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APRIL ★ 1960

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MMUNICATIONS, NAVIGATION AND RELATED ELECTRONIC EQUIPMENT SINCE 1928

more and more in style for the men who fly and maintain gas turbine helicopters

In National Defense **KAMAN** *is part of the plan*

THE KAMAN AIRCRAFT CORPORATION • BLOOMFIELD, CONNECTICUT

PIONEERS IN TURBINE POWERED HELICOPTERS

SETAF Helicopter Unit and Italian Alpine Troops combine in high-altitude training exercise, p. 184.

FEATURES IN THIS ISSUE

"ARMY AVIATION" is published by Army Aviation Publications, 1 Crestwood Rd., Westport, Conn. Phone: CApital 7-8266. One year subscription to U.S., APO, and U.S. Possessions is $3.50; all other countries are to add $0.75 per year for additional postage. Three weeks' notice is required for address changes. Submit subscription code numbers and old address listing when possible. Back issues cannot be held or sent, unless an advance notice is provided. The Editors reserve the right to alter or delete copy and/or specific names from all material. Display rates are listed in SRDS, Business Publications, Classification 88-A. Entered as second class matter at Westport, Conn.

ARMY Aviation Magazine

d It Came to Pass," by
. Gen. Clifton F. von Kann,
ector of Army Aviation,
CSOPS, p. 173-178

VERTISERS IN THIS ISSUE

BRIEFS

COMMANDERS

■ **Four new models of the *Aero Commander* were announced at an International Distributor Meeting held recently by Aero Design at its Bethany, Okla. facility. New fuel-injection power plants and other improvements boost the horsepower, speed, and performance of the 500A, 500B, 560F, and 680F Commanders. Typical range of cruising speed improvements: 220 mph for the Model 500A to 255 mph for the 680F. (Photo below).**

RE-OPENING

■ Temporarily suspended in January, 1959, the *Warrant Officer Candidate Training Program* was recently resumed at USAPHS, Camp Wolters, Tex. with the initiation of pre-flight training on March 28th for 33 Warrant Officer Candidates.

NUCLEUS

■ **Forming the nucleus of the Spanish Army's recently inaugurated Army Aviation Program, four Spanish Army officers are currently undergoing aviation training in the U.S. Two of the officers are taking fixed-wing training at Fort Rucker, Ala.; the remaining two are receiving rotary-wing training at USAPHS, Camp Wolters, Tex.**

R.A. Wagner

HEROISM

■ The *Soldier's Medal,* highest Army award for valor in peacetime, was presented to *Lt. Keith L. Groom,* an Army Aviator of the *502d Aviation Company,* Ft. Hood, Texas, at Fort Benning award ceremonies. While on a helicopter rescue mission near Gatesville, Tex., in October, 1959, *Groom,* sighting 3 men marooned in a partially submerged tree in the flooded Leon River, landed under hazardous conditions, and effected the rescues by swimming through floodwaters with a rope tied around his waist.

EXPRESS

■ **To insure the rapid delivery of the first photos received from *TIROS,* the NASA television weather satellite, *Capt. William M. Templeton* flew the photos from the tracking station to the Fort Monmouth airport in an H-19 helicopter, from where they were sped to NASA's Washington headquarters in an Army L-23 flown by *Capts. Lloyd J. Petty* and *Robert C. Jones.***

APPOINTMENT

■ *Robert A. Wagner* (left) has been appointed manager of the helicopter engineering department of the Hughes Tool Company's aircraft division in Culver City, Calif., according to an announcement by *Rea E. Hopper,* vice president and general manager. A former member of the helicopter subcommittee of NACA, *Wagner* figures prominently in production plans for the *Hughes 269A* helicopter.

XVIII ABN. CORPS

4TH INF. DIV.

82ND ABN. DIV.

101ST ABN. DIV.

BELL "IROQUOIS" JOINS FAMED STRAC DIVISIONS*

*The turbine-powered "Iroquois" offers commanders and field forces bold new tactical advantages. Assault divisions, their missile, medical, and signal-support units have received production-line HU-1A's in quantity.

FEATURES OF BELL **HU-1A** . . PROVED IN THE FIELD BY **STRAC**

- **Air Transportability** – loading and movement operations in C-124, C-130 and C-133 aircraft.
- **Tactical Troop-Lift Tests** – up to nine fully-equipped men.
- **External Cargo Carry** – up to 2,700 pounds (standard Army jeep).
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- **Air-Mobile Command Post** – places commander at the point of decision.
- **Minimum Helicopter Maintenance** – high availability, proved in testing, upheld in field.

For operational turbine-powered firsts, look to **BELL** HELICOPTER CORP.

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

NEWEST RYAN CAPABILITY

Instruments shot thousands of miles above the earth by multi-stage rockets hold the key to continued progress in our space research. These probes no longer need be prohibitive in cost.

Using standard off-the-shelf hardware, Aerolab Development Company (a Ryan subsidiary), arranges solid fuel military rockets in various combinations to provide low-cost, high-performance sounding rockets and space probes for the acquisition of scientific data.

Now Aerolab's unique capabilities are added to Ryan's own qualifications for advanced space projects: electronic navigation, automatic guidance, high-altitude recovery systems, missile design, reaction controls, propulsion systems.

For years Ryan has been preparing for the space era with advanced work in high performance jet target missiles and continuous wave doppler radar systems. Ryan has also solved many high temperature metallurgy problems associated with supersonic flight... new fabrication techniques such as Ryan Wrap and explosive forming, and new design concepts like MiniWate.

At Ryan, the sciences of flight are integrated with the newest fabrication techniques. Unified facilities equip Ryan for many space age projects, from initial design to finished hardware.

A pioneer in aerophysics research since 1946, Aerolab is now a wholly-owned subsidiary of the Ryan Aeronautical Company. Aerolab and Ryan capabilities complement each other, but Aerolab retains its independent operation.

RYAN OFFERS CHALLENGING OPPORTUNITIES TO ENGINEERS

RYAN AEROLAB

AEROLAB DEVELOPMENT COMPANY • Subsidiary of RYAN AERONAUTICAL COMPANY
Pasadena, California — San Diego, California

"And It Came To Pass . . ."

By BRIGADIER GENERAL CLIFTON F. VON KANN
Director of Army Aviation, ODCSOPS

A reporter of an earlier date might have summed up the significant findings of the recent *Army Aviation Requirements Review Board* something like this (no disrespect intended):

"It was during the year of the Lion, in the phase of the third full moon, when those of the *Green Suits* called a great conference to decide the fate of the iron birds. And they came from the four corners of the earth—from the Land of the Morning Calm, even from the Land of the River Neckar. And they gathered at a fortress called Monroe where they would be safe behind a deep moat. Now elders of every tribe were there to include CONARC-ians and those from the tribe of DA, who live in the marvelous five-sided palace.

"Much Gnashing of Teeth"

Now when they were gathered, the Indians of each tribe presented proposals to the Chiefs, who were ten in number. And many proposals were made, but few were chosen. And there was much wailing and gnashing of teeth for the moat was covered with rejections.

There were among the group several ancients of hoary age and one spoke thusly to the assembled throng, *'The Green Suits need a cub-like bird such as flown by my father and his father's father, and such as will be flown by my son's son, even to the seventh generation. This is the Green Suit tradition and he who breaks it, let him be anathema.'* And the elders heeded him not.

Also there were those of much boldness who cried, *'Forget the past and ignore the present, for my proposal is of the future. My iron-bird requires no wings and will be a panacea for the Green Suits.'* And the elders heeded them not.

And there were those who shouted, *'The Green Suits require no new iron birds. Let us continue as we have.'* And the elders cast them out.

The Elders Speak

And it came to pass that after many days of debate, both night and day, the elders made their decision and proclaimed in open council: *'The Green Suits have three iron birds to observe the enemy, and this it two too many. There shall be only one, and it shall have revolving wings. And it shall have space for four, and for power there will be a turbine. Other new iron birds may be required for other things,*

Why every officer who sees

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 remov
in minutes to convert t
L-23F to a flying ambulan

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.

r 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.

but in this year of the Lion, the Council will not decide, for much meditation will be needed.'

"Now the Council of ten carried their decision to the Chief of Chiefs who lives in the marvelous palace of five sides, and they told him of their plan. And the Chief of Chiefs of all the Green Suits looked upon their work and found it good. And he bade the elders farewell and they returned to their native lands."

Recommendations Listed

Now that isn't *exactly* how it happened, but the fact is that the Board recommended and the Chief of Staff has approved a plan whereby:

1. The Army will proceed immediately to develop a small turbine helicopter which will eventually replace the L-19, H-13, and H-23.

2. Further study will be made to determine the feasibility of a new surveillance aircraft beyond the current capabilities of the Mohawk.

3. Further study will be made to define future transport aircraft requirements beyond the Caribou/Chinook capabalities.

4. Army aviation will plan a steady growth to reach its desired acquisition objectives by 1970.

Large Procurement in '60's

I would like to make it clear that the Army has *not* abandoned its interest in other forms of VTOL or V/STOL. The Board's recommendation on the light observation aircraft eliminated sophisticated VTOL types because of many logistical reasons, besides those dealing with the state of the art. We intend to procure the LOA in large numbers in the early 60's. Only the helicopter seems capable of performing all the mission profile of the LOA requirement while remaining relatively simple and easy to maintain in this time frame.

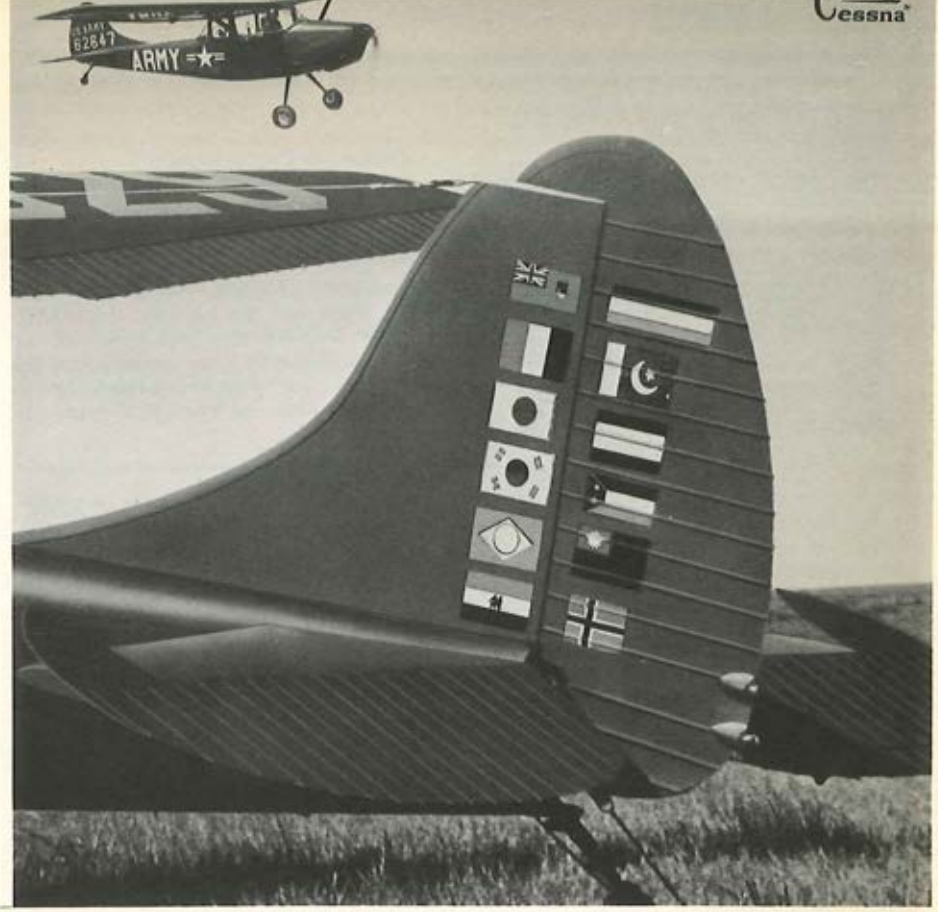
It is very possible that a different method of V/STOL will be the answer to our future requirements in other areas. The Army intends to continue a strong research program in this field. However, the *Mohawk* is just being phased into the system to meet a surveillance requirement and the team of *Caribou/Chinook* is in a similar status for the transport requirement. Since the surveillance and transport areas do not require an immediate decision for replacement, we may logically hope that a more sophisticated aircraft will be practical to meet these future needs.

Also, do *not* turn in your L-19's to the war surplus stores. Phase out will be very gradual and the fixed wing observation aircraft will be with us through the late 60's. By that time they will be a little old—but then, who won't?

Accurate and timely reports of air traffic violations and objective command action is the best insura· that the Army has against a possibility that it might lose its authority in these matters. Now this does not mean that this office is advocating a policy of persecution, but we certainly *cannot* afford a policy of whitewash.

There have been some recent examples that indicate a lack of objectivity to anyone acquainted with our type of flying. You are well aware of the pressures on military aviation, and our authority in these matters can only be retained through the strongest demonstration of our capability to control our own. Army actions on flight violations which are, in fact, "cover ups," become prima facie evidence for those who favor passing this control outside of the military.

Therefore, it is to our overall benefit that we handle our violations in the most professional and objective manner. The ideal solution, of course, would be to have no violations, and this should remain our



BIRD DOG:

PLANE WITH A HISTORY IN A DOZEN LANGUAGES

It's Cessna's scrappy little L-19, and what a history it has.

It began in Korea, where the all-metal mite first came to be called "Bird Dog." So well —so reliably and economically—did it perform its work (artillery spotting, supply dropping, wire laying, aerial photography, liaison, flare dropping, insect spraying), it soon became known and wanted throughout the free world. Since, it has flown under the flags of France, Pakistan, Spain, Iraq, Taiwan, Thailand, Norway, Canada, Italy, Japan, Alaska, Germany, Lebanon, Indo China and throughout Central and South America.

The L-19's history points up well its versatile utility. Pilots of more than 20 countries testify to its outstanding performance under every conceivable type of conditions. When it comes to designing and delivering planes that pay their own way—Cessna's know-how is evident.

Military Division, Wichita, Kansas

CESSNA

ORIENTATION FLIGHT

The Army's newest helicopter, the HU-1 Iroquois, received a recent test flight by the Army's Vice Chief of Staff, General George H. Decker (foreground). Briefing General Decker prior to the flight from the Pentagon Heliport was Brig. Gen. Clifton F. von Kann, Director of Army Aviation, ODCSOPS. The Iroquois was assigned to the 3rd Missile Command, Ft. Bragg, N.C., a member of the STRAC Force.

goal. We realize that this goal may not be obtainable in the complex business of aviation. So when a violation is filed it is our responsibility to take proper action as soon as possible.

With the approach of spring buck-up time I suggest that all Army aviators check their personal appearance carefully. We have come a long way from the old picture of the pilot in coveralls or grease stained, ill-fitting uniforms. By and large Army aviators are a sharp looking group, and our pride in wearing the wings is evident from our appearance. However, there a a few exceptions, and as in all cases, these are the cases I hear about when senior officers talk to me about Army aviation and Army aviators. So let's watch the size and fit of the uniform, the shoe shine, and the haircut. We are coming close to a top notch standard; let's make it one hundred percent.

After a rather grim March it appears that the voice of the turtle will finally be heard again throughout the land. This means that we are not quite so concerned with the icing problem and should begin to review our thunderstorm warnings. Remember that people who have flown through thunderstorms *do not* fly through thunderstorms. It is an activity best classified as non-habit forming.

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

Activation

The Department of Army has authorized the organization of a new unit at Fort Ord, the 68th Aviation Company.

The company was activated April 14 as a Table of Organization and Equipment unit designed to fly a composite of aircraft, including both fixed wing and helicopter.

The newly formed company is under the command of Captain Robert W. Yonts and is attached to the 52nd Transportation Battalion.

THE STATS ARE IN

RAVEN MOST VALUABLE PERFORMER

Leading in all departments in the light helicopter league is the Army H-23D Raven — the latest in a helicopter line noted for its seemingly endless growth potential. Here are highlights from an impressive array of statistics on the D Model Raven from Camp Wolters, Texas, U. S. Army Primary Helicopter School, and the world's largest helicopter operation.

Total flight hours training per month	7,000
Number of Aircraft	130
Availability, Including All Maintenance And Overhaul	85%
No. Autorotation (Practice Power Off) Landings per School Day	1,000
Overhaul Life (Major, all components)	1,000 Hrs.
Maintenance Hours, Ravens vs. all Army Average	less than 50%

One figure is missing from our collection... because it is inestimable. That's the value of the investment in dynamic components with designed-in future. They're ready now to drive entirely new craft of even greater economy and versatility.

Designs are one thing. Deliveries another. Both come from

HILLER AIRCRAFT CORPORATION

PALO ALTO, CALIFORNIA · WASHINGTON, D.C.
Adhesive Engineering Division · San Carlos, Calif.

The Army's long needed transport airplane, the *Caribou,* landed at Cairns Army Airfield in mid-March after the equivalent of three years of flying accomplished in 148 days by the pilots of the *Transportation Aircraft Test and Support Activity. (Photo right).*

Lt. Col. Gerald H. Shea, TATSA commander, supervised the accelerated 1000-hour test to enable the Army to find out valuable maintenance data and the longevity expected of the aircraft components.

This data will enable supply channels to stock only those parts expected to wear out in a certain period and also could enable the de Havilland Corporation to get any "bugs" out of later models.

Actually, the *Caribou* exceeded expectations and completed the 10 hours of daily flying without incident on the part of the aircraft or pilots. This fact-finding test is performed on all new aircraft and is well worth the effort.

I want to congratulate the mechanics, pilots, and others who made the test a success and even exceeded their schedule of completion by 28 days.

While *TATSA* compiles the logistical data necessary for an evaluation of the aircraft, the *U.S. Army Aviation Board* and the *U.S. Army Signal Aviation Test Support Activity* perform tests to determine the aircraft's suitability for Army use.

Those two groups under *Col. Jack L. Marinelli* of the *Board* and *Lt. Col. Stephen S. Doherty* at *SATSA* already have their tests underway in two other *Caribou.*

Another distinguished visitor here recently was *Maj. General William V. Quinn,* an outstanding G-2 during two conflicts, who is now the Chief of Information for the Department of the Army.

In an address to the *AUSA* Chapter here, *Gen. Quinn* stated some doctrines that are closely linked with the very foundation of our Army Aviation Program today.

USA

By
Maj. Gen. Ernest F. Easterbrook
Commanding General, USAAC

He said that man is the final weapon in a war and that the U.S. defense strategy must be based on a *"flexible and balanced response"* of the nation's military might.

Gen. Quinn said that the philosophy of massive nuclear retaliation which has guided defense policies since 1953 *"leaves the Army pretty much out on the limb."*

He added *"The American public has been tempted to believe that a large ground Army is unnecessary in a nuclear age."*

Cites Cut in Strength

Being an information man, he backed up his statements with the fact that the Army's strength has been cut from 1.5 million to 870,000 in the past seven years, and its budget cut from $13.5 billion to $9 billion.

"But it is the American soldier who will rise from nuclear ashes or a plain shell

C REPORT

Maj. Gen. William V. Quinn (center), Army Chief of Information, chats with Ozark Mayor Douglas Brown (left), and General Easterbrook, during a recent AUSA meeting at Ft. Rucker.

hole and close with another man to secure control of enemy ground," the Information Chief said.

He pointed out *"Wars are fought for the control of land and of the people who occupy that land."*

A Vigorous AA Supporter

It should be gratifying to Army men throughout the world to know that they are supported vigorously by *Gen. Quinn.* Aviators know that, to a great extent, helicopters and other Army aircraft will be delivering troops to their "dig in" area.

Too, I feel as *Col. Delk Oden,* the assistant commandant, that Army aircraft support today would enable troops to take up to 500 miles of enemy real estate every 24 hours. And, after all, it's the occupation of land that decides the war.

Gen. Quinn is eminently qualified to speak on the subject of combat. Some veterans will recall that he was the man responsible for the intelligence reports which influenced the World War II landing in Southern France. With only 146 United States casualties suffered the accuracy of the data on enemy positions was reflected.

He did a "repeat performance" in Germany when he predicted that Germans would attack the remaining six to seven divisions of the Seventh Army. He guessed the attack would be about New Year's Day. *Gen. Patch* ordered the troops to dig in a week prior to the Quinn date. Sure enough, the Germans launched the assault on New Year's Day. They were repelled and *Gen. Quinn* won the Distinguished Medal for his calculations.

Earlier the same month, the Army Aviation Center and School were visited by *Lt. General S. F. Clark,* Chief of Staff of the Canadian Army. He showed a keen interest in the armed helicopter concept while here and accepted a ride in an armed

Clark *Pinkerton.*

Lukens

Johnson

H-13 reconnaissance helicopter while watching a brief firepower demonstration.

Gen. Clark recorded considerable data on a personal movie camera for further study. He also rode the copilot's seat in the gas turbine *HU1-A* while enroute to the firepower shoot.

The Army Aviation Center honored him with a 19-gun salute and he had lunch with Canadian students undergoing flight training here. *Maj. Sam Pinkerton,* Canadian liaison officer, was host at the luncheon.

The Army Aviation School lost an excellent pilot and a "'fireball" sportsman recently with the departure of *Lt. Col. Howard I. Lukens,* who is going to the Aviation Safety Course in California and then to a new tour of duty in Germany.

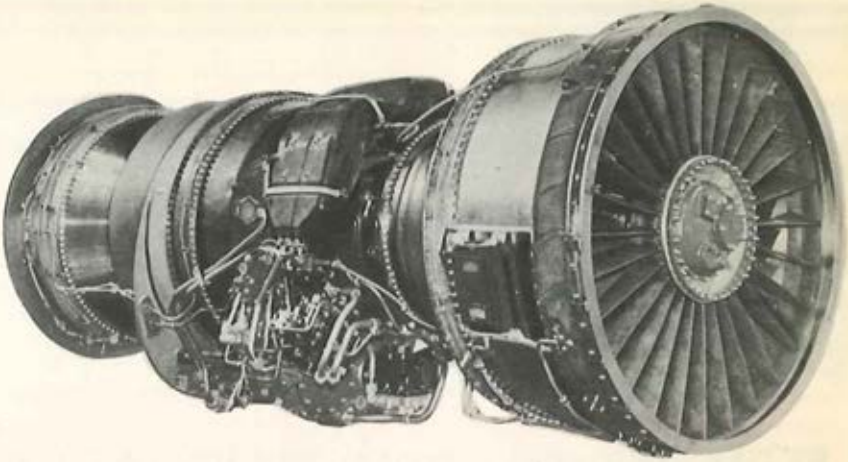
Col. Lukens left his mark on the men at the Army Aviation Center. For one thing, he organized a sport parachute club, which now has a score of interested members. He also organized the first skin diving club here, which caused me to get the fever, too. Under his supervision, a civilian employee, *Fred Baldasare,* established a world's underwater endurance record at Fort Rucker.

The men who fly *"Above the Best"* on weekdays have been turning to the Gulf of Mexico for a trip below the best in their skin diving pursuits. *Col. Lukens* also organized a Fort Rucker sailplane group and served as president. During the year in which he organized these activities he served as Deputy Director of Instruction in the School.

Transfer Another Veteran

The School also lost another veteran aviator who was transferred to Fort Sill to command an artillery training battalion. *Lt. Col. Raymond E. Johnson,* known personally by many of the aviators in the Army, was Director of Rotary Wing Training here. *Col. Johnson* carried an "executive officer" along with him who is also a loss to Fort Rucker. His wife, *Major Tina Johnson,* of the Women's Army Corps reserve, was very active in the Women's Club and in other post affairs. She also found time to write many articles on Army aviation.

GOES LONG
GOES STRONG
GOES ECONOMICALLY



PRATT & WHITNEY AIRCRAFT'S NEW JT3D TURBOFAN ENGINE INHERITS THE EXTRAORDINARY RELIABILITY OF ITS PREDECESSOR, THE J-57 TURBOJET, PROVEN IN 6 MILLION HOURS OF FLIGHT. AT THE SAME TIME, IT SETS A NEW HIGH IN THRUST AND A NEW LOW IN FUEL CONSUMPTION.

The new JT3D turbofan has the same basic design as the JT3 (J-57) and JT4 (J-75) turbojets powering 9 out of 10 Boeing 707 and Douglas DC-8 jetliners and many military jet aircraft. Functionally, the difference is the addition of the fan and provision for a secondary flow of air. The reliability has not changed because the basic engine design has not changed. But the addition of the fan has effectively increased the thrust and decreased fuel consumption for greater operating efficiency. It is simply a case of the most reliable jet engine in its class getting even better.

By comparison with its predecessor, Pratt & Whitney Aircraft's new JT3D turbofan raises take-off thrust by 42%, boosts climb thrust by 23%, and pushes maximum cruise thrust up 13%—all this while cutting down cruise TSFC by 13%.

The JT3D, flying since July, 1959, has met or exceeded all performance guarantees and estimates and has successfully completed its 50-hour military test. Military prototype deliveries have been made. Military production deliveries start in June, commercial in July.

PRATT & WHITNEY AIRCRAFT
East Hartford, Connecticut
A Division of United Aircraft Corporation

SETAF Helicopter Company and Italian Troops Combine in Exercise "Argine Bianco"

Teaming together in a NATO Exercise called *"Argine Bianco,"* a platoon of *Choctaws* of the *202d Transportation Company* (Lt Hel) of SETAF and ski troops of the *77th Alpina Company,* Condor Alpina Brigade, Italian Army, recently overcame high altitudes and deep snow to successfully complete their joint effort.

The *NATO Exercise* took place near Cortina, Italy, the site of the 1956 Winter Olympics and involved operations in extremely deep snow. The pick-up point was at 4,500 MSL and was covered with five feet of snow, while the objective, at 7,000 feet MSL, was under approximately ten feet of snow.

The operation called for the removal of the aircraft low frequency radio antenna and sling to prevent damage during belly landings in the deep snow. Another problem, a complete white-out caused by blowing snow, was circumvented by grossing out the aircraft at 11,000 lbs, allowing ample power for hovering at 7,000 feet. By coming to a high hover the participating aircraft blew away sufficient snow to enable the pilots to make successful landings.

Witnessed by the Italian Minister of Defense and other high Italian military officials, the exercise consisted of a parachute drop of ski troops on the objective, and a follow-up landing of helicopter-borne troops. The maneuver demonstrated the feasibility of moving troops in areas that are snowbound, and at the same time demonstrated the desirability of employing heli-borne troops as compared to para-troops under these conditions.

LET'S SWAP!

By Lt. John M. Slattery, USAF

Why not an Air Force-Army exchange program for helicopter pilots?

The concept of exchange programs between the Air Force and the Navy is not new, although the Army has not participated in such programs to date.

A program involving the exchange of helicopter pilots would be unique in that all of the exchanges known to me have involved jet qualified pilots.

During the Korean conflict the Marines had one jet ace and only because this pilot was on exchange duty with an AF fighter squadron. At present, a Navy exchange pilot is flying the latest of the century series—the Air Force's *F-106*. In return, AF pilots are flying with Navy and Marine air units.

Just what is gained by this exchange of pilots in jet equipment is unknown to this writer but I am certain that many benefits will be gained through an exchange of 'copter pilots.

Helicopter Here to Stay

In this age of space, I believe that the helicopter will hold its own. All of the services have made remarkable advances in the use of this machine. Vertical envelopment, mobility, anti-submarine warfare, air-sea rescue, and suppressive fire are but a few of the many military uses of this machine that British author John S. R. Taylor aptly titled *"The Toy That Grew Up."*

The question is—what would the Air Force and Army gain by exchanging helicopter pilots? One of the most obvious gains would be in the interchange of ideas and in a better understandiig of the different missions of the two services.

As a qualified rotary-wing Air Force pilot, I'd be the first to admit that the Air Force would probably gain the most in such an exchange. The Army, in being the foremost user of rotary-wing aircraft, has a wide variety of models for different uses.

Air Force pilots would gain a variety of chopper experience in different models, to the betterment of the general military establishment. For example, AF pilots assigned to an Army H-37 unit would gain excellent experience that would aid their service if and when the AF enters the flying crane concept for missile support. They would also gain twin-engine experience in rotary-wing aircraft, something they cannot secure now.

From a standpoint of helicopter experience, the Army exchange pilot would probably gain very little, except to become more adept in all search and rescue techniques. The opportunity to become acquainted with and fly large fixed wing aircraft (C-54, C-130, etc.) is also present.

AA Promotion Foreseen

I feel that the general promotion of Army aviation, though not a direct tangible to the individual Army exchange pilot, is a hidden advantage that will bear fruit. While stationed with the 58th Air Rescue Unit at Tripoli, Libya, our helicopter section worked closely with members of the 329th Engineer Unit. (Avn). Both of our units gained understanding and a better knowledge of mutual problem

areas in maintenance and operations through this acquaintance.

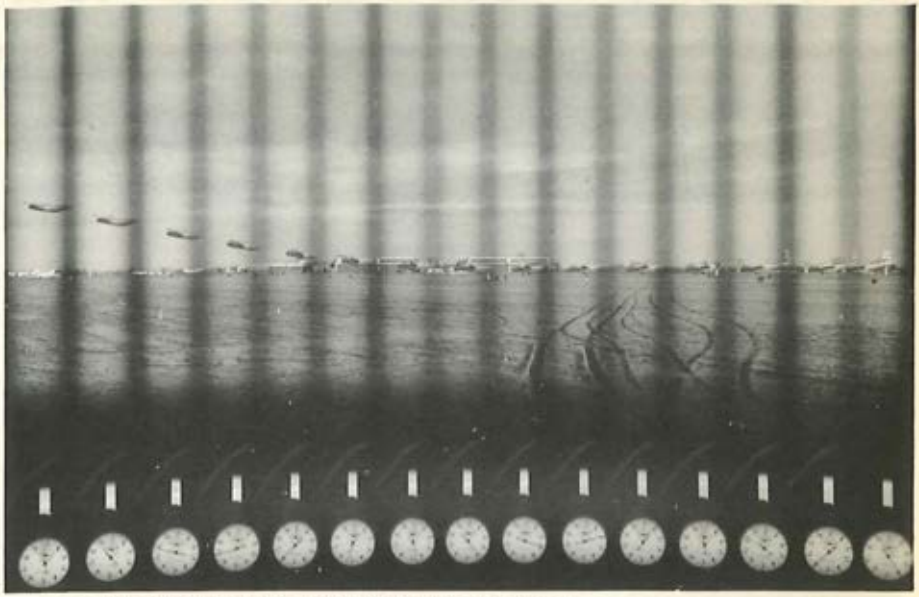
My thoughts on this exchange program are based upon many observations and do not represent "spur of the moment" thinking. Having been stationed at Brookley AFB, Mobile, Ala., for the past three years, I have had occasion to meet many Army pilots engaged in ferrying aircraft to this base for overseas shipment. I have also had the opportunity to visit Fort Rucker and meet many of the personnel stationed there, particularly the members of the U.S. Army Aviation Board.

On each occasion that I meet an Army pilot, I invariably get around to the same question, *"Would you like to serve on a two-year exchange tour with the Air Force?"* I have yet to get a *"No."*

I've asked the same question of many Air Force 'copter pilots with regard to exchange duty with the Army and the answer has always been *"Yes."*

Utilizing an S-55 helicopter and special recovery gear suspended beneath the helicopter, Sikorsky Aircraft and the All American Engineering Corporation joined forces to demonstrate the first helicopter aerial recovery of a package suspended from a descending parachute (pictured). Military authorities witnessing the recent show at Sussex County Airport, Georgetown, Del., felt that the demonstration opened new possibilities for the recovery of small target drone aircraft and guided reconnaissance missiles. The five test parachutes were released from a light plane at about 8,000 feet, with recoveries being made at altitudes ranging from 1,000 to 6,000 feet.

the Caribou is STOL!



PROOF OF THE CARIBOU'S REMARKABLE SHORT TAKE-OFF PERFORMANCE IS RECORDED BY THE UNERRING EYE OF THE CAMERA IN THIS OFFICIAL FLIGHT TEST PHOTOGRAPH.

Conditions were: Airport elevation, 514 ft. MSL. Temperature, −1°C. Wind 2.8 mph. Load, 25,840 lbs. TAKE-OFF GROUND ROLL WAS 460 FEET IN 9.3 SECONDS. DISTANCE OVER A 50 FT. OBSTACLE WAS 910 FT. IN 14.2 SECONDS.

The Caribou
Designed and built by

DE HAVILLAND AIRCRAFT OF CANADA

DOWNSVIEW **ONTARIO**

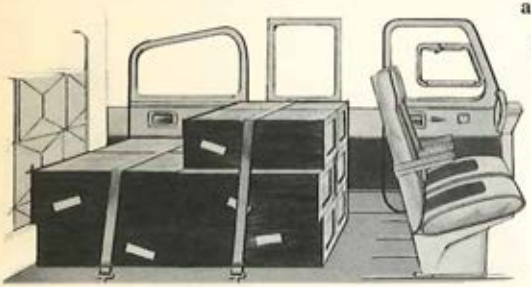
From V.I.P. transport

TO CARGO IN 5 MINUTES . . .

Remove the seats and you'll fly a ton of high priority cargo 500 miles in two and a half hours or less! There are 131 cubic feet of cabin space and an easy-to-load flat floor. A forward door allows pilot entry with cargo loaded flush with the aft bulkhead.

Replace the seats in five minutes and this version is a comfortable transport ready to fly six men, non-stop, halfway across the country.

And—men or material—the cargo is *safe!* The superior stability of Aero Commander's high wing design, its proved single engine capabilities, and airworthiness which has earned three world records, contribute to its unsurpassed record of safety. Write today for specifications and performance data of the all-purpose, all-weather Aero Commander.



Military Relations Department

AERO COMMANDER

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AERO DESIGN & ENGINEERING CO • BETHANY, OKLAHOMA

By Capt. J.W. Reser

an airfield on ICE

Just how would you go about building an Army airfield on a hunk of ice? Where would you build it? When? These are some of the questions that have precipatated many pro and con discussions on this topic—all of them speculation.

The men of *Bryant Army Airfield,* Fort Richardson, Alaska, the only Army Airfield Operating Detachment in Alaska, found the answers to these questions in January and February of this year. We think you'll find that our experiences make most interesting general reading.

Given the word that an airfield was needed to handle Army Aircraft along with AF C-47 and C-123 types planning was started to find the best location keeping in mind the time element and cost of construction.

The mission of *Bryant Army Airfield* during *"Exercise Little Bear"* was to establish and operate the maneuver director airfield in the Tolsona Lake Area and continue operations of Bryant Army Airfield at Fort Richardson with no increase in personnel.

The TD of 2 officers and 13 enlisted personnel did *not* suffer for a lack of specific duties. These were spelled out and included, among normal duties, the provision of flight information and planning data to all pilots; the necessary personnel and equipment to operate the tower and opera-

Real McCoy

"Nothing to it," says CWO Mike Kabaci (right), of the 93rd Transportation Company (Lt. Hel.), as he explains the controls of a Shawnee helicopter to Northeastern University ROTC cadet Richard Perkins. The Fort Devens, Mass. H-21 unit played host by providing an orientation and a familiarization ride to five ROTC cadets of the University's Chapter of the Armed Forces Communication and Electronics Ass'n.

tions center at Tolsona Lake Airfield and Bryant Field; POL support for aircraft at Bryant, Lake Tolsona, and Nicolai Lake airfield, crash and rescue capabilities; and hourly weather service.

An airfield detachment of one officer and three EM departed Fort Richardson in early January to assist the *56th Engineer Company (Const)* in the layout and design of the maneuver headquarters airfield on Tolsona Lake.

Initial testing for ice depth was started the next day. Repeated testings revealed that the layers of ice were separated by water, the first layer being 4-6 inches thick over 3 to 8 inches of water, which in turn, covered another layer of ice 9-11 inches thick.

The objective was to locate a sizable area with a constant ice thickness of 17-18 inches, this depth being found necessary to support construction equipment.

4,600-foot Strip Cleared

On January 14th an area 17 inches thick was found near the center of the lake, this depth permitting the grader to operate safely. The snow was then quickly cleared along a strip 200 feet wide by 2,600 feet long. We found after two days that the ice thickness had increased to 24-31 inches. Grader work continued until the length of the strip reached 4,500 feet.

The presence of running streams under the ice caused daily depth variations of up to 8 inches and this meant ice depth testing was an everyday task.

There is no such thing as the "status quo" in the Arctic and we found that cracks in the ice were frequent, varying from 1/16 of an inch to 1-1/2 inches in width and extending up to 1,600 feet in length. Although overflow from the cracks was negligible and did not constitute a problem, the Engineers were required to mend the cracks once during each maneuver. Mending was accomplished by pouring water and slush into the cracks.

Deflection was a word used daily. A transit was used after heavy aircraft landings to determine the ice deflection. The ice deflected some 3 to 5 inches with use by C-47 aircraft; however, no cracks resulted.

Here's a new one to add to your jargon: *ice fatigue*. Yes, there is such a thing. To combat it, takeoffs and landings were rotated from end to end and different touch down points were designated to prevent ice fatigue.

Operational Problems

Operations on ice create new problems. Traffic control is a major problem what with blowing snow from the rotor blades of helicopters drastically limiting the vision of pilots. Ice runways, unless properly

PLANT TOUR

Witnessing a demonstration of the company's aerial jeep after an inspection tour of the Piasecki Aircraft Corporation facilities, Maj. Gen. Richard D. Meyer (center), Deputy Chief of Transportation for Aviation, chats about the jeep's performance and control features with Frank N. Piasecki (left), company president.

marked, also have a tendency to *reduce* depth perception of pilots when landing. We avoided ski landings on the ice runways in that braking action was lost and control was most difficult. Taxiing can be touchy in that improperly marked taxiways and snow banks are look-alikes.

Some Lessons Learned

As would you, we learned some lessons during *"Little Bear."* For example, upon completion of the airfield we had about 1/2 to 1 inch of compacted snow atop the ice. We found that this compacted snow contributed to good braking action and took steps to maintain at least 1/2 inch of compacted snow on the runway at all times.

Dye marker provided an excellent center line for the runway and marking taxiways. One by six inch *boards* painted orange were found to be very satisfactory for the marking of boundaries of taxiways and snow banks. The back side of each *board* was cut to one half thickness to allow quick breaking in the event the *board* was struck by an aircraft.

For night operations, *half barrels* were used with *flare pots* on top. Used in this manner the *flare pots* did not melt the ice and the *barrels* served as good runway markers during daylight operations.

We found that one officer and seven EM were required to operate the maneuver airfield on a 24-hour basis. The seven included four tower operators, an operations sergeant, a utility worker, and an aircraft serviceman. The performance of all was vitally important. The utility worker? He serviced and maintained two large generators and the airfield lighting system on a 24-hour basis.

Time to build? We feel that ice strips large enough to accommodate any Army aircraft can be built in approximately 24 hours, provided that Engineer support is available and the weather conditions are favorable.

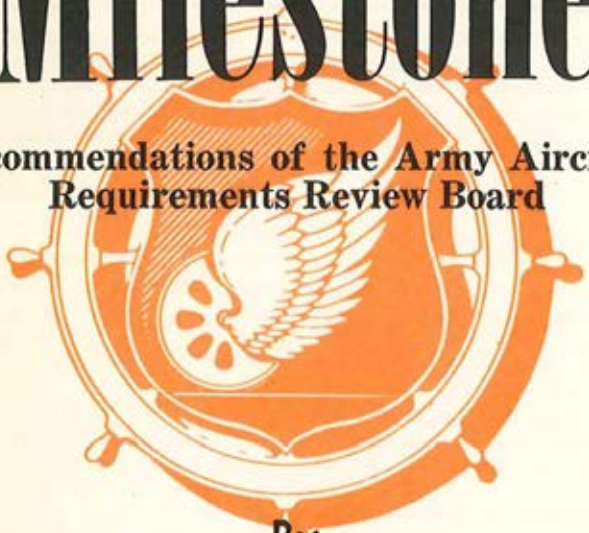
Paperwork? No escaping it, but here it is most useful. We maintained daily take-off and landing logs by type of aircraft, to include runway used, ice depth, and braking action. We logged deflection of the ice after each landing by a large aircraft.

Lastly, we found that the buddy system is a *must* in this type of operation. Personnel must work in pairs and take 10-15 minute timeouts in -54 degree temperatures to check each other for frostbite.

The operations at our ice strip provided excellent experience to all concerned. There may come a day when you'll be downwind to an ice alley. If so, we hope that all of the above has convinced you that such operations can be undertaken in an atmosphere of planned safety.

Milestone

Recommendations of the Army Aircraft Requirements Review Board



By
MAJOR GENERAL RICHARD D. MEYER
Deputy Chief of Transportation for Aviation, OCT

An important milestone in Army aviation was reached recently when the Chief of Staff approved the recommendations of the *Army Aircraft Requirements Review Board.* This plan provides a blueprint for aircraft R&D and Procurement for the next ten years and represents the fruition of an intense and closely coordinated effort by the Army staff and field agencies.

Action started in October 1959 with the initiation by the Chief, R&D, Army, of a plan for developing firm guidance in the field of Army aviation during the period 1960-1970.

As a point of departure upon which to base this plan, *Army Study Requirements (ASR's)* were prepared in the following fields:

ASR 1-60 - Light Observation—This craft would replace the L-19, H-13, and H-23 aircraft.

ASR 2-60 - Deep Penetration Manned Aerial Surveillance Aircraft—This would supplement the *AO-1.*

ASR 3-60 - Mobility Aircraft—This aircraft would provide the Army with logistical and tactical aircraft in the combat zone.

These *ASR's* were prepared by OCR&D after coordination with the staff and CONARC and were based on detailed knowledge of the state of the art reflected by the Army Test-Bed Program.

The *ASR's* were presented to industry on 1 December 1959 and industry subsequently responded with 119 concepts, designed to solve the problems reflected in the *ASR's.*

Meanwhile, on 13 January 1960, the Army Chief of Staff constituted the *Army Requirements Review Board,* composed of ten General Officers representing OCRD; ODCSLOG; ODCSOPS; ACSI; U.S. CONARC; MAAG—Korea; U.S. Army, Europe; the Army Aviation Center; OCSIGO; and OCofT. The board was chaired by *Lt. General Gordon B. Rogers,* Deputy Commanding General, U.S. CONARC.

The Chief of Staff instructed the board to:

- As a matter of first priority, recommend the course of action to be followed during the 1960-1970 time period in connection with a light observation aircraft, and to explore the possible course of actions required to improve materially during the same period, the Army capability in the areas of surveillance and tactical transport.

- Recommend a priority for development, to include the specific developments to be initiated with FY 61 RDT&E appropriation funds.

- Submit its best estimates of the Army's requirements during the 1960-1970 time period supported by a proposed procurement program to include costs and quantities, by years, of current and future types of aircraft.

Considerable preparation was necessary before the board could properly perform the rather diverse missions. For example, the 119 industry-designed concepts were evaluated during the month of February 1950. This evaluation was conducted in two phases.

Phase I (1-15 February) was a technical evaluation conducted under the direction of CofT at Fort Eustis, Virginia.

Phase II (16-29 February) was an operation evaluation conducted under the direction of the Chief of R&D, also at Fort Eustis, Virginia. The Phase II team prepared and presented the results of the operation evaluation to the board.

Prior to receiving the reports of the three evaluation teams, the board had been given general orientation briefings. Following each team presentation, the board questioned the team members along with consultants, who were present from the NASA, Navy Bureau of Weapons, U.S. Marine Corps, TC, and Signal Corps. Based on determinations made as the result of these briefings and discussions, the board made decisions upon which it based its recommendations.

On *ASR 1-60,* the board recommended a design competition to develop a new helicopter out of FY 61 funds. Characteristics would include: a suitable HP turbine engine, minimum cruising speed of 110 knots, three hours' endurance, four seats, and design allowing for 300 hours between periodic inspections.

It was recommended that two prototypes be developed and tested prior to selection and production. Procurement on this model would probably begin in FY 64, with the existing light observation aircraft, both fixed wing and helicopters, starting to be phased out at that time.

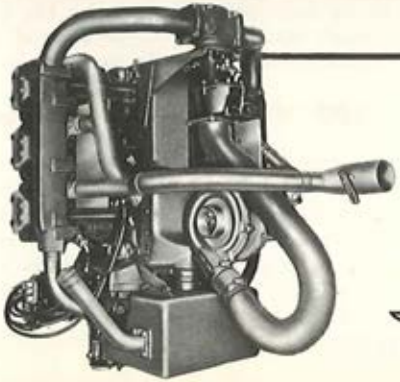
DOD approval on the light observation aircraft proposal has already been secured and U.S. CONARC is preparing the military characteristics. I regret that I cannot give you complete data, at this writing, regarding board recommendations on *ASR's 2* and *3*.

Personally, as one of the "elders" mentioned in *General von Kann's* letter, I feel that the significance of the actions of the *Army Aircraft Requirements Review Board* cannot be overemphasized. In this vital Army area, we now have a fully coordinated outline plan far enough into the future to be meaningful.

It covers requirements, both in quantity and quality, wholly costed and tailored to a type organization structure over the next ten years. This plan also provides invaluable maintenance and procurement guidance. As such, it is truly an important milestone in Army aviation.

HIGH OR LOW— 225 H.P.

At sea level or at 15,000 ft., the Franklin 335 *turbosupercharged* engine in the new Bell 47G-3 Trooper produces its rated 225 H.P.



Franklin 6VS-335
Turbosupercharged engine
FAA Type Certificate No. 1E2

With this helicopter and this engine, you can forget the old problem of how much you can lift at a given altitude. You can lift the rated payload of 1,111 lbs. at *any* height from sea level to 15,000 ft.

Get full details on this unique helicopter-engine combination from your Bell Helicopter or Franklin engine representative now.

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PROGRAM FOR ELECTRONIC-AIRCRAFT STANDARDIZATION

With full cooperation of the Army Signal Corps, we have just completed a searching look at the electronic communication, navigation, and stabilization equipment aboard all Army aircraft, with the purpose in mind ef eventually establishing a more effective future *control program for electronic/airframe.*

A special *ADHOC Committee,* composed of Signal Corps and TC representatives, has just completed an exhaustive tabulation of current on-board electronic/airframe configurations in every Army aircraft in the system. This marks the *first* time that such detailed information has ever been compiled in a central location for effective analysis.

The Committee's study and analysis of this data have led to recommendations which may have a far reaching effect upon the future logistic support of Army aviation. Most important of the Committee's proposals is one calling for the establishment of *standard optimum electronic configurations* for all Army aircraft.

An optimum configuration plan and dual installation provision were originated by the Army Signal Corps in 1958, with beginnings as early as 1955. These proposals have been the basis for the Committee's research and development of data on avionics for Army aircraft.

100 "Packages" Now In Use

Committee researchers found, among other things, that there are 100 *different* electronic packages in use world-wide while the mission can be performed efficiently with approximately half that number. And, this number, the Committeee feels, might eventually be still further reduced *if* the proposed optimum configuration plan is adopted.

Numerous reasons have been advanced for this large build-up in varieties and types of equipment. In the absence of a

standard electronic/airframe configuration, much of the equipment procured in the past was bought as "off-the-shelf" equipment.

Since the Army operates, for the most part, very light aircraft, we are vitally interested in *light weight* items which will *not* penalize the operational characteristics of our aircraft. So, progress in the "state of the art" has been followed closely and this, too, has forced different types of equipment into the system, all of which accomplish the same mission.

While we can't afford to eliminate equipment which still has some useful service life, the Committee feels that we can still reduce the variety of types by approximately one-half and through the optimum electronic/airframe configuration program, prevent similar future build-ups.

Optimum Configuration Plan

In attempting to establish optimum electronic configurations, consideration had to be given to the different navigation and communication requirements of all geographical areas where Army aircraft must operate.

As an example, Europe and the Caribbean primarily require VHF equipment for communications while UHF is needed for CONUS, the Far East, and Alaska. For navigation, the Caribbean and Europe require low frequency primary and VHF secondary, respectively. Far East and Alaska require low frequency, and CONUS uses VHF primary and low frequency secondary.

Despite these different operational requiremens, the Committee feels that two types of electronic/airframe configurations can do the job world-wide—one type for CONUS, Pacific, Far East and Alaska, and a second for Europe and the Caribbean. It is estimated that a combination of some 16 different pieces of equipment will be utilized in each of these two optimum configurations.

The plan calls for fitting all in-service aircraft with one of the two required optimum electronic/airframe configurations, where economically feasible, and at the same time assuring that all new aircraft receive optimum electronic and airfame configurations during production.

An additional important feature of the program envisions that each aircraft will also receive all necessary cables and fittings for installation of the alternate optimum configuration. For example, an H-34 aircraft having UHF installed would *also* be supplied with the necessary fittings to receive VHF.

Committee studies indicate that this can be accomplished, within a 3 to 5 pound weight penalty. With the exceptions of the H-13 and H-23 helicopters, it is believed this weight penalty can be readily absorbed on all current aircraft without adversely affecting the operational characteristics, i.e. engineering, weight, space, power, etc. This provides maximum tactical flexibility and meets world wide requirements at minimum cost to the government of time and money.

Retrofit Program

It is planned to bring all in-service aircraft up to the standard optimum electronic/airframe configuration by means of an orderly retrofit program. A Signal Corps retrofit program has been underway; however, the joint efforts of the Signal Corps-TC Committee are designed to further advance and improve this program. This will probably be accomplished by TCTM kits, through approved ECP actions and will be done on a long range basis which will assure even distribution and scheduling of field work loads and prevent ex-

cessive down time of aircraft. Retrofit will be performed by TC with Signal Corps technical supervision and assistance.

However, those aircraft which are *not* suitable to meet operational requirements because of age and airframe configuration will probably *not* be retrofitted electronically nor airframe wise, but will be phased out of the system through normal attrition or equipment service life.

Training and special mission aircraft are excluded inasmuch as their employment is relatively stable and the increased flexibility provided by the optimum configuration plan is not essential. In addition, they require continual changes in equipment for test and other purposes and thus could not derive much benefit from the optimum configuration plan.

Advantages of Plan

The many advantages of this plan are obvious. A new flexibility is possible in the employment of aircraft world-wide. Army aircraft will meet their readiness requirements. Local changes to equipment will be possible on a timely basis to meet operational requirements in the geographic area to which the aircraft is being assigned or transferred *without* sacrificing the operational characteristics of the aircraft.

Anticipated reductions in the large numbers and varieties of parts and components in current use will greatly facilitate supply, maintenance, and procurement and can eventually lead to substantial monetary savings.

Other Recommendations

To sustain an up-to-date centralization of electronic package and airframe information, the Committee has advanced a plan which will require all users to expeditiously report to the Transportation *Materiel Command* and *Signal Avionics Liaison Office,* both at St. Louis, Mo., all major electronic and airframe modifications made to their aircraft. This will probably be accomplished by a revision to *AR 750-712.*

Additionaly, a revision to *AR 705-42* is being recommended which will require aircraft to be redesignated when significant changes occur to the airframe and the communications, navigation, or stabilization equipment. In addition, a geographical and electronics designator code system is under consideration which would make it possible for the above reports to be made and centrally recorded at St. Louis by use of punch cards and automatic data processing equipment.

By this means, there will be a complete up-to-date record available at St. Louis of each airframe and of all on-board electronic and other mission equipment installed in each aircraft in the system. The designator code system will also be susceptible to expansion to include environmental and armament data where applicable.

RICHARD D. MEYER
Major General, GS
Deputy Chief of Transportation for Aviation, OCT

SPECIAL ISSUE

A forthcoming issue of "AA" will be devoted to aircraft equipment utilized within Army aviation during the 1942-1960 period. The editors have received tentative approval of official assistance in the compilation of photographic and technical data for this issue.

AVIONICS for the MILITARY

from take-off to touchdown . . . throughout the world

Since the invention of the world's first automatic direction finder, ITT Laboratories—research center of International Telephone and Telegraph Corporation—has pioneered in radio aids to aerial navigation.

ITT is an important contributor to Army aviation, through the development of equipment to meet the requirements of light observation, surveillance, drone, and transport aircraft.

Major areas of current activity include: cockpit map displays . . . lightweight Tacan . . . transistorized ILS packages . . .doppler . . . compact, low-power beacons for helicopter drops . . .data processing, and infrared. ITT's Loran-C long-range system—for "fixes" up to 2,300 miles off-shore—is presently being re-packaged to meet critical space limitations.

These and other vital developments covering all phases of Avionics are but a few of the many ways research at ITT Laboratories contributes to the progress of jet-age, all-weather, world-wide flying.

Among ITT Developments in Radio Navigation:

- ILS (Instrument Low-Approach System)
- VORTAC-DMET
- Aircraft Communications
- LORAN (Long-Range Navigation)
- TACAN (Tactical Air Navigation)
- Air Traffic Control Systems
- Four-Course Radio Ranges
- VHF Airport Radio Direction Finders
- GCA (Ground-Controlled Approach)
- VOR Antenna
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- MTI and PPI Radar (Basic Patents)

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TC Briefs

Col. Robert B. Neely Nominated for Brigadier General Rank

Congratulations to *Colonel Robert B. Neely*, recently nominated by the President for promotion to Brigadier General. So far as I have been able to determine, *Bob* may become the *first* Senior Army Aviatior to acquire his "stars."

He first received his wings as a *Liaison Pilot* in 1947 and has since been piling up flying hours in both fixed and rotary wing aircraft. A former Artilleryman during World War II and the initial stages of the war in Korea, he was Director in 1951-52 of the Army Aviation Test Division of former Army Field Forces Board No. 1 at Ft. Bragg, N.C. After transferring to the Transportation Corps in 1952, he later served as Assistant Chief of Transportation (Army Aviation).

Currently assigned as Chief, Supply and Services Branch, Logistics Division, USAREUR, he is slated, effective 1 August, to become Commandant of the Transportation School at Fort Eustis, Virginia. Decorations include the *Legion of Merit, Distinguished Flying Cross, Air Medal* and the *Italian Cross of Valor.*

Neely

Field Reporters Encouraged to Submit 'Think Pieces'

On several occasions in the past, I have urged, with the Editor's approval, that this column be utilized as a forum for *"Think"* pieces on aviation subjects. As a result of this appeal, some very good articles have been submitted and, you may have noted, several have already appeared in this column by-lined by the authors.

In an effort to obtain more material of this type, I have written recently to principal TC officers in the U.S. and overseas requesting their help in encouraging regular contributions. Judging by the response to these letters, readers may count upon seeing these pieces more frequently in future issues.

Share Your Information!

How about *your* "think" pieces? If you or your unit have found a method for doing an aviation job *better, cheaper, safer,* or *faster,* or if you've uncovered a serious problem area that needs solution, share it with your fellow aviators. If it can't be done within the current regulations, maybe we can get them changed.

Of course, I can't promise that all items will be printed for the magazine has certain space limitations. But, let's keep them coming and we'll do our best to see that your ideas are shared here with all concerned with improving the Army's Aviation Program.

Warrant Officers to Receive Specialized Maintenance Training

Thirteen Warrant Officers have been selected for *specialized* aviation maintenance training and for subsequent assignment to the staff and faculty of the Transportation School, Fort Eustis, Va.

The initial specialized training consists of a 16 weeks course at the *Embry Riddle Institute of Aeronautics,* Miami, Florida, and will lead to the award of an A and E License by the FAA. Subsequent training will consist of attendance at special courses at various facilities where courses in maintenance of *new* types of aircraft and power plants will be given.

Those who successfully complete this training will be given stabilized tours at Fort Eustis, Virginia, where their qualificationts and skills will be utilized to produce better trained graduates of the aviation mechanical courses presented by the Transportation School.

On completion of this stabilized tour, these personnel will be assigned to positions of key responsibility in field maintenance units. Successive rotation back to Fort Eustis will *insure* a continual corps of highly qualified instructors at the Transportation School who will bring with them an intimate knowledge of field requirements and practices that will contribute to making the resident courses of instruction more immediately responsive to changing requirements of the field.

Personnel comprising the first class are: CWOs F. J. Ruth, B. H. Reed, E. H. Bryant, W. H. Windham, and E. E. Price. Also, CWOs M. J. Muse, S. M. Backmurski, J. U. Brennan, J. C. Coyart, C. H. Payne, D. D. Hickman, A. G. Hierholzer, and M. H. Caldwell.

Until next month,
General Meyer

"MISS U.S. ARMY, ST. LOUIS"

Flygirl Peggy Pentland, 19, of Brentwood, Mo., shown at the controls of an H-23 helicopter of the Transportation Material Command, St. Louis, has been selected as "Miss U.S. Army" for the Greater St Louis area. Employed by an Army contractor, Miss Pentland will take part in Armed Forces Week activities May 15-21. The petite blond is a neice of Missouri State Senator Robert Pentland of St. Louis (U.S. Army photo).

De Havilland Receives Production Contract for 22 Caribou

The *Canadian Commercial Corp.,* Ottawa, has received a letter contract for the production of 22 AC-1 *Caribou* transport aircraft by the *de Havilland Aircraft of Canada, Ltd.,* Downsview, Ontario, according to a recent announcement by *Brig. Gen. William B. Bunker,* commander of the Army Transportation Materiel Command. *Canadian Commercial* is the medium through which U.S. military procurement of supplies and services is obtained from Canadian sources.

The letter contract provides a maximum liability of $5,054,000, which will cover early production costs of the airframe, plus engineering data. A definitive, fixed-price contract will be issued as soon as satisfactory negotiations can be consummated for the Army by the U.S. Air Force.

Mike Button

Box 209, Main Office, St. Louis 66, Missouri

Seminole Tire Wear?

A number of the guys in the field have been asking the same question over and over again for the last six months: *"What's with this L-23D tire business? Seems every time I turn around I gotta change the tires on my Seminole because they are worn so bad my pilots won't fly the thing? Did they change the rubber content or is it my fault?"*

Well 1st off, Mike can safely state the tires are the same quality that they have always been. So I guess it must be the alternate (your point, not Mike's).

Second, just what tire pressures are you using? That *could* cause excessive tire wear, you know.

So try this one for size:

The 850 x 10 tires (main gear) should be inflated to 40-43 lbs/in² if you have an AUW of 4500-7500 lbs—use for all operations.

The 650 x 10 tire (nose wheel) should carry 30-35 lbs/in² with the same AUW.

When the TM dash 6 comes off the press —'twas forwarded for printing in November 1959—the above info will be included.

This info is also in AFTO 1 L-23D-2, 20 June 59 as revised in Sept 59 should you be fortunate to get your hands on it in the interim.

New Digest

In "Mike's" Column, January 60, the 1st article called your attention to a change in URing TC air items including *"Links."* Since this change has come out it caused another consequence.

I suppose everybody has missed the old TB AVN 23-5-? series, *"Unsatisfactory Equipment Report Digest,"* which gave out with the recap of the various field problems encountered in Army aviation so that everybody could be in on the other fellows' problems and fixes thereto. Of course, you don't have any maintenance problems of your own!!

We at TMC have changed the *Digest* to coincide with the new AR 700-41 and in turn have adopted a new type *Digest*—a loose leaf affair with the only similarity to the old, being that of the contents and the retention of the TB AVN 23-5-1 Technical Bulletin nomenclature.

You can expect the 1st *new* TB AVN 23-5-1, *"UNSATISFACTORY REPORT DIGEST,"* to come off the press this month and instead of subsequent *Digests* like 23-5-2, 23-5-3, etc, you'll get change 1, change 2, etc.

So from then on all you'll do is throw away the superseded pages and insert the current pages into your loose-leaf binder.

This will be an outstanding improvement because it will be current all the time if you keep up with the changes to the dash 1 of this pub *and* you won't have to keep 12 separate self contained publications. Obviously this new *Digest* will eliminate Section VII, *"UER Digest Reference Index"* as it will no longer be required. All entries in the *"UR Digest"* will be current. All items which become obsolete will be deleted.

Airlift in Action:

"Ski-130" lands heavy cargo on both Polar Icecaps

—a "Feat of Hercules" unmatched by any other plane

A dramatic new phase of the U.S. Navy's *Operation Deep Freeze 60* began with the recent landing of a ski-equipped Lockheed C-130 HERCULES at the South Pole—after a 770 mile flight from McMurdo Sound, Antarctica.

The huge 62-ton "Ski-130" which accomplished this historic "first" is one of seven U.S. Air Force Tactical Air Command prop-jet HERCULES transports—all ski-equipped—assigned to assist the U. S. Navy in support of the United States scientific effort in Antarctica. Recognizing the advantages of this go-anywhere, haul-anything airfreighter for *Operation Deep Freeze 60*, the Navy has ordered four "Ski-130s" of its own.

The Jet Age airlift provided by these C-130s will make possible the improvement of buildings to house the expedition's scientists and equipment—thus expediting the entire program. It has been estimated that a full year in time may be saved. In addition, costly breakage of delicate equipment and supplies, previously dropped by parachute, will be eliminated—at an estimated saving of $1 million.

Only a few months ago these same TAC "Ski-130" sky giants transported 26 million pounds of construction equipment and materials—and more than 1500 workers—to Distant Early Warning sites on the Greenland Icecap. This record-breaking Arctic airlift was completed well ahead of schedule.

Now in flight test: the new Boundary Layer Control version of the C-130 HERCULES, which will operate from extremely short, unimproved runways.

LOCKHEED GEORGIA DIVISION

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AIRBORNE SUPPORT PLATFORM

The U.S. Army Transportation Research and Engineering Command has awarded a prime contract to the Kellett Aircraft Corporation of Willow Grove, Pa., for a design study of a new type of Airborne Support Platform (pictured). Placing fixed guard rings around two underslung three-bladed rotor props, the ASP will conform to silhouette and dimensional limitations set by the Army.

Thought for the Month

Inspector Sgartonlio (any affiliation with Interpol is purely coincidental).
c/o Senigne, Yentihw-Ttarp 589

My dear Inspector,

Here is a maintenance tip which I know you know and have passed on to everybody concerned with the responsibility of changing "jugs" (not P-47s) in an engine, but to go ahead and battologize it again won't shake anyone, except it may slice a few pet prides down the midriff. *Watch the cylinder ports after removing "jugs."*

Have you figured out the Inspector as yet? Well reverse the letters and you get .... Impossible you say! On the contrary, it happened and I got the photos to prove it.

What's your part? Simply this: Fabricate some neoprene adapters locally to keep the crud out from the engine. You know the "jug" studs are 10 in number on the 985, P & W (oh, the above address), for instance, and also that the diameter of the "jug" hole is about 6-7/8" and that anything smaller, or anything which could be squeezed together smaller than the hole, can be poked thru it into the engine proper, *Accidentally or on purpose.*

Old Mike suggests you get with a piece of 1/2" neoprene sheet rubber—no, you won't have to polymerize chloroprene to get it; it's already been done for you—of about a 40 hardness and cut out a circular piece measuring about 6-7/8" in diameter.

Then drill ten holes the same diameter as the studs so they'll line up with the studs and you can slip the disc down over the hole to fit flush with the housing.

Almost forgot, cut a square hole in the center of the disc about 1" square, and from the center of one side of the square to the circumference, using a sharp knife, cut a straight slit. Then all you gotta do is slip the disc in place.

The disc now installed with the "jug" removed does four things: (1) Keeps dirt out; (2) Protects the rod end; (3) Protects the housing from scoring by the rod; and (4) Eliminates the use of rags to keep the hole plugged up.

From now on it's a good idea to keep in mind that soap, rags, sawdust, floorsweeping, and used exhaust are *not* the proper things to find inside the engine. The only things you're authorized to have *in* an aircraft engine are oil, combustion, and what the designers had in mind when they dreamed up all the bits and pieces which you see as the engines organs.

So that's the story, my dear Inspector. Hope I have not bored you.

Au revoir,
MIKE BUTTON

MIKE BUTTON on:

CARBON TET EXTINGUISHERS

Dear Mike,

I would like a little information, if possible, on fire extinguishers used in all aircraft. These fire extinguishers are Carbon Tet which produce dangerous gas in a confined place without ventilation. In an emergency somebody might not open a window in the aircraft and I suppose this might be dangerous.

The extinguishers are outlawed in some states in motorboats.

How about some ideas on this and a substitute for these (from anybody)?

And another item: primers in L-19s. We are still missing a few and it is getting cold in these hills of N.H. Small item like this but it seems to take a long time. I bet it's rough in Alaska starting without these.

Thank you.
Lt. Ronald R. Boyle

Dear Lt Boyle,

Present Standard Fire Extinguisher equipment installed in the cockpit of the Bird Dog (L-19) is designated A-20 and should contain chlorobromomethane, not Carbon Tetrachloride (CC14). If your extinguishers contain Carbon Tet—Well, they shouldn't—call it to your Maintenance Officer's attention and he'll take it from there.

TC has, for some time, recognized the failings of the A-20, its toxicity, and if it ever gets into the eyes it could cause disastrous results.

We are sure that the problem you wrote about will be eliminated just as soon as the new type fire extinguisher becomes available through normal supply channels (should happen any day now).

The new types contain a refrigerant called "Freon 13B-1" known in chemical circles as Monobromotrifluoromethane ($CBrF_3$) and is type, Standard A. It will replace all hand type extinguishers of the CO_2 (Carbon Dioxide) type, with sizes ranging up to and including 10 lbs; the vaporizing liquid type, up to the 2 quart sizes; and the dry chemical types, up to and including the 4 lb size.

The only aircraft at present with the new type installed is the Mohawk (AO-1) coming off the production lines. And I would not be a bit surprised if in the very near future that all replacement items for the A-20 will be the new type for all aircraft.

The new fire extingisher goes under the following nommer:

FSN 4210-555-8837, Extinguisher, Fire, Monobromotrifluoromethane, Standard A, MIL-E-52031 and Corps of Engineers has the logistical responsibility for it.

Act II

My, did you hit a pertinacious area!

You did not indicate whether the primer assembly was still on the bird or just if the lines had been tied off. If you still have the primer, tie off the lines and upon approval of your aircraft maintenance officer who supports you, take the primer to the FM Shop so they can comply with TCMAC-EG-12-01852 (TM1-6R10-2-1001, 29 December 1959).

There is a fix in this TM1 which changes the spring in the back of the primer so that it will shut off and stay closed, thus stopping the leak. On the other hand, if you haven't got the primer you'll have to order one through normal supply channels from your supporting activity. As a piece of added information the primer part number is 9-1340-13 (FSN-2915-486-3154, Primer Assm.).

That should take care of both problems for you very nicely; however, if you need any further help, don't hesitate! Old Mike's here to help.

Your for better maintenance,
MIKE BUTTON

Minutiae

★ The new *TB AVN 7* should be in your hands shortly with all the necessary changes incorporated. The draft manuscript filtered through my hands last week and I noticed that it is going to be practically a complete new publication revising the *TB AVN* of 19 July 1957.

While on the subject of painting Army aircraft that paragraph on how many digits are to be used on DA aircraft has been changed with an example to claritfy it. The new entry tells you to use 5 digits, instead of 4 like the previous edition said.

★ While cruising around a few spots, found a few static electricity Ground Wires missing or too short to do their assigned mission. Remember, it only takes a spark to ignite Avgas fumes and *"Puff."* If the static ground wire doesn't touch old terra firma it's useless as you know what on who.

To the *Bird Dog* crew chief with the short wire, get out the *TM1-1L-19A-4-20P*, December 1959, and look on page 39 under FSN 1560-342-8918 and order it and install before you get gigged.

And to the *Beaver* pilot I talked to—pass this on to the chief—See *TM1-1L-20-4-20P*, December 1959, page 160 and on page 48 under FSN 1560-307-0149, Static Wire, ground.

★ Go easy and try to be understanding, as we got our supply problems, too. Word comes now that the *Chickasaw* (H-19) engines, R-1300-3D (FSN 2810-647-2664) are in critical short supply. So if you're keeping your records straight you'll want to add this item to S/L 6-60, 25 Jan 60.

JUST CAN'T BE!

Guaranteed to end "sick call" at Fort Rucker, Ala., the Alaska-size hypo needle held by Miss Reba Ramsey will quake the biggest of men. A palefaced Lt. Travis Moore, questioning just where one has sufficient flesh to accommodate the 17-inch needle, has yet to be told of the hypo's two-gallon capacity. Though this "weapon" is a giant training aid developed in Lt. Moore's department, we suggest that Mothers remove this page from the issue, before turning it over to Junior and Sis for their monthly "scissor job." (U.S. Army photo.)

Industry members receive detailed

USAREUR BRIEFING

Under the sponsorship of the *Association of the U.S. Army*, some 75 industrialists representing a 41-company cross section of the nation's defense industries completed an early April symposium of visits to U.S. Army installations in Europe.

The tour, marked by thorough planning, precise timing, and excellent hospitality, consisted of briefings, demonstrations, combat maneuvers, and actual operations ranging from detailed briefings by *General Clyde B. Eddleman*, Commanding General, U.S. Army, Europe, to visits with outpost units in operation along the Czechoslavakian and East German borders.

A highlight of the tour was a dinner meeting in Berlin at which the industrialists heard *Mayor Willi Brandt.*

The participants are shown above at the U.S. Army Training Center in Vilseck, Germany. In the photo at the right, *Lt. Gen. Guy S. Meloy* (4th from left), Commanding General, VII U.S. Corps, is shown conversing with the group at the Czechoslavakian border. (Photos, courtesy of *James A. Thomas*, Kaman Aircraft Corp.)

AHS to Hold 16th Forum in D.C. May 11-14

The *Sixteenth Annual National Forum* of the *American Helicopter Society* should prove to be of high interest to attending Army aviation personnel.

Gathering at the Sheraton-Park Hotel, Washington, D.C., during the May 11-14 period, *AHS* members will attend programming that includes technical sessions, an Honors Night dinner and dance, a Membership Luncheon, a never staid Pioneers' Night stag dinner, and a Saturday Air Show. A technical trade exhibit and programming for the ladies have also been arranged.

Brig. Gen. William B. Bunker, Commanding General, TMC is Chairman of the Technical Sessions' programming. *Brig. Gen. Clifton F. von Kann,* Director of Army Aviation, ODCSOPS, will chair the session on *"Military Operations."*

Among many other industry, civilian, and military leaders in rotary wing operations, attendees will hear presentations on:

"Federal Aviation Agency Programs in the Helicopter and V/STOL Fields," by Lt. Col. Frederick C. Goodwin, USA, FAA, Washington, D.C.

"Impact Survival in Rotary Wing Military Aircraft," by Capt. William R. Knowles, MSC.

"Armed Helicopters—A Forecast," by Lt. Col. John W. Oswalt, Director, Combat Development Office, U.S. Army Aviation School, Ft. Rucker, Ala.

"The Helicopter in Anti-Submarine Warfare," by Cmdr. Henry Kosciusko, Rotary Wing Class Desk, Department of the Navy.

"Air Force Helicopter Operations," Lt. Col. O. B. O'Neill, USAF.

"Ground Effect Machines (GEM's): Operational Problems," by Maj. Lester C. Robertson, USA, and Maj. J. L. Wosser, USMC, Air Programs, ONR.

Maj. H. D. Geddis, Office of the Assistant Secretary of the Army (FM), will participate in the panel on "Helicopter Operations" as the Military Representative.

Other Meetings

Army aviation will be a basic part of the programming of the Aviation Writers Ass'n meeting in Los Angeles, May 1-7, and Project MAN, at Fort Benning, Ga., May 1-2.

Bunker

Oswalt

USABAAR Sponsors Army-Wide Aero-Medical Symposium

Sponsored by the *U.S. Army Board for Aviation Accident Research,* an Army-wide *Aeromedical Symposium* will be held in Pensacola, Fla., on June 7-8-9.

Designed to orient staff surgeons and hospital commanders on the aeromedical factors in aviation accidents, attendees at the three-day *Symposium* will hear many prominent speakers in the field of aviation medicine. Approximately 100 Army medical officers are expected to attend the meeting at the San Carlos Hotel.

Vice Admiral Robert Goldthwaite, USN, Chief, Naval Air Training, Pensacola, Fla., is scheduled to welcome attendees to the *"Annapolis of the Air."*

Presentations of pertinent interest to the attendees will include:

"Psychological Problems in Modern Aviation," by Dr. Neal S. Warren, Aviation Psychologist, University of Southern California.

"Medical Aspects of Aircraft Accident Investigation," by Dr. Charles I. Barron, Medical Director, Lockheed Aircraft Corp.

"Human Tolerance to G Forces in Aircraft Accidents," by Col. John P. Stapp (MC) USAF, Chief, Aerospace Medical Laboratory, Wright Air Development Center.

"Naval Flight Surgeon Program," by Captain W. M. Wurzel (MC) USN, Chief, Aeromedical Division, Naval Aviation Safety Center.

"The Assignment and Utilization of Army Aviation Medical Officers," by Lt. Col. Richard B. Austin (MC) USA, Chief, Aviation Branch, Office of the Surgeon General.

"Importance of Pathology and Autopsy in Aviation Accidents," by Col. Frank Townsend (MC) USAF, Director, Armed Forces Institute of Pathology.

COLONELS

SCHULZ, Robert H.
Quarters 8819
Fort Rucker, Ala.

LT. COLONELS

HUPALO, William
Hq, I Corps (GP)
APO 358, S.F., Calif.

LILLY, Grady F.
18 St. Albans Drive
Hampton, Va.

PODWORNY, Edward C.
Hq, USARAL, G-3 Avn
APO 949, Seattle, Wash.

MAJORS (Continued)

STEWART, Alexander K.
TUSLOG Det 13A
APO 224, N.Y., N.Y.

WILHELM, Leland F.
US Army Aviation Board
Ft. Rucker, Ala.

CAPTAINS

ANDERSON, Thomas E.
1421 N. 24th Street
Lawton, Oklahoma

ARCHER, Harry E.
87 Red Cloud Road
Ft. Rucker, Ala.

CAPTAINS (Cont.)

COBB, Bernard R.
555 Forney Loop
Ft. Belvoir, Va.

COLLISON, Bernard D.
110th Trans Co (Surv)
APO 221, N.Y., N.Y.

COOK, Charles T.
IAGS, U.S. Embassy
Ciudad Trujillo, D.R.

CORNWELL, William E.
Hq, V Corps
APO 79, N.Y., N.Y.

CREAMER, Edmund J., Jr.
Box 521
Ft. Huachuca, Arizona

CAPTAINS (Cont.)

JEFFERDS, Peter
110th Trans Co (Lt Hel)
APO 29, N.Y., N.Y.

JOHNSON, James W., Jr.
P.O. Box 575
Ft. Rucker, Ala.

JOHNSTON, John A.
28 Glascow Circle
Edwards, Calif.

JONES, Lincoln G.
110th Trans Co (LH)
APO 29, N.Y., N.Y.

KEATING, Richard P.
Off Army Adv, 26th Avn
Co, Leominster, Mass.

TAKEOFFS

POYNTER, V. L. (Ret.)
5728 Wedgewood Road
Fort Worth, Texas

MAJORS

BROCKMYER, James J.
1111 Army/Navy Dr.
(B801) Arlington, Va.

BROWN, Jesse C.
P.O. Box 353
Cedar Falls, Iowa

CALHOUN, Charles E.
504th Avn Co
APO 326, N.Y., N.Y.

CROZIER, Ted A.
19 Gregg Way
Fort Rucker, Ala.

ELIASSON, Arne H.
12 Ferguson Street
Ft. Rucker, Ala.

GEARY, JOHN C.
General Delivery
Edwards AFB, Calif.

LAWRENCE, George E.
200 Dean Street
Bonita Springs, Fla.

MERTEL, Kenneth D.
OACS, G3, Hq, USAREUR
APO 403, N.Y., N.Y.

MYERS, Fredr'k W., Jr.
1506 20th Street, S.
Arlington, Va.

ROGERS, William E.
236 Forest Avenue
Enterprise, Ala.

ROUSH, John W.
3069 Plantation Road
Columbus, Ga.

ARCHULETA, James M.
Avn Det, Hq, USAREUR
APO 403, N.Y., N.Y.

ARINK, William J.
29th Trans Co (AAM)
APO 46, N.Y., N.Y.

BAGWELL, Lavon
569 West 4th
Pomona, California

BOND, John S., Jr.
USA Engr Dist, Honolulu
APO 953, S.F., Calif.

BROWN, Gene E.
Dept of Tactics
Ft. Rucker, Ala.

BROWN, John P.
228 Slagle Place
Fort Bragg, N.C.

BURDICK, Leonard R.
434-B Amatury Loop
Pres of SF, Calif.

BURRIS, Carshal A.
Hq, 31st Medical Group
APO 175, N.Y. N.Y.

CAMERON, Stephen F.
8th Avn Co (Inf Div)
APO 111, N.Y., N.Y.

CAMPBELL, James E., Jr.
TOFC 60-1, USATSCH
Fort Eustis, Va.

CAMERON, Stephen F.
8th Avn Co (Inf Div)
APO 111, N.Y., N.Y.

CHABOT, Don W.
3rd Trans Bn
Ft. Benning, Ga.

CLEMENTS, J. R.
8th AAMC
APO 20, S,F., Calif.

DAVIS, Clarence A., Jr.
Quarters 1110-B
Fort Eustis, Va.

DAVIS, Edward P.
15 Hillsboro Road
Clarkville, Tenn.

DAWDY, Chas. A., Jr.
CI 60-9, USAPHS
Mineral Wells, Tex.

DUKE, Walter, Jr.
USAARMC Avn Comd
Fort Knox, Kentucky

DUTTON, Wayne E.
504 E. Montgomery
Sparta, Wisconsin

ERHARDT, Chris
35th Engr Bn C
Ft. Lewis, Washington

HAMMACK, Earl J.
205th Trans Bn (AAM)
APO 154, N.Y., N.Y.

HELTON, Pelham G.
6th USA Flt Det
Pres of S.F., Calif.

HENDERSON, James A.
2313 Denver Avenue
Lawton, Oklahoma

HIGH, Diay B.
ARMISH/MAAG
APO 205, N.Y., N.Y.

HOLDCROFT, George T.
USAPHS Contrg Office
Mineral Wells, Tex.

HOMAN, Brooks
Box 54, N. Pemberton Rd
Pemberton, N.J.

HORWITZ, Milton
TUSAE, JUSMMAT (G3 Air)
APO 254, N.Y., N.Y.

KELLY, William D.
USA Engr Div, Medit.
APO 19, N.Y., N.Y.

KEMP, Paul E.
4425 Baltimore
Lawton, Oklahoma

KNOWLES, Robert B.
501 Forney Loop
Fort Belvoir, Va.

McPHAIL, Billy B.
Route 13, Box 466
San Anonio 12, Texas

MENDIETA, Hector H.
4th Avn Co (Inf Div)
Ft. Lewis, Wash.

MULLIGAN, Donald E.
1202 Avalon, Apt G
El Paso, Texas

NORTON, Chapman C.
Hqs, VII USA Corps (Res)
Austin, Texas

OAKES, Keith W.
101st Avn Co (Abn Div)
Ft. Campbell, Ky.

O'DONNELL, Edward J.
1375 Hialeah Place
Florissant, Mo.

OTERSEN, Vincent
Army Avn Section
Ft. Monmouth, N.J.

PANZITTA, Valentino
307 Castle Drive
Ft. Bragg, N.C.

PAQUETTE, Dean R.
537 Forney Loop
Fort Belvoir, Va.

PAYNE, Rex L.
Hq, USA Garrison
Camp McCoy, Wisc.

HOST ROTC STUDENTS

Shown with their advisor and instructor, Maj. John E. Stanis (center), assistant PMS&T at Northeastern University just after receiving their wings as part of the Northeastern ROTC flight training program are, l-r, cadets Bruce E. Kniskern, Richard L. Copeland, Robert L. Passani, and John L. Brown. The flight training program, offered at Northeastern and many other colleges having ROTC programs, is designed to train future Army pilots, and to give each cadet sufficient flying-hour credits for a private license.

CAPTAINS (Cont.)

PEARSON, Neville A.
3rd Trans Co (Lt Hel)
Fort Belvoir, Va.

PERRY, Grady
5th Evac Hosp (Smbl)
Ft. Bragg, N.C.

PHELPS, J. A.
P.O. Box 572
Mineral Wells, Texas

POWER, Arthur V.
Building 528
Fort Eustis, Va.

QUINN, C. E.
202 Sprulin Street
Opp, Alabama

RATHBONE, William A.
TMC, 12 & Spruce Sts.
St. Louis 2, Mo.

ROCKWELL, James M.
Hq Co, USA Post Bussac
APO 215, N.Y., N.Y.

RUPP, Frederick W.
Hq, 7th Army Avn Gp
APO 154, N.Y., N.Y.

SALTEE, Lawrence T.
512th Engr Co (Dump Trk)
APO 358, S.F., Calif.

SCHARF, Stanley L.
28th Field Hospital
Ft. Bragg, N.C.

SEKARKA, Carl
605 Forney Loop
Ft. Belvoir, Va.

SPAULDING, James F.
P.O. Box 44
Ft. Rucker, Alabama

THACKSTON, Robert E.
106th General Hospital
El Paso, Texas

THERIAULT, Bernard R.
105 Tower Road
Ft. Belvior, Va.

CAPTAINS (Cont.)

THOMPSON, William A.
Co B, 2d BG, 2d Inf
APO 112, NY., N.Y.

WATERBURY, Roger A.
207 Slagle Street
Ft. Bragg, N.C.

LIEUTENANTS

ADDISON, Charles S.
Off Stu Co, Box A-12
Fort Rucker, Ala.

ANDERSON, William L.
Box 655, Long Beach AFB
Long Beach, California

ASH, Fredric M.
2325 N. Meridian Ave.
Oklahoma City 7, Okla.

BAILEY, Paul W.
717 Main Street
Colorado Springs, Colo.

BEAULIEU, Gary P.
2d BG, 39th Inf, 4th Inf Div, Ft. Lewis, Wash.

BENNETT, Willard M., Jr.
1629 N. 43rd Street
Lawton, Okla.

BERLIN, A.
50th Avn Co, 4th AD
APO 696, N.Y., N.Y.

BINDRUP, LaVere W.
33 Harris Drive
Ft. Rucker, Ala.

BISCH, Frederick R.
59th Trans Co (Lt Hel)
APO 800, N.Y., N.Y.

BONNARENS, Frank O.
A Co, 1st BG, 8th Cav.
APO 24, S.F., Calif.

BROFER, Duane R.
24th Avn Co (Inf Div)
APO 112, N.Y., N.Y.

LIEUTENANTS (Cont.)

BROWN, Frank M., III
251 Spear Drive
Ft. Bragg, N.C.

BROWN, Isham H.
745 Shakespeare Drive
Berea, Ohio

CACOLICE, John P.
Off Su Det, Box C-57
Ft. Rucker, Alabama

CARNERO, Manuel, Jr.
Officer Student Company
Ft. Rucker, Alabama

CONKLIN, John R.
247 Mayview Forest Dr.
Cincinnati 15, Ohio

CROAK, Anthony O., Jr.
15 Kingsbury Place
St. Louis 12, Missouri

CROWE, Charles M.
Box 681
Howard AFB, Canal Zone

DALY, Jerome R.
320 Llandrillo Road
Bala-Cynwyd, Penna.

DEMPSEY, Bruce R.
7th Avn Co (Inf Div)
APO 7, S.F., Calif.

DOETZER, John F.
1106 Gypsy Lane, W.
Towson 4, Maryland

DUGAN, John E.
502nd Avn Company
Ft. Hood, Texas

EARLEY, Neal F.
31st Trans Co (LH)
Ft. Benning, Ga.

ERB, Wayne B.
24th Avn Co (Inf Div)
APO 112, N.Y., N.Y.

ESHBAUGH, Kenneth L.
TMC, 12 & Spruce Sts.
St. Louis 66, Mo.

LIEUTENANTS (Cont.)

FINK, Jonnie M.
1215 Pomeroy
Manhattan, Kansas

FINNEY, Don E.
8th Trans Bn
APO 29, N.Y., N.Y.

FLICKINGER, Robert E.
409 Potomac Loop
Ft. Belvoir, Va.

FLORENCE, David L.
3d Gun Bn, 80th Arty
APO 139, N.Y., N.Y.

FOX, William I., Jr.
171 North Dougherty
Fort Bragg, N.C.

FRAKER, William W.
1713 Anderson Ave.
Chattanooga, Tenn.

FRY, Daniel W.
101st Avn Co (Abn Div)
Ft. Campbell, Ky.

GASKINS, Philip W.
8516 Wash Blvd, SW,
Tacoma 99, Wash.

GIBSON, Richard C.
1040 Cecelia Court
San Leandro, Calif.

GOODALL, Billy R.
Co E, 2d BG, 6th Inf
APO 742, N.Y., N.Y.

GRIM, Charles D.
Quarters 1118-F
Ft. Eustis, Va.

HARRINGTON, R. A., Jr.
RR No. 1, Box 228
Oelwein, Iowa

HEBRANK, Kenneth E.
3rd LAS
APO 358, S.F., Calif.

HENSLEY, William R.
2110 Ferris Avenue
Lawton, Oklahoma

ACR SHOW

Maj. Gen. J. W. Bowen (right), Office of the Assistant Chief of Staff, Department of the Army, one of twelve general officers to view a recent aerial combat reconnaissance demonstration at Fort Rucker, covers a fine point with the Aviation School's assistant commandant, Col. Delk M. Oden. (US Army photo)

LIEUTENANTS (Cont.)

HILL, Bill L.
114 Red Cloud Road
Ft. Rucker, Ala.

HILL, David W.
4th Avn Co (Inf Div)
Ft. Lewis, Washington

JOHNSTON, Lowell E.
2362 Silver Palm W.
Boca Raton, Florida

KEVILLE, C. H., Jr.
Det 20, 2d Stu Bn, TSB
Ft. Benning, Ga.

KILGALLEN, John E.
Quarters 1109-B
Ft. Eustis, Va.

KILPATRICK, Thomas H.
61 North 25th
Lawton, Oklahoma

KIRKPATRICK, Andrew C.
705 Camelia Avenue
E. Gadsen, Ala.

KOEGEL, Charles F.
4934 Halifax Drive
Tampa 2, Florida

KRAMER, Bryce R.
2d BG, 28th Inf
APO 29, N.Y., N.Y.

LITTLE, Milton L.
USA Engr Dist, Gulf
APO 205, N.Y., N.Y.

LITTLETON, Walter M.
421 Chatfield
Security, Colorado

LUNDIN, Keith A.
13th Trans Co (LH)
APO 358, S.F., Calif.

McCORD, Thomas L.
113 Cooney Street
Ft. Huachuca, Arizona

McNATT, Orville W.
161 Harris Drive
Ft. Rucker, Ala.

LIEUTENANTS (Cont.)

MAEDGEN, Malcolm A.
Box 412
Copperas Grove, Texas

MALONEY, James E., III
2d Army Avn Co (FW-LT)
APO 122, N.Y., N.Y.

MATHISON, Theodore E.
S. Maple Ave, RFD No. 1
Basking Ridge, NJ.

MELLIN, James P.
202d Trans Co
APO 168, N.Y., N.Y.

MICHAEL, John D.
503rd Avn Co
APO 165, N.Y., N.Y.,

MIKUTO, Joel J.
50th Inf, 3rd ARB
APO 26, N.Y., N.Y.

MITCHELL, Max H.
Dept of R/W, USAAVNS
Fort Rucker, Ala.

MOELLER, Lawrence B.
Off Stu Co, Box M-30
Ft. Rucker, Ala.

MORRIS, Joseph
C1 4, AEOAC, Engr Sch.
Ft. Belvoir, Va.

MORRIS, Wilford B.
8th Aviation Co
APO 34, N.Y., N.Y.

MORROW, B. E.
33rd Trans Co (Lt Hel)
Fort Ord, Calif.

MULLEN, Jack L.
Hq, 4th USAMC
APO 8, S.F., Calif.

MULVANEY, Merle L.
150 Rocky Hill Ave.
New Britain, Conn.

NELSON, Turner L.
502d Avn Co, 2d AD
Ft. Hood, Texas

LIEUTENANTS (Cont.)

OLSMITH, Edwin S., Jr.
6134 Bandera, Apt A
Dallas, Texas

O'TOOLE, Thomas M.
4th Avn Co (Inf Div)
Ft. Lewis, Washington

PATTERSON, Raydean H.
2nd Army Avn Co (FW-LT)
APO 58, N.Y., N.Y.

PRITCHARD, Donald H.
16th Sky Cav, 2d USAMC
Ft. Carson, Colorado

RAST, Gary F.
7th Avn Co (Inf Div)
APO 7, S.F., Calif.

REEDER, James D.
18 Boyce Lane
Ft. Rucker, Ala.

RHEMANN, Thomas E.
18th Engr Brigade
Ft. Leonard Wood, Mo.

RIKER, Ralph A.
64-E Lee Village
Ft. Campbell, Ky.

SCHARITE, Frank W., Jr.
P.O. Box 266
Fort Rucker, Alabama

SCHUBERT, James F.
539 Union Street
Monterey, Calif.

SCHWARZ, Henry E.
US Embassy, Honduras
Tegucigalpa, Honduras

SCOTT, John S.
235th Trans Co
APO 282, N.Y., N.Y.

SEIDL, Karl W.
91st Trans Co (Lt Hel)
Ft. Campbell, Ky.

SHAVER, Charles W.
228 Shaw Street
Ft. Bragg, N.C.

LIEUTENANTS (Cont.)

SHERRILL, James H.
916 Sutton Drive
Killeen, Texas

SHIPMAN, Charles S.
IAGS, US Embassy
Bogota, Colombia

SNAVELY, Charles C.
TOFC 1-60, TSchool
Fort Eustis, Va.

STENGLE, Robt E., Jr.
Box 805
Ft Bragg, N.C.

STRUM, Ernest C.
P.O. Box 27
Howard AFB, C.Z.

THOMAS, William L.
P.O. Box 71
Lewisville, Texas

TRIPP, Frederick G.
355 Edgemont Lane
Park Ridge, Ill.

URBACH, Walter, Jr.
2d Bn, 14th ACR
APO 330, N.Y., N.Y.

VOVILLA, Harold K.
504th Avn Co
APO 696, N.Y., N.Y.

WALL, John F.
Cooke's Court
Camden, S.C.

WEINBENDER, Wm. A.
4th Trans Co (MH)
APO 165, N.Y., N.Y.

WEST, Arthur H.
1824 Lakeway Avenue
Kalamazoo, Michigan

WEST, Vaughn R.
TOAC 2-60
Fort Eustis, Va.

WHITLEY, Vernon R.
Co E, 2d BG, 60 Inf
Ft. Devens, Mass.

LIEUTENANTS (Cont.)

WILLIAMS, Billy G.
620 Crittenden
Arkadelphia, Ark.

WILSON, Wesley C.
258 E. Johnson St.
Philadelphia 44, Pa.

WINTERS, Donald L.
CI 60-7Q, USAPHS
Mineral Wells, Tex.

WOLFE, Rodney D.
502d Avn Co, 2nd AD
Fort Hood, Texas

YOUNG, William F.
34 Matheson Road
Columbus, Georgia

ZITTRAIN, Lawrence O.
3d Gun Bn, 82d Arty
APO 169, N.Y., N.Y.

CWOs

BORCK, Keith R.
513 W. Maple Street
Junction City, Kan.

BRINTON, Geo. D., Jr.
15th Avn Co, 1st Cav Div
APO 24, S.F., Calif.

BRUCE, Bobby G.
Hq & Svc Co, USAAVNS
Fort Rucker, Ala.

CAMPBELL, James
9 Melloy Drive
Columbus, Ga.

CWOS (Cont.)

CARSON, Andre
27 Sharon Avenue
Edwards, Calif.

CLAUSEN, Gilbert H.
1st Army Avn Company
Ft. Benning, Ga.

ERVI, James R.
FWQC CI 5,, USAAVNS
Ft. Rucker, Ala.

FITCH, Ralph M., Jr.
2452 Walker Street
Columbus, Georgia

GODWIN, Doyal V.
318 Castle Drive
Ft. Bragg, N.C.

HAMPTON, Valentine
510 Forney Loop
Ft. Belvoir, Va.

HENDRICKSON, Jack M.
800 10th Street
Alexandria, Va.

HIGGINS, Herbert G.
11th Trans Co (LH)
APO 46, N.Y., N.Y.

KRAUS, Herbert H.
12th Avn Co (FW-TT)
Ft. Sill, Okla,

LEONARD, Perry D.
6425 Knot Blvd.
El Cerrito, Calif.

MADDEN, Michael J.
TAEOG Avn Section
Ft. Eustis, Va.

CWOS (Cont.)

MANTOOTH, Glen W.
3511 St. Mary's Rd.
Columbus, Ga.

MARKS, Harold E.
AMOC 60-5, USATSCH
Fort Eustis, Va

METTLEN, Lee R.
Bldg 305-E, Knox Road
Ft. Sill, Oklahoma

MERKLE, Robert B.
205 Algeria
Ft. Ord, California

MUNN, Neil B.
2012 Patricia Drive
Valley Station, Ky.

MURRAY, Geo. W., Jr.
11th Trans Co (Lt Hel)
APO 46, N.Y., N.Y.

SERIO, Vincent
26th Trans Co (LH)
APO 122, N.Y., N.Y.

SPARKS, Richard A.
13 St. Paul's Rd., N.
Hempstead, N.Y.

STOCKWELL, Dale L.
Box 154
Fort Rucker, Ala.

THOMAS, Benjamin G.
RR No. 1
Daleville, Ala.

WARNER, Charles O.
Off Stu Det, Box 23
Ft. Rucker, Ala.

CWOS (Cont.)

WATTS, Joseph C.
Stu Det, 6th Army Hq
Edwards AFB, Calif.

WOs

BADIA, Albert A.
6th Trans Co (Lt Hel)
APO 71, S.F., Calif.

BARNES, Thos. W., Jr.
8246 S. Anthony Ave.
Chicago, 17, Ill.

BAYLOR, William A.
308 Potomac Loop
Ft. Belvoir, Va.

POWERS, William D.
13th Trans Co (LH)
APO 358, S.F., Calif.

SFCs

ALLDREDGE, Lynvoy
1110 Maple Avenue
Lawton, Oklahoma

SP-5s

ROGERS, Preston
Hq Co, USCONARC
Ft. Monroe, Va.

Fourth U.S. Army Instrument School
Fort Sill, Oklahoma

BACK ROW, l-r: Lt JR Beck (Mo-NG); Capt RL Stinnett (Riley); CWOs PC Heath (Sill) & WR Kirkpatrick (Riley); Capt WF Holland (Ark-NG); Lt JC Hester (Carson); Lt Col JW Byrd (Okla-USAR); RT Blair, VP, Ross Avn; Capt MA Becker (Wisc-NG); Lt DV Schull (Dix); Capts RH Schwigel (Wisc-NG) & RK Dietsch (Sill). FRONT ROW: Lts CL Cameron (SD-NG) & JD White (Mo-NG); Capts AR Zenz (Ft Kobbe,CZ), BC Hall (Sill), JB Kinder (Bliss), & LR Roskam (Iowa-NG); Lts CF Densford, Jr. (USARPAC), PD Masterson (Hood), & CT Berry (Ark-NG); Capt RW Ebeling (Nebr-NG); Lt AJ Sewell (Hood). Not pictured: Lt D McMillon (USARPAC).

Fort Ord Dedicates New Airfield

Marked by a spectacular fly-by, the new $7,000,000 Fort Ord Army Airfield was officially opened in dedication ceremonies held recently before some 400 military and civilian spectators and troops.

General Robert M. Cannon, commanding general of the Sixth U.S. Army, officially dedicated the huge airfield, the largest Army air facility west of the Mississippi.

In a subsequent ceremoney, *General Cannon* (photo, right) is shown presenting a plaque to *Lt. Col. Wayne N. Phillips,* commanding officer of Ord's 52nd Transportation Battalion to commemorate the official opening.

BRIEFS

18th Trans Co Has First CWO at Riley with -1 Rating

The *18th Aviation Company* (FW-LT), located at Marshall Army Airfield, Fort Riley, Kan., has the honor of having the first *-1* Warrant Officer pilot stationed at this post. *CWO Lee R. Copeland*, a 17-year veteran with over 6,000 operational hours, holds the *-1 Special Instrument Card* that will permit him to fly in weather conditions where the aircraft may have to be towed into position to takeoff, due to lack of visibility. A combat pilot, *Copeland* has flown the fastest to the slowest, jet to helicopter, during his lengthy career and is presently assigned to the *18th Aviation Company* as Chief Check and Standardization Pilot.

—CWO Edward J. Borasch

Veteran AA Receives Soldier's Medal for Heroism

Capt. Lawrence F. McKay, an Army aviator assigned to the USAREUR Flight Detachment in Heidelberg, Germany, is shown receiving the *Soldier's Medal* (r.) for heroism from *Maj. Gen. Harold K. Johnson*, Chief of Staff, Central Army Group in Europe during a formal Hq USAREUR retreat parade held on April 7th.

Capt. McKay was given the award for rescuing a fellow pilot, *Maj. Carl A. Colozzi*, from the wreckage of a burning L-23 airplane last December. The aircraft had crashed on a mountainside at night in dense fog while on an instrument approach to an airport at Madrid, Spain, and *McKay*, acting as co-pilot for *Colozzi*, stayed in the airplane to extricate *Colozzi* who had been

knocked unconcious and caught in the burning wreckage.

Although badly injured himself, *McKay* managed to pull *Colozzi* out and clear of the aircraft seconds before the gas tanks exploded and the L-23 disintegrated in flames. The driver of a charter bus, coming along a little used road near the isolated area, sighted the flames and took both pilots out of the mountain and down to a village where they received badly needed medical attention before being evacuated to a military hospital.

—Capt. Frederick B. Weller

Campbell's 91st Trans Co On Orders to USAREUR

The *91st Transportation Company* (*Lt Hel*), which recently formed the 33rd Chapter of AAAA, will depart Fort Campbell, Kentucky, in June 1960 for their new assignment at Finthen Airfield, near Mainz, Germany. Activated in September of 1958 for training and eventual assignment in general support of the *101st Airborne Division* at Fort Campbell in June of 1959, the unit expects to fly support missions for the *505th Airborne Infantry* in Germany.

—WO Lawrence J. Gutman

HIGHLIGHTS

AAAA
News

WASHINGTON, D.C.

Heavy Agenda

Scheduled to convene at the Sheraton-Park Hotel in Washington, D.C., on May 13-14, the newly elected members of the *National Executive Board* of the AAAA will cover a broad business agenda during their first executive meeting of the '60-'61 membership year.

The ten members elected by the membership during the February-March national balloting, together with the newly elected Regional Presidents, will return the *'60-61 slate* by executive ballot from among their own number. The new Board will also elect the three *"Members-at-Large"* to the National Exexcutive Board in a subsequent action.

In other actions, the new Board will review the *By-Laws* of the Association prior to a publication of a new set of By-Laws as revised through March 31, 1960. The *annual audit* covering the Association's fiscal operations for the April 1, 1959-March 31, 1960 period will also be examined.

To Review Convention Plans

General planning for the *1960 Annual Convention* will also be reviewed by the Executive Board at the May 13-14 meeting, as will be the recent Chapter applications *for activation* received by the National Office. The Board, in a companion step, will also review the *Regional-Chapter structure* through March 31, 1960, so as to record the dissolution procedures taken by inactive Regions and/or Chapters.

Regional and *Chapter Presidents* are encouraged to attend and participate in the May 13-14 Board Meeting, if in the Washington area on these dates. Exact meeting places and times may be obtained by contacting the Washington office of *Joseph E. McDonald, Jr.*, De Havilland Aircraft of Canada, Ltd.

THE ARMY AVIATOR'S CHALLENGE

An Address by General von Kann to Fort Monroe Members of AAAA

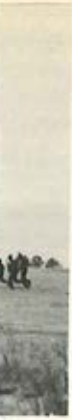
I am the Director of Army Aviation. This title, in itself, is a bit misleading, for actually I am in charge of 12 aviators and no aircraft. Now this is not a pre-lenten exercise in humility, but I feel that the misunderstanding associated with my position is indicative of misunderstanding of Army aviation in general.

Somehow, an officer as he pins on a pair of wings automatically becomes suspect by most of his fellow officers as now belonging to some slightly alien movement. These suspicions may have their grass roots in the birth pangs associated with another type of aviation element that was part of the Army not too long ago, and continue to evolve as the present Army aviation program grows.

Both within and without this program, a few individuals have expressed fears over certain trends which did not appear healthy for the Army as a whole. Whether the evidence was real or imaginary, they felt we were deliberately moving away from the small unit commander, decreasing our responsiveness, and showing unwarranted interest in airplanes as airplanes.

No matter how unjustified we may believe such fears to be, we must admit we are not entirely without blame. For example, even though there is an unequivocal Army position that there will be no separate Aviation Branch, we still see this debate continue. If we have not educated Army aviation on this and other basic issues we should not be too surprised or hurt when a non-aviator believes that once a man becomes a pilot, he has lost part of his objectivity.

The parachutist badge and the aviation badge are listed in Army Regulations as *ground* badges. This was not done by accident. The history of the airborne troops reflects a similar case of "growing



pains" in their early years. It was sometime before the stigma of specialism was removed from the airborne soldier. We should profit by this experience, so that the aviation badge meaning changes from *"Oh, he's a pilot"* to *. . . and in addition, he flies Army aircraft."* This distinction may be subtle, but it is important.

The present environment places a great responsibility on the individual aviator, for it is a challenge to him to be both a competent *specialist* and a *superior officer.* This is a most difficult task. With the increased complexity of our aircraft, increased instrument qualification requirements and increased aircraft types, a pilot is sorely pressed to be fully qualified in his flying job alone. When we add a demand that he be professionally qualified as an infantryman, artilleryman, tanker, staff officer, and commander, we are asking for the moon *and expect to get it.*

Basic Principle: Ground Support

How can we meet this challenge? I think the one guiding principle,, which should govern our every action, is that Army aviation is designed to operate in the environment of the "combat soldier."

For example, our administrative flying capability is a welcome bonus that we derive from the mere fact that the Army operates aircraft. It is a valuable asset which results in a real saving of time and money, in that our normal combat fleet has this peacetime potential.

But let's not forget that it is a bonus, not a principle mission. We are *not* in competition with MATS or the airlines. We do not intend to compromise our aircraft or our training to meet this need. There are many features that are nice to have on civil airways that have no application to combat; there are essential differences in our combat training and training for an airline transport rating. We must always put our focus on our primary mission and let secondary missions be truly secondary. We would all like to fly plush, high speed jet aircraft in our travels throughout the States. I'm positive our Army aviators are capable of flying any aircraft in any category. But such aircraft do *not* offer us a gain in tactical mobility and therefore have no place in our inventory.

We must meet the challenge of Army aviation by an individual aggressive effort to show our commanders our *tactical* potential. This applies especially to our aviation companies. We must not wait for the commander to call on us. We must go to

him and show were we can fit into his maneuver, facilitate his problems, and mesh with the combined arms team. There is no substitute for day to day operation with the troops. These efforts need not involve elaborate, high-level coordination. Sometimes movement of a squad is more important to a company commander than movement of a battlegroup is to a division commander. We cannot expect our units to properly use aviation if they never see it in the field.

Aviation is such a flexible tool that I'm sure the Army has only scratched the surface of its many applications. Its use is only limited by imagination. *General Clarke* could tell you an interesting story of the time he moved a rather large element of the 4th Armored Division at *night* using *L-19's*. The growth of the "air-cavalry" concept into our healthy Aerial and Reconnaissance Troop is another example of exploiting available resources to meet new ideas. There is certainly a reservoir of untapped methods and techniques to improve our value to the Army. In this regard, the unit aviator occupies a unique position, for he is in the ideal spot to evaluate the best means that aviation can enhance his own organization. This is the vital first step in generating realistic requirements.

Past Shows Steady Progress

The officer with vision is bound to be discouraged at times by the exasperating slowness the Army appears to exhibit in the face of change, but one only has to take a quick look back over the past decade to see how far we have progressed.

In 1950 the Army was operating about 900 airplanes, mostly L-16's and L-5's, and 65 observation helicopters. There were no Aviation Companies and there was no identifiable agency at DA level to supervise the program. We were essentially at the same level as at the end of World War II.

But with Korea as a catalytic agent, and with an enthusiastic nucleus of Army aviators, we have moved rapidly indeed. Further growth is inevitable, but it must be orderly.

We must demonstrate concrete capability to the Army as a whole. We must think not of the isolated growth of an element labelled "Army Aviation" rather we must program toward an increasingly air-minded, air-mobile Army. Last December the Combat Arms Conference, sponsored by CONARC, pointed up the fact that while ground mobility will remain essential for the next decade, the Army must increasingly look to the air to move men and materiel quickly.

Our "Home" is the Army

Army aviation is a broad term which encompasses fragmented organizations and individuals throughout the Army. We have no branch; there are no strictly aviation channels in the Army. To some aviators this might seem a drawback to have no "home."

But we must look to the broader view. Army aviation is organic aviation. Our "home" is our unit—our "home" is the Army. This is the only context in which we can grow to maturity and be recognized not only as pilots, but as flying soldiers.

In this regard, I am very pleased that tie *Army Aviation Association* is timing its annual meeting to mesh with that of the *Association of the United States Army*. This cooperation is an indication that Aviation is leading the way toward a coalescence devoid of "splinter" factions and dedicated to the "One Army" concept.

I cannot overemphasize how important this intangible attitude is to our future. How much depends on our understanding that the AAAA is not just a group of pilots, but an organization of individuals who believe in the future of the Army and who believe that this future lies more and more above the ground.

Have You Renewed? Cut-Off Date is May 31st

Second (and final) *Dues Notices* for the '60-'61 membership year ending March 31, 1961 were mailed to all non-renewal members of *AAAA* on April 15, 1960.

Members who intend to renew their membership for the current '60-61 membership year are urged to do so prior to the membership "cutoff date" of May 30, 1960.

Approximately 68% of the Association's 5,301 members had renewed their affiliation with *AAAA* through March 31st.

Members insured under the AAAA's Flight Pay Protection Plan are reminded that their coverage is subject to cancellation on May 31st should they not elect to renew their '60-'61 AAAA membership.

Alamo Chapter Activiated In San Antonio Area

Army, National Guard, Reserve, and civilian members within the greater San Antonio-Fort Sam Houston area activated the *Alamo Chapter* of AAAA in mid-April, joining the *Fort Hood Chapter* and the *Camp Wolters Chapter* within the *Texas Region.*

With the impetus provided by *Col. Lester F. Schockner* and *Capt. William R. Briot,* some 37 members elected their initial three-component slate of officers (see *NEW OFFICERS*).

The new Chapter plans to consolidate its large membership prior to pursuing a quarterly membership meeting program.

Bluegrass Chapter Members Hear French Liaison Officer

Major Hilaire Bethouart, French liaison officer with the U.S. Army Aviation Board, Ft. Rucker, Ala., is shown above addressing

the initial '60-'61 Chapter meeting of Fort Knox's *Bluegrass Chapter.*

Speaking before a gathering of AAAA members and their wives, *Bethouart* provided first hand insights into helicopter operations in Algeria. The personable French officer also presented a recent documentary film covering French helicopter operations in that country.

During the business portion of their "social-business" meeting, the Chapter members installed their '60-'61 slate of officers (See *NEW OFFICERS*).

Capt. Harold T. Campbell (VPR), *Capt. William D. Brooks,* (VPG), and *Capt. George R. Cote* (Pres) are shown in left to right seating at the speaker's table. (Photo, SFC Louis E. Rains, 64th Trans Co.)

Ready Chapter Banners for Early Issue

Chapter banners—approximately 3 feet x 4½ feet in size—are currently being manufactured in Washington, D.C., for ultimate issue to chapters active during the '60-'61 membership year.

The colorful banners, designed for use at organizational meetings, will bear the individual name of the chapter. Present

plans call for the immediate issue of banners to those chapters that attain 100% renewal for the '60-'61 membership year, with later issue to those chapters sending a Delegate to the *AAAA Convention* in August, '60.

National Board member *Joe McDonald* is handling details of the D.C. manufacture and urges those chapters desiring a distinctive banner to return their '60-'61 slate to the National Office.

Monterey Chapter Membership Pursues Reorganization

Members of the *Monterey Chapter* of the AAAA are shown (r., above) following a discussion of plans for the reorganization of the Association's fourth oldest Chapter activity. The planning session was held prior to a Chapter luncheon at Fort Ord's Soldiers Club. From left to right are *CWO Gordon Coles,* Treasurer; *Capt. Silas W. Bass,* Executive Vice President; *Capt. Leroy H. Hoefler,* Chapter President; and *Capt. Donald I. Hobbes,* Secretary. (U.S. Army photo).

Make Your Reservations Now!
AAAA Annual Meeting
August 7-8, 1960

DESCRIPTION

The James H. McClellan Safety Award is an annual award sponsored by the many friends of James H. McClellan, a former Army Aviator who was killed in an aircraft accident in 1958. This Award will be presented under the auspices of the AAAA to a person who has made an outstanding individual contribution to Army aviation safety for the 1959 calendar year.

Sponsored by the AAAA, the Award to the Army Aviator for 1959 will be presented to an Army Aviator who has made an outstanding individual achievement during the 1959 calendar year.

The Hughes Award, sponsored by the Hughes Tool Company—Aircraft Division, is a unit award to be presented to a unit that has, as an organized unit effort, demonstrated an outstanding capability of employment of aircraft in furtherance of the Army mission.

ELIGIBILITY

All individuals—civilian or military—are eligible as nominees for the James H. McClellan Safety Award. A candidate for the Award to the Army Aviator for 1959 must be a rated Army Aviator in the active U.S. Army or in one of the Army Civilian Components. Membership in the AAAA is *not* a requirement for either Award.

Any organized aviation unit is eligible for the Hughes Award.

DOCUMENTATION

The Association welcomes nominations from the AAAA membership. Those submitted for consideration should include brief supporting data,

Nominees from membership Sought for . . .

AAAA Awards

preferably typed. Nominations should be forwarded to:

Colonel Robert M. Leich
Chairman, National Awards Committee
P.O. Box 869
Evansville, Indiana

SUSPENSE DATE

Nominations submitted for consideration should be submitted so as to reach the Chairman on or before June 15, 1960.

PRESENTATION

The three awards will be presented at the Awards Luncheon to be held on Monday, August 8th, during the 1960 AAAA Convention in Washington, D.C. Every effort will be made to insure the personal attendance of the Awardees and unit representatives at the award ceremonies.

SIGNIFICANCE

The three Awards have broad significance to Army aviation in particular, and to the U.S. Army in general. Every effort should be made at local levels to familiarize those persons directly concerned with Army aviation with these Awards.

NEW OFFICERS

Fort Monroe Chapter

President: Col. Edgar C. Wood
Exec VP: Lt. Col. James A. Shelton
VP, Army Affairs: Maj. Charles C. Watts
VP, Industrial Affairs: Maj. Robert H. Hurst
VP, Public Affairs: Maj. William S. Hawkins
Treasurer: Cap. Robert L. Head
Secretary: Capt. Earl B. Montgomery

Davison Army Airfield Chapter

President: Capt. Daniel C. O'Hara
Exec VP: Capt. Eric Williams
VP, Army Affairs: Capt. Paul Roundy
VP, NG Affairs: Capt. Robert B. Knowles
VP, Reserve Affairs: Capt. Arthur Brzoska
VP, Industrial Affairs: To be elected.
VP, Public Affairs: To be eleced.
Treasurer: Capt. James Maschmann
Secretary: Capt. Billy E. Rutherford

91st Trans Co Chapter

President: Maj. Orman E. Hicks
Exec. VP: Lt. Alden G. Hannum
VP, Army Affairs: CWO Billy J. Long
VP, Industrial Aff.: Capt. Howard J. Tuggey
VP, Public Affairs: WO Lawrence J. Gutman
Treasurer: CWO William H. Ruffin
Secretary: Lt. William J. Dimon

Alamo Chapter

(San Antonio, Texas)
President: Lt. Col. Don, R. Beseth
Exec VP: Capt. William R. Schmidt
VP, Army Affairs: Capt. Donald R. Miller
VP, NG Affairs: Capt. Thomas W. Loftin
VP, Reserve Affairs: Maj. Bill Rinkle (Ret.)
VP, Industrial Affairs: Capt. Billy B. McPhail
VP, Public Affairs: Capt. Richard A. Humes
Treasurer: Capt. William R. Broit
Secretary: Capt: John W. Lauterbach

Bluegrass Chapter

(Fort Knox, Kentucky)
President: Capt. George R. Cote
Exec VP: CWO Frederick G. Lieb
VP, Army Affairs: Maj. Amore V. Juliano
VP, NG Affairs: Capt. William D. Brooks
VP, Reserve Affairs: Capt. Harold T. Campbell
VP, Industrial Affairs: CWO George W. Cox, Jr.
VP, Public Affairs: Maj. Eldon O. Basham
Treasurer: Lt. George B. Milburn
Secretary: CWO Gerald D. Verbeek

Fort Riley Chapter

President: Maj. Nicholas G. Psaki
Exec VP: Capt. Loren D. Eaton
VP, Army Affairs: Capt. G. Sink
VP, Indus. Aff.: Lt. Col. Kenneth L. Langland
VP, Public Affairs: Capt. James R. Kitts, Jr.
Treasurer: Capt. Richard H. Scott
Secretary: Lt. Charles G. Taylor

NEW OFFICERS

Fort McClellan Chapter

President: Maj. William B. Cooper
Exec VP: Capt. Marvin E. Kemp
VP, Army Affairs: Lt. Walter N. Wharton
VP, NG Affairs: Lt. Col. James P. Fex
VP, Industrial Affairs: Lt. John H. Fellerhoff
VP, Public Affairs: Lt. Bobbie B. Fernander
Treasurer: Capt. Lloyd A. Gimple
Secretary: Capt. Donald E. Keen

Thunderbird Chapter

(Oklahoma City, Oklahoma)
President: Capt. Chester A. Howard
Exec VP: Lt. James L. Smith
VP, Army Affairs: Maj. Ned B. Baker
VP, NG Affairs: Capt. Donald .D Wolgamott
VP, Industrial Affairs: To be elected.
VP, Public Affairs: Lt. Col. August L. Guild
Treasurer: Lt. Donald M. Stevenson
Secretary. Lt. Charles R. Jones

Pikes Peak Chapter

(Fort Carson, Colorado)
President: Maj. Robert J. Jeffrey
Exec VP: Capt. Eldward E. Crow
VP, Army Affairs: Lt. Billie A. Davidson
VP, NG Affairs: Capt. Joseph Levinson
VP, Reserve Affairs: To be elected.
VP, Industrial Affairs: Lt. John G. Matthews
VP, Public Affairs: Lt. William A. Kilpatrick
Treasurer: Lt. Ronald E. Dale
Secretary: Capt. Arnold R. Pollard

Make Your Reservations Now!
AAAA Annual Meeting
August 7-8, 1960
AUSA Annual Meeting
August 8-10, 1960
Sheraton-Park Hotel
Washington, D.C.

AAAA CALENDAR

FORT MONROE CHAPTER. April 1st. Business meeting, general Chapter elections. Fort Monroe Officers' Open Mess.

BLUEGRASS CHAPTER. April 15th. Social-Educational meeting. Speaker: Major Hilaire Bethouat, French Army liaison officer to U.S. Army Aviation Board. Topic: Helicopter operations in Algeria. Dinner-Dance. Installation of new Chapter officers. 7 p.m., Godman Branch of Officers Open Mess, Fort Knox, Kentucky.

91ST TRANS CO CHAPTER. April 22nd. Social meeting. Rendezvous Lounge, Fort Campbell Officers' Open Mess.

USAFFE REGION. April 30. Social-Educational Meeting. Speaker: Maj. Gen. Hamilton H. Howze, Chief, KMAG. Eighth Army Club.

JIMMIE L. HILTON CHAPTER. May 7. Combined social-educational meeting with LAWTON-FT. SILL and THUNDERBIRD CHAPTERS. Oklahoma City, Okla.

METROPOLITAN N.Y. CHAPTER. May 13th. Social-Educational meeting. Fly-around & static display of Grumman AO-1 Mohawk. Stag dinner followed by presentation and film by Grumman Aircraft representatives. Officers' Open Mess, First U.S. Army, Governors Island, N.Y.

NAT'L EXECUTIVE BOARD. May 13-14. First Membership Quarter meeting. Sheraton-Park Hotel, Washington, D.C.

FORT McCLELLAN CHAPTER, May 14th. Social-Educational meeting. 6 p.m., Fort McClellan Officers' Open Mess.

1ST CAVALRY DIVISION CHAPTER. May 28th. Social meeting (stag). Officers' Open Mess. 15th Aviation Company (Korea).

MILITARY AVIATION PLACEMENT SERVICE

The Association's *Military Aviation Placement Service (MAPS)* is intended to assist those AAAA members who desire employment within the general aviation industry. Individual members seeking employment, and Industry *(Corporate) Member* firms knowing of positions within their organization, or within the organzations of their customers, list 50-word "*summaries*" here to assist in the flow of "*qualification resumes*" from job applicants.

SALES MANAGER AVAILABLE. Ten years' experience in engineering liaison and sales management in airframe ground support equipment and engines Capable of organizing and heading national sales program for military and commercial aviation products manufacturer. Mechanical Engineer, rated Army Aviator (USAR), and CAA commercial S & MEL rated pilot. Resume on request. Write AAAA, Attn: MAPS 41, Westport, Conn.

FLIGHT-SALES-ADMINISTRATIVE. Former Army aviator, age 35; Commercial SEL, Helicopter & Instrument rated; 4,000 hours. Seeks position requiring high level flying ability and alert, adaptable mind, capable of handling administrative or sales duties. Recently returned after 2½ years ag flying in South America (Helicopter). Fair knowledge of Spanish. Married will relocate, if necessary. Available April 1. Write AAAA, Attn: MAPS 42, Westport, Conn.

HELICOPTER PILOTS - AP MECHANICS. Expansion of our fleet of 52 aircraft (48 rotary wing - 4 fixed wing) will create excellent career opportunites for selected, well qualified helicopter flight and licensed maintenance personnel. Gulf Coast leader. Write AAAA, Attn: MAPS 43, Westport, Conn.

SKILLED MECHANICS. New England manufacturer has need for numerous aircraft mechanics, skilled in sheet metal, electrical, and inspection work. Some engine (gas turbine). Long range program in production of helicopters. Re-work and overhaul. Write AAAA, Attn. MAPS 44, Westport. Conn.

GROUND SCHOOL INSTRUCTOR to teach an eighty hour course in aircraft maintenance to officers at Army installation. Job consists of delivering platform instruction in aircraft maintenance, conducting practical exercises in power plant trouble shooting on aircraft, and other related duties such as: writing lesson plans, examinations, and student handouts; planning and developing training aids for maintenance, etc. Write AAAA, Attn: MAPS 45, Westport, Conn.

ADMINISTRATIVE-MANAGERIAL. USAR Officer seeking employment in aviation industry. Senior Army Aviator with extensive command, staff, and flying experience, including special instrument, helicopter, and twin-engine ratings. Have BBA degree and will have MA degree in June, 1960. Desire position with administrative or management potential. Emolument secondary to genuine potential. Will travel. Write AAAA, Attn: MAPS 46, Westport, Conn.

· New Members ·

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Milton B. Halsey

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Jean P. Sams

LT. COLONELS
Cornell Pope
James P. Fex

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Robert W. Reisacher
Robert R. Yeats
Gregory L. Olney
Emmett S. Davis
James F. Thompson
Alfred J. Reese
Wayne R. Otto
Thos. E. Thompson
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CAPTAINS
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Thomas N. Hurst
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James C. Greenquist
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R.D. Magallanes
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Henry J. Dethlefs
Virgil P. McGuire
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John A. Lynch
Paul W. France
H.L. Hudson, Jr.
Walter E. Reiss
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John R. Mullins
Alvin L. Brooks
William P. Brake
Robert M. Jackson
Charles R. Ogle
John B. Fitch
Robt. R. Coleman, Jr.
Charles P. McLean
Herbert W.R. Banks
Wm. E. Dasch, Jr.

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Dana D. Batey
Clarence L. Strange
Donald L. Taylor
Bobby D. Breedlove
Robert L. Mason
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Bruce W. Pfann
Glenn A. Brown
Benjamin L. Merrill
Charles P. Nivan
Philip L. Eckstein
Richard S. Twitchell
Harold L. Smith
Warren H. Mercer
William A. Carter
Robert E. Wilkins
Robert A. Mangum
William L. Marsden
William A. Kilpatrick
David D. Dryden
Glenn A. Smith, II
Jimmy D.L. Roan
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Edwin H. Turner
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Charles M. Scott, Jr.
E.A. Mikasiewiczi
Donald R Clark
John C. Temple
J.R. Mollnhauer
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David M. Best
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Henry A. Thomas
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Conrad Davis
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Howard L. Knight
William D. Herron
Orlando Anzalotta
Daniel J. Rice
Francis N. Heredia
Everett H. Allen
Walter H. Koehler
Armit C. Tilgner
Thomas B. Deason
Lloyd W. Hulsey
Delbert A. Paul
Friedrich Burk
Marvin A. Owens
Oscar J. Wagner

WOs
Henry E. Nix
Robert A. Kibler
Walter F. Nunley
Thomas H. Fickle
Thomas L. Rasberry
Frank Roop

SFCs
Carroll Simpson
William D. Geiser
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Raymond A. Deluna
Clyde H. Johnson
Ernest M. Warner

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Jack C. Baynes
Lawrence J. Butler
Dennis A. Rudel
Thomas E. Cole
Clifton J. Bourg, Jr.
Jack H. Thomas

E-6s
Paul E. Meacham
James A. Cosden

SP-4s
Edward L. Resch
Robert R. Stallings
Donald A. Warfield

PFCs
Terry L. Watkins

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Bill Rinkle
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ARMY AVIATION ASSOCIATION FLIGHT PAY PROTECTION PLAN

NAME .....
Please print Rank Name Serial Number Years Service for Pay Purposes

MAILING ADDRESS .....

AMOUNT OF ANNUAL FLIGHT PAY .....

I certify that I am currently on flying status with a U.S. Army unit and am entitled to receive incentive pay, that I am in good health at the time of making this application, and that no action is pending to remove me from flying status for failure to meet physical standards. I authorize AAAA, or AAAA-designated representatives to examine all official medical records that may be pertinent to any claim that I may submit. I understand that my coverage shall become effective upon the first day of the month after the postmark month in which I make application for the coverage.

SIGNATURE OF APPLICANT ..... **DATE** .....

☐ I am an AAAA Member. ☐ I am not an AAAA Member but my $6 membership dues are inclosed.
Application for coverage must be accompanied by a check or money order for annual premium. The annual premium charge is one per cent (1/100th) of ANNUAL flying pay. Make payable to and send remittance to AAAA Flight Pay Protection Plan, Westport, Connecticut.

SEMI-ANNUAL

claims review

SUMMARY THROUGH MAR. 31, 1960

Members insured under FPPP.	3,761
Total claim alerts received.	70
Returned to F/S without loss:	9
Indemnified & returned to F/S.	11
Current claims.	36
Pending claims (awaiting data).	12
Ruled invalid (see 32 & 39).	2
Total indemnities paid.	$83,107.50

Claims for which indemnities are currently being issued, and claims that are pending documentation or underwriter approval, are indicated by an asterisk (*).

FILES 1-10

MAJOR (File 1). Meniere's syndrome. Received maximum 24 monthly payments totaling $5,160.00.

CAPTAIN (File 2). Arthritis. Received 23 monthly payments prior to return to F/S, totaling $4,715.00.

CAPTAIN (File 3). Meniere's syndrome. Received maximum 24 monthly payments, totaling $4,920.00.

CWO (File 4). Muscular atrophy of left shoulder. Received maximum 24 payments, totaling $3,240.00.

LIEUTENANT (5). Respiratory condition. Received 6 monthly payments prior to return to F/S, totaling $960.00.

*LIEUTENANT (6). Nerve ailment in shoulder and back. Has received 22nd monthly payment. Total to date: $3,520.00.

CWO (7). Ileitis. Received 9 payments prior to return to F/S. $1,125.00 indemnities paid.

CAPTAIN (8). Transient numbness of face and arm. Returned to F/S prior to the loss of flight pay.

LIEUTENANT (9). Recurring disability due to injuries received in automobile accident. Received 3 payments prior to return to F/S. $480.00 indemnities paid.

CAPTAIN (10). Diabetes. Received 15 payments. $3,075.00 indemnities paid.

FILES 11-20

CAPTAIN (11). Hernia. Returned to F/S prior to the loss of flight pay.

*CAPTAIN (12). Cardiac condition. Has received 20 payments. $4,000.00 indemnities paid.

LIEUTENANT (13). Meningitis. Received 10 payments prior to return to F/S. $1,700.00 indemnities paid.

MAJOR (14). Hepatitis. Has received 14 payments. $3,080.00 indemnities paid.

LIEUTENANT (15). Sacroiliac condition. Returned to F/S prior to the loss of flight pay.

*CAPTAIN (16). Demyelinating disease. Has received 17 payments to date. $3,485.00 indemnities paid.

*CAPTAIN (17). Eye infection. Has received 17 payments to date, $3,230.00 indemnities paid.

*LIEUTENANT (18). Deviated septum/polyps. Has received 15 payments to date. $2,550.00 indemnities paid.
*CAPTAIN (19). Cardiac condition. Has received 17 payments to date. $3,485.00 indemnities paid.
*CAPTAIN (20). Eye surgery. Has received 15 payments to date. $2,850.00 indemnities paid.

FILES 21-30

*CAPTAIN (21). Cardiac condition. Has received 12 payments to date. $2,460.00 indemnities paid.
*LIEUTENANT (22). Injuries, burns following Army aviation accident. Has received 10 payments to date. $1,500.00 indemnities paid.
*CWO (23). Visual deficiency. Has received 13 payments. $1,755.00 indemnities paid.
MAJOR (24). Broken leg in skiing accident. Returned to F/S prior to the loss of flight pay.
*CAPTAIN (25). Ulcers. Has received 12 payments. $2,160.00 indemnities paid.
CAPTAIN (26). Ulcers. Returned to F/S prior to the loss of flight pay.
*CAPTAIN (27). Ulcers. Has received 11 payments. $2,255.00 indemnities paid.
*CWO (28). Arthritis. Has received 11 payments. $1,485.00 indemnities paid.
LIEUTENANT (29). Migraine condition. Received 8 payments prior to return to F/S. $582.50 indemnities paid.
*CAPTAIN (30). Hypertension. Has received 9 payments to date. $1,845.00 indemnities paid.

FILES 31-39

CWO (31). Broken elbow incurred in volleyball game. Received 4 payments prior to return to F/S. $520.00 indemnities paid.
CAPTAIN (32). Hearing loss. Incurred within 30 days after initial purchase of coverage. Ruled invalid under Form 908-C.
*CAPTAIN (33). Injuries received in Army aviation accident. Has received 8 payments to date. $1,640.00 indemnities paid.
*LIEUTENANT (34). Hemophilia. Has received 10 payments to date. $1,000.00 indemnities paid.
LIEUTENANT (35). Hepatitis. Returned to F/S prior to the loss of flight pay.
CAPTAIN (36). Malaria. Received 6 payments prior to return to F/S. $990.00 indemnities paid.
*LIEUTENANT (37). Acute rhinosinusitus. Has received 4 payments to date. $600.00 indemnities paid.
LIEUTENANT (38). Hepatitis. Received 3 payments prior return to F/S. $384.00 indemnities paid.
LIEUTENANT (39). Ulcers. Incurred within 30 days after initial purchase of coverage. Ruled invalid under Form 908-C.

FILES 40-50

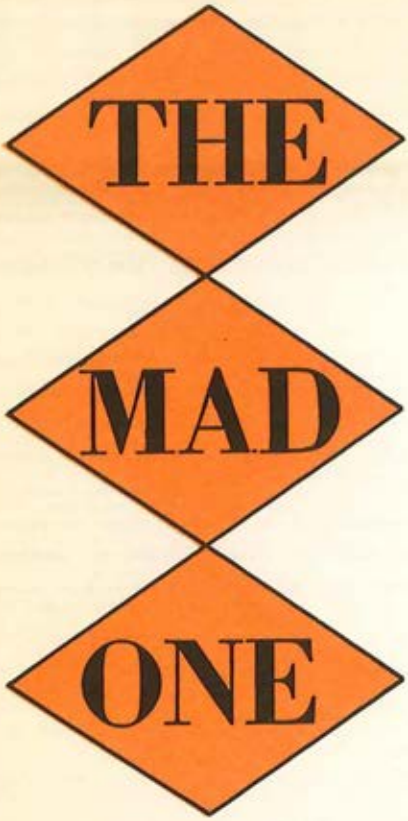
*CWO (40). Hearing loss. Has received 6 payments to date. $750.00 indemnities paid.
CAPTAIN (41). Broken elbow suffered in organized athletics. Received 3 payments prior to return to F/S. $615.00 indemnities paid.
CWO (42). Hepatitis. Received 1 payment prior to a return to F/S. $110.00 indemnities paid.
*CAPTAIN (43). Vasomotor instability. Has received 6 payments to date. $984.00 indemnities paid.
*CAPTAIN (44) Hypertension. Has received 5 payments to date. $830.00 indemnities paid.
*MAJOR (45). Tumor. Has received 5 payments to date. $920.00 indemnities paid.
*LIEUTENANT (46). Bronchial asthma. Has received 5 payments to date. $800.00 indemnities paid.
*CAPTAIN (47). Diabetes. Has received 10 payments to date. $1,565.00 indemnities paid.
*LT. COLONEL (48). Hearing loss. Has received 5 payments to date. $1,235.00 indemnities paid.
*LIEUTENANT (49). Ulcers. Has received 5 payments to date. $400.00 indemnities paid.
*LIEUTENANT (50). Loss of consciousness. Has received 5 payments to date. $640.00 indemnities paid.

FILES 51-60

*MAJOR (51). Cardiac condiion. Has received 5 payments to date. $960.00 indemnieies paid.
*LT. COLONEL (52). Visual deficiency. Awaiting initial claims data from claimant.
*MAJOR (53). Injuries following Army aviation accident. Awaiting initial claims data from claimant.
*SP/6 (54). Hearing loss. Has received 5 payments to date. $500.00 indemnities paid.
*CWO (55). Neurological disorder. Has received 9 payments to date. $990.00 indemnities paid.
*CAPTAIN (56). Bilateral apacil blebs. Has received 4 payments to date. $592.00 indemnities paid.
*CAPTAIN (57). Cardiac condiion. Has received 3 payments to date. $456.00 indemnities paid.
*CWO (58). Back injuries suffered in Army aviation accident. Awaiting initial claims data from claimant.
MAJOR (59). High blood pressure. Returned to F/S prior to the loss of flight pay.
*CAPTAIN (60). Knee injury suffered in organized athletics. Awaiting initial claims data from claimant.

FILES 61-70

*LIEUTENANT, ARNG (61). Hodgkins Disease. Awaiting ruling from underwriters following submission of claims data.
*LIEUTENANT (62). Ulcer. Awaiting ruling from underwriters following submission of claims data.
LIEUTENANT (63). Hepatitis. Returned to F/S prior to loss of flight pay.
*CWO (64). Grounding notification received; medical reasons not cited. Claim forms forwarded to claimant.
MAJOR (65). Visual deficiency. Corrected and given waiver to return to F/S prior to the loss of flight pay.
*LIEUTENANT (66). Struck in eye by shotgun pellet during hunting accident. Awaiting initial claims data from claimant.
*LIEUTENANT (67). Vasomotor instability. Awaiting initial claims data from claimant.
*CAPTAIN (68). Possible ulcerated lung. Awaiting initial claims data from claimant.
*LT. COLONEL (69). Grounding notification received; medical reasons not cited. Awaiting initial claims data from claimant.
*LIEUTENANT (70). Chronic Laryngitis. Awaiting ruling by underwriters following the submission of claims data.



Every once in awhile, we paint ourselves into a corner by committing a *"distribution"* error and catching a *"Mad One."* We're not going to detail the exact point where our organization errs (this would be a lengthy editorial), but here's what it comes down to . . .

We try our very best to contend with the transfers, promotions, TDY's, schooling, and pre-embarkation R & R's of some 6,500 persons, each "little" shift necessitating a file and stencil change.

Can of worms? Not necessarily so.

By and large, we have complete confidence in the thousands of friendly subscribers through whose consideration we exist. We can sympathize with those few persons who are on what seems to be a perpetual "merry-go-around" of education, reassignment, and what have you.

Should we sin by mis-typing or mis-reading an address change come right back at us with a *UR*. If you wish, brace us if we don't tally with your "vie a la suitcase."

A pleasant note or a good racking—both will get results. But by checking back into the net after a 6-8 month distribution blackout we'll match your toe-dancing on the outskirts of apoplexy.

As our audience, you deserve nothing but the finest treatment. *We try—by every means—to accommodate you.*

—The Editor