in this problem, and commanders and maintenance people *must*, through preventative maintenance, timely adjusting and servicing, extend the usage of time parts and assemblies to their rated maximum interval.

If you are *not* getting the full TBO, it's worth both a command check and a maintenance check to make sure that your aviators are not using faulty operational procedures or habitually overloading their machines; or that sloppy and lazy shop practices are not costing the program its life blood—*money!*

IT'S WHAT'S UP FRONT THAT COUNTS!

Occasionally, out of all the drivel of "scientific proof," onder ingredients, and offensive jingles that break the ontinuity of present grade "B–and below–TV programs, slogan emerges which seems to have wide applicability. Specifically, I have in mind a popular cigarette jingle riginally designed to extol the virtues of *quality* tobacco, nd later extended by comics, both public and private, describe high points in the careers of *Brigette Bardot*, ane Russell, et al.

The slogan? *"It's what's up front that counts!"*

To bring this slogan closer to our sphere of interest as rmy aviators (professional interests, rather than hysiological), the L-20 pilot on a night cross-country ill agree that "It's what's up front that counts" whether ou're referring to the destination airfield or the Pratt nd Whitney that's getting him there.

However, with all of this concentration on "What's p front" it appears that we are losing sight of the imortance of "What's behind."

I'm speaking professionally now, of course, – not physiologically–and of the day when we may again be called upon to do the job we're trained for and among a batch of well-equipped foreigners whose unfriendly attitude is that we're better off dead.

My point is–although we haven't a single aircraft in the Army today that presents any major problem in determining what's up front, we've got precious few from which you could spot trouble brewing astern–and I could add the word "d--n" in front of "precious few" and still be correct.

* * *

World War II proved that our low performance aircraft were sitting ducks for enemy air unless we maintained *continuous* 360 *degree surveillance*, and comparatively speaking our performance now is as low as it was then.

Wouldn't a bogey just drool over a six o'clock pass at a platoon of cargo helicopters or Otters, or a cargo of brass in an L-20 or L-23?

Of course, with present day air-to-air armament you wouldn't have to sit and watch your craft gradually chewed to pieces by .50 caliber. The operation would be quick and painless as a general rule.

Well, you may say, there's always the *warning net* to prevent my getting caught flat-footed. The only problem with this theory is that, in the past, the warning of low-level attacks usually came *after* we had executed our split S into the treetops and were basically engaged in evasive tactics.

* * *

The real solution is a crew member with his neck on a swivel and positioned where he can enjoy a virtually unrestricted view of the countryside through 360 degrees. However, in most Army aircraft he'd have a rough time doing this if he wanted to stay indoors.

As plagued as we now are with prescribed modifications to our aircraft I hesitate to recommend another, but to keep our combat losses down to something like an acceptable level, it appears that ports or domes should be devised to minimize blind spots in our *existing* aircraft. Certainly military characteristics for new models should incorporate improved standards for all-around visibility.

– Capt. Oliver P. Premo

Experience Pays Off!

On the night of August 31st, K-16 airfield in Seoul, Korea had to be evacuated due to the dangerous rise of the Han River. Pilots of the Eighth Army, KMAG, and various other flight sections stationed at K-16 evacuated their aircraft to Kimpo Air Force Base throughout the night, even though at times the weather seemed destined to stop all operations. All pilots involved did a creditable job, but one feat of cool-headed thinking was outstanding on this foggy, rainy night. Lt. Robert L. Johnson of the KMAG Headquarters flight section, took off for Kimpo Air Force Base in an L-19 and on his take-off at approximately 900 feet he experienced a complete power failure.

The aircraft battery was low, but Lt. Johnson managed to alert the K-16 tower that he had experienced an engine failure. He then turned back toward K-16 for a probable landing in the flood-swollen river. All battery power was expended at this time and the L-19, without lights or radio, glided toward the churning waters below. During this period, Army training and personal experience paid off. Automatically running through forced-landing procedure, Lt. Johnson was able to restart his aircraft at 200 feet and made a successful landing at K-16. This action by Lt. Johnson seems even more commendable when you find that he was forced to save his life by parachuting from an L-19 in 1956 after an engine failure at night.

– Capt. Elmer D. Huffer

INSTRUCTOR CONFERENCE PROVES BENEFICIAL

by Brig. Gen. Ernest F. Easterbrook
Commanding General, U.S. Army Aviation Center

Visitors at our annual Aviation Instructor's conference here during August found that the versatile helicopter can be transformed immediately into a formidable foe. A demonstration by the experimental armed helicopters here climaxed the two day conference.

Some 57 leaders of aviation from various agencies and service schools reviewed current and future trends in aircraft and equipment, combat surveillance, combat zone air control, and tactical employment of Army aviation.

More than 800 U.S. Army Reservists were on active duty here at the time of the firepower shoot and witnessed the show.

The 10 units from three states were under the command of *Col. Robert B. Jones*, commander of the 3220th U.S. Army Garrison (USAR), of West Palm Beach. Fla.

Commenting on the two weeks, *Col. Jones* said the various units *"handled themselves well and the training received was excellent."*

This year's reserve session here was unique in that the first reserve helicopter unit within the IV U.S. Army Reserve Corps participated in tactical training.

The 427th Transportation Co. (Light Helicopter), of Dothan, Ala., activated last year, was headed by *Maj. Marvin H. Snead*. Most of its members are civilian flight instructors or mechanics at our Army Aviation Center.

Other visitors included *Maj. Gen. E. G. Wheeler*, commanding general of the 2nd Armored Division at Fort Hood, Texas; *Maj. Gen. Robert H. Weinecke*, commanding general of the 2nd Infantry Division at Fort Benning, Ga., and *Maj. Gen. Thomas E. de Shazo*, deputy commanding general of the Third U.S. Army.

■ *Brig. Gen. Harvey Jablonsky* of the 82nd Airborne Division told a recent class of graduating pilots *"This event is a milestone in your careers, but it is a much greater one for the Army."*

The veteran paratrooper told the men that the Army Aviation *"surface has only been scratched in its ultimate goal to serve and support the field commander and his troops."*

"Once our forces are strategically employed by the Air Forces or Navy to the battle vicinity, we will then depend solely on Army aviation," the general added.

And, in closing his address, *Gen. Jablonsky* told the men never to forget their duty was first as a soldier and their pilot status secondary.

■ The S-60 flying crane helicopter, built by Sikorsky, arrived at the Army Aviation Center and immediately began several weeks of evaluation.

Though the S-60 is powered by two piston engines, it is expected to be the forerunner of a family of turbine powered helicopters for use as "prime movers" in commercial as well as military service.

While at the Army Aviation Center, the S-60 will undergo concept testing by the Army Aviation Board, the Aviation School and the Combat Development Group. The Board is headed by *Col. Jack Marinelli*. *Col. Delk Oden* is assistant commandant of the School and *Lt. Col. J. W. Oswalt* heads the Combat Development Office here.

According to *Lee S. Johnson*, general manager of Sikorsky, the S-60 can carry a four to six ton payload for distances of up to 100 miles. It can be converted to turbine power, increasing its payload by an additional two and one-half tons.

He said other crane models under design will have lifting capacities ranging from five to 50 tons.

■ The one Army–Reserve, Guard, and Army–thumped its chest loudly during the Association of the U.S. Army convention in Washington, D.C., where the cloak was taken off some of the latest developments.

I had the pleasure of attending with a Fort Rucker delegation and some of the mayors and civic leaders from the Fort Rucker area. Military representation of the *Bogardus S. Cairns Chapter* included *Col. William Watkins*, *Col. Jack Marinelli*, *Col. Victor Shemwell*, *Capt. Robert Creson*, *Capt., Ed Preisendorfer* and *CWO Keith Glasgow*. *Mrs. Doris Cairns* of Atlanta, Ga., joined the Cairns Chapter delegates in Washington. She is the widow of the late *Maj. Gen. Bogardus S. Cairns*, for whom the Chapter was named.

INSPECTING RESERVE UNITS—Maj. Gen. Thomas E. De Shazo, (left) Deputy Commanding General Third Army, chats with Fort Rucker Deputy Center Commander Col. James S. Luckett (center) and Col. Robert B. Jones, CO, 3220th U.S. Army Garrison (USAR). (U.S. Army photo).

SIKORSKY ARRIVES—Igor Sikorsky, pioneer builder of aircraft, greets a long time friend, Brig. Gen. Ernest F. Easterbrook, upon his arrival at the Army Aviation Center. The veteran designer visited Fort Rucker in conjunction with the delivery of the S-60 flying crane to Fort Rucker for testing purposes.

A NEW LIGHT TACTICAL TRANSPORT HELICOPTER FOR THE ARMY

The Army's new YHC-1A helicopter made its initial flight at the Vertol plant in Morton, Pa., on August 27, 1959.

This advanced aircraft is the first Army helicopter specifically designed to fulfill growing requirements for a compact, twin-turbine-powered light tactical transport. Its unique rear ramp and unobstructed payload compartment afford new flexibility for transporting a wide range of battle group tactical loads. For example, it can transport internally a complete Little John on its launcher, with operating crew and accessory equipment . . . or, it can move a 106-mm Bat rifle mounted on an M274 mule, the 4-man gun crew, and a normal day's supply of ammunition.

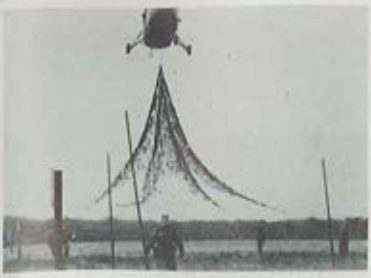
The YHC-1A provides air mobility for organic crew-served weapons and small tactical elements of the battle group. Its larger brother—the YHC-1B "Chinook" which is now under development—will provide essential air mobility for the heavier tactical loads of division and field army units.

VERTOL *Aircraft Corporation*

MORTON, PENNSYLVANIA

Subsidiaries: Allied Research Associates, Inc., Boston, Mass. Vertol Aircraft Co. (Canada) Ltd., Arnprior, Ontario

USAREUR REPORT



■ Summer changes have hit USAREUR with full force. *Maj. Carl Colozzi* has departed G3 to replace *Lt. Col. (New) Hank Weggeland* at the Heidelberg Flight Detachment. *Lt. Col. Russell Humphreys* has joined Transportation Division at USAREUR to handle Transportation aviation matters. *Col. Russell Whetstone* and *Lt. Col. Jim Lee* have replaced *Col. Edgar Wood* and *Lt. Col. Jack Blohm*, respectively, at Headquarters Seventh Army. *Lt. Col. Tom Evans* has moved to Fourth Armored Division as Aviation Officer. Many other changes have taken place in primary aviation positions and a number of others affecting rated pilots who are in positions concerned with other matters in addition to Army aviation: *General Van Natta* is USAREUR G2 and *Col. Robert Neely* is USAREUR Deputy Transportation Officer. The new G3 USAREUR TD calls for two additional aviators.

* * *

■ The *2d Aviation Co (FWTT)* has been moved to ComZ (France) where it will replace elements of the flight detachments and provide other essential air lift. By the time this reaches print we will have an H-37 Company in USAREUR. We are looking forward to finding out just how much this unit can do for us in the field. Advance reports indicate it is a fine unit.

* * *

■ Seventh Army has, by a concentrated attack, materially reduced the aviation accident rate. There are allegations made that this has been done at the expense of our ability to fly missions from small strips under varied conditions. I do not agree with these allegations.

Continuous maximum performance operations under adverse weather conditions may be expected to result in a substantial accident rate. I have seen very little of this type of operation in USAREUR. Review of accident reports does not reveal many accidents are a result of this type of operation. The review does show a number of accidents which probably would not have occurred had the pilot been capable of doing the type of flying an Army pilot is expected to do. If we pilots practice short field performance, cross-wind landings, various navigation techniques, etc, whenever we have the chance and make safety considerations a part of our routine planning, I don't think we need worry about too much emphasis on safety. Records of a number of accident-free units here do *not* show any hesitation to fly difficult missions. The accident-free record is due to *proper planning on difficult missions and due considerations for safety on every mission.*

* * *

■ Operations officers and other pilots would do well to review flight regulations frequently. The regulations are not as restrictive as some people try to make them by erroneous interpretation or lack of knowledge. Recently, an operations officer was considerably embarrassed when he transmitted erroneous directions over the air. The pilot was more familiar with the regulations and proceeded to straighten out said operations officer to the amusement of various other pilots listening on the common frequency being used.

However, some pilots have also been embarrassed when they received violation reports filed by operations officers who knew regulations better than the pilot. Avoid embarrassment and unnecessary delay—*Know your regulations*—and, if you don't like them, put it in writing with your reasons. Anytime you have a good reason, there's a good chance you can get the regulation changed.

* * *

■ Perhaps when some of the new personnel have settled down, we can get more emphasis on AAAA activities. Unfortunately, they have lagged during this busy period. Much of this emphasis will have to come at Chapter levels, so how about all unit aviators getting down on this in your own area? We are still far from our goal of six chapters in USAREUR.

by Colonel Warren R. Williams, Hq, USAREUR

■ We have been getting an extensive amount of unfavorable notices in the German press lately about the excessive noise of our aircraft. The Germans realize that much of this noise is justified training and that our trained forces are here for their benefit as well as our own.

However, it's hard to convince them of the justification for some Army pilot flying his helicopter around an open air opera in the city, or circling villages at 50 feet. If we will show a normal amount of consideration, there will be few complaints. In case you know of some pilot who likes to annoy people with his flying machine, tell him he is giving the rest of us a bad name.

Here is one place we can make good use of our public information personnel. Notices put in local news media about any unusual activity will prevent misunderstandings and hard feelings. Personnel in the community should be advised to call their complaints into the nearest tower with as complete information as possible about any offending aircraft. Complaints should be investigated and the person complaining *informed of the reason for the action, or that the action will not continue.* Let's stop the justified complaints and the others will usually take care of themselves.

* * *

■ The speeches that appeared in the July issue of *ARMY AVIATION* are a boon to those of us who were unable to attend the AAAA Annual Meeting. Most of them stressed the necessity for Army aviation to be able to do its part in support of the ground combat, and some emphasized that we must not consider ourselves as being different from the rest of the Army. Few of the older aviators will disagree with either point.

Most of us came into Army aviation because we thought it could be used efficiently in ground combat, *not* because we thought it any different from the rest of the Army. I have noticed here in USAREUR numerous examples of our units and mechanics putting in a lot of overtime to make a good military showing in ground aspects. *We must continue this.* Sloppy pilots, mechanics, or airfields indicate poor performance. We are in Army aviation by choice, so we have every reason to make it the best part of the combined unit. Our continuation depends upon convincing all that we are of great value to the ground combat elements. In this period of few funds and few spaces, anything that can be spared is being cut out.

Fresh from the US. Army Transportation School, Capt. Maqbul Ahmad Mahmud (left) of the Pakistanian Army, gathers some on-the-spot maintenance data from SP-6 Russell Dennis of the 29th Trans Co (AAM) while enroute to his duty station in Pakistan. (U.S. Army photo.)

Lt Col. Thomas W. Anderson (left) Chief, Opns & Plans Dept, Aviation Section, Seventh US Army, receives his Senior Aviator wings from Col. Russell E. Whetstone, Seventh Army Aviation Officer, during a recent ceremony held at Headquarters in Stuttgart, Germany. (U.S. Army photo).

As *General Edson* mentioned, some pilots see Army aviation as an airline type service. This is one aspect only, and a small one. I've had pilots tell me, "*We have to sell the Old Man on getting a better flying machine to go from here to there if we are to sell Army aviation.*" Frankly, the time would be much better spent showing him how his Army aviation can do more for *his unit.*

Some commanders have stated that the regulations forbid getting realistic training with their aircraft. This indicates to me that the Aviation officer is not doing his job. Realistic training doesn't necessarily mean a high accident rate. It means a lot of study and planning to arrange the realistic training, within the regulations, that makes your pilot capable of doing his job safely. It means close supervision of pilots who have not demonstrated the capability to get the utmost out of their aircraft without undue risk. The capability, once attained, must be maintained through practice. Utilization figures on aircraft in a number of units indicate a lack of sufficient flying of the right type to keep pilots tactically trained. One big reason for putting Division aircraft in a combat company was to centralize the training for efficiency and supervision. Another was to insure better aircraft availability for training.

How many aviation unit commanders can tell which of their pilots are able to handle a maximum performance take-off, a minimum distance landing, a maximum cross-wind take-off and landing, a flight accurately following a tactical map at low altitude with a mile visibility, a home-in with the ARC-44 equipment while under the hood in an L-19, adjust artillery and mortar fire, post-flight and pre-flight the aircraft he usually flies? If you know that all of your pilots either can or will soon be able to do these things, the chances are that you have a good outfit and one that can hold its own at any parade, Commander's inspection, or IG inspection. If your unit is tops in its flying, it will normally be tops in ground performance as well, provided it has proper leadership. Let's see some reports on *ground duty honors* won by our aviation units. There have been only a few published in this magazine.

ECOLOGY OF LIGHT HELICOPTERS

Bionomics is another word for it—how one of anything gets along in its environment. At Hiller it's the continuous research and engineering for the light utility helicopter that can master any environment. Three traits receive the most attention — payload, durability in the field, and transportability. Though interdependent, Hiller applies to each a maximum in operational studies, economic evaluation and engineering refinement. And not just in the laboratory nor in theory: the operational lifespan of every Hiller helicopter in the field is an experience to improve the line. For future generations of light utility helicopters, Hiller's studies will be far reaching.

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The most exciting new Army

The New U.S. Army L

Sliding doors separate the pilot compartment from the cabin. The roominess of the cockpit is shown by the wide center aisle. With plenty of room for instruments and radio, adjustable crew seats and excellent flight characteristics, the L-23F is the talk of military pilots who have flown it.

Never before has any airplane offered so many pleasant surprises—and still retained every desirable feature of its predecessors.

In addition to its extra roominess, comfort, privacy, quiet and almost unlimited versatility, the new L-23F is a pilot's dream.

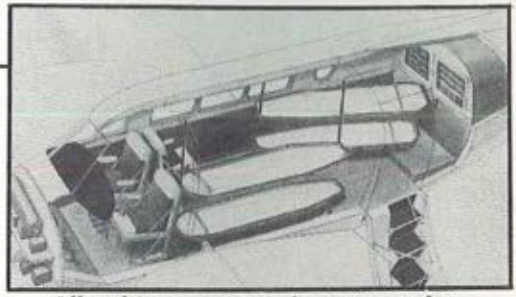
With supercharged fuel injection engines, the L-23F has performance capabilities never before possible with carburetor engines of similar horsepower. It's smoother, too, and frees you completely from icing due to fuel vaporization. More precise fuel metering lets you calculate fuel consumption more accurately, and gives you longer range and greater fuel economy.

...irplane in years...

23F Transport

As spectacularly new as it looks, the new L-23F has an entirely new fuselage that is longer, wider and higher inside than the L-23D and includes a separate pilot compartment and air-stair door.

Other Beechcraft projects today include research and development work on launching and recovery systems for missiles, drones, and manned aircraft; target and reconnaissance aircraft; ground support equipment; and classified projects in the advanced fields of aerodynamics, cryogenics, thermodynamics, and aircraft range extension.



All cabin seats can be removed in minutes to convert the L-23F to a flying ambulance, a cargo-hauling aerial packhorse or a flying "bus." One arrangement seats 11 people.

★ ★ ★ ★

Military commanders are invited to write for further information—Military Division, Beech Aircraft Corp., Wichita 1, Kansas, U.S.A.

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THE BELL XV-3

THE REVOLUTIONARY BELL XV-3 is the convertiplane that's surpassing expectations. Developed for the U.S. Army as part of the military's over-all VTOL program, the XV-3 has moved well beyond Bell's extensive shakedown tests . . . has successfully completed a thorough Phase II Air Force evaluation at Edwards AFB.

Demonstrated capabilities to date include—

- Over 60 full conversions in all flight regimes, including climbing turns and descents, full and partial power.
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The XV-3 was ready on time for all the 33 scheduled tests of the six-week USAF program. This dependability, plus the technical data obtained, show without question that the XV-3 has solved VTOL's central problem — that of combining vertical, low-speed capabilities of the helicopter with long-range, high-speed advantages of the airplane in a reliable, serviceable machine.

The XV-3's fixed-wing, low disc loading configuration inherently provides higher hovering efficiencies, lower downwash velocities than other VTOL types. Now, recent tests have also confirmed superior stability and controllability in all flight regimes, higher efficiencies in airplane cruise.

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Roderick

FLIGHT STATUS REVIEW BOARDS

Wilson

DA Policy and Criteria Outlined in Series of Letters

The Honorable Wilber M. Brucker
Secretary of the Army
Washington 25, D.C.

Dear Mr. Secretary:

A matter has come to my attention about which I feel I would be remiss in my duty as an individual and as President of the *Army Aviation Association* if I did not act to inform you. I retain a warm and friendly regard for the healthy growth of Army aviation, and my concern dictates this letter to you.

The problem centers around recent procedures of the Department of the Army in removing a number of experienced Army Aviators from flying status, using criteria unknown to and not understood by the individual Army Aviator, and in not providing an opportunity for recourse or appeal. I have learned that this is a matter of deep concern to a majority of officers in Army aviation. The full impact of the procedure was revealed to me through open discussion at a business session of the Association's *Annual Meeting* in June, 1959, and through subsequent letters and discussions. In general, it appears that there is a lack of understanding and considerable apprehension as to the probable effect of this program on Army aviation as a career.

Specifically, and most important, there is serious concern among Army Aviators on the following points: *first*, that experienced aviators are being removed from flight status at the same time that officers of the same rank and branch are being given flight training; *second*, that those selected for removal are not advised as to the specific reasons for their removal; and *third*, that no opportunity for appeal is afforded in accordance with traditional Army procedures in personnel actions.

It is not within the province or desire of this Association to seek to influence the administrative policies of the Army, but it does appear to me that in this case it might be in the best interests of the Army to publicize the rationale or other clarifying information that supports the policy in question. Therefore, I would like to offer the medium of our official publication, *"ARMY AVIATION,"* as an effective supplemental means of informal and widespread explanation of the policies, procedures, and criteria underlying the program. Since the circulation of *"ARMY AVIATION"* covers a preponderance of the Army Aviators on active duty, I believe this would be an effective and expeditious means of alleviating the doubts and apprehensions which have developed.

If we can assist in this matter, please be assured that we will be happy to publish whatever information or take whatever action you may desire.

Sincerely yours,

Bryce Wilson
President
Army Aviation Association

Mr. Bryce Wilson
President
Army Aviation Association
Westport, Connecticut

Dear Mr. Wilson:

Your letter of August 3, 1959 to the Secretary of the Army has been referrred to me for reply inasmuch as my office has primary secretarial cognizance over Army aviation. Your offer to use *"ARMY AVIATION MAGAZINE"* to explain recent actions by the Department of the Army *Flight Status Review Board* is appreciated. The information in this letter may be used for publication in *"ARMY AVIATION MAGAZINE;"* however, if used, it is requested that it be published in its entirety.

Basic guidance for our Flight Status selection is contained in AR 600-107. These regulations have been in effect in various forms since 1950. The policy guidance provided in the current regulations is intended to perpetuate the highest standards in the performance of both branch and aviation duties by individual Army aviators; and further, to assure that only those officers with a real potential in future aviation assignments are retained on flight status. This regulation requires that *Flight Status Review Boards* be convened annually to recommend individuals for removal from flying status when:

(a.) They are in excess of requirements, or (b.) They fail to meet minimum standards of performance of duty or have insufficient potential for continued aviation duty.

AR 600-107 provides these boards with the following specific guidance:

(a.) Current and projected aviation requirements. (b.) Potential of individuals for command and staff aviation assignments. (c.) Over-all performance of duties. (d.) Accomplishment of flight requirements. (e.) History of flying evaluation board proceedings. (f.) History of aircraft accidents. (g.) Habits, traits of character and physical qualifications applicable to flying duty.

LETTERS/*Continued*

Flight Status Review Boards are composed of mature senior officer aviators. These officers are selected with the utmost care in order to insure an objective evaluation of the records of aviators being screened. I have complete confidence in their mature and impartial judgment and their capability to use specific criteria for evaluation of individual aviators. Army aviators who were recently removed from flying status were considered by the Board as not having met some of the criteria established in AR 600-107.

The Army is continually seeking to improve the overall caliber of its aviators. To that end certain selected senior officers have undergone training in recent years because of their demonstrated ability as officers of their basic branch and the requirement for their experience and capabilities in the Army aviation program. Simultaneously, and with no direct relationship to this training program, the annual screening and evaluation of aviator records continues as one of the methods of maintaining and improving the quality of our aviators. It is entirely feasible for a senior officer selected for flight training to be subsequently removed from flying status by the Board.

The administrative procedures under which *Flight Status Review Boards* operate must be judged with a full understanding of the nature of the actions they take. These boards are administrative, not punitive in nature. Punitive boards are required by law to acquaint the individual with matters before a board because the rights and privileges of the individual as a citizen are at stake. On the other hand, Department of the Army administrative boards are formed to make selective actions which do not affect the rights of the individual. This category of boards includes those for promotion, active duty selection, senior service college selection, and flight status review. The approved recommendations of these boards in no way impair an individual officer's privilege of communicating through the proper channels to Department of the Army for further explanation of the reasons involved in his individual case.

Because our aviator assets have been less than our requirements, past flight status screening actions have been limited to a determination of whether individual cases are "fully qualified" for continued service as Army aviators. In the future, as Army aviators are promoted to the higher grades, greater numbers will have to be removed from flying status for lack of commensurate aviation positions. At this point, *Flight Status Review Boards* may be required to make "best qualified" selections by branch and grade from those fully qualified aviators available. To protect Army aviators as well as to increase professional competence, the Army requires its aviators to maintain branch qualification. If they are removed from flying status, they may continue their careers within their basic branches.

The recent *Flight Status Review Board* actions should not be used to compare the basic branch competence of aviators with that of non-rated personnel but rather should illustrate the competitive nature of Army aviation. The removal from flying status of certain officers, is of course, a regrettable action from the standpoint of the individuals concerned. Decisions of this nature are nevertheless necessary when examined in the light of the overall good of the service.

In conclusion, I should like to emphasize that the administrative removal from flight status under the provisions of AR 600-107 involves a careful and studied evaluation of an individual's past career as it relates to his future potential in conformance with the requirements for aviators in the Army. This administrative action should not be related to an officer's continued career in his basic branch. Any individual who feels that he has been wronged by the recommendations of this Board is at complete liberty to correspond with Headquarters, Department of the Army regarding the merits of his individual case.

Thank you for the interest shown by you and the *Army Aviation Association* in this matter. I sincerely hope that the information contained in this letter will be of benefit to you and the other members of the Association.

With kindest personal regards,

Sincerely,

George H. Roderick
Assistant Secretary of the Army (FM)

● *There may be some truth in this "Happy Hour" story of the Design Engineer. Forced to fly in a competitor's new model on business trips to his firm's East Coast plant, the designer always carried a handful of SHEARED rivets in his pocket. Shortly after reaching cruising altitude, the designer is said to have surreptitiously thumb-flipped the sheared rivets off the ceiling, hoping to catch the attention of a nearby passenger. It never failed!*

A passenger would invariably notice the rivet on the carpeting, and ring for the stewardess, who would promptly soothe the passenger. With pronounced deliberation, the stewardess would then chat with several other passengers while slowly edging closer and closer to the intercom in the rear galley section. Once, there, she quickly passed the word up front.

Another ten minutes or so would pass, while the designer probably chuckled inwardly. Then, as if by script, the crew compartment door would open and the Captain would casually walk down the aisle, chit-chatting here and there, smiling, BUT with his eyes checking the ceiling, the windows, the hatches.

On his return trips, the prankster, shortly after takeoff, is said to have placed several sheared rivets in the aft lavoratories, the Captain in most cases being flushed out of his compartment before the ship passed over its first reporting point.

Now how dedicated can a company man be? ●●

USCONARC CONFERENCE

During July, Lt. Colonel Sam Freeman, National Vice President for Reserve Affairs, AAAA, attended a conference at Headquarters, USCONARC, designed to reach solutions to some of the pressing problem areas facing Reserve Component Army aviators. Col. Freeman, in his capacity as VPR of the Association, solicited the conference. Planning was effected by Lt. Colonel David L. Ramsey, assistant to Lt. General Herbert B. Powell, Commanding General, Reserve Forces, Headquarters, USCONARC. The conference, held during 1030-1400 hours on July 16th at Hq, USCONARC, was attended by Col. Freeman and Col. R. A. O'Brien, Jr. (G3-RC); Lt. Colonels C. H. Coleman (G4), W. F. Ponzar (G3-RC, coordinator), D. A. McCartney (Aviation), and G. Norrie, Jr. (G1); and Captains F. J. Levens (Trans), W. C. Phillips (Trans), and R. M. Grow (Aviation). Although the following is not the "official" USCONARC position, this report will provide Reserve Component members with an indication of the progress being made concerning the problems discussed.

The issue of aircraft to certain USAR units ds to create aircraft maintenance difficulties. The eling exists that the USAR should have full-time retakers, similar to those employed within the NG establishment. Is this possible?

A. USCONARC has recommended to DA that full-time ilian caretakers be provided for aircraft maintenance. AR 0-315 has been published covering USAR unit civilian perinel for vehicular maintenance, to include aircraft. This AR vides staffing guidance for unit maintenance personnel; wever, the AR is NOT an authorization for personnel spaces. has not made available the necessary funds or spaces to derwrite a civilian caretaker program for the USAR. (USCS AAAA may be in a position to elaborate on the necessity these funds.)

Subpar 6c (1), AR 140-315 provides for one civilian mechanic one hundred (100) assigned personnel. USCONARC is dying a proposal to establish civilian personnel assignment sed upon aircraft density instead of personnel density to ure a more realistic assignment of civilian maintenance rsonnel.

We have found that there is a need for reducing e complicated paperwork associated with USAR ircraft maintenance and of simplifying the mainnance and inspection records as far as USAR rsonnel are concerned. Can we expect any help this respect?

A. Several new proposed regulations, including a TB 'N on the inspection system, are about to be published that l simplify the inspection and maintenance requirements, in n reducing the record keeping workload. However, the nainder of the forms and records are required for two asons: (1) as personal records to substantiate training and ds, and (2) as historical records on aircraft and aircraft mponents.

To elaborate, due to the critical status and nature of the craft and its components, it is necessary to keep accurate cords to change the aircraft and/or components at appro ate intervals. Obviously, only one standard of maintenance, include maintenance of aircraft records, is feasible for ny aviation if the Reserve aircraft are to be in operational diness for mobilization, or for frequent exchange with the ive U.S. Army.

Q. Can you clarify the policy relating to the issuance of equipment to units within the USAR?

A. Aircraft and equipment are issued on a priority basis, as available, and within the capability of the reserve unit to receive, store, maintain, and utilize the aircraft and/or equipment, and, additionally, within the funding resources and current operating allowances authorized by the appropriate Corps commander.

Q. I have some questions in regard to the use of civilian contract aircraft on which your guidance is desired. First, when flying from a civilian airport in a civilian contract aircraft, is there a necessity for the Reservist to wear the prescribed military uniform while flying this aircraft?

A. The uniform as prescribed is to be worn by all Reservists at reserve drill assemblies, or when performing military duty as a requirement by AR 140-305. There is no justification to make exceptions to this policy.

Q. There are definite passenger restrictions in the use of civilian contract aircraft, despite the fact that official business within the USAR could be expedited by such usage. Has there been any change in this policy?

A. Action has been renewed in view of the "no objection" letters sent to USCONARC from the National Air Taxi Conference and the National Aviation Trades Council. USCONARC has recommended that USAR aviators be authorized to transport USAR unit commanders and staff officers in civil aircraft at government expense when such transportation is required for the supervision of subordinate unit operations and training. A DA decision is pending.

Q. One U.S. Army allows Reservists only one hour a month under the hood in instrument flight. It is generally felt that this is too restrictive in regard to meeting FAA qualifications. What can be done?

A. The one hour per month dual flying restriction was deleted a year ago by USCONARC upon publication of Appendix III, Army Reserve Aviator Training to Annex AH, to USCONARC Training Directive.

Q. TO&E 29-7T, which sets up the training divisions, has eliminated many TO&E aviator spaces and has caused hardship in many areas. In trying to build our reserve forces, this step seems illogical.

A. The mission of the training division did not call for an Aviation training requirement. The three aircraft in the division headquarters are solely for the purpose of transporting commanders and staff personnel on liaison visits and to observe unit training. The G3 section includes a major in charge of aviation who is the division aviation staff officer. DA has been firm on their position to make no changes in the aviation part of TOE 29-7T. Please understand that the training division is not the same organization as a regular Infantry Division, and its mission is only for training basic, advanced, and common specialist replacement trainees.

Q. Many of us, including myself, may misinterpret the provisions of AR 600-106 as authorizing 50% excess in aviator assignments. Can you clarify this?

A. The 50% excess pertains to flying status excess to authorized TOE and TD assigned spaces. This excess could be assigned in other spaces or attached; however, the maximum on flying status is 50% of aviator TOE and TD positions in Army areas.

(Col Freeman: "There is a growing realization at CONARC that in the future, Reservists, to be effective, must be capable of rapid mobilization, i.e., capable of availability within 48 hours, preferably less. Thus, we see the formation of aviation companies with issue equipment, including aircraft. They have now OK'd the procedure of assigning a pilot who may live in Town "A," to an aviation unit in Town "B," a hundred or more miles away. In substance, there is no set distance involved. The Reservist would attend drills with his local unit in Town "A" and secure his flight training under the civilian contract program in Town "A," but would attend summer field training with his assigned unit from Town "B.")

Q. It is generally felt that aviators should receive a retirement point for each two hours of flying duty, and not be restricted. Can this be accomplished?

A. The current regulations preclude the acquiring of more than one point per day, except for multiple drills. To permit Reserve Component aviators to acquire one point for each two hours of flying time without any limit, would set a precedent for other Reservists who work long hours or put in extra time. This conceivably could snowball out of control. The regulations are reasonable and flexible. They permit sufficient credit for the duty performed.

Q. The USAR Senior Army Aviator not on active duty must meet the requirement of an Army instrument card to retain this rating. It is generally felt that this requirement is difficult to meet considering funding, availability of equipment, time factor, etc. Will an FAA ticket suffice?

A. DCSOPS, DA desires high standards for eligibility for the Senior Army Aviator rating. Those Reservists already designated Senior Army Aviators but not instrument qualified, will be granted a one year period of grace until 30 June 1961. This is a DA problem. The new AR 95 series is currently under revision by DA and modification of the requirement is under study.

Q. Reservists on flight status, if in the Ready Reserve, must meet a 48 per year drill requirement, a summer field training requirement, and maintain the basic flight requirements. The Aviation Program would be bolstered considerably if uniform guidance could be furnished to commanders authorizing Army aviators to fulfill a reasonable number of drills by performance of flight duties. Can you help us here?

A. Regulations currently permit commanders to substitute flying periods for drill attendance; however, it is left to the discretion of unit commanders who, in certain cases, may be unreasonable in the requirements. The Aviation Section (USCONARC) will consider the value of a clarification and the necessity for reasonable guidance or policy in revision to Appendix III to Annex AH, USCONARC Training Directive. A proposed paragraph to advise commanders that "normally, aviators should not be required to attend more than 50% of the unit drills because of mandatory flying proficiency requirements," will be considered.

Q. Many of our Reserve Army Aviators are assigned to control groups. Is there a possibility that these personnel will receive drill pay when attached to units for training?

A. Current funding for pay drill spaces support only about 94% of the troop program requirement. Since this pay ceiling is the minimum acceptable, it is not feasible to authorize drill pay for control group aviators to the detriment of unit strength. Additionally, approval of this would open the door for pay drill of other Reservists in control groups, i.e., mob designees, USAR school students, and others. The DA and CONARC position is that reserve drill pay should not be authorized for any type of individual reinforcements in control groups under current funding, to the detriment of the strength of troop units.

Q. My personal experience as a Division Aviation Officer in the USAR, and the experiences of other DAOs, reveal that there is considerable "red tape" and excessive delay involved in effecting the transfer and assignment of rated personnel to the Aviation Program. We feel that the Army Reserve is losing many excellent personnel because of this. What can be done to change this?

A. CONARC recommendations were forwarded to DA earlier this year to: (1) Amend AR 140-100 to require the concurrent submission of requests for appointment in the USAR and designation as an Army aviator, and (2) Amend 600-106 to authorize major commanders to award the designation of Army Aviator to qualified officers in the USAR. DA turned down these recommendations and CONARC has dispatched a reclama.

Concerning transfers of personnel from the other services, interservice coordination is a strong factor in slowing down transfers, and the "hand carrying" of applications has been the only satisfactory solution in the past.

(Col. Freeman: In the matter of granting temporary AA ratings to holders of aeronautical ratings in the other services, if the holder of the temporary rating elects to go to the Army Aviation Center to get the waiver removed, they will now waive the 17-week primary training phase after successful completion of a primary proficiency flight check at Rucker. The student now starts with Phase B, a definite improvement that accelerates transfers.)

Q. WHEN DID THE AAAA ORIGINATE?

A. The AAAA was incorporated as a non-profit membership corporation under the laws of the State of Connecticut on March 11, 1957.

* * *

Q. WHO GOVERNS THE AAAA?

A. The incorporators vested control of the affairs of the AAAA in an 11-member National Executive Board on April 18, 1957. This Board, elected by the membership and composed of members of the Army National Guard, the Army Reserve, and the active Army establishments, and qualified civilian members, governs the AAAA.

* * *

Q. WHAT PURPOSES DOES THE AAAA SERVE?

A. Broadly speaking, the AAAA has three general purposes. They are:

To preserve and foster a spirit of good fellowship among former and present military and civilian personnel whose past or current duties affiliate them with the field of U.S. Army aviation or its allied pursuits.

To advance those policies, programs, and concepts that will be of mutual benefit to the membership of the Association, to include those policies of the Association of the U.S. Army, the National Guard Association, and the Reserve Officers Association that are of benefit to the membership of the Association.

To advance the status, overall esprit, and the general knowledge and efficiency of those persons who are professionally engaged in the field of U.S. Army aviation in the active Army forces and in the Reserve Forces.

* * *

Q. WHAT SPECIFIC OBJECTIVES DOES THE AAAA PURSUE AND WHAT PROGRESS HAS BEEN MADE IN ACCOMPLISHING THESE OBJECTIVES?

A. If one accepts the premise that an organization with limited resources can proceed just so far in a brief two-year period of existence, then one will readily agree that the AAAA has made an excellent start in the accomplishment of its specific objectives. These objectives are:

*

To foster a public understanding of Army aviation and to arouse a public interest in this segment of the military forces.

Progress: Through its official publication, ARMY AVIATION, a national Annual Meeting, local Chapter and Regional meetings, and the encouragement of showings of official Army aviation films by promotional assistance, the AAAA has taken initial steps to accomplish this objective.

*

To exchange ideas and disseminate information.

Progress: The AAAA's official publication has received ever-increasing support from the recognized leaders in Army aviation, their monthly articles on operational and maintenance procedures and problems serving to disseminate pertinent information to more than 70% of the rated personnel in AA on an individual-issue basis. Also, the exchange of new ideas and concepts through voluntary articles has also received increased support from professional officers in this field.

*

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

Progress: Locally, AAAA monthly or quarterly meetings are held at the Chapter level. Broad Regional meetings, though infrequent, have served to promote good fellowship on an area basis.. A successful annual meeting has served to bring Army aviation supporters together on a national basis.

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

Progress: The AAAA's official publication, in being distributed to the ROTC Departments of some 60-odd colleges and universities, has served to increase the interest of University-level persons in Army aviation. Its distribution to some 20 Army Flying Clubs creates a sustaining interest in this field among those military persons interested in flight training.

*

To cement relationships between those interested in Army aviation in the active Army establishment and in the Army Reserve Forces.

Progress: Chapter activities have encouraged the active participation of Reserve Forces' members at all professional-educational-social meetings of the AAAA held at military facilities. Reserve Forces' members serve on a majority of the Executive Boards of both Chapters and Regions, as well as on the National Executive Board. The AAAA publishes a periodic "Assignment Information Leaflet" listing the names and corresponding addresses of the 50-odd ARNG State Advisors and State Maintenance Supervisors so as to encourage the maximum assignment of Army aviation personnel in the ARNG program. Periodic USAR editorial columns and a sustaining ARNG column appear in the official publication providing information on the Army Aviation Programs of the Reserve Forces.

*

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

Progress: Current information, as written by professionals within the field of Army aviation and as published in the official publication of the AAAA, serves to accomplish this end.

*

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

Progress: Industry members of the AAAA have been invited to and have participated in open discussions on R & D matters at a classified session held during the AAAA's Annual Meeting, and have discussed various phases of R & D during presentations and Q & A sessions held during informal Chapter membership meetings.

To provide special types of group plans.

Progress: The AAAA has instituted a group plan of insurance coverage wherein members may protect their monthly flight pay against losses suffered through accidental bodily injury or sickness. This coverage is offered to AAAA members at one-half of the cost of comparable plans, and is limited solely to those who are engaged in U.S. Army aviation in the active service or in the Reserve Forces.

*

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

Progress: Professional-educational meetings are held by many Chapter activities on a monthly basis. Military, industry, and civilian officials have addressed AAAA audiences on a wide variety of subjects. Air meets, as tied in with a professional-educational meeting, have been held in several Regional areas. The AAAA Annual Meeting, though primarily a professional meeting with its programming patterned along educational lines, has served as a national "reunion" of sorts.

*

To maintain historical records.

Progress: Preliminary steps have been taken to record all noteworthy Army aviation events as they occur.

*

To recognize outstanding contributions to Army aviation.

Progress: An AAAA Award to the *"Army Aviator of the Year"* is presented annually to the person who has made an outstanding contribution to Army aviation. The *"James H. McClellan Safety Award"* is presented annually under the AAAA auspices to the person who has made an outstanding contribution to Army aviation safety.

* * *

Q. WHAT ARE THE MEMBERSHIP REQUIREMENTS TO JOIN THE AAAA?

A. Any U.S. citizen whose past or current duties affiliate him wtih the field of U.S. Army Aviation or its allied pursuits can join the AAAA as a full member with voting and office-holding privileges.

Q. WHEN ARE AAAA ANNUAL DUES PAYABLE?

A. The AAAA membership year begins on April 1st of each year, terminates on March 31st of the next year, with full year dues being $6.00. However, a pro-rated system is followed so that a member may join in any quarter of the membership year. In doing this, the member would only pay a pro-rated dues increment as below:

Membership applications submitted between April 1st and June 30th, $6.00.

Membership applications submitted between July 1st and September 30th, $4.50.

Membership applications submitted between October 1st and December 31st, $3.00.

Membership applications submitted between January 1st and March 31st, $1.50.

* * *

Q. WHAT CREDENTIALS AND IMMEDIATE BENEFITS WOULD A MEMBER RECEIVE?

A. Members receive their membership card, a distinctive Scotchlite Trunk Emblem of the Association seal, and a regular issue of the Association periodical.

* * *

Q. ARE THERE ANY OTHER INDIVIDUAL BENEFITS?

A. Participation in the affairs of the AAAA by attendance at Chapter, Regional, and National meetings is a decided benefit. The member may also avail himself of an Association Locator Service for name and address information on contemporaries and friends. He may also utilize the services of the AAAA's Military Aviation Placement Service to assist him in job placement within the aviation industry. The file data of the Association periodical is made available to him for the preparation of lectures. theses, etc.

* * *

Q. WHAT IS THE DISPOSITION OF THE ANNUAL DUES INCREMENT?

A. One-sixth of the Annual Dues ($1.00) is returned to the Chapter activity to which the member is affiliated for use by the Chapter in pursuit of local AAAA programs and meetings. One-third of the Annual Dues ($2.00) is retained by the national organization to underwrite national programs. One-half of the Annual Dues ($3.00) is utilized to underwrite the regular distribution of the official publication to each member in good standing.

* * *

Q. TO WHAT EXTENT HAS THE AAAA BEEN SUPPORTED OFFICIALLY?

A. DA approval was given to the AAAA in an official letter from the Department of the Army in October, 1957. All but a fraction of the senior officers in Army aviation are current members of AAAA with many taking an active part in the affairs of the organization by serving in Chapter, Regional, or National office, or on specific Association Committees.

* * *

Q. HAS THE ORGANIZATION OF LOCAL CHAPTERS BEEN EXTENSIVE?

A. Subject again to the fact that the AAAA has only been in existence for two years, Chapter activity has been quite extensive. Some 15 active Army posts had Chapters as of September, 1959 with an additional 9 Chapters being found in overseas areas. Four aviation units had distinct unit Chapters. Some 29 active Chapters in all were in existence on September 1, 1959.

* * *

Q. WHAT IS THE STRENGTH OF THE AAAA?

A. As of September 15, 1959 the membership of the AAAA totaled 4,643 members, approximately 80% of the total being active Army personnel. Reserve Forces personnel amounted to 5-8% of the membership with industrial membership comprising 12-15% of the total.

* * *

Q. HOW CAN A MEMBER PLACE A PROGRAM PROPOSAL BEFORE THE ASSOCIATION?

A. Any member in good standing may place a program proposal before the National Executive Board by securing the signatures of twenty-five members to his proposal.

* * *

Q. HOW OFTEN DOES THE NATIONAL EXECUTIVE BOARD MEET TO CON-

SIDER PROGRAM PROPOSALS FROM THE MEMBERSHIP?

A. The National Executive Board meets on a quarterly basis, the majority of its meetings being held in Washington, D.C. In addition to program proposals from the membership, the Board reviews existing programs and long-range planning at each of its quarterly meetings. An average of ten of its eighteen CONUS members attend each meeting.

* * *

Q. HOW ARE THE DETAILS OF NATIONAL BOARD PROCEEDINGS AND GENERAL DATA ON AAAA AFFAIRS CONVEYED TO THE MEMBERSHIP?

A. Specific pages of each issue of ARMY AVIATION are devoted exclusively to the affairs of the AAAA and report on the quarterly meetings of the National Board, Semi-monthly reports are mailed from the National Office directly to the Presidents of all Chapter activities for dissemination to the Chapter membership through the Chapter Executive Boards.

* * *

Q. WHAT IS THE LOCATION OF AAAA HEADQUARTERS?

A. The National Office of the AAAA is located at Westport, Connecticut. Members are invited to visit the National Office on Association business during normal business hours.

* * *

Q. DOES THE ASSOCIATION HAVE A FULL-TIME STAFF TO ADMINISTER ITS AFFAIRS?

A. The day-by-day administration of the affairs of the Association is the responsibility of the Executive Secretary of the AAAA, who serves as a National Executive Board member on a five-year appointment. The Executive Secretary implements the programs of the Association through guidance furnished by the National Board. The Association has no paid, full time adminstrative or clerical personnel.

* * *

Q. DO NATIONAL BOARD MEMBERS HAVE SPECIFIC AREAS OF RESPONSIBILITY?

A. In addition to a President and an Executive Vice President, the AAAA has six Vice Presidents, each of whom is assigned a specific area of responsibility. These areas are Army Affairs, National Guard Affairs, Reserve Affairs, Industrial Affairs, and Public Affairs. The preponderance of the program proposals placed before the National Board fall into one of these five categories and the appropriate Vice President assumes program responsibility. A National Treasurer supervises the fiscal procedures of the Association.

* * *

Q. WHAT IS THE RELATIONSHIP OF REGIONS TO THE NATIONAL ORGANIZATION?

A. Regional activities are broad membership areas in which two or more active Chapters and 150 or more members are found. To assure representation to these broad membership areas, the By-Laws provide that Regional Presidents be seated as full members of the National Executive Board. In addition, Regional organizations supervise meetings, seminars, exhibitions, air meets, etc. that are Regional in scope.

* * *

Q. HOW DOES A MEMBER ESTABLISH CONTACT WITH A CHAPTER ACTIVITY?

A. Active Chapters receive membership file cards of all members residing within a 100-mile radius of the Chapter area. In pursuing local activities, the Chapter establishes direct contact with each member within the Chapter area informing him of future meetings, activities, etc. Working the other way, the corresponding address of a key Chapter officer, normally the President, is published in the AAAA pages of the official publication.

* * *

Q. IS THE AAAA A LOBBYING ORGANIZATION?

A. No.

* * *

Q. WHERE DOES THE AAAA STAND IN RELATION TO OTHER SERVICE ORGANIZATIONS?

A. The AAAA, in not being concerned with broad programs of general Army interest or of broad interest to a specific component, does not conflict with the purposes or programs of other service organizations. It is a professional grouping of individuals who have common interests and who are engaged in a common pursuit.

AAAA ACTIVITY STRUCTURE

AS OF SEPTEMBER 1, 1959

NATIONAL EXECUTIVE BOARD

President: Mr. Bryce Wilson
Exec. Vice President: Colonel O. Glenn Goodhand
VP, Army Affairs: Lt. Colonel Alexander J. Rankin
VP, NG Affairs: Captain Howard E. Haugerud
VP, Reserve Affairs: Lt. Colonel Sam Freeman
VP, Industrial Affairs: Mr. Joseph E. McDonald, Jr.
VP, Public Affairs: Colonel I. B. Washburn (Ret.)
VP, Public Affairs: Lt. Colonel Frank O. Grey, Jr.
Treasurer: Lt. Colonel Charles E. Haydock, Jr.
Secretary: Lt. Colonel Keith A. French
Executive Secretary: Mr. Arthur H. Kasten

MEMBERS-AT-LARGE

Colonel Robert M. Leich
Colonel Robert R. Williams
Mr. James N. Davis

REGIONAL PRESIDENTS

Alabama Region: Colonel Robert H. Schulz
USAREUR Region: Colonel Warren R. Williams
USAFFE Region: Colonel William R. Tuck
Washington Region: Colonel John J. Tolson, III
Georgia Region: Colonel L. W. Looney
Texas Region: Lt. Colonel Vernon L. Poynter

94TH AVIATION COMPANY CHAPTER

(Boston, Massachusetts)

President: Lt. Colonel James E. Murphy
Executive Vice President: Major Arthur V. Andersen
VP, Reserve Affairs: Lt. Colonel Samuel P. Gordon
VP, Public Affairs: Capt. Thomas Willson
Treasurer: Captain Nelson F. Hermance
Secretary: Captain Donald A. Boynton

CORRESPONDING ADDRESS

Lt. Colonel James E. Murphy
President, 94TH AVIATION COMPANY CHAPTER, AAAA
1 Hartshorn Avenue
Malden 49, Massachusetts

METROPOLITAN N.Y. CHAPTER

(Interim Slate)

President: Lt. Colonel Charles E. Haydock, Jr.
Exec. Vice President: Lt. Colonel Sam Freeman
VP, Army Affairs: Lt. Colonel Gordon L. Kinley
VP, NG Affairs: Major Francis D. Rooney
VP, Res Affairs: Major Joseph W. Kilkenny
VP, Indus Affairs: Captain William C. Taylor
VP, Public Affairs: Captain Floyd E. Petty
Treasurer: To be elected.
Secretary: Mr. Anthony Sacco

CORRESPONDING ADDRESS

Lt. Colonel Charles E. Haydock, Jr.
President, METROPOLITAN N.Y. CHAPTER, AAAA
165 East 83rd Street
New York, New York

WASHINGTON REGION

President: Colonel John J. Tolson, III
Exec. Vice President: Lt. Col. Frederick C. Goodwin
Secretary: Major Bernard M. Zeppenfeld

WASHINGTON REGION (Continued)

CHAPTER MEMBERS-AT-LARGE

Davison: Lt. Colonel Clifford O. Bowen
Meade: Major Paul R. Kaster
Washington, D.C.: Lt. Colonel Robert L. Hoffman

CORRESPONDING ADDRESS

Colonel John J. Tolson, III
President, WASHINGTON REGION, AAAA
3617 Oval Drive
Alexandria, Virginia.

DAVISON ARMY AIRFIELD CHAPTER

President: Major Ralph S. Paxman
Executive Vice President: Captain Louis C. Harris
VP, Army Affairs: Major Frederick W. Meyers, Jr.
VP, Industrial Affairs: Captain Robert J. LaHaie
VP, Public Affairs: Lieutenant Glenn E. Spaulding
Treasurer: CWO James L. Mimbs
Secretary: Captain Robert W. Koepp

CORRESPONDING ADDRESS

Major Ralph S. Paxman
President, DAVISON ARMY AIRFIELD CHAPTER, AAAA
Quarters 563A
Fort Belvoir, Virginia

WASHINGTON, D.C. CHAPTER

President: Colonel Wayne E. Downing
Executive Vice President: Colonel John R. Dale
VP, Army Affairs: Lt. Colonel David G. Cogswell
VP, NG Affairs: Major Harrison A. Morley
VP, Reserve Affairs: Major Robert M. Barendse
VP, Industrial Affairs: Mr. George W. Fay
VP, Public Affairs: Lt. Colonel Paul R. Wagner
Treasurer: Major Richard W. Bywaters
Secretary: Major Paul E. Killpack

CORRESPONDING ADDRESS

Colonel Wayne E. Downing
President, WASHINGTON, D.C. CHAPTER, AAAA
Apartment C-512 River House
1111 Army-Navy Drive
Arlington 3, Virginia.

FORT MEADE CHAPTER

President: Lt. Colonel Elmer M. Fox
Executive Vice President: Captain Donald C. Blatt
VP, Army Affairs: Captain Lowell Mikles
VP, NG Affairs: Major William H. Graul
VP, Reserve Affairs: Captain Ray R. Buckwalters
VP, Industrial Affairs: Mr. Murray Foster, Jr.
VP, Public Affairs: Lieutenant James K. Knerr
Treasurer: CWO David Hipp
Secretary: Lieutenant Charles R. Mercier

CORRESPONDING ADDRESS

Lt. Colonel Elmer M. Fox
President, FORT MEADE CHAPTER, AAAA
Aviation Section, Hq., Second U.S. Army
Fort George G. Meade, Maryland

FORT EUSTIS CHAPTER

President: Lt. Colonel Edwn L. Harloff
Executive Vice President: To be elected.
VP, Army Affairs: Captain William F. Dobbins
VP, Industrial Affairs: Mr. Meade H. Mitchell, Jr.
VP, Public Affairs: Captain Arthur G. Keith
Treasurer: CWO Martin A. Jetton
Secretary: Captain Patrick N. Delavan

CORRESPONDING ADDRESS

Lt. Colonel Edwin L. Harloff
President, FORT EUSTIS CHAPTER, AAAA
14 Darlene Lane - Stoneybrook Estates
Newport News, Virginia

FORT MONROE CHAPTER

President: Lt. Colonel William G. Kilmer
Executive Vice President: Lt. Colonel Dan A. McCartney
VP, Army Affairs: Lt. Colonel Lawrence Bowlby
VP, Industrial Affairs: Colonel Robert F. Cassidy
VP, Public Affairs: Lt. Colonel Grady F. Lilly
Treasurer: Captain William L. Barker
Secretary: Captain Harlow G. Clark

CORRESPONDING ADDRESS

Lt. Colonel William G. Kilmer
President, FORT MONROE CHAPTER, AAAA
Post Office Box 186
Fort Monroe, Virginia

FORT BRAGG CHAPTER

(No slate returned.)

GEORGIA REGION

President: Colonel L. W. Leeney
Exec. Vice President: Captain William G. Hooks
VP, Army Affairs: Captain Upshur B. Quinby
VP, NG Affairs: Captain George Poppas, Jr.
VP, Reserve Affairs: Major William G. Black
VP, Industrial Affairs: Captain Todd M. Barth
VP, Public Affairs: To be elected.
Treasurer: Captain Albert E. Fitzgerald
Secretary: Captain Lewis A. Kinnison

CORRESPONDING ADDRESS

Colonel L. W. Leeney
President, GEORGIA REGION, AAAA
Headquarters, Lawson Army Airfield Command
Fort Benning, Georgia.

FORT BENNING CHAPTER

President: Lt. Colonel Gerald L. Hough
Exec. Vice President: To be elected.
VP, Army Affairs: Major Robert W. Kolb
VP, Industrial Affairs: Captain Albert E. Fitzgerald
VP, Public Affairs: Captain Todd M. Barth
Treasurer: To be elected.
Secretary: To be elected.

CORRESPONDING ADDRESS

Lt. Colonel Gerald L. Hough
President, FORT BENNING CHAPTER, AAAA
Headquarters, Lawson Army Airfield Command
Fort Benning, Georgia

315T TRANSPORTATION CO CHAPTER

President: Major Orman E. Hicks
Exec. Vice President: To be elected.
VP, Army Affairs: To be elected.
VP, NG Affairs: Lt. Charles A. Morris
VP, Reserve Affairs: Captain Robert E. Morris
VP, Indus Affairs: To be elected.
VP, Public Affairs: CWO Bruce C. Nicholson
Treasure: CWO Lester B. Goodman
Secretary: To be elected.

CORRESPONDING ADDRESS

Major Orman E. Hicks
President, 315T TRANS CO CHAPTER, AAAA
31st Trans Company (Lt Hel)
Fort Benning, Georgia

SECTION 3.313 OF THE AAAA BY-LAWS

CHAPTER: That activity governed by a distinct Executive Board and representative of 25 or more members domiciled in a particular geographic area or locality, except that any group of members numbering less than 25 will be permitted to petition the National organization for recognition as a Chapter activity, the petitioning activity to be re-examined at six-month intervals as to membership gained.

LAWTON-FORT SILL CHAPTER

President: Major Norman W. Goodwin
Exec. Vice President: Major Howard M. Moore
VP, Army Affairs: CWO Jacob L. Packer
VP, NG Affairs: To be elected.
VP, Reserve Affairs: To be elected.
VP, Industrial Affairs: Mr. Rex Madeira
VP, Public Affairs: Lt. Paul W. Bass
Treasurer: Lt. Ralph A. Matthews
Secretary: Lt. David H. Moffett, Jr.

CORRESPONDING ADDRESS

Major Norman W. Goodwin
President, LAWTON-FORT SILL CHAPTER, AAAA
Hq & Hq Detachment, 45th Transportation Battalion
Fort Sill, Oklahoma

FORT CAMPBELL CHAPTER

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Executive Vice President: Captain Billy G. Wells
VP, Army Affairs: Captain James R. Allen
VP, NG Affairs: Captain Richard D. Baldwin
VP, Reserve Affairs: Captain Samuel W. Patellos
VP, Industrial Affairs: Captain Earl K. Wooley
VP, Public Affairs: To be elected.
Treasurer: Lieutenant Lawrence Zittrain
Secretary: Captain Lemvel G. Thomas

CORRESPONDING ADDRESS

Colonel John D. Edmunds
President, FORT CAMPBELL CHAPTER, AAAA
Hq., Campbell Army Airfield
Fort Campbell, Kentucky

FORT KNOX CHAPTER

President: Captain George R. Cote
Exec. Vice President: CWO Frederick G. Lieb
VP, Army Affairs: To be elected.
VP, Indus Affairs: Captain James W. Booth
VP, Public Affairs: Major James E. Childers
Treasurer: 1st Lt. James D. Marett
Secretary: SFC James A. Robinette

CORRESPONDING ADDRESS

Captain George R. Cote
President, FORT KNOX CHAPTER, AAAA
64th Transportation Company (Lt Hel)
Fort Knox, Kentucky

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President: Colonel Robert H. Schulz
Exec. Vice President: Lt. Colonel Charles P. Damon
VP, Army Affairs: Major William J. Hix
VP, NG Affairs: Mr. Phillip B. Moore
VP, Reserve Affairs: Mr. William H. Snead
VP, Indus Affairs: Major Jon H. Gray
VP, Public Affairs: Captain William H. Harper
Secretary: Captain Roger H. Caye

CORRESPONDING ADDRESS

Colonel Robert H. Schulz
President, ALABAMA REGION, AAAA
Hqs & Svc Company, USAAVNS Regiment
Fort Rucker, Alabama

ARMY AVIATION CENTER CHAPTER

(Fort Rucker, Alabama)

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Exec. Vice President: Mr. William H. Martin
VP, Army Affairs: Lt Colonel Melvin C. Monroe
VP, Indus Affairs: Lt. Colonel Donald B. Thomson
VP, Public Affairs: Mr. D. W. Lakey
Treasurer: Captain Glenn A Bracken
Secretary: Captain John H. Richardson

CENTER CHAPTER (Continued)

CORRESPONDING ADDRESS

Colonel Delk M. Oden
President, ARMY AVIATION CENTER CHAPTER, AAAA
Headquarters, U.S. Army Aviation School
Fort Rucker, Alabama.

COMBINED TEST ACTIVITIES CHAPTER

(Fort Rucker, Alabama)

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VP, Industrial Affairs: Captain George E. Lawrence
VP, Public Affairs: Lt. Colonel William H. Byrd, Jr.
Treasurer: Captain James L. Teese
Secretary: Captain Garrison J. Boyle

CORRESPONDING ADDRESS

Colonel Jack L. Marinelli
President, COMBINED TEST ACTIVITIES CHAPTER, AAAA
U.S. Army Aviation Board
Fort Rucker, Alabama

TEXAS REGION

President: Lt. Colonel Vernon L. Poynter
Exec. Vice President: Major Leland H. Willard
VP, Army Affairs: To be elected.
VP, NG Affairs: Captain Jack M. Sherman
VP, Reserve Affairs: Major James S. Hanna, Jr.
VP, Public Affairs: To be elected.
VP, Indus Affairs: Captain Richard D. Smith
Treasurer: Captain Melvin D. Tate
Secretary: Lt. Ronald W. Metzger

CORRESPONDING ADDRESS

Major Leland H. Willard
Acting President, TEXAS REGION, AAAA
Route 2, Box 96
Mineral Wells, Texas

FORT HOOD CHAPTER

President: Lt. Colonel Robert L. Brown, Jr.
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VP, NG Affairs: Captain Jack M. Sherman
VP, Reserve Affairs: Major James S. Hanna, Jr.
VP, Industrial Affairs: Captain Henry J. Wilkins
VP, Public Affairs: Lieutenant John E. Caron
Treasurer: Captain Melvin D. Tate
Secretary: Captain William O. Chamberlain

CORRESPONDING ADDRESS

Lt. Colonel Robert L. Brown, Jr.
President, FORT HOOD CHAPTER, AAAA
902 Duncan
Killeen, Texas

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VP, Army Affairs: Captain James H. Chappell
VP, NG Affairs: Captain Donald D. Wolgamott
VP, Reserve Affairs: To be elected.
VP, Industrial Affairs: Mr. Joseph H. Shields
VP, Public Affairs: Captain Frederick B. Weller
Treasurer: To be elected.
Secretary: Lt. Ronald W. Metzger

CORRESPONDING ADDRESS

Major Leland H. Willard
President, CAMP WOLTERS CHAPTER, AAAA
Route 2, Box 96
Mineral Wells, Texas

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VP, Army Affairs: Captain Richard H. Scott
VP Industrial Affairs: Captain James R. Kitts
VP, Public Affairs: Major Robert D. McClanahan
Treasurer: Captain Ralph W. Merritt
Secretary: Captain Gerald E. Royals

CORRESPONDING ADDRESS

Lt. Colonel Kenneth F. Langland
President, FORT RILEY CHAPTER, AAAA
Hq., 71st Transportation Battalion (Hel)
Fort Riley, Kansas

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(Fort Carson, Colorado)

President: Major Harold G. Waddell
Executive Vice President: Captain George J. Young
VP, Army Affairs: Captain Leo A. Gamolchak
VP, Industrial Affairs: WO Alvin Lee, Jr.
VP, Public Affairs: Captain James H. Lefler
Treasurer: Lieutenant S. D. DeLozier, Sr.
Secretary: Lieutenant Stanley D. Cass

CORRESPONDING ADDRESS

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President, PIKES PEAK CHAPTER, AAAA
1st Rcn. Sq (Sky Cav), 16th Cavalry
Fort Carson, Colorado

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Exec. Vice President: Captain George E. Mengel
VP, Army Affairs: Captain James L. Guion, Jr.
VP, Indus Affairs: To be elected.
VP, Public Affairs: Lt. Frederick R. Bisch
Treasurer: CWO Gordon E. Coles
Secretary: To be elected.

CORRESPONDING ADDRESS

Captain Max A. Clark
President, MONTEREY CHAPTER, AAAA
29 Lower Private Road
Carmel, California

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VP, NG Affairs: Lt.. Rulon Andrus
VP, Reserve Affairs: Captain Robert R. Durych
VP, Industrial Affairs: Lt. Bennet W. James
VP, Public Affairs: Lt. Sanford A. Ross
Treasurer: To be elected.
Secretary: Lt. Richard A. Demmer

CORRESPONDING ADDRESS

Captain David R. Pierson
President, SOUTHERN CALIFORNIA CHAPTER, AAAA
3530 West 187th Street
Torrance, California

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Executive Vice President: Lt. Colonel James H. Lee
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VP, Industrial Affairs Lt. Colonel George L. Lovett
VP, Public Affairs: Captain Willis C. Dyer
Treasurer: Captain Richard H. Duckworth
Secretary: CWO William L. Long

CORRESPONDING ADDRESS

Colonel Warren R. Williams
President, USAREUR REGION, AAAA
G3 Division, Headquarters, USAREUR
APO 403, New York, New York

STUTTGART CHAPTER

President: Lt. Colonel Thomas W. Anderson
Exec. Vice President: Major Neely R. Brown
VP, Army Affairs: To be elected.
VP, Industrial Affairs: Major Harvey E. Gill
VP, Public Affairs: To be elected.
Treasurer: Captain William J. Tedesco
Secretary: Captain Edwin S. McClure

CORRESPONDING ADDRESS

Lt. Colonel Thomas W. Anderson
President, STUTTGART CHAPTER, AAAA
Hq, 7th U.S. Army Aviation Section
APO 46, New York, New York

HEIDELBERG CHAPTER

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Exec. Vice President: Major Carl A. Colozzi
VP, Army Affairs: To be elected.
VP, Industrial Affairs: Major John F. Denhart
VP, Public Affairs: Captain John R. Brown
Treasurer: To be elected.
Secretary: Captain Algin S. Hawkins

CORRESPONDING ADDRESS

Lt. Colonel Russell W. Humphreys
President, HEIDELBERG CHAPTER, AAAA
Transportation Division, Hq, USAREUR
APO 403, New York, New York

4TH TRANS COMPANY CHAPTER

President: Major Keith J. Bauer
Executive Vice President: Captain Robert G. Cox
VP, Army Affairs: CWO Jack A. Brown
VP, NG Affairs: Lieutenant Lawrence E. Corser
VP, Reserve Affairs: CWO Nathan Schultz
VP, Industrial Affairs: Captain Edward M. Browne
VP, Public Affairs: CWO Leonard A. Gifford
Treasurer: Captain Kenneth Wenn
Secretary: CWO Henry Coleman

CORRESPONDING ADDRESS

Major Keith J. Bauer
President, 4TH TRANS CO. CHAPTER, AAAA
4th Trans Co. (Med Hel) (H-37)
APO 165, New York, New York

VICENZA CHAPTER

(Vicenza, Italy)

President: Lt. Colonel Joseph L. Gude
Exec. Vice President: Captain Albert B. C. Davis, Jr.
VP, Army Affairs: Captain Bernard D. Thompson
VP, Indus Affairs: To be elected.
VP, Public Affairs: Lt. William M. Templeton
Treasurer: Lt. Robert S. Sands
Secretary: Lt. Thomas O. Hardy

CORRESPONDING ADDRESS

Lt. Colonel Joseph L. Gude
President, VICENZA CHAPTER, AAAA
G3, 1st US Army Missile Command
APO 221, New York, New York

USAFFE REGION

President: Colonel William R. Tuck
Remainer of slate to be forwarded.

CORRESPONDING ADDRESS

Colonel William R. Tuck
President, USAFFE REGION, AAAA
Eighth U.S. Army Aviation Section
APO 301, San Francisco, California

HAWAII CHAPTER

President: Captain Jack Hutcheson
Exec. Vice President: Lt. Jack A. Wilson
VP, Army Affairs: Lt. Floyd J. Tiemann
VP, Industrial Affairs: To be elected.
VP, Public Affairs: To be elected.
Treasurer: To be elected.
Secretary: Captain Sumner C. Burns

CORRESPONDING ADDRESS

Captain Jack Hutcheson
President, HAWAII CHAPTER, AAAA
25th Aviation Company (Inf Div)
APO 25, San Francisco, California

SEOUL CHAPTER

President: Colonel William R. Tuck
Executive Vice President: Major William C. Dysinger
VP, Army Affairs: Major George P. Kelly
VP, Industrial Affairs: Captain Robert S. Brodstein
VP, Public Affairs: Captain Elmer D. Huffer
Treasurer: Captain Robert J. MacLennan
Secretary: Major Horst K. Joost

CORRESPONDING ADDRESS

Colonel William R. Tuck
President, SEOUL CHAPTER, AAAA
Eighth U.S. Army Aviation Section
APO 301, San Francisco, California.

1ST CAVALRY DIVISION CHAPTER

President: 1st Lt. James L. Rungee
Executive Vice President: 1st Lt. Jody L. Williams
VP, Army Affairs: To be elected.
VP, Industrial Affairs: To be elected.
VP, Public Affairs: To be elected.
Treasurer: 1st Lt. Louis P. Bussalati
Secretary: 1st Lt. Bobby L. Moore

CORRESPONDING ADDRESS

1st Lt James L. Rungee
President, 1ST CAVALRY DIVISION CHAPTER, AAAA
15th Aviation Company
APO 24, San Francisco, California

USARCARIB CHAPTER

President: Lt. Colonel Jack W. Ruby
Executive Vice President: Captain Claude E. Hargett
VP, Army Affairs: Captain James C. Crawford
VP, Industrial Affairs: Captain Eugene N. Jones
VP, Public Affairs: Lieutenant Henry T. Schwarz
Treasurer: Lieutenant Charles E. Spencer
Secretary: Lieutenant Ronald C. Rex

CORRESPONDING ADDRESS

Lt. Colonel Jack W. Ruby
President, USARCARIB CHAPTER, AAAA
937th Engineer Company (Avn) (IAGS)
Fort Kobbe, Canal Zone

ALASKA CHAPTER

President: Major William F. Usher
Executive Vice President: Lt. Colonel Carl E. Bobo, Jr.
VP, Army Affairs: M/Sgt. Ralph L. Marohn
VP, NG Affairs: Colonel William N. Redling
VP, Reserve Affairs: Major Verl E. Towne
VP, Industrial Affairs: Captain Clarence H. Fuller
VP, Public Affairs: CWO Harold R. Bunnell
Treasurer: Lieutenant Donald R. Ruskauff
Secretary: Captain James E. Gray, Jr.

CORRESPONDING ADDRESS

Major William F. Usher
President, ALASKA CHAPTER, AAAA
80th Transportation Company (Lt Helicopter)
APO 949, Seattle, Washington

one for a friend

Application for AAAA Membership

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

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

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

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

Membership Year Terminates on March 31st

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

NAME.....
(Please Print)

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

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

☐ Army ☐ NG ☐ USAR SIGNATURE.....

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

ARMY AVIATION ASS'N FLIGHT PAY PROTECTION PLAN

Exclusively for AAAA Members

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

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

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

AMOUNT OF ANNUAL FLIGHT PAY.....

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

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

APPLICATION MUST BE ACCOMPANIED BY CHECK OR MONEY ORDER FOR ANNUAL PREMIUM

The annual premium charge is 1% of ANNUAL flight pay.

12 FACTS YOU SHOULD KNOW ABOUT THE AAAA'S

FLIGHT PAY PROTECTION PLAN

- Annual premium payment of 1% of annual flight pay.
- Semi-Annual premium payments of ½ of 1% of annual flight pay, plus a $1 service charge per payment.
- Quarterly premium payments of ¼ of 1% of annual flight pay, plus a $1 service charge per payment.
- Indemnity payments for up to 24 months, if you are grounded by an aviation accident.
- Indemnity payments for up to 12 months, if you are grounded for illness or ordinary accident.
- Tax-free indemnity payments of 80% of flight pay received.
- Retroactive 3-month lump sum indemnity payment for the initial three-month period of loss.
- Automatic pro-rated premium refund on unused coverage if discharged, separated, retired, or administratively reassigned to a non-aviation MOS.
- Coverage effective upon the first day of the month after the month of application.
- Initial 3-month lump sum payment returns tax-free indemnities that are 20 times as much as the annual premium.

ARMY AVIATION ASSOCIATION

- Protection at 4¢ a day for Warrant Officers to 7¢ a day for Colonels. Security at less than the cost of your daily newspaper.
- Group coverage available to AAAA members who are on flying status as crew members or non-crew members in the U.S. Army, ARNG, or USAR.

CESSNA U-3A . . .
FASTER, MORE ECONOMICAL MOBILITY FOR TOP LEADERS

Faster than many larger transports—and much more economical in initial cost, operation, and maintenance—Cessna's U-3A is now used extensively by the U. S. Air Force. Its exceptional performance and range provide high mobility for top leaders. And its easy adaptability as a light cargo carrier assures efficient, full-time service.
Result: The Cessna U-3A makes substantial savings for the U. S. Air Force.

Cessna

Military Aviation Placement Service

COMMERCIAL HELICOPTER pilot seeking employment, age 30, married, over 600 helicopter hours in H-34, H-25, H-23, H-19, and H-13 aircraft. 27 hours of synthetic instrument trainer. CAA rating: rotorcraft S-58. Traveling no object, domestic or foreign. Write Box H-1 for resume.

HELICOPTER PILOTS: If you are interested in career employment, have a minimum of 500 helicopter hours, are under 33 years of age and weigh under 175 pounds, write Box 92, AAAA, Westport, Conn.

TEST PILOT desired. Require Pilot qualified to test H-21 and L-19 fixed wing aircraft. Must hold FAA Commercial and Rotary Wing Pilot Certificate and be capable of solving maintenance problems encountered during test flight. Instrument rating preferred. Write Box 93, AAAA, Westport, Conn.

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Mr T. C. Wadley, Comptroller
Mr. C. A. Howard, Training Coordinator
Mr. F. D. Butcher, Assistant, Internal Analysis
Mr. C. P. Ellstrom, Assistant, Quality Control
Mr. H. H. Schaaf, Test Pilot
Mr J. H. Creigston, Test Pilot
Mr. M. P. Fitzgerald, Test Pilot

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Mr. Robert L. Lair
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Mr. Edward E. Burritt, Jr., Mgr, T64 Applications
Mr. Robert A. Humphrey, T58 Applications
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Mr. Verne Hudson, Chief of Advanced Design
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Ira C. Eaker, Vice President, Eastern Offices
C. R. Able, Director—Weapons Systems
E. C. Kalliher, Assistane Washington Representative
R. A. Young, Chief, VTOL/STOL Advanced Design Engrg.
W. E. Singer, Advanced Design Engineer
P. L. Smith, St. Louis Representative
R. D. Nielsen, Asst Mgr, Marketing & Requirements

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Sikorsky S-60 —giant new flying crane

NEW CONCEPT: The S-60, prototype for future Sikorsky flying cranes, now is demonstrating in flight exciting new ways to handle both military and commercial materials and construction bottlenecks.

NEW POWER: Sikorsky flying cranes will utilize high-powered gas turbine engines, affording every advantage with its favorable power-weight ratio.

GREATER CAPACITY: The prototype S-60 lifts 5 tons with ease, with its two 2100 h.p. Pratt & Whitney Aircraft R-2800 piston engines. Turbine-powered models in design will carry from 10 to 40 tons of payload.

ALL-PURPOSE DESIGN: Cargo lifting is simplified by design that straddles the load. Specialized pods will speed movement of personnel and of communications, maintenance, and medical equipment, and will answer many other particular needs.

SIKORSKY AIRCRAFT, Stratford, Connecticut

Davison Army Airfield Chapter Holds Typical Picnic . . . with Bees!

Captain Bob Koepp, Secretary of the *DAVISON ARMY AIRFIELD CHAPTER,* passed these words along regarding his Chapter's recent successful "outing."

"Our slogan 'AAAA Picnics are the P-Nic-iest' paid off handsomely as many of our Chapter members, their wives, and their offspring attended the first of several planned social gatherings.

The activities got off to a normal start—late—but progressed well once the kids (and adults) found out that prizes would be awarded for the various races. Capt. Jim Maschmann, in a losing effort in a potato-sack race, fell and broke his arm and just possibly the FPPP may have to come into play here. Capt. Dowden sprained his ankle, returning to work with a cast & crutches. Several bee stings add to the discomfort of the celebrants making this a "true" picnic. We were happy (and frankly amazed) that the tug-o-war between the Dads didn't develop any hernias for they were really getting with it.

The casualties behind me, I'll move on to the more noteworthy awards presented by Col. E. O. Lansford, our Davison C.O. Capt. Dowden: most colorful clothing; Mrs. Shaw: tiniest feet; CWO Mimbs: broadest shoulders; Capt. Stokan: most infectious laugh; Mrs. Duell: longest fingernails; Capt. McKeown: deepest voice; Mrs. LaHaie: most colorful shoes; Mrs. Dowden: darkest eyes; and Mrs. McKeown: shortest hair. I'd rather not discuss the "prettiest legs" award although I was quite flattered by the honor.

As with all AAAA gatherings, a small handful of people did all the legwork. These included Capt. Weston, Lt. Miller, and WOs O'Donnell, Haddock, Wells, and

Glancy. Their fine job was attested to by the smiles and enjoyment of the participants. The free ice cream and soda, plus the 15¢ beer didn't hurt anyone's feelings either. Maj. Paxman (Chapter President) presented the door prize (won by the Dowdens, although no door was in sight), all eyes at this point drifting to the HUGE AAAA banner imported for the occasion from the National Office, and promptly returned with complete de-chiggering instructions."

NEW MEMBERS JOINING AAAA

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(Mass-Conn-RI-NH-Me-Vt)
CWO William C. Lanier, Jr.
WO Donald E. Graham
WO Leo F. Greentree
WO Aaron R. Trim
WO Cleveland Valrey
WO John D. Johns
Mr Paul Lovington
Mr Edward Carter
Mr Harry W. Generous
Mr Vincent Hannon, Jr.
Mr William A. Healy
CWO Clifton A. Pelfpaff
Mr John H. Macleod, Jr.

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(NY-NJ-Pennsylvania)
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Mr R. Kennedy
Mr G. J. Higgins
Mr Frank N. Piasecki
Mr T. I. Case
Mr R. C. Loudermilch
Mr William P. Burch
L/Col Allen M. Burdett, Jr.
Mr A. J. DeMarco
L/Col Jack W. Hemingway
Mr Franklin Kurt
Mr Marshall Lewis
Mr Adolph Medico
Mr A. L. Rollsch
Mr W. B. Russell
Mr John C. Siltanen
Col Jesse F. Thomas
Mr Robert F. Wichser
Capt Paul F. Anderson

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(Md-DC-Va. within 60 miles of D.C.)
Mr Don Ryan Mackler
Mr Lester L. Birchler
Mr George J. McTigue
Mr John J. Hinds
Mr Robert Hirsch
Mr Charles G. Kretchmer, III
Mr Harry S. Baer
Mr Joseph Gautling, Jr.
Mr P. C. Hargraves
Mr B. W. LaLush
Mr Richard W. Morris
Mr Irvin S. Noland
Mr Earl A. Schneider
Capt George C. Connor

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(W.Va-Del-Va outside 60 miles of D.C.)
Mr W. G. Finn
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Capt Harlow G. Clark

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Lt Larry L. Welch
Lt Jack A. Walker
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Capt Harry R. Gliddon
Capt Thea C. Watkins
WO Douglas W. Niles
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Sp/5 Waymon D. Dyson
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SOUTHERN AREA
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CWO Joseph C. Watts
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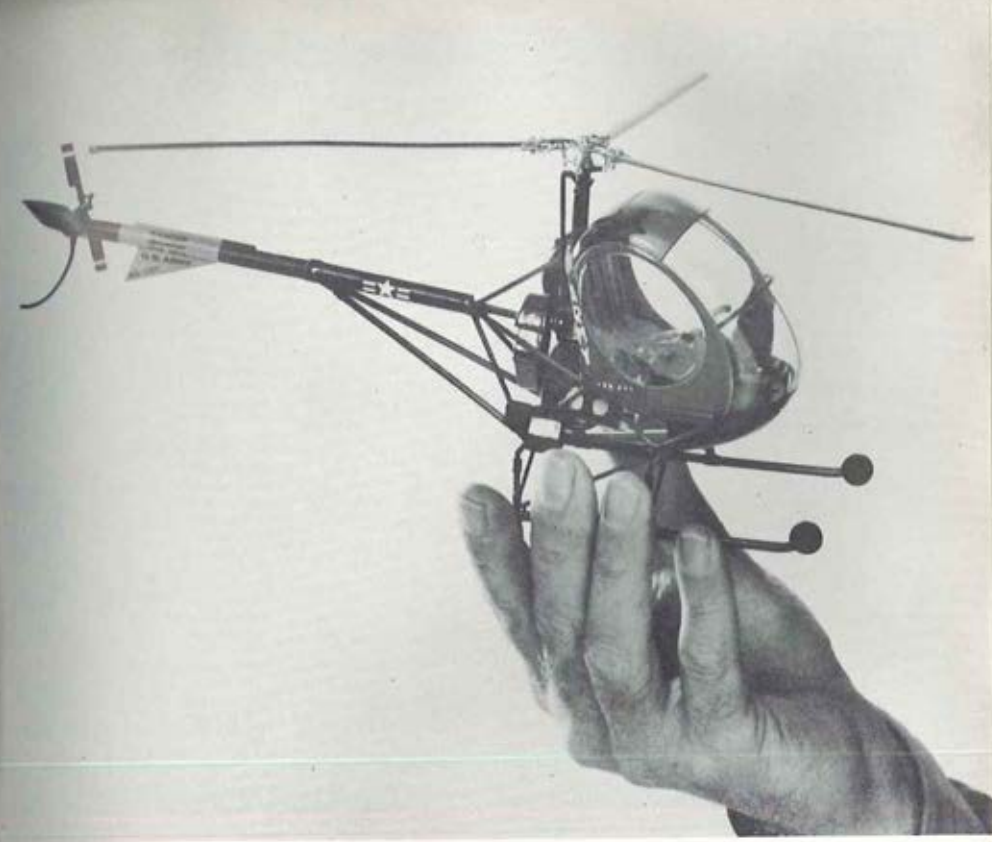
Lt Franklin E. Vranicar
Lt Marion C. Mallory
Mr Philip C. Norwine
Mr G. Jackson Butterbaugh
CWO John R. Winters
Lt Elbert T. McAfee

MIDWESTERN AREA
(Minn-Neb-Kan-Mo-Iowa-NDak-SDak)
L/Col William C. Hale
Mr Kenneth O. Poll
Lt James L. Magness
Mr R. M. LaRue
Mr Don Hufford
Lt Reuben Black

NORTHWEST AREA
(Wash-Idaho-Ore-Mont-Wyo)
L/Col Richard H. Ferriter
Lt Alvin E. Walker
Lt John S. Utz

WEST CENTRAL AREA
(Colo-Ariz-Nev-Utah-NMex)
Lt Richard V. Coulter
Capt Bernard Los Banos
Lt Don McMillion



a chopper on hand is worth two in the pool

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The Hughes YHO-2HU is the first helicopter fully functional for Company-level operations. Easy on fuel . . . ruggedly built . . . this unique, 2-place helicopter reduces the logistics problem. It requires no special tools for field maintenance and few spare parts. Most maintenance can be done within the Company.

Major components – the engine, rotor systems, multiple belt drive clutch – can be removed and reinstalled as independent assemblies . . . in minutes!

The YHO-2HU is thoroughly evaluated and ready for procurement.

THE YHO-2HU COSTS HALF AS MUCH TO BUY—HALF AS MUCH TO USE—AND IS EXACTLY WHAT THE ARMY ASKED FOR!

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MAINTENANCE TIPS . . .

. . . Mike Button

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

Supply Status of Aircraft Engines

■ In the March 1959 column, *Mike* gave out with the latest information he could lay his hands on about this engine supply status business when *TSMC S/L* 12-59 was explained. *Old Mike* has known for a long time that the field has a problem; so, just as soon as the picture changed, I got a little more poop together which I want to pass along. 'Tis this, *TSMC S/L* 47-59, 10 July 1959 rescinds 12-59; however, there is little difference between the new and old poop.

Everyone, I hope, has had the pressure taken off them since *DA Circular* 725-23, 8 April 1959 has hit the troops with detailed explanations of how to handle *EDP (Equipment Deadlined for Parts)* actions. So *TSMC S/L* 47-59 was rewritten to reflect and expound upon the new poop contained in the Circular. So, pay particular attention to para 7 of the S/L which tells you under what conditions you may declare an aircraft EDP when forwarding requisitions.

Further, I would like to remind all, that *EDPs* are priorities and must be handled as outlined in *DA Circular* 725-23; they are not a means of circumnavigationalism to get your requisitions filled in short order.

One change in the supply status of aircraft engines was from the "critical" list back to "normal" for the R-1340-57 engines used in *Chickasaw* (H-19C) FSN 2810-600-4649 which I noticed, but check out the rest of the list 'cause it's full of good info,

Raven Tail Rotor Cable Fix

■ *TM*1-1*H*-23-1011, recently published, gives out with the latest scoop on modification of the fairleads of the tail rotor control cables for H-23B & Cs by specific aircraft serial numbers. This modification takes the bind off the slapping of the cables at station 200 and stabilizes the control cables by means of grommets in the 5 guide brackets which are furnished with Kit, Stock Nr 1560-M23-0486.

So, when you requisition these kits, in accordance with *SB* 1-15-9 be sure that the serial numbers of the aircraft, as stated in the TM1, accompany the paper work, because *TM*1-1*H*-23-1011 is the authority for requisitioning these kits by aircraft serial number only.

William D. Bickham

Packaging Problems!!!

■ TC sections of Army General Depots are submitting *DD Form* 6's with raised bristles on their backs, because some category A aircraft items such as engines, transmissions, etc., are being received in reusable metal containers improperly packaged and dirty—including water.

Upon opening, these items are found to be damaged and/or corroded, which means not only improper care, but not giving a hoot about *your* property—*It is yours, you know—you helped pay for it.*

These conditions which are recurring are:

a. Failure to clean the water and the debris from container.
b. Failure to use the required number and the right size mounting bolts.

Here's a classic example of what *Old Mike* means: An engine, just recently, was received by the (censored) Depot properly packed in every respect; however, guess what!—the accompanying generator was simply placed loose in the container and you can guess the rest.

So, please pay just a little more attention to packaging these expensive items—engines, transmissions, especially helicopter transmissions—in reusable metal containers. Clean the water and debris from them and use the correct size and number of mounting bolts and don't forget to use desiccant in cans designed to be air-tight.

Remember, the same care should be taken as when you are installing the items on the aircraft.

Unit Pricing Looks Odd!

■ Don't let the $7.77 or the $9.99 unit pricing on some shipping documents floor you. The unit price has been arbitrarily established by TSMC for internal *Financial Inventory Accounting* (*FIA*) when the price of the item is not available or known. The real price will be published when the standard price of the item has been researched. In the interim, the $7.77 or $9.99 prices on the shipping documents can be used for FIA records by requisitioning activities, subject to billing, by referring to other sources, such as AF pricing guides, or estimate it based upon your past experience on a similar item; or it could be that the item you got was a substitute or an

step in and step up...

. . . take one easy step into the luxurious comfort of a cabin cradled beneath a high wing for greater stability. Step up to higher speed and higher flying in this over-the-weather, all-weather business twin. Ask your distributor for a trial flight, and you'll be convinced that Aero Commander is a step ahead of anything in its field!

AERO COMMANDER

Another product of ROCKWELL-STANDARD Corporation

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interchangeable part for which you did have the standard price for the original item.

The complete story and the details on how the true billing will be accomplished, may be found in *TSMC, S/L* 50-59.

Modification Kit, Beaver (L-20)

■ When you get into *Modification Kit* 1AGE-TO-1L-20A-541 authorized by *AFTO* 1*L-20A*-541, Sept 57—DA, TM1 is now being processed by TSMC for DA applicability—you'll soon discover that the plug on the cable assembly required to connect it to the Turn and Slip Indicator is missing and you can't comply. *So, what's to do?*

If you have already received the kit, shoot off a requisition and tell the supply people you need the complete cable assembly FSN 6610-M23-0002 which was furnished by the contractor to rectify the situation. However, should you be making out an initial request, include Cable Assembly FSN 6610-M23-0002 on the requisition in addition to the Modification Kit 1AGE-TO-1L-20A-541 (FSN 1560-M23-0495) as stated in the S/L 51-59. However, when you receive the TM1 you'll notice that the kit FSN is different than the S/L's FSN, *don't let it throw you.* The FSN 1560-701-5745 is correct for DA applicability.

■ That's about all for this month and you'll be hearing from *Old Mike* in the October issue, 'cause I'z goin' fishing on that vacation I promised myself last year which I never got to go on. So, take good care of *our* aircraft and I'll be back, I hope, in the October issue.

Yours for better maintenance,

Hiller Aircraft Obtains Sales Rights for Unique German "Heli-Trainer"

An agreement has been signed between Hiller Aircraft Corporation and Apparatebau Nabern GmbH of Ottobrunn, Germany, giving Hiller the exclusive sales rights to the Bolkow BO 102 *Heli-Trainer* in the United States, Canada, Mexico, and Central America. The agreement included an option to produce the trainer in Hiller's Palo Alto, California plant.

The *Heli-Trainer* is a single-seat, single rotor helicopter which is linked to the ground by a stationary pivot mounting. In the more advanced training configuration, the vehicle is mounted on a float so that the student can move the helicopter trainer forward, backward, and laterally over the surface of the water.

Used for helicopter pre-flight instruction, the *Heli-Trainer's* reported major advantages are lower operating costs (nearly one-fourth that of a flying helicopter) combined with complete authenticity in helicopter control movements and responses. Although the *Heli-Trainer* has the complete safety of conventional electro-mechanical flight simulators, its initial cost is said to be radically lower, while it achieves a degree of realism unattainable in simulators.

The over-all effects are that pre-flight instruction are said to be simplified, less costly, and quicker than by conventional methods. Usually problematical student tenseness is eliminated, and inclement weather conditions are not a factor. Students, having completed the *Heli-Trainer* course, should be ready to solo in a flying helicopter after approximately two hours of dual control flight.

H-37 Being Tested as Airlift Device for Nike-Hercules Warheads

Feasibility of transporting Nike-Hercules warheads inside helicopters is now being tested at the U.S. Army Air Defense Center at Fort Bliss, Texas.

The 34th Artillery Detachment has been running a series of tests to determine the feasibility and to obtain the best methods of handling for this type of transportation. Training warheads have been loaded with the assistance of the *54th Transportation Company (MH)* of Fort Sill, Okla., who sent an H-37A helicopter here with a 6000 pound capacity. Mission of the 34th Artillery Detachment, designated a WSNH unit, is the maintenance, custody, storage, and control of warheads in support of a NATO surface-to-air missile unit.

LETTERS TO THE EDITOR

Sirs:

Reference is made to the June, 1959 issue of ARMY AVIATION in which it is stated on page 257 that Class 59-C4 of the USAPHS's Officer Rotary Wing Aviation Course marked the *first* time that commissioned officers with *no* prior aviation qualification have received initial training in rotary wing aircraft.

I wish to point out that Medical Service Corps officers have been receiving this training since 1953 and, I might add, have compiled an outstanding record since that date.

It is requested that you make a retraction in a subsequent issue for if the feat of Class 59-C4 is *Unique* (your caption), then that of the Medical Service Corps must be *"Super-Unique."*

Joseph P. Madrano
Captain, MSC

(Ed. The feat of the Medical Service Corps is "Super-Unique!")

Sirs:

May I join the thousands who will catch your goof on Page 240 of the June, 1959 issue—the backward print of General Meyer.

Edward Polanski
Captain, Conn-ARNG

(Ed. The perils of offset printing—a vacationing editor who was not on hand to check the Van Dyke, and a "stripper" who flips negatives.)

month's takeoffs

A

ADAMSON, George W., Lt., 1st Aviation Company (Inf Div), Fort Riley, Kansas.
ALEXANDER, R. P., Lt. Col., Student Company, USAFHS, Camp Wolters, Mineral Wells, Texas.
ALLEN, John R., Jr., Lt., 2609 Hancock Drive, Austin, Texas.
ALLGOOD, Charles N., Capt., 81 Bullard Loop, Ft. Leavenworth, Kan.
ALLRED, Charles N., CWO, 4th Transportation Company (Med Hel), APO 165, New York, New York.
ANDERSON, Edgar N., Maj., 226 Harris Drive, Fort Rucker, Alabama.
ASBURY, Harold D., Capt., Detachment "K," KMAG, APO 31, San Francisco, California.
ATKINSON, Robert V., Capt., 4407-B Craig Drive, Fort Benning, Ga.
AVANT, Otis J., Capt., 3 Cottage Lane, Lee Hall, Newport News, Va.

B

BACHE, B. A., Lt. Col., (Ret.), 4616 Woodfield Road, Bethesda, Md.
BAKER, Harold L., Capt., Dominion Towers, Apt 722, 1201 South Court House Road, Arlington 4, Virginia.
BANKIT, Paul, Capt., 8703 North 36th Street, Omaha, Nebraska.
BANKS, Douglas, Lt., Post Office Box 1479, Fort Benning, Georgia.
BARBOUR, Frank P., Jr., Maj., U.S. Army Aviation School, Fort Rucker, Alabama.
BARNES, R. C., Jr., Capt., 2228 Sharon Avenue, Columbus, Georgia.
BARTHOLOMEW, William H., Capt., c/o 849 Edison Avenue, Sunbury, Pennsylvania.
BAXTER, Richard B., Lt., 48th Transportation Company (AAHM&S), Atlanta General Depot, Forest Park, Georgia.
BEASLEY, Lewis E., Lt., 82nd Aviation Company (Abn Div), Fort Bragg, North Carolina.
BECKER, Elwood J., Jr., USA Arty & Msl School, Fort Sill, Oklahoma (Temporary, enroute to Fort Rucker).
BENNETT, William M., Jr., Lt., 1713 North 44th Street, Lawton, Okla.
BERGNER, John, Capt., 54th Transportation Battalion, APO 165, New York, New York.
BILL, Gary R., Lt., BFD No. 2, Westerly, Rhode Island.
BILLS, Arthur D., Lt., 11 Lighthall Avenue, Cohoes, New York.
BILLY, Myron D., Lt., TOAC 1-60, USA Transportation School, Fort Eustis, Virginia.
BOLING, Donald E., Capt., 48th Transportation Company (AAM&S), Atlanta General Depot, Forest Park, Georgia.
BOYLE, Dean G., Lt., 106 South 49th Street, Lawton, Oklahoma.
BRATT, Clarence M., Lt., 2025 Somerset Avenue, Columbus, Georgia.
BRAZEALE, Charles R., Lt., Hq Btry, 2nd Bn, 28th Artillery, APO 800, New York, New York.
BRIGGS, Fred C., Lt., Officer Student Company, Box 815, USAAVNS Regiment, Fort Rucker, Alabama.
BROCK, Jeffrey, Lt., 119 Stewart Homes, Fort Stewart, Georgia.
BROCKMYER, James J., Maj., J-515 Arlington Towers, Arlington, Va.
BROWN, Jack A., CWO, 4th Transportation Company (Med Hel), APO 165, New York, New York.
BRUCE, William A., Lt., Headquarters Detachment, 4th Signal Group, APO 403, New York, New York.
BUCHAN, Earl K., Maj., 317 Godfrey, Wolters Village, Mineral Wells, Texas.
BURCH, Donald M., Post Office Box 398, Redwood Estates, California.
BURDETTE, Allen M., Jr., Cpt., Officer Student Company, Box B-14, USAAVNS Regiment, Fort Rucker, Alabama.
BURFORD, John C., Capt., 2133 Molino Place, Honolulu, T.H.
BURHANAN, Carl, CWO, 4th Transportation Company (Med Hel), APO 165, New York, New York.
BURRIS, Carshal A., Jr., Capt., USAAVNS, (3462), Helicopter Instrument Course (1-B-F1B), Fort Rucker, Alabama.
BURTH, Albert E., Lt., 1823 Maplewood Street, Hopkinsville, Kentucky.
BUSBY, Scott J., Maj., 418 Sunnyside Drive, Longmont, Colorado.
BUTLER, Don A., Capt., 838-A Terry Drive, Upatoi Terrace, Fort Benning, Georgia.
BUTLER, O. B., Maj., Student Detachment, USC&GSC, Fort Leavenworth, Kansas.

C

CADMUS, George W., Capt., 506 Chestnut Street, Leavenworth, Kansas.
CAGLE, Paul M., Capt., No 2 June Terrace, Lee Hall, Virginia.
CALHOUN, George B., Lt., 816-A Terry Drive, Upatoi Terrace, Fort Benning, Georgia.
CALLINAN, William F., Lt., 831-B Terry Drive, Upatoi Terrace, Fort Benning, Georgia.
CAMPBELL, James C., CWO, 1 Wilson Drive, Columbus, Georgia.
CANADAY, Willis L., Capt., 3rd Helicopter Battalion, Fort Benning, Ga.
CASEY, John P., Jr., Capt., 14 Mantieth Lane, Fort Rucker, Alabama.
CASPER, Willie H., Jr., Capt., Hq, 45th Arty Brigade (AD), Arlington Heights, Illinois.
CHABALA, David M., Lt., 416th Signal Aviation Company, Fort Huachuca, Arizona.
CHOPRA, Shiv K., WO, 93rd Transportation Company (Lt Hel), Fort Devens, Massachusetts.
CLARKE, William J., Lt., 915 Holly Street, Lake Charles, Louisiana.
CLEMENT, Ralph W., Lt., Officers Student Company, Box C-6, USAAVNS regiment, Fort Rucker, Alabama.
COLLETT, Carl A., Maj., Aviation Detachment, Headquarters, USAREUR, APO 403, New York, New York.
COMINOS, Anthony M., Lt., Officers Student Company, Hel Inst Fly 1-B-F1B, Fort Rucker, Alabama.
CORSER, Lawrence E., Lt., 4th Transportation Company (Med Hel), APO 165, New York, New York.
COTTON, Paul E., Jr., CWO 4th Transportation Company (Med Hel), APO 165, New York, New York.
COULTER, Richard V., Lt., 16th Sky Cavalry, 2nd US Army Missile Command, Fort Carson, Colorado.
COX, George W., Jr., CWO, 5473-A Kelly Street, Fort Knox, Kentucky.
CROSMUN, Arthur, Jr., Lt., 40th Battalion, 59ist Company, Fort Eustis, rVirginia.
CROSMUN, Clifford A., Lt., 1025-B Ray Court, Fort Benning, Georgia.
CROWELL, George A., Capt., 301-D Stewart Avenue, Fort Benning, Ga.
CUKRY, Paul R., Capt., 2550 Walker Street, Columbus, Georgia.

D

DAWDY, Charles A., Jr., Capt., Office of the Commanding General, Fort Dix, New Jersey.
DAVIS, Jack E., Lt., 812 Crawford Avenue, Enterprise, Alabama.
DelFORTE, Jack B., Capt., 7710-A Ray Street, Argonne Hills, Fort George G. Meade, Maryland.
DEMPSEY, Marvin E., Maj., (Ret.), Bel Air Palms Motel, 2920 West Olive, Burbank, California (Temporary).
DESCOTEAU, Rudolph D., Capt., P.O. Box 3014, University Station, Columbus 10, Ohio.
DILLER, Richard W., Lt., Armor Officer Advanced Course No. 1, Student Detachment, Fort Knox, Kentucky.
DI STEFANO, Joseph, Lt., Armed Forces Courier Service, APO 230, New York, New York.
DOHERTY, S. S., Lt. Col., Signal Aviation Test & Support Activity, Fort Rucker, Alabama.
DRESSLER, Stanley E., Lt., Class 60-1, USAFHS, Camp Wolters, Mineral Wells, Texas.
DUENSING, Harry E., Lt., 2nd Army Aviation Company, 2nd Platoon, APO 122, New York, New York.
DUKE, John G.,Capt., USAFHS, Camp Wolters, Mineral Wells, Texas.
DUNCAN, William L., Capt., 40th Transportation Battalion, Fort Eustis, Virginia.
DUNHAM, John R., Jr., Capt., Quarters 2564-A, Fort Eustis, Virginia.
DUNN, Thomas M., Jr., Capt., Post Office Box 23, Annandale, Virginia.
DuPONT, George J., Capt., 2nd Aviation Company (FW-TT) (Army), APO 58, New York, New York.
DURIE, Robert E., Capt., 2514 Rice Street, Columbus, Georgia.

E

EASLEY, Charles L., Capt., 2nd Company, 1st Training Battalion, The School Brigade, Fort Benning, Georgia.
EBAUGH, Glenn M., Capt., Armor Officer Advance Class No. 1., Stu Off Co, Stu Regt, US Army Armor School, Fort Knox, Kentucky.
ECKERT, Edward N., Capt., 66 Red Cloud Road, Fort Rucker, Alabama.
ECRETTE, Joe D., Capt., "B" Company, 1st ARB, 52nd Infantry, Fort Carson, Colorado.
EDSON, Hallett D., Brig. Gen., Detachment "R," KMAG, APO 18, San Francisco, California.
ELIASSON, Arne H., Maj., 501 South Broadway, Leavenworth, Kansas.
ELLIS, Samuel F., CWO, 53 Turlington Road, Newport News, Virginia.
EVANS, Virgil D., Capt., 709 N.W. 5th Avenue, Mineral Wells, Texas.

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TO "ARMY AVIATION MAGAZINE"

F

FEILKE, Glenn T., Lt., Officers Mail Room, Section 119, Fort Monmouth, New Jersey.
FRANCIS, Charles S., Capt., 110th Aviation Company (Sur), APO 221, New York, New York.
FREDERICK, James M., Capt., Headquarters, Fourth US Army, Fort Sam Houston, Texas.

G

GARDNER, Earle F., Maj., Transportation Section, Eighth U.S. Army, APO 301, San Francisco, California.
GARDNER, William S., Lt., 93rd Transportation Company (Lt Hel), Fort Devens, Massachusetts.
GARRISON, Ritchie, Lt. Col., P.O. Box 446, Fort Rucker, Alabama.
GILLESPIE, John D., Maj., Aviation Officer, 4th Infantry Division, Fort Lewis, Washington.
GILLILAND, John O. L., Capt., Eighth U.S. Army Aircraft Maintenance Center, APO 20, San Francisco, California.
GOLEMBIESKI, Frank E., Jr., Capt., Apartment 12-C, Pine Terrace Road, Columbus, Georgia.
GRAFT, Charles V., Maj., 450-9 Kearney Avenue, Fort Leavenworth, Kansas.
GRAY, David W., Brig. Gen., Headquarters, V Corps, APO 79, New York, New York.
GRAY, Robert R., Lt., Aviation Section, Hq, 42nd Artillery Group, APO 34, New York, New York.

H

HAMMACK, J. Y., Maj., 10 Heintzelman Court, Fort Leavenworth, Kan.
HAMMONS, Dale E., Capt., Company "D," 91st Engineer Battalion, Fort Belvoir, Virginia.
HANKINS, Charles A., Capt., 522nd Engineer Company, Fort Knox, Ky.
HARLAN, James M., Capt., 20 Loney Avenue, Downsview, Ontario, Canada.
HARLOFF, Edwin L., Lt. Col., 14 Darlene Lane, Stoneybrook, Newport News, Virginia.
HARRIS, Charles E., Capt., 3594 Irwin Way, Columbus, Georgia.
HART, Kyle E., Lt., 60010 Alabama Street, Fort Huachuca, Arizona.
HAUTOT, James J., WO, 613 Point Street, Houma, Louisiana.
HEAPE, Artie A., CWO, 2nd Platoon, 26th Transportation Company (Lt Hel), APO 189, New York, New York.
HEDGEPETH, Robert E., Lt., Headquarters, 2nd Aviation Company, APO 58, New York, New York.
HEINZ, Robert F., Jr., Lt., Officer Student Company, USAAVNS Regiment, Fort Rucker, Alabama.
HELMICK, Gielma O., Lt., Air Section, Headquarters Company, XVIII Airborne Corps, Fort Bragg, North Carolina.
HELTERBRAN, Robert E., CWO, Atlanta General Depot (9140), Forest Park, Georgia.
HIGDON, Onyx L., Sgt, 408 West Nash, Terrell, Texas.
HOLLOMAN, Robert A., III, Capt., 217-B Christian Lane, Fort Benning, Georgia.
HOLSTAD, Jerry E., Capt., USA ELM MAAG, APO 153, San Francisco, California.
HOLT, Allen, L., WO., 10 Clark, Campbell Heights, Fort Campbell, Ky.
HOLZER, Kenneth W., Capt., 26th Transportation Company (Lt Hel), APO 165, New York, New York.
HOOD, Leon L., Jr., Lt., USAFHS Class 60-1, Camp Wolters, Mineral Wells, Texas.
HOWELL, N. G., Mr., 1704 Versailles, Fort Worth, Texas.
HOWSE, John B., Capt., 25th Aviation Company (Inf Div), APO 25, San Francisco, California.
HUBBARD, Samuel J., Capt., Headquarters Detachment, Campbell Army Airfield, Fort Campbell, Kentucky.
HUGHES, James J., Jr., Lt., Quarters 2539-F, Fort Lewis, Washington.
HUNT, Lester R., CWO, Student Officer Company, USAAVNS Regiment, Fort Rucker, Alabama.
HUNTSMAN, Howard A., Jr., Capt., Headquarters, 30th Medical Group, APO 154, New York, New York.
HURST, Robert H., Maj., 1030 South Broadway, Leavenworth, Kansas.

I

ISBELL, Richard A., Lt., Company A, 317th Engineer Battalion (Cmbt), APO 757, New York, New York.

J

JAMNICKI, August, Capt., 41st Transportation Battalion (AAM), APO 28, New York, New York.
JENSEN, Frank, L., Jr., Capt., Headquarters, 97th Signal Battalion, APO 46, New York, New York.
JOHNSON, Robert W., CWO, USAAVNS (3186), Fort Rucker, Alabama.
JONES, John L., Jr., Lt., 3rd Medium Tank Battalion, 35th Armored, APO 28, New York, New York.

K

KAUCHICK, Edward K., Capt., 82 Red Cloud Road, Fort Rucker, Ala.
KAYLOR, John O., Capt., Hq, Special Troops, USARJ, 6th Log Cmnd, APO 343, San Francisco, California.
KELLOR, Robert H., Lt., 2nd Army Aviation Company (FW-TT), (Lt Trans), APO 122, New York, New York.
KENNEDY, George H., Sp-5, 261 Crescent Street, Northampton, Mass.
KILLETTE, James L., Lt., 68 Red Cloud Road, Fort Rucker, Alabama.
KING, David B., II, Capt., 142 Harris Drive, Fort Rucker, Alabama.
KING, Mack A., ARMISH-MAAG, FTT No. 2, APO 205, New York, N.Y.
KING, Jimmie, Capt., 75 Chestnut Avenue, Atlantic Highlands, N.J.
KIRSCH, Francis J., Capt., 4325 Old Cusseta Road, Columbus, Georgia.
KLEIV, Manford L., CWO, 4th Transportation Company (Med Hel), APO 165, New York, New York.
KLOPF, Charles A., Capt., 404-B Craig Drive, Fort Benning, Georgia.
KUTIL, Joe E., CWO 5435-G Chaffee Avenue, Fort Knox, Kentucky.

L

LaGRANDEUR, Kenneth W., Lt., 2nd Aviation Company (FW-TT) (Army), APO 122, New York, New York.
LeBLANC, Raoul J., Jr., Lt., 7911 Oak Street, New Orleans 18, La.
LEHMAN, Raymond G., Maj., 7 Burnham Court, Fort Leavenworth, Kan.
LEVINSON, Joseph L., Capt., 2nd Army Missile Command, Fort Carson, Colorado (After November).
LEWIS, Jackie, L., Lt., 2217 North Lottie, Oklahoma City 11, Oklahoma.
LIPSCOMBE, R. B., Jr., Capt., 8th Transportation Battalion, APO 29, New York, New York.
LONG, Billy J., WO, 91st Transportation Company, Fort Sill, Oklahoma.
LUCAS, Harlan S., Capt., Headquarters, XVIII Airborne Corps, Fort Bragg, North Carolina.
LUPTON, William R., Jr., Capt., Headquarters, 28th Artillery Group (AD), Selfridge AFB, Michigan.
LYNCH, Irwin G., Lt., 1001 Duncan Street, Killeen, Texas.

M

McAFEE, Elbert T., Lt., Student Officers Company, USAAVNS Regiment, Fort Rucker, Alabama.
McCORD, Thomas B., Mr., 315 Douglas Street, Iowa City, Iowa.
McCOY, Harvey C., Lt., Columbus Area Command, US Army Reserve Center, Fort Hayes, Columbus 18, Ohio.
McCUSKER, George E., Lt., Advance Course Class No. 1, The School Brigade (3449), Fort Benning, Georgia.
McDANIEL, Ted L., CWO, 94th Transportation Company (Lt Hel), Fort Benning, Georgia.
McDEVITT, Donald T., Lt., 4th Aviation Company (Infantry Division), Fort Lewis, Washington.
McDOWELL, Chester W., Jr., Capt., Sig Sect, Hq I Corps (Gp), APO 38, San Francisco, California.
McELRATH, William T., Lt., 24th Combat Aviation Company (Infantry Division), APO 112, New York, New York.
McGEE, Bernard A., Jr., Lt., 317 Sarvis Drive, Knoxville 20, Tennessee.
McGHEE, Robert B., Capt., 8th Avn Company (Inf Div), APO 111, New York, New York.
McGOWAN, Eugene, Capt. Hq, U.S. Army Signal Service Battalion, APO 403, New York, New York.
McGREGOR, Harold W., 219 Slagle, Fort Bragg, North Carolina.
McTIGUE, Donald H., Lt., Hq & Svc Company, Department of Rotary Wing, USAAVNS, Fort Rucker, Alabama.
MAGNESS, James L., Lt., 937th Engineer Company (Aviation) (IAGS), Fort Kobbe, Canal Zone.
MAGNEY, Evan F., Maj., Forrestal Village, Stockton Naval Supply Annex, Stockton, California.
MAHONE, Nelson, A., Jr., Maj., 22 Harbord Avenue, Ft. Leavenworth, Kansas.
MAHONE, Worthington M., Maj., 303-3-3rd, Fort Leavenworth, Kansas.

Ceremonies

Celebrating its fourth birthday as an aviation unit, the 64th Transportation Company (Lt Hel), Fort Knox, Kentucky, participated in a company retreat formation on August 27th. Lt. Col. Earl B. Kelly, C.O., Army Armor Center Aviation Command, congratulated the unit's personnel in anniversary ceremonies. The 64th is commanded by Maj. Joseph M. Bowers. (U.S. Army photo).

Welcome

Brig. Gen. John J. Lane (right), Assistant Chief of Transportation for Military Operations, OCT, is shown being greeted by Brig. Gen. Frederick D. Atkinson, Commandant of the Transportation School, Fort Eustis, prior to delivering the principal address at the graduation of the Senior Officers Army Aviation Logistics Course at the Transportation School. (U.S. Army photo).

MAKUCH, Walter S., Maj., Headquarters, 7th Army Aviation Group, APO 154, New York, New York.
MANGRUM, Alton J., CWO, 1307 Tacoma Street, Dothan, Alabama.
MANGUM, Henry R., Jr., Capt., 2709 Denver, Lawton, Oklahoma.
MARTIN, James E., Capt., USA Trans Sub-Depot, APO 247, N.Y., N.Y.
MATHENA, Donal N., Lt., 582nd Trans Co (AAHM&S), APO 247, New York, New York
MELLISH, James R., Lt., 2611 Rice Street, Columbus, Georgia.
MEMORY, Bad Thinks Lt. Col. Seeks Guidance from Expert. Expert: "At party, associate names. Meet Hammer, think of Tonga, etc."
MEMORY, Association Not Bought; Lt. Col. to Expert: "But what if I meet a man named Shurzenderfer?"
MEMORY, Expert to Lt. Col.: "Go back and talk to Hammer."
MERRYMAN, James H., Capt., 16 North 26th Street, Lawton, Oklahoma.
MILBURN, George B., Lt., Hq & Hq Detachment, Aviation Command, Fort Knox, Kentucky.
MILLER, Billy O., Lt., Headquarters Company, US Army Transportation Training Command, Fort Eustis, Virginia.
MILLER, Frank H., Lt., 308 Ransom Drive, Alexandria, Virginia.
MILLER, Oliver J., Lt., Lake Crystal Trailer Court, Route 2, Columbus, Georgia.
MITCHELL, Erwin M., Capt., Hq, EUSA (G-4 Section), APO 301, San Francisco, California.
MOFFETT, Geral D., Mr., 2106 Addington, Irving, Texas.
MOORE, Robert D., Lt., 204 Sherrie Drive, Security, Colorado Springs, Colorado.
MOORE, William E., Jr., CWO, Hq & Svc Company, 317th USASA Battalion, Fort Bragg, North Carolina.
MORRIS, Elliott T., Capt., 277 Lindemere Drive, Merrick, L.I., N.Y.
MORRIS, Hubert, Capt., 9 Julian Road, Ozark, Alabama.
MORROW, Thomas O., Lt. Col., 230 Shawsheen Avenue, Wilmington, Massachusetts.
MOSHER, David L., Lt., 409 South Elmhurst Road, Mount Prospect, Ill.
MULLER, Gordon L., Lt., 124-B Kessler Drive, Fort Benning, Georgia.
MUNN, Neil B., CWO, 1119-C Thompson Street, Fort Eustis, Virginia.
MUNSON, Elbert W., CWO, S-3 Section, LAAFC, Fort Benning, Ga.
MURDOCH, William L., Jr., Lt., 2807 Morningside Drive Lawton, Okla.
MUSSON, George A., Lt., 501st Aviation Company, 1st Armored Division, Fort Hood, Texas.
MUTTONI, Donald S., Maj., 16-A Lambeth Circle, Ellenwood, Georgia.

N

NEUMANN, J. D., Lt. Col., Combat Development Office, USAAVNS, Fort Rucker, Alabama.
NEWMAN, Joe B., Lt., 3rd Aviation Company (Infantry Division), APO 36, New York, New York.
NICHOLS, Frank S., Capt., 2nd Platoon, 2nd Army Aviation Company (FW-TT), APO 122, New York, New York.
NICHOLSON, Rowland J., Lt., 1418 Snow Road, Artillery Village, Fort Sill, Oklahoma.
NOAH, Ross E., Capt., U.S. Army Aviation Board, Fort Rucker, Ala.
NYSEWANDER, Carleton J., CWO, Det No. 1, SMSA, Holloman AFB, New Mexico.

O

O'BANION, Donald T., CWO, 1st Avn Co (FW-TT), Fort Benning, Ga.
O'DONNELL, Edward J., Capt., 135 Oakley Drive, Syracuse 5, N.Y.
OWINGS, William M., Lt., 23 Woodhaven Road, Denbigh, Va. (Temp.)

P

PARKER, Wilson C., Jr., Capt., 1st Student Officer Battery, AOAC No. 1, Fort Sill, Oklahoma.
PARKINSON, Ralph W., Capt, 78 Harris Drive, Fort Rucker, Alabama.
PARKS, Robert H., Capt., 504 Aviation Company, APO 696, New York, New York.
PATTERSON, George E., Capt., 3151 Norwood Boulevard, Birmingham, Alabama.
PATTON, James D., WO, 209 Devane Street, Fayetteville, N.C.
PAYNE, Walter L., Capt., Dept Primary Trng (W), USAAVNS, Ft. Rucker, Alabama.
PEDRICK, Eugene S., Lt., 8305th ACR, 31st Infantry, Fort Rucker, Ala.
PETERSON, Robert N, Capt., 21 Westbrook Drive, Hampton, Virginia.
PETRILLO, Nicholas, Lt., P.O. Box 4651, University, Alabama.
PHILLIPS, John B., Lt., Quarters 1106-H, Fort Eustis, Virginia.
PHILLIPS, William G., Capt., Building 305-3, 3rd Street, Fort Leavenworth, Kansas.
PITTENGER, Ronald R., Maj., 12-A Buckner Drive, Fort Leavenworth, Kansas.
POST, Alton G., Maj., 33rd Trans Co (Lt Hel), Fort Ord, California.
POTTS, William L., Capt., Lot 14-C, Partner's Trailer Court, Oak Grove, Kentucky.
POWELL, Edwin L., Jr., Lt. Col., Quarters 703-A, Maxwell AFB, Montgomery, Alabama.
PRATER, Robert M., Maj., Central Post Directory, Command & General Staff College, Fort Leavenworth, Kansas.
PRESCOTT, Daniel C., Maj., 474-C Gulick Drive, Fort Monroe, Virginia.

Q

QUINT, Alvin M., Capt., 2227 Springdale Circle, S.W., Atlanta 15, Ga.

R

RAFF, Edward G., Lt. Col., G-3 Sect, Hq, KMAG, APO 102, S.F., Cal.
RANKIN, Rossie, Capt., USA ELM MAAG, AFPO 1443, San Francisco, California.
RAY, William D., Lt., 501st Aviation Company, 1st Armored Division, Fort Hood, Texas.
RICE, Thomas H., Lt., 123 Nicholson Road, Fort Sheridan, Illinois.
RICHARDSON, Robert A., Lt., 524 Lotus Lane, Glenview, Illinois.
RICHARDSON, Rodney K., Capt., 62110 Georgia Avenue, Fort Huachuca, Arizona.
RIKE, James C., Capt., 900 West Savannah, Dothan, Alabama.
ROBERTSON, John D., Capt., Dept Prl Trng (FW), USAAVNS, Ft. Rucker, Alabama.
ROGERS, William E., Mr., 244 Forest Avenue, Enterprise, Alabama.
ROSS, Warren R., Lt., 88 Newgate Circle, Manchester, New Hampshire.
RUDDER, Paul L., Capt., 62 Bagonia Lane, Levittown, Pennsylvania.
RUSSELL, Carl K., Capt., 98 Bullard Loop, Ft. Leavenworth, Kansas.

S

SANTULLI, John F., Lt., Headquarters, 1st Reconnaissance Squadron, 16th Sky Cavalry, Fort Carson, Colorado.
SCHAEFER, Richard B., Capt., 110-B Kessler Drive, Custer Terrace, Fort Benning, Georgia.
SCHULTZ, Nathan, CWO, 4th Transportation Company (Med Hel), APO 165, New York, New York.
SCHULTZ, William D., SFC, Hq Co, US Army First Arctic Test Center, Fort Churchill, Manitoba, Canada.
SCHMIDT, William T., Maj., Student Officer, Associate FAOAC, Class 60-1A, Fort Sill, Oklahoma.
SCOTT, Harry A., Jr., Capt., RFD No. 1, Henderson, Tennessee.
SENEFF, George P., Col., 3241 "N" Street, N.W., Washington 7, D.C.
SERIO, Jack W., Lt., 1st Infantry Division, Fort Riley, Kansas.
SHARE, Louis L., CWO, 4th Transportation Company (Med Hel), APO 165, New York, New York.
SHAUTE, Joseph J., Lt., Aviation Company, 2nd Infantry Brigade, Fort Devens, Massachusetts.
SHAY, Patrick E., Lt., Detachment 3, Army Aviation Branch, Holloman AFB, New Mexico.
SHEPPARD, Orval H., Maj., Student Detachment, Armed Forces Staff College, Norfolk 11, Virginia.
SIMS, Dan F., Capt., 24th Combat Aviation Company (Infantry Division), APO 112, New York, New York.
SISBARRO, John R., Capt., 13th Signal Battalion, APO 24, San Francisco, California.
SLUMPFF, Carl F., Maj., Headquarters, 52nd Transportation Battalion (Acrft), Ford Ord, California.
SMITH, Charles L., Capt., 41st Transportation Battalion (AAM), APO 28, New York, New York.
SMITH, Clarence W., Capt., 426 Ponderosa Drive, Security Village, Colorado Springs, Colorado.
SMITH, F. G., Brig Gen., Hq, NORAD, Ent Air Force Base, Colorado Springs, Colorado.
SMITH Hubert G., Lt., Signal Agency/USASCC, APO 58, N.Y., N.Y.
SMITH, Louis G., CWO, Lot No. 11, Cumberland Trailer Park, Clarksville, Tennessee.
SMITH, Sherman W., Capt. 52nd Transportation Battalion (Hel) (Army), Fort Ord, California.

SPRADLIN, Glenn D., Lt., "A" Battery, 2nd Missile Battalion, 51st Artillery, Fort Baker, Sausilito, California.
SPRAGUE, Martin C., Capt., 2nd Aviation Company (FW-TT) (Army), APO 122, New York, New York.
STANALAND, William A., Capt., Headquarters, USAAVNS, Fort Rucker, Alabama.
STEEN, Charles S., Jr., Capt., 213-D Christian Lane, Fort Benning, Ga.
STEVENS, Francis J., Maj., 327 East Huisache, San Antonio, Texas.
STEVENS, George C., Mr., c/o General Delivery, Fort Smith, Northwest Territories, Canada.
STEVENS, Ronald J., Lt., 3807 Euclid, Lawton, Oklahoma.
STEWART, David A., Lt., 847 Briarcliff Terrace N. E., Atlanta 6, Ga.
STEWART, Edward A., Capt., 4th Transportation Company (Med Hel), APO 165, New York, New York.
STEWART, John P., Lt., 101st Aviation Company (Airborne Division), Fort Campbell, Kentucky.
STEWART, Kendall L., Capt., 2249 Dorothy Avenue, Columbus, Ga.
STROK, Michael J., Lt. Col., Student Detachment, Army War College, Carlisle Barracks, Pennsylvania.
STYVE, Lester O., Maj., US Army Transportation Test & Support Activity, Fort Rucker, Alabama.
SUMMERS, Archie W., Capt., 4th Combat Aviation Company (Infantry Division), APO 112, New York, New York.
SUTHERLAND, John H., Lt., 3rd Aviation Company (Infantry Division), APO 36, New York, New York.
SUTTLE, Albert A., Jr., Capt., 312-2 3rd Street, Fort Leavenworth, Kan.
SWANSON, Robert L., Lt., Quarters 44002-B Mason Street, Fort Huachuca, Arizona.
SWENSON, J. Elmore, Lt. Col., Headquarters, 3rd Gun Battalion, 39th Artillery, APO 696, New York, New York.
SWINNEY, Robert S., Capt., 4th Transportation Company (Med Hel), APO 165, New York, New York.

T

TAYLOR, Cloyd V., Lt. Col., Office, Plans & Requirements (PR 50), Federal Avn Agency, 1711 New York Ave., Washington 25, D.C.
TEMPERILLI, John Jr., Lt., 57th Medical Detachment, Fort George G. Meade, Maryland.
TERRY, Vaughn L., Capt., Box 699, Route 6, Fayetteville, North Carolina.
THOMAS John W., Capt., 65th Transportation Company (Lt Hel), Fort Eustis, Virginia.
THOMAS, Richard W., Jr., Lt., 32 Deep Creek Road, Newport News, Virginia.
THOMPSON, Bernard D., Jr., Capt., 110th Avn Co (Surv), APO 221, New York, New York.
THOMPSON, Jack H., Capt., Quarters 569-A, Fairfax Extension, Fort Belvoir, Virginia.
THOMPSON, Raymond M., Capt., Co "D," 2d Bn, 1st T.R.E., Ft. Leonard Wood, Missouri.
TIRED, M. Fingers, Are Getting: JA moves to B; JB moves to C; JC moves to A; who defends.
TODD, Alan R., Lt., 18th Aviation Company (FW-TT), Fort Riley, Kan.
TOLSON, John J., Col., Officer, Director of Army Aviation, ODCSOPS, Dept of the Army, Washington 25, D.C.
TRAPP, Walter S. Maj., 553 Rexford Drive, Stoneybrook Estates, Newport News, Virginia.
TREAY, Robert B., Jr., Lt., 105 Dilts Drive, Richneck Terrace, Newport News, Virginia.
TUMLINSON, Jack M., Maj., Student Detachment, Command & General Staff College, Fort Leavenworth, Kansas.
TURNER, Albert N., Lt., I Corps Artillery, APO 358, San Francisco, California.

U

ULM, Arthur J., Jr., CWO, 4th Transportation Company (Med Hel), APO 165, New York, New York.
ULZHEIMER, Robert, Lt., 607 East Broad Street, Ozark, Alabama.
UNDERWOOD, Orlie J., Capt., 2nd Aviation Company (FW-TT) (Army), APO 58, New York, New York.
UTZ, John S., Lt., 2212 Hoover, Apartment C, Lawton, Oklahoma.
UTZMAN, Charles D., Capt., P.O. Box 1496, Fort Benning, Georgia.

V

VAN DERVORT, Edmond L., Lt., 15th Aviation Company, 1st Cavalry Division, APO 24, San Francisco, California.
VESTAL, Reagan, Jr., Lt., 1812 S. E. 19th Street, Mineral Wells, Texas.
VILLENAVE, Wilbur F., Sp/4, 582nd Transportation Company (AAHM&S), APO 247, New York, New York.
VOHS, Ralph H., Maj., 39 Harris Drive, Fort Rucker, Alabama.

W

WALLER, Joseph H., Lt., Route 2, Box 205, Mineral Wells, Texas.
WALLER Marshall, Lt. Col., 1200 South Courthouse Road, Apartment 230, Arlington 4, Virginia.
WALTER, Frederick K., Capt., 25 Summit Road, Elizabeth 3, N.J.
WASH, William B., Lt., 223 Magruder Street, Walters Village, Mineral Wells, Texas.
WASHBURN, Richard B., Lt., 44311 Woodacre Drive, Chesterbrook Woods, McLean, Virginia.
WELCH, Elliot J., Lt., 135-D Kessler Drive, Custer Terrace, Fort Benning, Georgia.
WESTLAKE, Edgar A., Lt., 71 Red Cloud Road, Fort Rucker, Alabama.
WHITEHOUSE, Richard K., Capt., 119 Pine Tree Drive, Dothan, Ala.
WILLEY, Donald E., Capt., Box 105, Howard AFB, Canal Zone.
WILSON, Carl A., Jr., Lt., 7th US Army Air Recon Support Company, APO 227, New York, New York.
WILSON, Clyde P., Lt., 17 Anne Street, Ozark, Alabama.
WOLD, Christian D., Lt., 21st Aviation Company, Fort Rucker, Ala.
WOLIVER, Clarence H., Lt., Aviation Section, Headquarters, KMAG, APO 102, San Francisco, California.
WOMACK, Kenneth S., Lt., 24th Aviation Company (Infantry Division), APO 112, New York, New York.
WOOD, Robert W., Capt., 119-B Butts, Fort Benning, Georgia.

Y

YORK, John, Jr., WO, Box 70 Route No. 1, Fountain, Colorado.

WHEN DISTANCE DID NOT LEND ENCHANTMENT!

● *An Aviation Board captain was startled to receive an urgent call ordering him to report to the President's office "and on the double." This he did only to cool his heels for an unexplained period. Summoned into the Conference Room, the officer gulped ever so slightly as he noted the Senior Post Flight Surgeon among the many officers sitting at the Big Table. Having just been returned to flight status after an unfortunate eye accident, the puzzled officer anticipated a rough "eye check."*

Solemnly, the Flight Surgeon outlined the necessity for a recheck and pointed to an eye chart at the far end of the Board room. He added, "We've chalked these stripes across the floor and ask that you start here at the back until you can read the top four lines. At each stripe is an eyecup of medicine to be taken internally. I caution you to pause at each stripe for a brief period."

The presence of this particular Flight Surgeon was enough to convince the officer that "he'd had it." He stepped to the back stripe and the four lines appeared microscopic. The medicine burned. The room was silent. He waited a few minutes before moving forward, now more puzzled than ever, since the medicine tasted all-too-familiar. Stripe after stripe was approached, the four lines seeming less discernible with each pace forward. Sweating profusely now, the captain finally read the chart at practically nose-point, the undulating letters weaving into focus:

DALLAS SYMPOSIUM

Major breakthroughs in rotary-wing instrumentation were shown in early September by the Bell Helicopter Corporation to military and industry scientific leaders attending the Army-Navy Instrumentation Program (ANIP) symposium in Dallas. The developments are a dynamic helicopter flight simulator and instrument systems making possible all-weather helicopter flight.

The *dynamic flight simulator* (pictured below, left) duplicates all helicopter movements and permits study of man's reactions, under laboratory conditions, when he is subjected to velocities and accelerations of helicopter flight. The big laboratory tool also will be used to test human behavior to new devices and theories developed under ANIP.

* * *

Bell also displayed its *RH-1 helicopter*, a version of the Bell built Navy HTL-7 trainer. The *RH-1* demonstrated the realism that can be obtained when a pilot is given synthetic information on a contact analog display to replace information lost flying at night or through clouds or fog.

A 16-inch square transparent glass screen in front of the pilot (below, right) contains a moving picture. The picture displayed resembles ground patterns similar to what would be seen by a person looking through an airplane window aloft. The image is generated by an optomechanical system developed by Bell electronics engineers and is changed automatically to compensate for helicopter motions of altitude, ground speed and attitude.

Another flight system using a *Bell RH-2 helicopter* was also displayed. The *RH-2* is a version of the Bell-built Army HU-1 turbine powered helicopter being used to test high resolution radar which enables a pilot to see obstacles ahead of the helicopter. It also contains a ground map presentation on a separate cathode ray tube.

A third flight system demonstrated to the visitors was the *Interim Integrated Aircraft Instrumentation and Let-down System (IIAILS)* which in its present form enables experienced pilots to operate helicopters in remote areas under zero-zero visibility conditions.

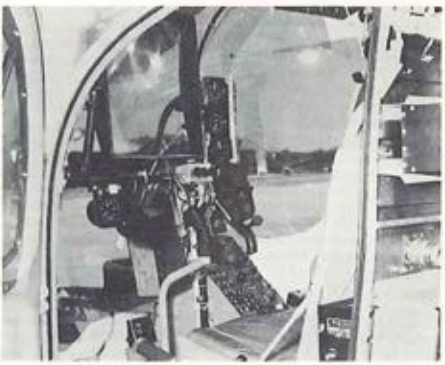
Bell's effort in the *Army-Navy Instrumentation Program* is directed by *Owen Q. Niehaus*, chief of the company's electronics department and a pioneer helicopter pilot. He is assisted by *Hubert Upton*, ANIP project manager for Bell, and *Dr. W. G. Matheny*, chief of Bell's human factors group.

* * *

Bell, as industry coordinator of the helicopter/VTOL (vertical take-off and landing) portion of ANIP under the direction of the Office of Naval Research, has awarded 35 contracts to companies in the instrumentation and electronics field. Contracts cover work in sensors, central control computers, display generators, display media, mechanisms amplifiers, controls, and human factors.

The symposium was sponsored by the Army Signal Corps. The Signal Corps, the Office of Naval Research, and the Navy's Bureau of Aeronautics are cooperating in a study of the instrumentation problem.

Brig. Gen. Ernest F. Easterbrook, Commanding General of the U.S. Army Aviation Center, addressed the opening day assemblage on the subject, "*Army Aviation Looks Ahead.*"



The Bureau Drawer

MAJOR HARRISON A. MORLEY
Army Aviation Section, National Guard Bureau

■ *How time flies!* Seems as though we had just finished the *Army Area Conference* speeches for last year, when here we are at it again. The tension runs high and the typist's boiling point is low at this time of the year in the Army National Guard side of the Bureau, believe me. We hope to improve the format of the conference somewhat this time, with time for a discussion period after each presentation. The schedule of conferences:

2nd Army Area—Washington, D.C.—23-24 Sept.
5th Army Area—Lincoln, Neb.—19-20 Oct.
4th Army Area—New Orleans, La.—22-23 Oct.
6th Army Area—Great Falls, Mont.—4-5 Nov.
1st Army Area—Concord, N. H.—17-18 Nov.
3rd Army Area—Charlotte, N. C. 9-10 Dec.

Hope to see you there, MINUS loaded questions.

* * *

■ Note on *applications for flight status*—Class I *and* Class II physicals or medical examinations (as the Doc prefers) must have the EKG results and the red lens test entered, in accordance with a forthcoming change to AR 40-110. Those of you who utilize Navy examining facilities, watch for this, as these are *not* required by their service as yet, and may not be administered. By insuring that these examinations are complete, you may save the applicant as much as a month's delay in processing.

* * *

■ Applications for the *Army Area Contract Instrument Schools* have slowed down considerably, and those applying immediately stand a good chance of getting the dates desired. Remember, you old timers, come June 30, 1960, you will have to be instrument rated to qualify for your Senior Wings, and those of you who already have them must be so rated by 1 July, 1961.

* * *

■ We're digging hard in order to get out another safety brochure this fall—if the units would give us a little time between groundloops, we might be able to get one together. Unofficially, our rate is up slightly for FY 59, and is still higher for the first quarter of this fiscal year. Seems that we did almost too well in FY 58, but we know that isn't so. We can do even better if we pursue the Safety program aggressively.

That's it for this time—we'll have more in the next issue.

Splinters

BY CAPTAIN JAMES I. SCOTT
U.S. Army Aviation Board

■ This is the third in a series of articles written from the *Test Division* of USAAB. These periodic articles are written to keep AA readers abreast of the current testing program. New projects initiated since the last report will be described in some detail; completed projects previously reported will be noted; and lastly, a brief look at projects coming up in the future.

* * *

The projects listed below have been initiated since the last report.

The *HU-1A* is being tested to determine if the deficiencies noted in the test of the *YH-40* (*HU-1*) have been corrected and if the design changes or modifications incorporated on the production model *HU-1A* are suitable.

This utility-type 860-hp gas turbine helicopter is programmed to replace the H-19. Starting with a basic weight of 3969 pounds, it is designed for a max gross weight for external loads of 7200 pounds at 60 knots, a military overload gross weight for internal loads of 6400 pounds at 80 knots and a normal gross weight of 5925 pounds.

* * *

The *S-60 Flying Crane*, or more correctly stated the concept that the *S-60* embodies, was tested for twelve days during the tour of the craft to various Service agencies. This *"Flying Daddy Longlegs,"* composed mainly of H-37 components, has one unique and highly practical feature —the pilot's seat swivels to face aft and thus gives the pilot a direct view of his hook operations. The cyclic stick is removable and is positioned by the pilot for facing

From the Board

either forward or aft. For personnel carrying, there is a weighted aluminum fabricated "people pod" which seats 22 and is fastened to the structure with four bolts. If the concept proves successful, bigger, specialized and more versatile machines are in the offing.

An additional aircraft was evaluated during the period. A *KD-1A Autogryo* was flown at a symposium held at the factory to familiarize interested agencies with autogryo capabilities and V/STOL performance.

* * *

Before continuing with Instrument and Equipment projects, it would be appropriate to say a few words about the *Desert Test Program* conducted at Yuma, Arizona, and participated in by the Board for the fourth consecutive year. For 15 days selected test items are evaluated in the light of desert-type operations. Operational or flight characteristics, maintenance, and service problems peculiar to operating in high temperatures, dust, and sand are carefully noted. The items selected and tested this year were the *HU-1A*, the *YHO-2HU*, the *L-23F*, and the *AN/APN-22* mounted in an H-34.

One new project was initiated in the *Instrument Branch*—an *Electricial R.P.M. Control* installed in an H-34 and an H-21. The need for a constant rotor speed is well established in the light of the Army requirement to operate helicopters IFR and to fully exploit that capability. This electrical control device weighs 31 pounds and is designed to maintain a constant engine speed, chosen by the pilot, in the presence of any engine load changes that may occur in flight.

The *Control* operates in either "follow-up" or "engaged" modes. In the "follow-up" mode the system is on standby; however, the engine speed reference is automatically being set to call for the existing engine r.p.m. and preclude transients when the control is switched to the "engage" mode. When "engaged," the rotor r.p.m. is maintained at the selected speed; and a "beeping" switch is employed to change the engine r.p.m. Also when "engaged," the engine starter button becomes a part of the system; and pressing the button calls for a reduced engine speed which permits the rotor to freewheel during autorotation.

* * *

The *Equipment Branch* initiated testing on six varied projects. The *AN/APS-85 radar* installed in an RL-23D was tested as an airborne radar surveillance system. This system provides a side-looking radar capability with permanent echo and moving target indicator on adjoining cathode ray tubes. A navigational radar has been modified to provide drift angle data for use in correcting the reconnaissance information so that scope sweep trace will always be oriented at right angles to the ground tract of the aircraft, rather than at right angles to the aircraft heading. The weight of the system is 1039 pounds.

Being tested in fixed- and rotary-wing aircraft is an *Aircraft Orientation Instrument* called the "*Magnarose*" for compensating and swinging compasses. This ten-pound instrument is designed to afford correct magnetic headings to about six minutes.

* * *

The US Army Transportation Training Command has developed several prototype maintenance *workstands* fabricated from aluminum and magnesium. These wheeled workstands were designed to put the mechanic where he could have convenient access to his work. Weight of the stands has in some cases been reduced more than half compared to those currently in use and at the same time are fully collapsible and can be packaged into 2 by 8 by 4½ feet. Three different models have been received by the Board.

Aerial wire laying has taken a new development with the *M-8C Aerial Field Wire Dispenser* for the H-13, H-19,

H-21, H-34, HU-1A, and the L-20. The helicopter installation, with the exception of the H-13, consists of two rectangular dispensing ducts, each with a capacity of two MX-306 A/G field wire containers (two miles of wire). One duct is used on the H-13 and L-20 with a five-container capacity (two and one-half miles of wire).

Command-type Army aircraft have an oxygen requirement now, and it is anticipated that future Army aircraft of this and other types will have a high altitude mission requirement for an oxygen system. A *Gaseous Oxygen Servicing Unit* (see photo, page 401) to service oxygen breathing systems is now being tested for interim use. The unit is a 1000-pound trailer holding four oxygen cylinders and capable of maintaining both high and low pressure systems.

* * *

Since the last report, testing has been completed on the *L-23F* and the *R-737 Three-Light Aircraft Marker Beacon Receiver Set* in the Aircraft and Instrument Branches respectively. The Equipment Branch completed testing of *70mm Aerial Cameras, KA-30 Camera System, Aircraft Radiac Set, AN/APS-85 Side-Looking Radar, Aluminum Ground Anchors,* and the *Infrared Mapping Set.*

Not all test projects, for one reason or another, reach completion. Such has been the case of the *Transistorized Gyro Magnetic Compass Set AN/ASN-13* and the *Camera Control System and Pod* for the KS-36 Camera which have been cancelled and the *YHO-3BR* which is still suspended as a result of a Navy accident.

* * *

Coming up are *Fire Trucks* and a *Target Marking System* for the L-19E. The *Target Marking System* is designed to launch six 2.25 inch SCAR singly or in pairs. Personnel from the Board are currently in ground school for the wire-controlled French rocket, the *SS-11*. The *HU-1* has been selected as an aerial launch test platform for the *SS-11*.

The *"Caribou"* (*YAC-1DH*) is still in Canada, with delivery shippage date of October.

Aviation Board Receives Outrigger L-23 for Service Test & Evaluation

Scheduled to undergo service testing at the U.S. Army Aviation Board, an *"outrigger"* L-23 features hinged extra wing tanks—built-in wings with a retractible landing gear —to extend the aircraft's normal range.

Flown to Fort Rucker by *Capt. Merrill E. Jameson,* the performance of the "outrigger" will be evaluated by *Lt. Cols. William H. Byrd, Jr.,* and *Willie W. J. Barrios,* who are directing the tests.

Capt. Jameson reported that the aircraft *"flies like any other L-23."* The wing tip arrangement, capable of being jettisoned, reportedly doubles the range on a standard L-23.

The "outrigger" L-23 is pictured atop page 400.

An old '53 subscriber recently stopped by the shop and tardily notified us of his change of address. Heckled by us, he admitted that his memory was slipping and that he just couldn't remember anything anymore. "How long has this been going on?" we asked. He stammered, "How long has WHAT been going on?" Deafening, deafening silence.

Your publisher, Dorothy Kesten

USARAL NOTED FOR UNUSUAL MISSIONS

In celebration of our unit's first year in Alaska, we would like to pause and review several interesting and rather unusual Army aviation events that have taken place in USARAL since our arrival in late '58.

In a project involving a mountain-climbing party, a signal relay site, and re-supply of both parties by H-21 helicopter, Mt. Sanford was scaled in June. Our base camp was established at 1,580 ft., with other camps at the 7,500, 10,600 and 13,300 foot levels. Three H-21s of the 80th Trans Co were used during the 2-week problem, two of the *Shawnees* airlifting members of the mountain-climbing party to the 16,208 foot summit.

* * *

Unusual missions were frequent enough to overcome monotony. Several involved the capture of Caribou calves from herds numbering 250-2,000 in an effort to re-locate these calves to start new herds.

During the ice breakup in the spring, one H-21 acquired a demolition-type mission. Reason? Ice jams in Alaska's second largest river. The unique feature was hovering over the ice while the demolition crews set the fuses and dropped the TNT into holes and crevices in the ice. The ice jams varied in depth from 6-30 feet, the largest jam—in excess of one mile—requiring the additional use of a Navy bomber.

Ten hours or so of this type of mission and one recalls the cliche about helicopter flying: *"Hours of boredom, punctuated by periods of stark raving terror."*

Forest fire missions have been numerous during the past summer, and it is with regret that we anticipate similar missions next summer.

* * *

As the only chopper unit in Alaska, the 80th has many missions north of the Alaska Mountain Range. Aircraft and crews rotate missions; sum total: each pilot can rely upon 3 days TDY per month with a 2-week TDY period every three months. This is about average although we do have peaks in missions.

Flights in support of the Cold Weather and Mountain Training School at Fort Greely, are numerous, our average altitude on "school" missions being 5,000 feet, with the extreme at 8,000. Our support in the immediate area of Fort Richardson is confined to Post missions and those of a battle group.

For those who have a statistics bent, we've flown our *Shawnees* some 4,649 hours with an average of 388 hours of H-21 time per month. Our H-13's have been airborne 779 hours in 6 months while our seven F/W aircraft have logged 3,259 hours in the past year.

CWO Harold R. Bunnell

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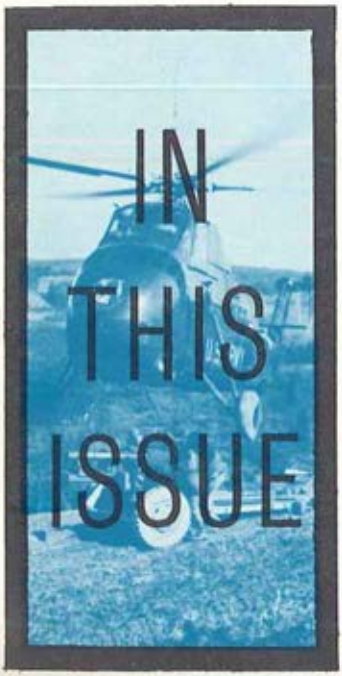

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