ARMY AVIATION

MARCH ★ 1960

NEW BATTLEFIELD MOBILITY FOR CREW-SERVED WEAPONS

WITH THE VERTOL 107

The twin-turbine Vertol 107, prototype of the army YHC-1A light tactical helicopter, is giving new meaning to an old word — mobility.

In "shoot and scoot" tactics for crew served weapons, the YHC-1A can swiftly transport three 106mm battalion anti-tank rifles each with 4-man crew and ammunition. Terrain is no obstacle. Each crew and weapon can be dropped off at pin-pointed firing positions to ambush advancing armor with convergent fire. Within minutes they can be scooped up and redeployed to engage another target miles away.

With its rear loading ramp and unobstructed pay load compartment, this helicopter has the ability to airlift a complete Little John system and crew, laying fire on a target 60 miles away 35 minutes after receipt of orders.

Vertol's advanced YHC-1A and the forthcoming YHC-1B (Chinook), provide battlefield transportation which equals the advanced firepower of MoMAR — Mobile Modern Army.

VERTOL *Aircraft Corporation*

MORTON, PENNSYLVANIA

SUBSIDIARIES: ALLIED RESEARCH ASSOCIATES, INC., BOSTON, MASS.
CANADIAN VERTOL AIRCRAFT LTD., ARNPRIOR, ONT.

READY IS THE RAVEN'S MOST FAMOUS TRAIT

And the record proves it. Here are some indications of the reliability of this remarkable light helicopter from the U.S. Army's top flight training operation at Camp Wolters, Texas.

1 At this Army-Southern Airways Co. contract operation, the H-23D Raven is the first helicopter ever approved by the Military for 1,000 flight hours between major overhauls... on all major components of its drive system.

2 The D ranks highest of all Army rotorcraft in air availability... lowest in maintenance cost.

3 Regardless of weather or any other delays, efficient Camp Wolters joint military and civilian management puts its fleet of Ravens through more than 7,000 actual training hours every month.

Designs are one thing. Deliveries another. Both come from

HILLER AIRCRAFT CORPORATION

PALO ALTO, CALIFORNIA • WASHINGTON, D.C.

ADHESIVE ENGINEERING DIVISION, SAN CARLOS, CALIFORNIA

Brig. Gen. Clifton F. von Kann, left, examines an experimental torso harness for possible use in the Martin-Baker ejection system of the Mohawk aircraft, during a recent visit to Hq, QM R & D Command, Natick, Mass. M/Sgt Raymond A. Ashe demonstrates the harness as Lt. Col. David Herber, Airborne Advisor, (2d from left), and Capt. George W. Aldridge, Aviation Advisor of the Command, look on.

The first Army installation to receive the radio-controlled AN/USD-1 surveillance drone, Fort Lewis places the "hot dog" on post display. Capable of locating and photographing targets with no risk to human life, the drone aircraft can shoot more than one hundred 9 x 9 photographs in a single mission. (U.S. Army photo).

tors. I therefore, feel that it would be disastrous for the *AAAA* to become identified as a strong and independent "splinter group." On the other hand, we can gain a great deal of support by giving visible evident of our desire to integrate ourselves with the overall Army effort.

The basic idea, then, behind the January article was to point up the desirability of closer cooperation of the two organizations and the fact that *both* deserve much stronger support by all concerned. I do not presume to suggest any actual plan for integrating the two associations. Any such suggestion could only come from the body of elected officers, and I realize there are many ramifications I have not considered.

However, I am absolutely sure that meshing the annual convention schedules is a positive step in the right direction. Perhaps this form of coordination is as far as it is practical to go at this time without the danger of loss of identity or purpose. It would appear that the question of further implementation might be a proper subject for one of the convention meetings.

There has never been any intention on my part to imply a "downgrading" of the *AAAA* now or in the future. On the contrary, I believe that Army aviation has a tremendous growth potential and the *AAAA* will expand with it. But this growth must be accomplished "within the Army," and our association should reflect this attitude.

Just as I believe a man can strongly support a state government without comprising his belief in the Union, so do I believe that the *AAAA* deserves our best efforts without diluting the goals of the over-all Army. This analogy may not be exact but it is the best way I can define the intangibiles of the problem. I hope this serves to clarify the subject and allows all of us to enjoy the "un-hooked expression' of Charlie Brown, rather than the one associated with "Oh, Good Grief."

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

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A Headquarters Flight Detachment Officer outlines the problem areas in utilizing Army aviators who are . . .

Less Than The Best

Recently, it has become evident that new arrivals into this aviation detachment have fallen into three general categories:

Aviators from similar units who are well qualified in the organic equipment and who are familiar with the fundamentals of VIP flying,

Aviators from staff positions or other non-flying assignments who, although very well qualified and proficient at one time, are sadly lacking in flying proficiency, and in some cases, are not safe,

Aviators immediately out of flight school or Aviators who are not qualified in the equipment to be used.

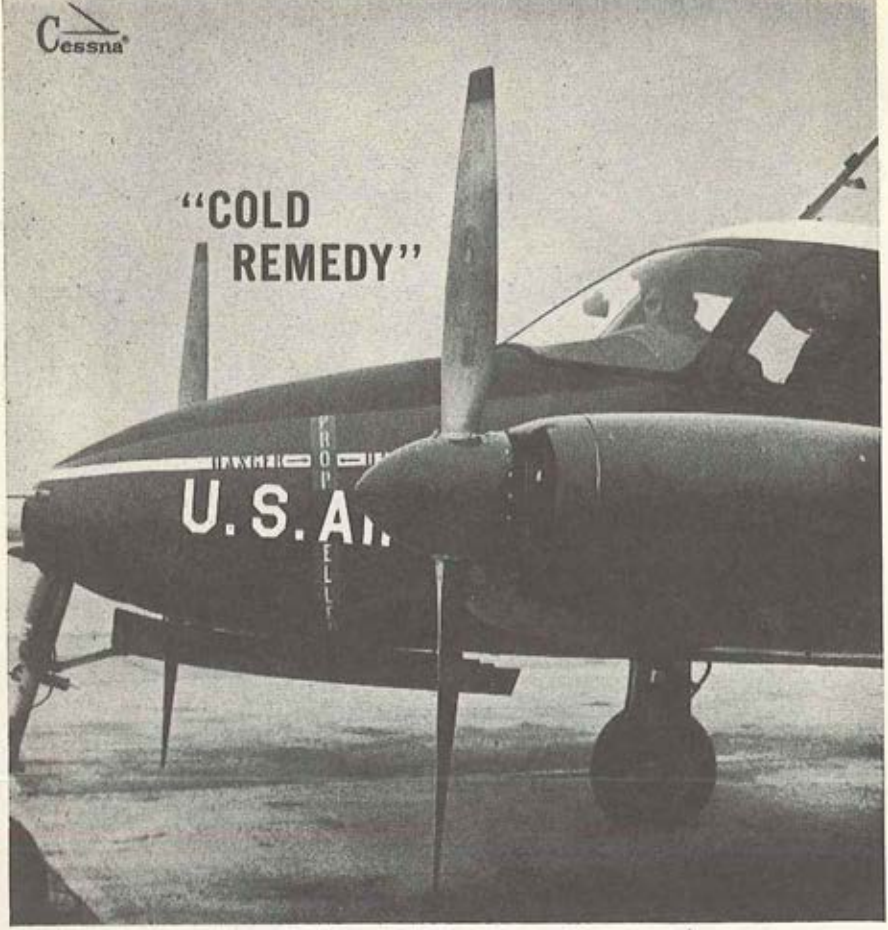
From outward appearances this situation may not present too difficult a problem. However, with some thought on the functions of a Headquarters Flight Detachment, it is obvious that a problem exists.

The primary purpose of an aviation detachment, or any other Headquarters Aviation Unit, is to provide logistical support and transportation to the Commander and his staff.

Consider for a moment the type and grade of the staff. The Officers flown by this detachment are normally in the grade of Lt. Colonel and above. Support is rendered by this detachment to approximately 25 General Officers, 125 Colonels, and a multitude of lesser grades, both military and civilian. These men are highly trained, possess a magnitude of experience, and shoulder a vast amount of responsibility. Can we in Army aviation afford to furnish these people with anything less than the most competent and experienced pilots?

All-Weather Competence

Let's consider the general type of flying experienced in a European Flight Detachment, for example. The weather found in Europe is, at best, equal to the worst weather found in the United States. A clear morning takeoff could become a foggy diversion by sundown with weather forecasting the only alternate available



AIR FORCE RECRUITERS PUT CESSNA U-3A SUPPORT PROGRAM TO THE TEST. Their work at a small midwestern university done, two Air Force recruiters prepare for take-off—only to find that their battery, beset overnight by sub-zero cold, has gone dead. Course of action: Requisition the nearby Cessna distributor (U-3A supplier) for a new U-3A battery, be airborne by noon. A simple thing. Made possible by a nationwide off-the-shelf support program growing out of Cessna's support of the U-3A's commercial counterpart, Model 310, and conceived by Cessna to do for the Air Force what it would find prohibitive to do itself.

CESSNA

Wichita,
Kansas

A *Vital* LINK

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DOWNSVIEW ONTARIO

Washington Office: 319 Tower Bldg., 14th & K Sts., N.W., Washington, D.C.

IN ARMY TRANSPORT

Rapid mobility, in the modern military meaning of the term, originates with the long-range heavy transport. It culminates in vertical delivery on the battlefield by the **VTOL** helicopter. In between, the fixed wing **STOL** Caribou not only provides the vital shuttle link in the chain, but overlaps both these roles by a wide margin. Capable of working in the areas used by laden helicopters, it nevertheless hauls 3 ton payloads over good tactical ranges.

somewhere on the Southern coast of France and five hours flying time away.

If an early morning takeoff is anticipated, a Special Instrument Certificate is a "must" because there is a possibility that the aircraft will be towed into takeoff position in fog! Added to these problems are the icing conditions encountered and the equipment used. In order to operate on a daily basis under such conditions, it is necessary to have adequate anti and deicing equipment, an oxygen system, and sufficient radio gear on board to fulfill the requirements. Fortunately, we have this equipment to handle today's operation. But do we always have the most competent aviators at the controls?

Time Is Limiting Factor

You may ask, can't we train our people to handle these missions? Yes, we can—just as it is possible to teach almost anyone with normal intelligence to fly, *IF* we have the time!

The well-trained, current aviator presents no problem. He can be given the required orientation with an instructor pilot and be released for operational flying as pilot-in-command.

However, the aviator who has held a staff or non-flying assignment is a real problem. In flying the bare minimums to maintain proficiency he brings with him a Form 66 that invariably reflects that he is fully qualified, and should, with a minimum of training, become fully operational. However, this is often not the case.

The *Marine Corps* recognizes this problem area and has established a two-month refresher course for pilots in this category. To prove the value of this course, a check was run on two groups—one group attended the course prior to assignment to an operational unit; the second group did not.

The result: those who attended the refresher course were—after normal indoctrination—ready to fly service or combat missions. Those who did not receive the refresher course required about 6 months' additional training, and had a higher accident rate. I believe this proves something.

Possible Approaches

As stated, this problem is not a new one. The Army and the other services are striving for a solution. The following are several avenues that I feel could be explored:

A Pilot Development System. This system is being used in some units to further the aviator's experience in the various ground duties associated with an Aviation Unit. It is accomplished through the rotation of duty assignments. Perhaps this could also be applied to the aviator's experience in flying, i.e., having the new AA progress from flight school to a Division Aviation Company, and upon completion of Divisional duty and qualification in organic aircraft, having the aviator progress to more advanced equipment and flying.

A Refresher Course. During this course of approximately three to four weeks' duration, the aviator who has been on a branch assignment, or on any other assignment where flying was not a major consideration, could receive a heavy concentration of instrument flying and standardization. He could also receive instruction in new developments, procedures, doctrines, and regulation changes.

Through a *Pilot Development System* and appropriate *Refresher Courses* as needed, Army aviation will be assured that aviators assigned to Headquarters Flight Detachments are the most competent individuals that we can assign to these slots.

Let's not forget—Aviation *is* a career. We cannot afford anything but professionals!

(The name of the author was withheld upon his request.)

FROM BELL'S XV-3...
THE PROVEN VTOL SYSTEM

ready for advanced applications

No paper talk here. Bell's fixed-wing XV-3 is the *most thoroughly proven* performer in the U. S. V/STOL family. Over 400 hours of wind-tunnel, ground and flight tests have provided unmatched technical data. USAF and NASA tests have demonstrated design soundness, performance superiority and inherent safety. Reliability has been outstanding – 100% availability during Edwards Air Force Base testing, low maintenance requirements during Ames Research Center testing independent of Contractor support. Capabilities have been well demonstrated in all normal airplane and helicopter maneuvers, plus conversion procedures including power-off reconversions from airplane flight to full autorotation landing. The XV-3 prop-rotor concept is ready for military use. Now in the design stage are advanced versions that will take off vertically with *multi-ton payloads*, cruise at modern transport speeds, and touch-down vertically in confined areas.

Features that give the XV-3's Fixed Wing Prop-Rotor Approach the Edge Over Other V/STOL Systems

- **Integrated Propulsion/Control** — single system provides low speed lift and control, high speed propulsion—no auxiliary engines, propellers, fans, jets, ducts or complex wing mechanisms.
- **Conversion Flexibility**—hover to climb to cruise. Degree of conversion dictated by operational preference, virtually independent of air speed.
- **Low Disc Loading**—low downwash velocity in hover minimizes dust signature and hazards to ground personnel.
- **High Cruise Efficiency**—large diameter slow-turning prop-rotors plus minimum nonproductive drag mean economical long-range cruise.
- **STOL Capability**—200 foot ground run permits up to 50% increase in gross weight, or 200% increase in payload.
- **Hover Maneuverability**—true helicopter agility and precision control in the operationally critical low speed range.

FOR OPERATIONAL FIRSTS IN VTOL, LOOK TO

BELL HELICOPTER CORP.

Fort Worth, Texas...Subsidiary of Bell Aircraft Corporation...in its 25th year

PICKUP AND DELIVERY for every kind of payload

Carrying men, materiel or missiles...
Sikorsky's new "Skycrane" brings Pentomic era mobility to tactical operations

First of a family of "Flying Cranes," the Sikorsky S-60 (above) will soon be joined by the newest member: the twin-turbine S-64, with an eight-ton payload.

Carrying its loads externally, the "Skycrane" nimbly switches from troop-carrying pods to missiles, from supplies to construction equipment, and even to complete maintenance vans. It carries cargoes of any shape or size up to its lifting capacity. Termed a "prime mover," it brings the flexibility of the truck-tractor to air transport. And its simple skyhook pickup eliminates time-consuming loading and unloading, reduces turn-around time to a minimum.

The crane concept, tested and demonstrated for many months in the S-60, has opened the way for the current design and development of a family of Sikorsky turbocranes with payloads up to 40 tons.

A New World of Mobility by

SIKORSKY AIRCRAFT

Stratford, Connecticut
A Division of United Aircraft Corporation

A Small, Hardworking Group of Technicians Speeds World Supply

THE STATION STOCK MANAGERS

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

On my various trips to stations having aviation equipment, both in CONUS and overseas, I have been pleased to note that the supply situation is steadily improving. The EDP rate is generally consistent with that of the Air Force and the Navy, and in many cases, is even lower. Tools, kits, and previously hard-to-get repair parts, both expendables and rotables, are more readily available, and station stocks generally are in a satisfactory position.

Since the number of "gripe" letters I used to receive, concerning shortage of repair parts particularly, has dropped off sharply, I take this as evidence of a greatly improved supply situation.

Much of the credit for this improvement is due to the *station stock managers* at the *Transportation Materiel Command* who are your representatives to assure that the requisitions you place are filled. Therefore, I am dedicating this article to them and want to tell you a little about them and how they serve you.

One *station stock manager* has been established to serve each CONUS Army area, one for each of the overseas agencies,

JOHN D. HOFFMAN
First U.S. Army

GENE COX
Second U.S. Army

BILL DICK
Third U.S. Army

JOHN ROBINSON
Fourth U.S. Army

one to serve the special requirements of the mission accounts at each of the fourth echelon maintenance shops, and one to specifically serve the School and test activities at Ft. Rucker.

Each *station stock manager* has a group of supply clerks assigned to him and a standard system of processing requisitions and of follow-up to see that delivery dates are met to the maximum extent practicable, to answer your status inquiries when you place them, and to follow-up with the procurement people of *TMC* to see that non-stocked or out of stock items are secured as promptly as possible.

As you undoubtedly know from your own experience, demands for aircraft reparts are erratic. You will sometimes go for a long period without the need for a particular part and then suddenly find that you need several. There are quite a few insurance-type items which are rarely used, but when they are needed they are needed badly.

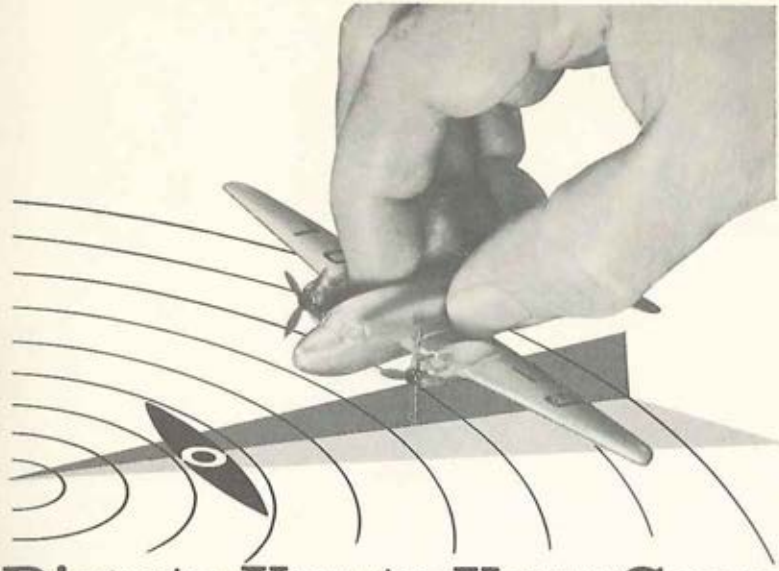
There just isn't enough money available in the Army budget to stock enough of every kind of part to assure that it can be quickly shipped when you want it. Quite a few items are not stocked at all but are procured only as required. Necessarily, the time required to obtain some of these "odd-ball" items is sometimes extensive.

Out of stock positions also result from erratic demands which suddenly drain us of stocks which we had thought were adequate, and from the general policy of austerity which we have been following, as well as delays in overhaul of rotables which we are now rapidly overcoming.

Over half of the requisitions which you submit are well on their way toward being filled *before* the *station stock manager* ever sees them. These are line items which pass against the automatic computer at *TMC* which searches out the availability of stock and, when the item is in stock at one of our depots, issues a shipping instruction to the depot and gives an advice to the *station stock manager* that the instruction has been issued. The *station stock manager* files these advices by delivery date and cross files them by requisition number so that he can follow up to assure that the depot actually makes shipment and so that he can answer status inquiries when received.

The balance of the requisition line items on which the machine does not find availability of stock are reported to the *station stock manager* as items on which he must take *special* action. These may require identification because the machine does not recognize the number for some reason, may require the finding of a substitute because the item requisitioned is no longer authorized or otherwise not available, or may require special procurement action.

During fiscal year 1959 these special procurement actions required about a million dollars a month of our repair parts money, largely due to *out of stock* positions and inability to identify substitutes for items requisitioned. During fiscal year 1960 we have reduced this volume to less than half of what it was, largely due to im-



Directs You to Your Course . . . and Keeps You on it

ARC'S CD-1 COURSE DIRECTOR, TEAMED WITH TYPE 15 OMNI RECEIVERS

To be sure of the exact headings required to intercept and fly any desired VOR radial or runway localizer, pilots no longer need perform exacting mental calculations. ARC's Course Director (CD-1), teamed with single or dual omnirange receivers, relieves the pilot of many problems — does much of his work . . . tells him when he is flying right. No more worries over bracketing or missed approaches.

Simply select the desired VOR or localizer station, set the course director to the bearing of the selected track and turn the aircraft until the vertical needle of the cross-pointer is centered — then steer to keep the needle centered. The aircraft will intercept the right track and follow it. Wind drift is no problem, as the instrument compensates for this automatically.

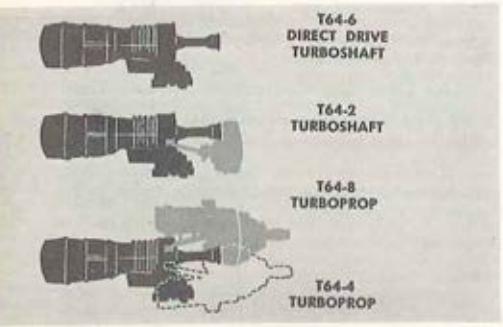
Here is precision flying . . . simplified navigation, engineered and built to perform dependably. Install the ARC CD-1, along with a dual installation of ARC's Type 15-F VOR equipment. They work as a team for safer flying.

Dependable Airborne Electronic Equipment Since 1928

Aircraft Radio Corporation BOONTON, N. J.

OMNI LOC RECEIVERS · COURSE DIRECTORS · AUTOMATIC DIRECTION FINDERS · 360 CHANNEL VHF TRANSMITTER-RECEIVERS · GLIDE SLOPE AND MARKER BEACON RECEIVERS · 10-CHANNEL ISOLATION AMPLIFIERS · INTERPHONE AMPLIFIERS · CABIN AUDIO AMPLIFIERS · OMNIRANGE SIGNAL GENERATORS AND STANDARD COURSE CHECKERS · 900-2100 MC SIGNAL GENERATORS · UHF AND VHF RECEIVERS AND TRANSMITTERS (5 TO 360 CHANNELS).

T64 RELIABILITY will go hand in hand with outstanding performance. A unique government contract which calls for 10,000 hours of engine running by the time all configurations of the engine are qualified will help assure both reliability and performance for the T64 engine.



BUILDING BLOCK DESIGN is a principal feature of the T64 engine. Turboprop configurations are obtained by the simple addition of reduction gearing to the basic turboshaft engine. This means standardization of parts and simplification of logistic support for users.

LOW SFC AND HIGH POWER-TO-WEIGHT RATIO make the General Electric T64 turboshaft and turboprop engines ideal powerplants for many military and commercial aircraft including STOLs, helicopters, skycranes and other VTOLs. These are illustrated above in a composite

FROM GENERAL ELECTRIC...

PIONEER AND LEADER IN SMALL AIRCRAFT GAS TURBINE PROGRESS

T64 TURBOSHAFT TURBOPROP:

2600 hp-class engines for tactical and support aircraft will be flight qualified and available this year

Airframe manufacturers and military and commercial aircraft users requiring economy of operation and high performance, will find these features in General Electric's T64 gas turbine powerplants.

OUTSTANDING PERFORMANCE

Turboshaft T64: 2650 SHP—0.506 SFC—713 lbs

Turboprop T64: 2570 ESHP—0.522 ESFC—1079 lbs

. . . and the same basic power unit, including controls, is common to all T64 configurations. Superior missions including greater payload, speed, range and economy for support and tactical aircraft can be obtained by utilizing the low specific fuel consumption and attractive power-to-weight ratio of the T64.

INSTALLATION FLEXIBILITY—With designed-in ability to operate continuously at attitudes from 100° above horizontal to 45° below, the T64 engines are ideal powerplants for VTOL and STOL aircraft. Featuring compact engine size, split casings and grouped accessories, the T64 is designed for easy installation and maintenance.

artists drawing. Both fuselage and wing-mounted installations are possible with the various configurations of General Electric's T64 engine. This flexibility plus T64 high performance can provide important benefits to aircraft manufacturers and users.

EARLY AVAILABILITY—The T64 engine development program has been on schedule since its inception. The first official test runs of both the turboshaft and turboprop engines were completed ahead of schedule in early 1959 and the rapid pace is continuing. From the user's standpoint, this T64 development progress means that flight qualified engines are scheduled for availability this year.

FOR MORE INFORMATION—Brochures are available that describe the T64 engine in detail. If you would like this information, write Section 186-39, General Electric Co., Schenectady, N. Y.

GENERAL ELECTRIC

New BELL 47G-3 with FRANKLIN Turbosupercharged engine does

UNHEARD-OF THINGS AT HIGH ALTITUDE

In a series of unprecedented tests on Pikes Peak, this new helicopter-engine combination has proved its ability to:

- Hover at maximum gross weight at altitudes in excess of 16,000 feet.
- Lift its own weight (1,539 lbs) off Pikes Peak or at any such altitude.
- Maintain 225 h.p. sea level rating to 15,000 feet plus.
- Carry to 20,000 feet altitude and land a useful load of 1,000 lbs.

Throughout the two-week altitude test program, neither maintenance nor repairs (not even a spark plug change) were performed on the Franklin 6VS-335 turbocharged engine.

FAA TYPE CERTIFICATE NO. 1E2

For more information on this extraordinary engine, write Aircooled Motors, Inc., Syracuse 1, N. Y.

Franklin

6VS-335 TURBOSUPERCHARGED ENGINE

AN Aircooled Motors PRODUCT

BUTLER OVERSEAS CORPORATION ● 655 Madison Ave., New York 21, N. Y.
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PAUL LEIBLE
Fifth U.S. Army

JOHN MATTERN
Sixth U.S. Army

RAY DEWES
4th Echelon Shops

BOB HAGER
Fort Rucker Activities

proved ability to identify substitute items.

The *station stock manager* and his supply clerks also set up delivery date files and cross-reference requisition number files on all items sent for identification or procurement and assiduously follow-up to see that shipment is made as promptly as possible. They also report monthly the status of shipments on time, shipments early, shipments late, and requisition line items on hand. It may be of interest to you to know that over a third of the line items shipped by TMC are shipped *early* and that the volume of items shipped late is steadily decreasing.

The presently acting *station stock manager* for the First Army is *Mr. John D. Hoffman. John* has been with the Transportation Corps for five years. In addition he had six years with the Veteran's Administration and approximately two years with FHA. He served three years in the Army, working primarily in the supply field.

Mr. George Olliges is assigned as *station stock manager* of the Second Army area. He has been with the Transportation Corps about six years, and previously was employed by the Army Finance Center and the St. Louis Medical Depot.

Gene Cox is temporarily serving the Second Army area while *Mr. Olliges* is on temporary duty status. *Gene* has been with the Transportation Corps approximately four years and has had about ten years previous supply experience with the Corps of Engineers.

Bill Dick is *station stock manager* for the Third Army. His responsibility includes all stations in the Third Army area with the exception of Ft. Rucker and the fourth echelon maintenance shop at Atlanta. He has been with the Transportation Corps for about twelve years.

John Robinson is *station stock manager* for the Fourth Army. Although he has been with the Transportation Corps for less than two years, he had about five years of supply experience with the Corps of Engineers and about three years with the Navy.

The *station stock manager* for the Fifth Army is *Paul Leible*. He has been with the Transportation Corps for about four and a half years and previously served three years with the Corps of Engineers. He also served two years with the Army in supply work.

John Mattern is *station stock manager* for the Sixth Army. He has been with the Transportation Corps for about thirteen years.

Bill Hewitt does a kind of double station stock management job in that he is responsible for all requisition line items received from the overseas agency, New York, and for all *Modern Army Supply System* (MASS) requisitions received from USAREUR. He has been with the Transportation Corps for approximately five years. Prior to his Transportation Corps service, he served as a resident inspector

CHARLES MURPHY
O'seas Agency, New Orleans & MSP Acrft

BILL HEWITT
Overseas Agency, N.Y. and MAAS

LEN BULLARD
Overseas Agency, San Francisco

in Nebraska with the Ordnance Corps and had approximately six years of civilian service with Air Associates in the aircraft supply field.

Another kind of dual job is handled by *Charles Murphy* who is responsible for the overseas agency at New Orleans and *Mutual Security Program* aircraft (MSP). He has had about ten years experience with the Transportation Corps and prior to that time was a resident inspector for naval materiel with Navy Ordnance, Bureau of Ships and Naval Aviation.

One of the heaviest station stock manager jobs is carried by *Clarence Koehler* who serves the Overseas Agency, San Francisco. He has been with the Transportation Corps for approximately three years and has a total of about fourteen years experience in Army supply including duty with the Engineer Supply Control Office and the St. Louis Medical Depot. In addition he had four years in the Army in the supply field.

At present, *Len Bullard* is substituting for *Mr. Koehler* who is on temporary duty. *Len* has been with the Transportation Corps as a civilian since November of 1956. Prior to that time he served as an officer in the Army Transportation Corps and had extensive experience as TC accountable property officer at Ft. Eustis, Virginia. He also has had experience as an engineer accountable property officer and as supply liaison representative for the SUNEC operation, commuting between the Northeast Command, Washington and Ft. Eustis, Virginia.

Since the mission accounts of the fourth echelon shops present certain special problems, a separate *station stock manager* has been established for them. He is *Raymond Dewes*, who has been with the Transportation Corps only since December of 1959 but who previously had about three years with the Army Audit Agency, auditing TMC accounts.

Ft. Rucker also presents certain special problems because of the volumn of requisitions required to support school and test activities, and this station is served by *Bob Hager*, who has been with the Transportation Corps about six years. Prior to this he had about a year of Engineer supply activity and about two years of Air Force supply activity. He also served in the Army in the administrative supply area for about eight years.

Each of these *station stock managers* has from ten to twenty-five people assigned to him and processes anywhere from 100 to 500 requisition line items per day. The experience of these managers alone, not counting the supply clerks who comprise their working groups, totals more than 135 years. I think a word of appreciation is due them for the fine job they are doing. They are conscientious, experienced, and hard working. Careful requisitioning, a little mutual understanding, and a little patience on your part will help them to do an even better job.

TC Briefs

Have you checked the *Supply Catalogues* in your unit supply office lately?

One recent visitor to the field reported to me that he had repeatedly been shown copies of out of date *TCAVN-7's* and *8's* and even some dog-eared *Air Force Supply Manuals*. These were being used by unit supply people as a basis for requisitions. To ask a highly mechanized supply system to produce a part in terms of such ancient numbers is the same as talking Greek and being understood in Latin.

I have asked *TMC* through the *Mike Button* column to keep everyone aware of this supply language barrier. In the meantime, your nearest Adjutant General gets quarterly a copy of a book in which are listed all the latest supply documents to which your unit supply is entitled.

You should have now for each aircraft you are issued for 1st and 2nd echelon maintenance, a copy of the pertinent *20-P* and *34P* portion of the TCAVN manual.

If you *don't* have the manual, you are practically guaranteeing supply delays, EDP, and all the associated headaches.

Manuals are supposed to be distributed through Adjutant General channels.

The mock-up of the HC-1B *Chinook* helicopter took place Jan. 26-29 and every indication is that the aircraft will attain a new high for utility and maintainability in the field Army. Approximately 180 *Requests for Alteration* (RFA's) were resolved with only four study items to be reported and incorporated into the aircraft by March 1st. Direction has been given to procure increased transmission capability to take advantage of the increased power which has become available in compatible engines. Engineering and construction effort is proceeding on schedule. Because of related contractual delays the first "Y" model is not expected to be ready for acceptance until 2 months later than the original date.

A $21 million contract has been awarded to the *Grumman Aircraft Engineering Corporation* for 42 Army AO-1 *Mohawk* aircraft. This contract calls for airframes only. Propellers and engines for the twin-engine turbo-prop observation aircraft are to be furnished by the Government through contracts with the *Hamilton Standard Division* of the *United Aircraft Corporation*, Windsor Locks, Conneticut and *Lycoming Division* of *AVCO Manufacturing Corporation*, Stratford, Conn. respectively.

At present, there are several models planned of the *AO-1* with the major difference being in electronic configuration. The new contract calls for deliveries beginning in February 1961. The aircraft will undergo Navy testing before being released to the Army.

Performance characteristics of the Army's

fastest and longest range observation aircraft will vary with the configuration and resulting weight variance. Maximum guaranteed speed varies from 266 to 281 knots, and maximum gross weight from an estimated 14,018 pounds to 16,130 pounds. Some 256 gallons of JP-4 fuel are carried internally, with provision for two 150-gallon wing-mounted drop tanks. A 200 knot cruise speed at 5,000 feet affords two-hour range, or approximately 4 hours with maximum fuel load.

Congratulations to the following Transportation Corps aviators selected for advanced schooling. Command & General Staff College (Regular Course) Aug. 1960: *Capt. Paul O. Bailey, Maj. Edmund K. Ball, Capt. Patrick M. Delavan, Capt. David D. Dukes, Capt. Kermit C. Garner, Capt. James R. Kitts, Capt. Elswick Newport,* and *Capt. Paul C. Smithey.*

Associate Command and General Staff College—August 1960: *Maj. William P. Craddock, Maj. John C. Geary,* and *Capt. Morgan Mathews.*

Army War College 1960-61; *Lt. Col. Gerald H. Shea.*

HIGHER UNIT AVAILABILITY THROUGH PROGRAMMING

by MAJOR HERBERT M. LUCKFIELD
Office of Chief of Transportation

ABOUT THE AUTHOR

Another "think piece" which should be of interest to all readers appears under the by-line of Maj. Luckfield. The writer is a senior Army pilot and aircraft maintenance officer of 11 years experience. He has commanded TAAM companies and battalions, in both Korea and Europe. While commanding a TAAM battalion in Seventh Army from 1956 to 1959 he advocated and instituted a system of quick change assembly build-ups to feed direct suport units that has since been accepted for Army-wide use. He is presently a staff officer with the Office, Chief of Transportation, in Washington.

The average present day infantry division commander is pretty well sold upon the Army aviation program and holds a deep appreciation of the advantages it offers in increasing both his tactical and logistical mobility.

Long used to the employment of tanks and trucks, he usually will have a complete understanding of what constitutes realistic availability figures on these vehicles and so long as these appear to be reasonably in line, will accept them without question and plan his operations accordingly.

With the airplane, it is unfortunately a far different matter. If his division has 50 airplanes he wants them *all* in the air *all* of the time. This may have been possible in the days when a few "grasshoppers" were assigned to Divisions primarily for use in locating targets for artillery. In those days, there were few parts needed that couldn't be readily scrounged by an enterprising crew chief.

But times have changed. Only 800 repair parts were procured for the support of the small World War-II-type liaison plane as compared to more than 4,500 for a modern helicopter. These more sophisticated present day craft require a corresponding increase in maintenance—*and this adds up to reduced availability.*

On hundred percent availablity of all assigned aircraft was never intended. CONARC recognized the high maintenance factor and takes it into consideration in developing equipment allowances. In fact, aircraft are regularly authorized on the basis that on the average *75%* of the airplanes and *66%* of the helicopters assigned to a given organization are *sufficient* for the performance of the assigned mission.

By trying to better these figures the commander may sooner or later succeed in driving his availability figures to a new low.

Here's what happens: In an effort to comply with the commander's wishes (after all, he makes out the efficiency report), his aircraft maintenance officer throws any thought of programming his maintenance out the window and puts his crews on a *crash basis.* This eventually builds up peaks in the workload so that the addition of any emergency unscheduled maintenance can choke his operation.

To keep the aircraft on the flight line he may attempt to *defer* maintenance where possible. Aside from the inherent danger involved (an unservicable truck can be pushed to the side of the road—an unserviceable airplane can get somebody killed) an aircraft upon which maintenance has been *deferred* may need such extensive overhaul when it does hit the shop that it will be lost to the commander for months.

As the operations of the lower echelons become choked out of operation, they will have to educate as many aircraft as possible back to the higher echelons. This, added to their normal workload, will force them as well into a *crash program.*

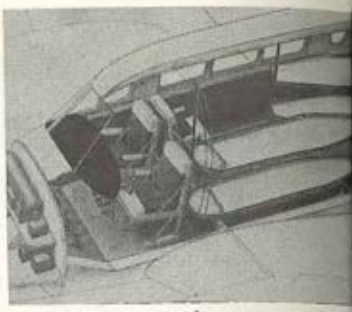
At the other end of the scale the person charged with plotting the operational use of the aircraft will find that he will have to revise his aircraft availability figures on a day-to-day basis which will permit only the barest semblance of advanced planning.

What is the *alternative* to this "can of worms?" It can be summed up in a single word—*programming.* Commercial airlines have long known that fixed programming schedules for operations as well as for maintenance are essential to success. They recognize that it is much more profitable to have an established availability, though less than desired, than to have pressure quantities which cannot be guaranteed in time of emergency. Since even the most basic military operation must rely, for its success, on every bit as careful advanced planning, it seems strange that this premise should be so difficult to "sell" to the average commander.

Why every officer who sees it

The New U. S. Army

Wide, roomy pilot compartment, separated from cabin by sliding doors, has plenty of room for instruments and radio. Adjustable crew seats and wide aisle, plus conveniently located controls and excellent flight characteristics make the new L-23F a pilot's dream.



Cabin seats can be removed in minutes to convert the L-23F to a flying ambulance.

Other Beechcraft projects today include advanced research and development work on launching and recovery systems for missiles and pilotless aircraft; target and reconnaissance aircraft; airborne radar surveillance systems; ground support equipment; and classified projects in the newer aerospace areas of aerodynamics, cryogenics, thermodynamics, and aircraft range extension.

or flies it votes for...

L-23F Transport

Although it looks much like an L-23D, the plane below has a completely new fuselage design which makes it longer, wider and higher on the inside. With separate pilot compartment—complete with sliding door—sunken center aisle and airliner-type air-stair door, it is winning spontaneous approval wherever it is shown or flown. Supercharged fuel injection engines also give it new high performance and extra-long range.

With a wide choice of interior arrangements, the new L-23F is quickly convertible for use as a command transport, a flying "bus" or ambulance or as a cargo-carrying aerial packhorse.

New air-stair door offers unexcelled convenience in entering or leaving the new L-23F. Unrestricted passenger and crew movement, in-flight baggage availability and pleasingly low cabin noise level are other L-23F plus features.

★ ★ ★ ★

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

Beechcraft

BEECH AIRCRAFT CORPORATION ● WICHITA, KANSAS, U.S.A.

No programming can be effective until the commander realizes that 100% flight capability is impossible to attain. Since today's aircraft are loaded with time change components having a widely varying number of hours of service life, it is logical to assume that a portion of the aircraft available to a unit will always be undergoing some form of maintenance.

The next step is to set up a programmed maintenance capability which will assure that required maintenance is performed and, at the same time, the commander is assured of a guaranteed aircraft capability at *all* times.

* * *

Bearing in mind the above assumptions, let's take a hypothetical example to illustrate a plan that will work for *normal*, repeat *normal*, day to day operations. Obviously, in times of high operational activity, such as maneuvers, this goes out the window. Combat operational requirements obviously will throw any schedule completely out, also. But no combat operation is at *peak* activity continuously, and during the valleys it is possible to clean up the mess and get back on schedule.

Let's assume that the 550th Infantry Division has been assigned 26 aircraft. To effectively program these aircraft for *sustained* operations and maintenance, it is necessary that a schedule be established whereby each aircraft will be processed for maintenance on a time interval basis.

Accordingly, to initiate production control, we will fix the time interval at 90 days. In effect, this means that each of the 26 aircraft belonging to the division must be processed through the field maintenance shops at the fixed 90-day time interval. Flying hour experience will, of course, be considered in selecting the interval so that it can be made to coincide as nearly as possible with the bulk of the overhaul and removal requirements of time change components on each aircraft.

Barring operational peaks and valleys, this cycle can be readily maintained on a continuous basis and still make it possible to guarantee the commander 16 of the 26 aircraft ready to fly at all times. After a period of peak operations, the peak maintenance backlog can be worked off with some ingenuity and hard work. Of the remaining 10, six will be in the field maintenance shops at all times and the other four will be divided between organizational maintenance and standby line.

* * *

To recapitulate, the organizational maintenance section of the division will furnish 16 flyable aircraft each day to the Operations Officer, process two aircraft through the organization maintenance shop each day, and maintain a standby of two aircraft which are flyable as insurance in the event one or more of the aircraft available for flight are grounded for unforeseen reasons.

The organizational maintenance officer will also rotate his available aircraft daily to insure that each aircraft arrives in his shop every fifteen days. Every sixth cycle he will forward each aircraft to the field maintenance support unit. Standby stocks (maintenance float) held by the field maintenance unit can be used to maintain the continuity of the cycle in the event excessive grounding time becomes necessary on any of the aircraft.

By rotating the aircraft in this manner, planning factors for logistic support can be intelligently employed. Supply factors can be applied more directly, and accordingly, more realistic supply demands will result. The turn around time of aircraft undergoing maintenance will ultimately be reduced and production workloads can be forecast realistically and peaks and valleys avoided.

More important to the commander is the fact that a continuous program of comprehensive inspections adds up to greater safety of flight as well as known availability insurance.

Temperature Range Change

Grapevine has it that a very important point has been consistenly overlooked when second echelon maintenance has changed the location of the temperature take off bulb for the oil in the main transmission on *Chickasaws* (C, D, D-2, D-3, & D-4 models).

Recent bulb relocation instructions were disseminated to the field in *TM1-1H-19-563*, 28 January 1960, and on page 4 it says, that after the main transmission oil temperature bulb has been relocated, it will be necessary to change the limits and range markings of the oil temperature gauge on the panel.

Old Mike, when looking this point up, noticed a typographical error in the *TM 1*, so change yours:

Low, Red limit *RADIAL* line at — +15°C

Safe Operating limits, Green arc — +40° to +120°C

High, Red limit *RADIAL* line at +140°C

A Tire By Any Other Size??

No, it's not the same! Everybody knows, or should know, that helicopter tires and fixed-wing tires are *not* interchangeable, Main Gear tires, that is.

Seems as though a few tires are in the supply system under a fixed-wing FSN with the word *"HELICOPTER"* plainly etched out on the tires themselves.

If your fixed-wing aircraft has main gear tire size 1100 x 12, and you get a 1100 x 12, 6 ply, "Helicopter" tire under FSN 2620-141-8813 *don't use it*, because it not only is a helicopter tire, but it is of the wrong spec, too—should be 8 ply.

Corrective action has been taken by *TMC* to assign *FSN-2620-174-1746* (1100 x 12, 8 ply) to the *OTTER U-1A* main gear tires with no change in the 600 x 6 tail wheel which can be used on both fixed and rotary wings requiring that size.

So regardless of what the book says—it will be changed to reflect this information shortly—*don't* put helicopter main gear tires on fixed-wing aircraft, because if you do, you have set up an accident going somewhere to happen.

Even if you see a helicopter tire on a factory released aircraft, call it to somebody's attention who has the authority to put the right tires on that thar *OTTER*.

Remember:

OTTERS take FSN-2620-174-1746, Tire, Aircraft, 1100 x 12, 8 ply.

Choctaws take FSN-2620-141-8813, Tire, Aircraft "HELICOPTER," 1100 x 12, 6 ply.

Thought for the Month

Don't twirl that turning knob on your *AN/ARN-59*, *AN/ARN 6*, or any *ADF* equipment with the selector function switch in any position, except *ANT*, 'cause you wear the automatic gear mechanism out on your loops.

Remember, *ANT;* then tone to station; positively identify it; and then switch to *COMP* and do your ADF tracking—OK? OK!

Questions & Answers

Got another letter from M/Sgt Gilley; boy, do you get around! Last time I heard from you, Sarg, you were at Ft. Leavenworth, No?

So. Dear Sgt. Gilley,

Old Mike can't get enough space in the column to print your letter, but here's the answer to settle that argument once and for all.

The 1400:00 maximum engine operating hours on R 985 (all) engines as reflected in TO 00-25-4, Feb. 59, is correct in every detail.

If you should have a copy of TB AVN 23-5-1, Jan. 1958, see pages 118 & 119, Project 229—the same information on R 985 engines appears there also, as 1400:00.

Sarg, the problem was this: In December 57 the AF revised their TO 00-25-4, but dog-gone-it they forgot to put in pages 11 & 12 of Table VII, which contained all the data on all engines the DA had in use. This info being left out by the AF—previous edition had it in—caused the DA quite a tussle, since we had DA manuals printed from AF copy.

But all's well now, the new dash 6s, if revised, will cover the maximum engine operating hours of each DA aircraft. When the New 4 part Family of Pubs come off the press this info will be included in the—20 under Chapter 3, Section III, "Replacement and Retirement Schedule."

And for further information, I just checked with the people who put out the entries in the UR Digest—note change from UER Digest—and they assure me that my suggestion to rerun the Jan 58 article on operating times, was timely. So they'll bring it up to date with the latest info and you'll probably see it in change 1 to the March issue of the UR Digest.

In answer to Capt. Joe F. Kunz, TC, AMO, Libya. Thanks for such a nice letter, Joe. Now to get with your answers to your anticipated problem.

BY WILLIAM D. BICKHAM

Dear Joe:

Just had a chat with the engineers here at TMC and they told me they have ordered 2 specific-23Bs to test with 100/130 gas.

They also say it will be some time during the last week in April until the results will be known and disseminated to all levels which need the info.

I know your angle and believe you me I think it's a good idea but stick to the book and keep your nose clean! By the way, the latest dash 1 for the -23D is dated May 59, and on page 1-13, under table II, "Servicing, etc." it says that 80/87 is prime fuel, but down in paragraph 1-41 it gives you the OK, and I quote, "Use of 91/96 or 100/130 should be limited to no more than 25% of engine operating time," unquote. So that simply states that 80/87 is prime, 91/96 is 1st alternate, and 100/130 is 2nd alternate.

With reference to the Tech reps remarks about timing, I understand that the test you made reference to, did NOT include the -23B using 100/130. They tested 115/145 and we feel the tests were real enlightening without changing the timing.

TB AVN-2 is presently under revision and the draft copy is identical to what the new -1 states for use of different grade fuels in -23B engines. So standby and keep reading "*Mike*" in *ARMY AVIATION*, 'cause just as soon as I get the final word I'll blurp the whole thing in the column.

Your D models will, no doubt, come by vessel via Mobile and they will get to you as soon as we can determine how much it's gonna cost to hang all that extra gear you want on the birds. Let you know in about 2 weeks.

You certainly can be of tremendous help; any information which you feel may be of wide interest to Army aviation feed it to "*Mike*" and he'll use it to the fullest extent, believe me. Thanks.

Informationally yours,

Mike Button

ROUND TABLE

Mrs. James R. Lindholm
wife of
Capt. James R. Lindholm
12th Avn Co (FW-LT)

Mrs. Bert F. Bass
wife of
Capt. Bert F. Bass
12th Avn Co (FW-LT)

All parties are *"flying parties"* for an Aviator. The air is humming with L-19's, L-20's, L-23's, U-1A's, and so on. To others, this must sound like *"Greek,"*—but to AA wives, we recognize this as their *"second love"* and that those hangar doors are broken—*permanently*—and will never close!

From the time we walk in until the time we leave a party I do not see my husband. He is talking with other pilots so I assume that he is talking about flying. Occasionally though, I do hear the words *"beaver," "otter,"* and *"caribou."* Could they be talking about animals?

ROUND TABLE QUESTION: Does your husband always talk about Army aviation at parties, or does it just seem that way? The wives of several Fort Sill AA's provide some answers.

Mrs. Ralph Keyport
wife of
M/Sgt Ralph Keyport
54th Trans Co (MH)

It probably just seems as though my husband talks only about Army aviation at parties. It takes but a fleeting word to turn the conversation to helicopters and aviation. It's natural to talk about your work, but I could probably write a book on aviation based solely upon conversation at parties.

Mrs. Charles A Bullock
wife of
Capt. Charles A. Bullock
45th Trans Bn (Trans Acrft)

It may just seem that way but all other topics appear to be passing fancies which, however trivial or farfetched, bring forth a hearty *"That reminds me of when . . ."* and away they go. It seems we can't beat 'em so let's join 'em, girls, and talk flying, too!

Mrs. Majorie M. Cox
wife of
Lt. Newton C. Cox
Fort Sill, Okla.

I do *not* feel that my husband's conversation at parties and dances always pertains to Army aviation. The topic of aviation begins when men are left alone due to their wives gathering together in a *group*. Once the men are started on aviation it then becomes a *major* task to change the conversation.

Mrs Maureen Nicholson
wife of
Capt. Rowland J. Nicholson
154th Trans Det (CHFM)

In plain simple language, yes! No *if's, and's,* or *but s.* After a few GCA's and ILS's they settle down in their own little worlds of HU-1A's, STOL's, and ASE's. I vote that we should band together and UER the situation before we become nothing more than 780 equipment.

Splinters

by CAPTAIN JAMES I. SCOTT
Test Division, US Army Aviation Board

Since the last article, *Test Division* has been reorganized into the *Aircraft Branch* and *Equipment Branch*. Projects previously described as *Instrument Branch* projects will be covered henceforth in the *Aircraft Branch*.

The *Aircraft Branch* has initiated testing on the *Modified H-13H* and has completed two more phases of the *Caribou* test program. The *Modified H-13H* contains 34 "product improvements," some of which are: FAA approved boost from 25 to 27 inches of manifold pressure for increased power; integrated flight equipment; interchangeable rotor blades; push-pull rod throttle system for more positive control; self-adjusting shoulder harness featuring loading in multiple directions; sliding and ventilator windows in the doors; and a tinted bubble to reduce glare.

Caribou on Ice

The *Caribou* has completed a ten-week climatic test in temperatures ranging from 70°F. to minus 65°F. at the Climatic Test Hangar, Eglin AFB, Florida. The purpose of this test was to detect deficiencies prior to the Arctic Test Program. Two weeks alone were required to install the aircraft in the hangar, establish more than two hundred instrumentation points, and provide ducting for the engines.

Tests included static operations, engine operation, and continuous inspection and maintenance checks. As a reference plane, tested started and ended at 70°F. One week was spent at 0°F. and minus 25°F. each, and two weeks were spent at minus 45°F. and minus 65°F. each. (pictured).

Under different soil conditions (wet grass, wet and dry dirt, wet and dry plowed and unplowed soil) the maximum performance landing and take-off of the *Caribou* was compared with that of the *U-1A* and *L-20;* the soil penetration characteristics of the *Caribou* were compared with that of the *U-1A, L-20,* ¾ ton and 2½ ton vehicles.

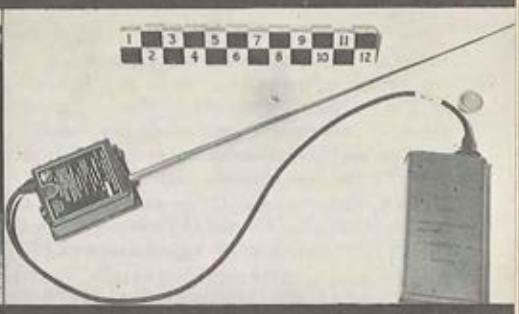
The purpose of this test was to estabish parameters for minimum field requirements and provide the ground commander with a yardstick for landing area selection. (Pictured is the main gear of the *Caribou* at the end of a landing roll in plowed dry ground. No difficulty was experienced in taxiing from this position.)

Engine-Speed Control

Testing has started on a *Mechanical Engine-Speed Control for the H-21.* This item was developed in a program to improve safety, utility, and economy for reciprocating engine helicopters. The *Control* is an engine mounted unit designed to control engine R.P.M. through automatic throttle governing.

Power source and speed reference for the *Control* are obtained from the engine accessory drive. The *Control* is designed to eliminate loads on the electrical and hydraulic systems and contains an anticipa-

from the Board



tory system to aid in throttle control during extreme flight maneuvers, a speed-set "beep" switch on the collective pitch stick, a fail-safe feature, and a manual override.

New Projects

The *Equipment Branch* has initiated testing on four new projects. One of these is the *AN/TPN-8*, an Expedited Development Program item, which is an ultra-lightweight air traffic control and landing approach radar. It is designed primarily for tactical use and as such can be assembled and disassembled and even transported by a ground crew, if necessary. Surveillance and precision scanning modes are available at 5, 10, 20, and 0 miles. One mode provides for short approaches for use with helicopters and VTOL type aircraft.

You can live with being up a creek without a paddle if you have communications; therefore, the Board is testing the *Personal Rescue Radio AN/URC-11* (pictured). Weighing less than four pounds with battery, the compact transistorized radio provides for two-way voice communications and tone transmissions to assist airborne "homing" rescue operations. Line of sight "homing" range is about 100 miles; voice communication range is about 65 miles.

The *R-34A Digitally-Tuned VOR Receiver* ( ) was evaluated as a possible replacement for the *AN/ARN-30A*. The new receiver is designed for quick and easy positive tuning which is particularly desirable during IFR. Megacycle and fractional megacycle channel selector switches provide for 190 channels in the 108.0 mc to 126.9 mc range. From 108.0 mc through 111.9 mc, automatic switching between VOR and VAR/Localizer is controlled by the fractional megacycle selector switch; on even-tenth settings—VOR, on odd-tenths—VAR/Localizer.

Filter-Separator

The ever present fuel contamination problem has been compounded by the JP fuel burning gas turbine engines. Now

under test is the multipurpose *POL Filter/Separator* (below) which is designed for tactical use with the organic hand-operated fuel pump and 55-gallon drum. The unit weighs 50 pounds and will filter 20 gallons of fuel per minute. Two replaceable cartridge filters coalesce the water, filter out solids down to five microns, and finally separate the fuel from the water.

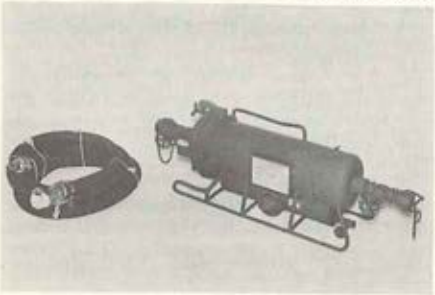
Completed Projects

Four projects, described either in this or previous articles, have completed testing since the first of the year: *Exxhaust Flame Damper* for the L-20A; *Ground-Fire-Suppression Kits on the H-13 and H-21;* the *R-34A Digitally-Tuned VOR Receiver;* and the *Mechanical Engine Speed Control for the H-21.*

The *AN/AAS-5 IR Sensor* project has been terminated because of equipment slippage, but will be reinitiated when it becomes available later in the year.

What's new? Coming up for evaluation is the *HU-1A* with the seven-passenger seat kit to determine the optimum seating arrangement for the maximum number of troops. Also programmed for early test is an *Absolute Altimeter* and the *TRITON Authentication System.*

Board personnel returned early from the manufacturer's school on the *Mohawk* because of delay encountered in the program. The *Mohawk* is expected at the Board for service test sometime this year.



POL Filter/Separator

LET

Sirs:

I am an active duty aviator insured under the AAAA's *Flight Pay Protection Plan.* I am also an active member of a military sports parachute club. One of the *Exclusions* in the coverage concerns parachute jumping. Will I be eligible to receive monthly flight pay indemnities if I am injured while participating in this sports parachuting activity? I know of many other aviators taking part in this sport, many of whom have raised the same question. I would like to suggest that appropriate guidance on this subject be made public.

—Lt. Wesley C. Wilson

(Ed. Exclusion 13 of the basic Certificate reads: "Primary duty requiring parachute jumping." This exclusion rules out indemnities for parachute jump injuries suffered by the insured member who holds a primary airborne MOS while serving within an airborne unit. The fact that the insured member holds a concurrent secondary aviation MOS does not alter the Exclusion. His primary duty is airborne duty.

On the other hand, Army Aviators who are assigned to an airborne aviation unit and who hold a primary aviation MOS are not affected by this Exclusion.

Sports parachuting, similar to other sports activities—skin diving, skiing, etc., does not fall under this category and the insured member is protected by the coverage while participating in this sport on an extracurricular basis.

At the time that orders are cut that place the insured member on duty assignment to a "team," the member's primary duty, if only for a brief period, would then become (competitive) parachute jumping

ERS

for the military and he would not be protected by the coverage for this specific period of duty.)

* * *

Sirs:

Reference *Help Wanted!*—page 69, your February, 1960 issue. I' received a call the other day from *Mrs. Mary M. Turner,* the wife of *Lt. Col. "Jug" Turner,* presently overseas. *Jug* is a former Air Officer of the *104th Inf. Div.*

Mrs. Turner indicated that *Lt. Boone* was *not* the only Army aviator (then Liaison Pilot) credited with downing a German fighter in actual combat. She cited page 233 of the history of the *104th Inf. Div.* which states that one of six ME 109s attacking *Lt. Robert Dwelly* of the *385th FA Bn* was destroyed when it attempted to follow his diving evasive action.

The destruction of this aircraft was witnessed by members of the *555th AAA Bn* commanded by a *Lt. Col. Farnum* who later issued *Lt. Dwelly* a certificate confirming his kill.

The action took place near Wrexen, Germany, in Dec. '44 or Jan. '45. My map places Wrexen about 25 miles northwest of Kassel. *Lt. Dwelly* was killed shortly after VE Day in a flying accident near Leipzig, the accident occuring in my division area (the 69th) at the time.

I now recall that it was mentioned by the 104th people who came to the scene that *Lt. Dwelly* had been credited with downing an enemy fighter. *Mrs. Turner* is quite keen on setting the record straight because the *Turners* knew *Lt. Dwelly* very well and were fond of him.

I hope that this information will "jog" the memory of other L-pilots at the time so that the information submitted to the TV producers through the magazine will bring about a re-telling of this story.

—Maj. William P. Craddock

* * *

Sirs:

I am more than confused by the reference to "an organization within an organization" that appears in *General von Kann's* January, 1960 Newsletter.

Being a member of both *AUSA* and *AAAA* since the inception of each organization, I desire to support *both* Associations, now and in the future. In my mind both organizations serve different ends and are in no way competitive.

I do *not* favor amelioration, assimilation, or integration, no matter what noun describes the process. As a member where do I stand should "integration" become an issue?

—Name Withheld on Request

(Ed. An issue affecting the discontinuance of the overall membership would be placed before a vote of the membership.)

* * *

Sirs:

Page 103 of the February, 1960 issue carries the correct dates for the overlapping AAAA-AUSA meetings as August 7-10, 1960. The back cover of the same issue carries the meeting dates as October 7-10, 1960, which is incorrect.

I know that "burning of the midnight oil" is synonymous with this magazine, but by chance, did the lamp temporarily go out?

—Joseph E. McDonald, Jr.

(Ed. There are times when our right hand does not know what our left hand is doing, despite complete illumination. This issue is wrapped by a back cover with the correct dates.)

In the Field

Brief 300-word reports on aviation unit activities as written by "on-the-spot" subscriber-correspondents

Brig. Gen. William A. Harris (right), CG, XVIII Airborne Corps Artillery, Fort Bragg, N.C., is shown being greeted by Col. William C. Garrison (left), Commanding Officer, 2d USAMC, and Maj. Robert F. Tugman, Commanding Officer, 16th Sky Cavalry, during his recent visit to the Fort Carson, Colo. facility. (U.S. Army photo).

Surrounded by Master Army Aviators, Capt. Raymond G. McLaughlin is shown receiving the Army's highest pilot rating from his wife, Marguerite. On hand at the Fort Sill ceremony were previous recipents of the rating, left to right, Maj. Deanel B. Wilson (Ret.), Maj. Norman W. Goodwin, and Lt. Col. Raymond E. Johnson. (U.S. Army photo).

USAREUR REPORT: Arrangements are being made for the annual *Army Aviation Birthday Dinner* to be held at the Patrick Henry Village Officers' Club on 4 June 1960. We are also attempting to arrange for an aviation competition meet at the Heidelberg Army Air Field the afternoon prior to the dinner. More details on this meet will be forthcoming in USAREUR. The competition will consist of events that will be tests of operational proficiency in performance of aviation duties and missions.

The changeover in distribution system (use of DA Form 12) on the *ARMY AVIATION DIGEST* has at last been straightened out for the G3 Division. If units aren't receiving their copies regularly they should see their S-1 or AG. There were a limited number of copies sent to USAREUR for several of the fall and winter months, but this should be corrected now. However, if your unit hasn't ordered them on the DA Form 12, you can't expect to receive them.

The *DIGEST* devotes a great amount of space to accident prevention and board reports. These are especially recommended reading. Check your own pilots and units for the condition or habits that lead to some of the accidents, and you might be surprised to find just how lucky you have been. The best result of this check is that

you will be in a position to correct the deficiencies before you have the same type of accident.

An example is a recent USAREUR accident in which a pilot on a low reconnaissance of a landing area hit wires at high speed with his helicopter. One wonders how long the pilot had been making his low-reconnaissances at high speed and below the level where you might expect wires.

Another report that raises the eyebrows concerns the IP who allowed a pilot with nine hours in the H-13 and not more than a couple of these in the H-13H to shoot an autorotation in the "H" Model *without* dual controls. The IP did not even make verbal corrections as the 'copter fell through and was destroyed. Are you certain the IP's in your unit are qualified?

The *Seventh US Army Aviation Group* after-action report on the large Field Exercise WINTER SHIELD discloses some very interesting statistics: Ninety-five per cent of the *Group's* aircraft were available throughout the exercise; seventy helicopters (H-34's and H-37's) were employed on each of two consecutive days for Battle Group lifts and sixty-three for Battle Group lifts on another day. And, in spite of some very bad weather and the extensive operations, not an accident occurred in the *Group*. Congratulations to every member of the *Group* on a job well done.

Comments on Army aviation in the critique of the exercise proved that there are numerous questions that still exist on some of our operations. It is up to Army aviators to find the solution or answers. The provisional *Aerial Reconnaissance and Security Troop* was a decided success. The officers and men of that unit also deserve congratulations for an outstanding demonstration of what Army aviation can do in a tactical situation. The unit was formed a very short time before the exercise and the hard work plus individual pilot and mechanic ability was reflected in the fine showing of the new unit.

—*Col. Warren R. Williams*

HAWAII:
Nothing Routine

In case you have wondered about an assignment in Hawaii, we would like to pass on this " field report" to the readers of *ARMY AVIATION*. For the Army pilot who likes variety, *Hawaii* has every type of flying to offer. On the Island of Hawaii, for example, you can depart Hilo, at sea level, fly over dense jungle, rain forests, huge lava rock areas, and within 30 minutes land at 6,135 foot *Bradshaw Army Air Field* at the foot of Moana Kea, an extinct volcano. Equally interesting are the overwater flights between the islands that give us a panoramic view of the new state.

There's a variety in the type of assignments, also. The *25th Aviation Company*, under the command of *Capt. Richard C. Smith*, and operating from the Island of Oahu, has the mission of supporting the 25th Infantry Division, the Pacific area strategic reserve. Attached to us is one platoon of the *6th Helicopter Company*. To keep us flying, we have the support of the *922d TAAM Company* and elements of the *150th TAAM Company*. Operations are mainly on the Island of Oahu, from Wheeler Air Force Base, scene of the Japanese attack in 1941. All of our operations are under the supervision of *Lt. Col. Marvin L. Lindmark*, the 25th Division Aviation Officer.

Our flying training program includes a variety of subjects and types of flying. An intensive instrument training program is now underway, under the direction of *Capt. William J. Beach*. As a part of that program, we have recently had installed two new Link Trainers. New pilots to the command receive immediate *Beaver* check outs. As part of our training, and in conjunction with the battle groups of the Division, we perform many heli-borne operations in the mountainous, jungle ter-

rain on the Island of Oahu. In these exercises the excellence of the *6th Helicopter Platoon* is plainly shown. We also have had occasion to make actual resupply and medical evacuation missions into jungle and mountain pads.

As evidence of what cooperation and hard work can accomplish, the work of the *QM Aerial Delivery Team* stands out. This *Team* has delivered 134,276 lbs, of undamaged cargo via 456 paradrops and 626 parachutes expended. A little interest shown by the *25th Aviation Company* through a project officer provided "the other end of the candle" burning towards a common goal: increased aerial delivery support through demonstrations, Pathfinder conducted classes, and maneuvers. Acquisition of US Navy sewing machines, packing tables, and storage facilities have equipped a former WW II parachute loft as a first rate parachute shop capable of maintaining and fabricating aerial delivery items ranging from deployment bags to cargo helicopter slings as well as minor aircraft fabric repair. Several local innovations have raised eyebrows but the biggest thing is the increased aerial delivery support and a substantial monetary saving to the command.

Assigned to the *25th Aviation Comany* is the Army's only full-time *Rescue Team*. Recognized by DA on 7 April 1954, as USARPAC's solution to a Search and Rescue responsibility within the mountainous Hawaiian Islands, thris unit operates with Air Force, Navy, and Coast Guard agencies within Hawaiian Sea Frontier.

Available at military and civilian request for assistance through a 24 hour alert standby system, the Team relies heavily upon the organic Aviation Company aircraft support for immediate transportation, evacuation, and resupply. Merely an additional duty for one of the Aviation Company Officers, the team under his command, undergoes thorough training in subjects ranging from mountain climbing and survival to aircraft crash-fire, and SCUBA operations.

Its record to date: 143 alerts, 82 missions with 106 persons rescued, 94 bodies recovered, and assistance in salvage operations for a crashed H-19 and "drowned" D-7 bulldozer speak well for this group of men devoted to saving life and reducing suffering.

The photo below shows the officers of the 25th Aviation Company (Inf Div) in front of the Operations Tower, Wheeler Air Force Base, Hawaii (U.S. Army photo).

ANGELS 30!

THE BACKGROUND

Shortly before 8 a.m. on the morning of December 9, 1959, a company test pilot stepped out of Kaman *Huskie No. 849* with weather information he had just gathered at 25,000 feet.

The data was passed along to two Air Force pilots, *Major William Davis* and *Captain Walter Hodgson*, who were waiting to take off in *Helicopter No. 848*. An off-the-shelf model in mission configuration, *No. 848* included in its equipment a two-way radio with which the pilots reported their ascent to 30,000 feet. The following is a digest of the record-breaking flight in the pilots' own words . . .

TAKEOFF—9:10 A.M.

"We expect winds from the west . . . we are going to fly an egg shaped pattern which should bring us back over the field at roughly 20,000 feet. We are going to make this flight because we feel we can go above the altitude guaranteed by the company."

14,000—9:24 A.M.

"Flying at zero ground speed."

18,000—9:27 A.M.

"Fuel pressure 14 . . . fuel quantity 600 pounds . . . oil pressure 72 . . . oil temp 70 . . . "

19,000—9:28 A.M.

"We're coming up on 19,000 feet . . . 26 inches of torque . . . 262 rotor rpm . . . flying at about 45 knots . . . minimum vibration . . . rate of climb 1,000 feet per minute."

22,000—9:31 A.M.

"We have passed the Ml-1 record . . . plenty of altitude to spare . . . "

25,000—9:34½ A.M.

"Rate of climb 500 feet per minute . . . air speed 44 knots . . . This thing climbs like a homesick angel . . . "

25,500—9:35½ A.M.

"We are now leaving a contrail . . . still climbing . . . "

27,000—9:39½ A.M.

"Coming up to 27,000 feet . . . we have a peculiar snow storm in the cabin . . . the exhaust fan from our oxygen masks is turning to steam and forming snow . . . it's sticking to the glass . . . "

29,777—10:05 A.M.

"848 to tower . . . what's the American record? 29,777? We've just passed that and still climbing . . . we have 400 pounds of fuel left . . . "

30,000—10:30½ A.M.

"The needle's at the last feather edge . . . come on now . . . Kaman tower, Kaman tower . . . everybody up . . . we're doing it the hard way . . . we're flying at 37 knots . . . okay, here it is . . . Angels 30 . . . Angels 30 . . . we just passed 30,000 feet . . . instruments across the board look good . . . we're going to descend now at 200 feet per minute . . . "

* * *

SUMMARY

In ascending to 30,100 feet, the Kaman *Huskie* set an E1-D record for "rotor planes" weighing 3,850 to 6,614 pounds gross. The record altitude surpassed the 21,892 foot altitude set by a Russian *MI-1* on March 12, 1959. A French turbine-powered *Alouette* holds the overall altitude record for helicopters—36,000 feet.

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Award Ceremony

Shown reviewing the Aviation Detachment after an Award Ceremony are, left to right, Maj. Carl A. Colozzi, C.O., USAREUR Aviation Detachment, Heidelberg, Germany, and recipient of Master Army Aviator wings: Capt. Richard H. Duckworth, Detachment instrument examiner, recipent of Senior Army Aviator wings; and Col. John W. Horn, C.O., Hqs, Special Troops, who made the presentation. (U.S. Army photo)

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Iroquois-Qualified

Maj. Gen. Ernest F. Easterbrook, Commandant of the Army Aviation School and Commanding General of Fort Rucker, is shown receiving a certificate from John Vetter, a Bell Helicopter Corporation representative, following his qualification in the Iroquois. He is the first American general to become a qualified pilot in the Army's new gas turbine helicopter. (U.S. Army photo).

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106 Dodson Street
Fort Huachuca, Arizona

SHEFFLER, R.J., CWO
80th Trans Det (CHFM)
Fort Devens, Mass.

WOODBECK, C.E., CWO
2505 Lincoln
Lawton, Oklahoma

AINSWORTH, W.J., WO
65th Trans Co (LH)
Fort Eustis, Va.

HENDERSON, C.R., WO
11th Trans Co (Lt Hel)
APO 46, New York, New

SMITH, L.G., WO
83-A Lee Village
Fort Campbell, Kentucky

KETTLES, J.C., CAND.
C1 60-5, USA & M, OCS
Fort Sill, Oklahoma

DUNHAM, JOHN R., JR.
2150 Fairground Rd, NE
Salem, Oregon

HEYDEN, D.R., MR.
40-12 209th Street
Bayside 61, N.Y., N.Y.

JOHNSON, T.W.
19 Fir Acres Tlr Ct
Tacoma, Washington

KLIPPEL, KEN, MR.
2527 Franklin Ave., NE
Cedar Rapids, Iowa

LOPES, FRANCIS J.
Det 1, 2nd Stu Bn, TSB
Fort Benning, Georgia

PULSFORD, CHARLES G.
82 Ridgeland Road
Wallingford, Conn.

SHAW, ROBERT T., MR.
10 Altman Court
Morristown, N.J.

BUREAU DRAWER

By MAJ. HARRISON A. MORLEY
Army Avn Section, NGB

The recent Army area conferences provided an excellent "sounding board" on ARNG problems. Here are some of the most frequently asked questions, and our answers to field recommendations:

Q: Is there in being, or being formulated, an armory drill period training program concerning Army aviation in 3rd, 4th, or 5th echelon maintenance units?

A: *ATP 55-452, "Transportation Maintenance and Supply Units," is applicable. This has been distributed to appropriate units in draft form.*

Q: Are there Graphic Training Aids available on fixed or rotary wing aircraft components? It so, where are they obtained?

A: *Info re GTAs' may be obtained from the Director, US Naval Training Devices Center, 207 West 24th St., New York 1, N.Y..; and from the US Army Transportation School, Ft. Eustis, Va.*

Q: Are allotments for service or factory schools on Army aircraft components at the 4th & 5th echelon level available at the present time? If not, is there a program being contemplated?

A: *Service school quotas for such training are available. See DA Pamphlet 20-21, The Army School Catalog. Factory schools are not authorized for ARNG personnel. Maximum use of Mobile Training Units is recommended for acquiring familiarization and training not offered by the service schools.*

Recommendation: NGB establish an Army Aviation Safety Council to be made up of current ARNG aviators of the various States and to meet annually or more often at the call of the Ass't Chief for ARNG.

A: *The formation of such a Council is under consideration. Immediate action is prevented by fund limitations, but the merit of this recommendation is fully recognized and appreciated.*

Recommendation: NGB publish a periodic accident rate report, computed on a monthly or quarterly basis.

A: *Rate info is computed on a fiscal year basis, primarily because reports are received so irregularly and incomplete that more frequent tabulation is virtually impossible, and would be so inaccurate as to be of no value.*

Recommendation: NGB publish Army Aviation Safety Bulletins, with sufficient copies in distribution for each pilot.

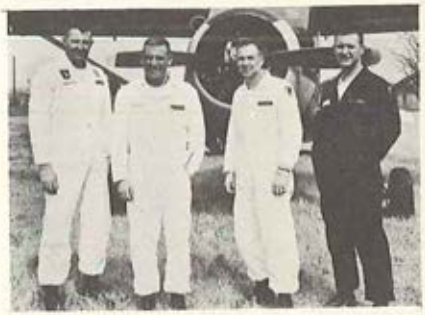
A: *The US Army Board for Aviation Accident Research produces limited quantities of bulletins and posters. Reproduction costs preclude individual distribution. However, Flight Safety Foundation Bulletins are issued each aviator with his Jeppesen revisions.*

Recommendation: NGB establish a system of ARNG Aviation Safety Awards to honor successful safety programs by states on a National and Army area basis.

A: *Safety awards are not favorably considered. Such awards create unhealthy competition and reduced efficiency, and further tend to cause inaccuracies in reporting and actual rate data. The effort to eliminate this type competition has resulted in the rescission of par 4c, AR 385-220, "Safety Awards Program."*

Minesweeper

The Sikorsky S-60 Skycrane, fitted with a special pod and winch, is shown as it tows lightweight minesweeping gear in a demonstation off Panama City, Florida. The aerial technique represents a substantial gain in safety, since the helicopter, unlike surface minesweepers, is not vulnerable to the mines.



Free Fallers

Shown above are four members of the Fort Rucker Sport Parachute Club who have completed 450 jumps among themselves. They are (l to r) Capt. E.L. Shedden, Capt. O.N. Wilton, Jr., current Club president, Lt. Col. Howard I. Lukens (since assigned to Germany), and Lt. D.C. Yopp. All are military instructors in free fall body stabilization.

HIGHLIGHTS

dallas "get-together"
Members from 4th and 5th Army Areas gather at Texas Fly-In

aaaa awards
Annual Awards Criteria to be listed in next month's issue

stuttgart winter meeting
A weekend meeting in Garmisch joins 300 members and families

new members
A partial list of the persons joining AAAA in recent months

jimmie l. hilton
Fort Sill members name a new Chapter after a deceased friend

AAAA News

DALLAS, TEXAS:
Fly-In with "Purpose"

One of the most enjoyable as well as educational *AAAA Get-Togethers* in recent years was held February 26-28 at Red Bird Airport in Dallas, Texas. The participating members came from Forts Carson, Riley, Sill, Hood, Rucker, Huachuca, Bragg, Leavenworth, and Sam Houston; Camp Wolters; and from as far away as Fort Kobbe in the Canal Zone.

Over 200 strong, they poured into Dallas to witness a *"Fly-in with A Purpose."* Unlike many such events this one was designed and planned to give the members an opportunity to see the latest developments in aircraft and equipment and make the public at large more cognizant of the mission of Army aviation.

Demonstration "Tops"

After a reception and get-acquainted party at the Adolphus Hotel on Friday evening, the activities really got underway on Saturday afternoon when industry members and U.S. Army Aviation Board personnel put on a demonstration that left some 1,500 to 2,000 attendees and civilians astounded.

In a static display, Piper displayed their *Comanche;* Beechcraft the *KDB-1* target drone, Model 33 *Debonair,* and ½ scale model *XKD 2B-1* Mach 2 Missile Target; Collins Radio, a Twin Beech outfitted with the same type instrument panel, miniaturized, as will be found in the Boeing 707 Stratocruiser; and Aero-Design a pressurized version of the *L-26.* In addition, each participating Chapter contributed the aircraft peculiar to their installation. Fort Carson the H-19, *Otter* and *Beaver;* Fort Sill the H-37 and TL-19D; Camp Wolters the H-23; and Fort Riley the H-21.

Although the weather was marginal, the scheduled demonstration went off as planned. Bell Helicopter demonstrated its

HU-1A, Air Scooter, and *Ranger;* Piper the *Aztec; and* Beechcraft the *L-23F.*

Lt. John Carlisle of Fort Sill gave a very interesting demonstration with the H-37 for the benefit of those men unfamiliar with the relatively new "chopper." But the Board's *Caribou,* piloted by *Captains Leonard Dennis* and *Merrill Jameson,* stole the show. Taking off in scarcely more than twice the plane's length, the aircraft left little doubt as to the reasons for excitement over the new transport. The pilots then demonstrated virtually all the performance tests to which the aircraft has been subjected, providing all with an insight on its capabilities.

On completion of the demonstration, the participants returned to the Adolphus for dinner and another "get-together." Master of Ceremonies, *Lt. Col. Vernon L. Poyntner,* President of the *TEXAS REGION,* called on each of the *Chapter* presidents for a five minute talk on AAAA activities at their respective chapters. The talks were followed by some 45 minutes of entertainment which had nothing whatsoever to do with flying, AAAA, or the Army.

Honored guests at the function were *James N. Lew* of Beechcraft, *Robert Truax* of Collins Radio, *Sam Countryman* of Southern Airways, *Bruce Frazer* of Bell Helicopter, *T.J. Harris* of Aero Design, *Harmon Hardy* of Chance-Vought, *Brigadier General Joe Foss,* (Ret.), and *Colonels Jack L. Marinelli* and *Robert H. Schulz* of Fort Rucker. The unique function was also honored by the attendance of Greek Army representatives, including *Major General A. Vlahos,* Director of Greek Army Artillery.

It was generally agreed by one and all that the "Get-together" ranked high in their memory as one of the most educational functions they had ever attended, and a "hats-off" saluate is extended to *Captains Pollard* and *Garrett* of the *PIKES PEAK CHAPTER* for the planning of a Fly-in that fulfilled its purpose.

Tentative plans are now being made by the Chapter for another Fly-in of similar nature to be held in Colorado Springs later this year.

—Lt. William A. Kilpatrick

OTHER CHAPTERS: Roundup

FORT McCLELLAN CHAPTER members held a recent social-educational meeting, *Lt. Col. Willie W..J. Barrios* and *Capt. Gilbert N. Parkinson* of the U.S. Army Aviation Board attending as guest speakers.

Some 70 *FORT MEADE CHAPTER* members and their wives participated in a "social," the Chapter's second winter meeting. The *31ST TRANSPORTATION COMPANY CHAPTER* attended a similar affair at Fort Benning on March 18th.

Mr. Ralph P. Meeker of the Sikorsky Aircraft Division addressed the *FORT EUSTIS CHAPTER* membership on March 25th; his subject: *"Soviet Aviation Today."* The *ARMY AVIATION CENTER CHAPTER* and the *COMBINED TEST ACTIVITIES CHAPTER* held a joint "wingding" on the same day at Fort Rucker under the staid title: Dinner-Dance.

USARCARIB CHAPTER members played it "stag," at their March 26th Get-Together in the Fort Kobbe Officers' Open Mess.

FT. MONROE, VA:
Key AA's Gather

Prominent Army aviators are shown above with *General Bruce C. Clark* (2nd from right) Commander, U.S. Army Continental Army Command, during a recent banquet meeting of the *FORT MONROE CHAPTER*. From the left are *Lt. Col. William G. Kilmer*, Chapter president; *Col. Charles R. Murray*, chief of the Aviation Section at Hq, USCONARC; *General Clarke;* and *Brig. Gen. Clifton F. von Kann*, Director of Army Aviation, the guest speaker at the Chapter banquet.

Lt. Gen. Herbert B. Powell, Commanding General, Third U.S. Army, and a rated Army aviator, was among the many guests attending the Chapter's first "social-educational" meeting.

General von Kann's address to the Chapter will appear in the April issue.

FT. SILL, OKLA:
Remembrance

In a recent issue, AAAA members read of the activation of the *JIMMIE L. HILTON CHAPTER* at Fort Sill, Oklahoma. The Chapter members would like to pass on these words about *Jimmie.*

Lieutenant Jimmie Hilton was assigned to the 12th Aviation Company (Fixed Wing—Light Transport) in March of 1959 and served with the unit until his death on September 13, 1959. *Lieutenant Hilton* was electrocuted while assisting a fellow aviator in the installation of a television antenna.

Mrs. Hilton has consented to this remembrance to her husband, and the Chapter membership unanimously voted to be so named on November 24, 1959.

Capt. Bert F. Bass, Executive Officer of the 12th, commented that *"This is a fitting tribute to Jim, who was a tireless worker for his unit, its personnel, and for Army aviation."*

—Lt. Paul W. Bass

WESTPORT, CONN:
Helping Hand

The National Office of AAAA, accustomed to and capable of courteously coping with unsigned checks, tardy change of address notices, and application blank handwriting that defies deciphering, recently received the *"Acme"* in membership renewals. Many of these renewals give the Office a *"one in two"* chance of guessing at the correct address of the submitter, but this one ended all.

The member—following directions—returned the *Dues Invoice* bearing his name, his file code (without this, the Office is really lost!) and his *Fort Rucker* address. No address change was made on this Invoice.

A *Fort Riley* address appeared in longhand in the upper left hand corner of the AAAA-provided return envelope. The postmark at the right was a *Fort Benning* postmark.

Some people leave a clue in the address printed on their checks. This fellow helped us by submitting a check drawn on a *Fort Sill* bank. The address printed on the check was a residence address in *Lawton, Oklahoma.*

The only fair way to describe this situation: *diabolical.* However, this doesn't solve the problem. Just where would *YOU* forward this member's "credentials?" To *Forts Rucker, Riley,* or *Benning,* or to *Lawton?* And bear in mind that if you do not guess right, the chances are that you will hear about it.

The Norwich Pharmaceutical Company makes soothing Pepto-Bismol. *Keep your eye on their stock!*

Request

"Captain Joseph E. Kramer, U.S. Army Aviation Board, Fort Rucker, Alabama, whose efficiency report is pending, would appreciate it if the party who picked up the COMBINED TEST ACTIVITIES CHAPTER plaque at the recent AAAA Dallas meeting would return same C.O.D."

FT. CAMPBELL, KY:

XV-3 Presentation

Outlining VTOL progress through the past ten years in laymen's terms, *Robert L. Lichten,* of the Bell Helicopter Corporation, addressed the membership of the *FORT CAMPBELL* and *91ST TRANSPORTATION COMPANY CHAPTERS* during a recent "social-educational meeting" at Fort Campbell, Ky.

Gearing his talk to the members and their wives, *Lichten* provided a detailed orientation on the Bell *XV-3* convertiplane, illustrating his talk with colored slides.

Brig. Gen. Charles J. Timmes, Assistant Division Commander of the 101st Airborne Division, and his wife were honored guests at the Dinner-Dance sponsored by the combined Chapters. *Col. John D. Edmunds,* president of the *FORT CAMPBELL CHAPTER,* served as Master of Ceremonies at the Chapters' first joint meeting.

BELOW: Robert Lichten, Bell Aircraft representative (center), shows principles of vertical takeoff and landing to officers of the newly formed 91ST TRANS CO CHAPTER at a recent meeting held at Ft. Campbell, Ky. L-R are: WO Lawrence Gutman (VPP), CWO Billy J. Long (VPA), Lt Alden G. Hannum (XVP), Mr. Lichten, Lt William J. Dimon (Sec), Maj. Orman E. Hicks (Pres), & CWO William H. Ruffin (Treo). Not shown is Capt Howard J. Tuggey (VPI).

OTHER DATA:

AAAA Awards

Criteria for each of the three awards to be presented at the 1960 AAAA Convention will appear in next month's issue. Start thinking about your candidate for the *James H. McClellan Safety Award,* the Award to the *"Army Aviator for 1959,"* and the *Hughes Award,* a unit award.

Approximately 50% of the AAAA's 5,200 members renewed their '60-'61 membership during the March 1-15 period. *Question asked most via tuck-in Notams:* Do I get another Scotchlite car trunk emblem? The "credentials" envelope sent to each new and renewal member contains a new *plasticized* emblem. This one *won't* fade.

An *"Activity Structure"* listing the new Regional and Chapter slates for '60-'61 will be published just as soon as the organizations complete their March-April elections.

AAAA'S JOIN AT GARMISCH GET-TOGETHER

With the *8th Trans Bn (Trans Acrft)* serving as hosts, the *STUTTGART CHAPTER* membership held its Winter Meeting during late February at Garmisch, Germany, in the midst of the magnificent snow-covered Alps.

A family affair, some three hundred AA's and their dependents participated in their *"Frost Weekend."* Accommodations were arranged so that all attendees would enjoy their stay together at the *Sheridan Plaza Hotel.* Long before the official programming began, many old friendships were renewed, in the hallways, in rooms, and in the lobbies, and all looked forward to the forthcoming AAAA events and participation in or observance of the winter sports.

Official functions began on Friday evening with an evening *cocktail party* followed by a *Tyrolian show* and *dancing.* Saturday a.m. was set aside for the *AAAA Business Session,* the main order of business being the election of the '60-'61 Chapter slate of officers. *Brig. Gen. Schwetzer,* Ret., the European representative of the Bell Helicopter Corp., was the guest speaker at the meeting.

While the men settled their Chapter plans for '60-'61, the ladies were strictly "out for pleasure," and held a *ladies' coffee and brunch.* They were entertained by a comical *fashion show, "What Wives Can Wear,"* presented by the 8th Trans Bn Wives Club. The children? They were escorted to the *movies* during the program.

Festivities started that evening with a *cocktail party* followed by a *dinner.* After dinner the floors were rolled back and the members were treated to a brilliant *ice revue* with the show theme, *"Make A Wish."* After the show, the floor was rolled back over the ice and *dancing* was to the music of the Casa Carioca Orchestra, one of Europe's finest.

Although the dancing ended at 3 a.m., and the normal participant would have called it a full day, the attendees received an unscheduled treat, some *courtyard serenading* and *bell ringing* rendered by an *8th Trans Bn Choral Group.*

This Winter Meeting sponsored by the *8th Trans Bn* was a wonderful gathering—no arguments, no fights, no passouts, much pleasure, some business, a weekend of winter sports activity without damage to life and limb. It is also believed to be one of the largest gatherings of Army aviation personnel yet held in USAREUR, some 200 attending from France, Germany, and Italy, as from as far away as the USA.

The meeting had only one drawback (purely personal). The writer was charged with returning the 10 x 10 AAAA Banner to the National Office. This is an lot of felt to put into the "itty bitty" pouch provided. Two of us found the right folding combination on our 14th attempt.

—Capt. John W. McKinney

TOP LEFT: Lt. Col. Thomas W. Anderson (center), outgoing president of the Stuttgart Chapter, congratulates his successor, Lt. Col. Rowan P. Alexander of the 8th Trans Bn, as Col. Robert B. Neely looks on. TOP RIGHT: Business before pleasure. BOTTOM LEFT: An 8th Trans Bn model during her "run" at the Ladies Coffee and Fashion Show. BOTTOM RIGHT: CWO and Mrs. Philip B. Kimak accept the door prize (a Beechcraft L-23F scale model) from Maj. Ernest B. Killett of the 8th Trans Bn. (Photos by Reed).

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.

☐ MEMBER: My past or current duties affiliate me with the field of U.S. Army aviation or its allied pursuits.

☐ 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 Apr 1-Jun 30)
☐ $4.50 Enclosed: (Applications submitted from Jul 1-Sep 30)
☐ $3.00 Enclosed: (Applications submitted from Oct 1-Dec 31)
☐ $1.50 Enclosed: (Applications submitted from Jan 1-Mar 31)

NAME .....
(Please print) Rank/grade First M.I. Last

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

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

If applying for MEMBER status, briefly list your affiliation with Army aviation, giving company affiliation or organic unit name:

.....

☐ Active Army; ☐ NG; ☐ USAR (Civ. Comp); ☐ Friend

SIGNATURE .....
Failure to sign above invalidates this application.

NEW MEMBERS

COLONELS
John L. Wilson, Jr.
M.L. Rosen (Ret)

LT. COLONELS
George A. Lutz
August L. Guild
Richard B. Austin, III

MAJORS
Ned B. Baker
E.K. Ball
John W. Elliott
Michael F Parrino
Hubert D. Gaddis
George M. Pridmore
Thomas G. James
Chandler R. Brown
William C. Hoge
Jack N. Lockhart

CAPTAINS
William W. Spurlock
Otis A. Moran
Darrell C. Slevin
Clifford E. Johnson
C.F. McGillicuddy, Jr.
Harold Silver
John D. Roberts
Eckols L. Shedden
Henry J. Stein, Jr.
William A. Smith
Jack L. Allen
Wilton O. Johns
James C. Lane
Earl W. Nielsen
Jeremy D. Scott
Thomas B. Daly
A.J. Aronyosi
Gordon T. Carey
James I. Wyatt
Robert F. McGuffin
William H. Cox
Wiley T. Williamson
Rodney D. Steward
P.H. Townsend, Jr.
Houston B. Southern
Pete Phillips
Herb H. Schaaf
Chester A. Howard
Fred D. Butcher
David L. Vaughan
Raymond W. Truex
Donald E. Gausvik
John N. Brandenburg

LIEUTENANTS
L.C. Suttlehan
James B. Wilkie, III
Ronald N. Peterson
Donald R. Schessler
John H. Stokes, III
Thomas C. Hession
Merle L. Mulvaney
Bernard B. Quedens
Francis R. Keenan, Jr.
Wesley N. Sims
Loren W. Webb
Robert J. Moxley
Joe J. Brown
Frank H. Hammond
Dan H. Evans
Vincent R. Ritts
Clynne T. Jones
Carl G. Sica
Kenneth D. Long
George G. Ismert
Samuel G. Conley, Jr.
R.J. Bartholomew
Bobby A. Ramsey
Thomas R. King, Jr.
Lawrence B. Moeller
Charles G. Taylor
Milton J. McGee
Donis E. Rice
John M. Broome
Kenneth L. Holt
R.H. Kahl-Winter
Arleigh T. Bell, Jr.
Robert B. Rasmussen
John E. Jones
Manuel Carnero, Jr.
C.W. Quattlebaum
Charles S. Addison
Eugene C. Fluke
Melvin H. Voos
Philip E. Courts
John P. Cacolice
Robert W. Parker
Wayne T. Boles
Gordon L. Fisher
Eldon L. Beavers
John W. Furrer
Robert D. Hagee
Austin G. Coffin
Johnny H. Matthews
Charles H. Finch

CWOS
Tomas Q. Cruz
Dorsey Battle, Jr.
Lowell I. Farris
William R. Beck, Jr.
Vincent A. Ruggi
Kurt F. Cannon
George W. Crawford
Granville S. Cole
Phillip E. Crossan
William R. Haskins
William H. House
Louis A. Dinkle, Jr.
Claude J. Moore
Leland R. Cole
Elmer L. Munsell
Robert W. Bigelow
William H. Parker
Daniel R. Hurst
James A. Garner
R.W. McConnell

WOs
Ernest L. Wells
E.A. Bustamante
John R. Logan

M/SGTS
Ralph L. Keyport
Ovelmo F. Goodman

SFCs
Benford M. Rushing
Ivan R. Pavlovich
Donald L. Lykken
Otto Kinchen

SPECIALISTS
Sp/5 J.W. Mullinax
Sp/4 W. H. Fountain

FRIENDS
P.C. Luttenberger
Vance Yates
Julius Goldman
Leonard Goland
W.A. Schumann

Cecil E. Wroten
Richard L. Speedman
Wilbur A. Brown
Robert E. Thackston
Thomas E. Connell
Roger L. LaCourse
Clarence B. Brooker
Roy H. Lawrence
George L. Parks
James P. Lindsey
Thomas E. Sands
Fred Smith
John E. George, Jr.
William F. Young
Eduardo Gonzales
Howard E. Furgalack
Jack L. Keaton
William J. Wright
Billy D. Imboden
Jerry D. Bourassa
Wilfred B. Wyatt
Charles R. Jones
Donald M. Stevenson
Billy E. Sprague
James L. Smith
Donald L. Nave
Edward L. Myles

NOTE THE DATES!

SHERATON-PARK HOTEL
WASHINGTON, D.C.

1960 AAAA Convention
August 7-8, 1960

AUSA Annual Meeting
August 8-10, 1960