

# ARMY AVIATION

VOLUME 2, NUMBER 5

MAY, 1954

THE SEASON'S STILL OPEN!  
BAG ONE!

726 ELEVENTH AVENUE, NEW YORK, 19, N.Y.



Downwind Leg



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## COVER

The Statue of Liberty in New York Harbor as seen from a low downwind leg in the Governors Island, New York, traffic pattern. A familiar sight to First Army pilots, transients, and those clearing the NY POB for points East.

The Newark skyline is in the background; gaping tourists in the foreground. Official Signal Corps photograph by Captain Mervin W Arpe, Signal Corps, on official photo mission flown by Capt James O Townsend (1953).

The \$64 question for AA's who claim twenty-twenty vision or better: What is the title of the book in Miss Liberty's left hand? You should have little difficulty; the tablet is 23'7" long and 13'7" wide.

Other interesting facts: She's slightly overweight, weighing 450,000 lbs and her waist is a starchy 35 feet. She will remain a "Miss" Her ring finger measures a mere three feet, 6 inches.

## BELL

Bell "Rotor Breeze" carries the news that within the next six months, approximately 40 Bell H-13 helicopters will be on duty with Army National Guard units, according to the NGB. An initial delivery of fourteen H-13 helicopters already has left the Bell plant at Fort Worth. These aircraft are destined for service with N.G. units in Georgia, Maryland, Mississippi, South Carolina, New York, New Jersey, Connecticut, Pennsylvania, Massachusetts & Ohio.... The Ministry of Public Health of Colombia is scheduled for an early shipment of ten Bell Model 47G's to be used as insecticide "bombers" in the South American country.... The first Japanese-built helicopter, a Bell Model 47D-1, has been delivered to the Japanese National Security Force. Constructed in Kobe, the helicopter is the first evidence of the manufacturing license agreement between Bell Aircraft Corporation and the Nippon Machinery Trading Co. of Tokyo. Bell has a second agreement with an Italian firm in Milan, Italy. Both production lines are gradually being converted to the Model 47G configuration.

## BEECH

Beechcraft News Release announces that the first U.S.-built Beechcraft T-34 Mentor military trainers have been accepted by the National Safety Forces of Japan. This marked the first milestone in a program which will see sizeable quantities of U.S.-designed airplanes produced by Japanese manufacturers, under license, for the National Safety Forces of Japan. In another license-contract agreement, Beech gave the Canadian Department of Defense the right to assign production of the Beechcraft T-34 Mentor military trainer to a Canadian manufacturer.

## PIASECKI

Piasecki "Tandemeer" reports that Army units of the National Guard will receive approximately eighty-eight (88) helicopters during the next 12 months, according to a recent Army press release. The helicopters will be used for training N.G. personnel in photography, ambulance service, and other missions. They will also be available for local emergency use by the Guard. An eventual total of two-hundred and seventy-two (272) is scheduled. Same issue (Apr 9th) devotes a pictorial "spread" to "Operation Skydrop" at Fort Bragg. The operation, essentially a tactical mission for XVIII Corps paratroops, gave the 509th Helicopter Transportation Company an added opportunity to coordinate with the rest of the medical teams in the evacuation of injured personnel. The 509th is the first of the Army's TO units to operate H-25 "Army Mules." In addition to supplying this flying ambulance, H-25's from the 509th were used for the transportation of personnel to the drop zone.

Army aviation and production news is welcomed from all aircraft concerns.



# AA USARCARIB

The 937th Engineer Aviation Company, currently supporting operations of the Inter American Geodetic Survey, is the only Engineer Aviation Company in existence. Aircraft and personnel of the Unit are stationed throughout Latin America.

The Company was activated under T.O. & E. 5-500 on 26 May 1952, as the 537th Engineer Aviation Detachment by General Order Number 11, Headquarters, The Engineer Center, Fort Belvoir, Virginia. The initial Commander was Major Thomas J. Sabiston, CE. The unit was redesignated and reorganized under the same T.O. & E. on 15 February 1953 by General Order Number 5, Headquarters, USARCARIB. The T.O. & E. provides for a strength of 29 officers and forty-two enlisted men and aircraft consisting of twelve H-13's, ten L-19's, six L-20's and one L-23.

The Unit has aircraft operating in Mexico, Bolivia, Honduras, Peru, Costa Rica, Nicaragua, Colombia, Venezuela, Ecuador, Brazil, Cuba and the Lesser Antilles.

Aircraft of the Unit are operated over every conceivable type of terrain, from the tropical rain forests of the Amazon Basin to the Andes mountains, and in very erratic weather conditions; navigational aids are widely separated, or non-existent, and at times, where available, very unreliable, due to weather conditions... Sudden IPR conditions over very rugged terrain are not unusual.

Aircraft are painted white and equipped with special survival kits in case forced landings have to be made in jungle areas. The very nature of the operation that the Unit supports necessitates operations from strips and fields that approach the service ceilings of the light aircraft.

At the present time a few experienced pilots, veterans of World War II and Korea are assigned to the Unit but the majority of officer personnel have just completed flying school. New pilots claim flying for the 937th is hazardous but the veterans say the conditions are the most hazardous ever experienced.

Despite problems encountered, the Unit is providing successful air support to an organization engaged in mapping more than ten million mi. of Latin America. AA's presently assigned to the 937th Engr Aviation Company include the following: Major Thomas J. Sabiston, CO, (Hq, Canal Zone), Capt Victor M. Hernandez,



(Hq, CZ; Capt Charles F Kieffer (Nicaragua); Capt James R Woods (Nicaragua); Lt John R Dome (Nicaragua); Lt Wilbur S Hudson (Nicaragua); Capt Charles B Badgett, (Brazil); Capt Kenneth K Funchess, (Brazil); Capt Ralph L Warren (Brazil); Lt. William L McKeown (Brazil); Lt. Dean C. Weener (Brazil); and Lt. Joseph M Balint (Honduras).

In other Latin American countries are Lt Henry P Leighton (Peru); Capt Joseph Bermudez, Jr. (Colombia); Capt Charles Black (Colombia); Capt Ralph L Trew (Colombia); Lt Cletus C Culp (Colombia); Capt George B Brockway (Venezuela); Capt Hector Mendietta (Bolivia); Capt John Bergner (Cuba); Capt John A LaMontia (Mexico) & Lt. Perry S Marlin (Costa Rica).

## NY-POE

Caven Point, New Jersey, was the scene of considerable activity in late April when eighteen H-19D cargo-type copters of the 328th Helicopter Company arrived there prior to shipment to EUROM. The H-19D's made the cross-country from Fort Riley, Kansas under the command of Captain Bill Rinkle, and were scheduled for shipment to Europe aboard the aircraft carrier, USS Tripoli. The 328th is the first helicopter company to be shipped to Europe and is expected to be stationed in EUROM at Heidelberg, Germany.

## RILEY

Lt Glenn M. Ebaugh, the last Mohican in the recently deactivated 10th Inf Div at Fort Riley, adds this Riley news. A new helpr company will be coming there shortly to replace the EUROM-bound 328th H-Co. The 93d Helpr Maint Det (Capt Dowling-CO) is there already. Following Flashburn, he expects company in the 37th Inf Div Avn Section who'll transfer to Riley from Cp Polk in May. Glenn's now with the AGS as an AA.

If you've changed your residence or your assignment recently, your issues may be forwarded back to us... Let us know where you hang your hat now. An Army Form - DD Form 415 (Free) or a regular Post Office Change of Address Form (2g) will do it..







## Pro's Say...

HQS, 7TH U.S. DIVISION IN KOREA—For the third time in recent months, the 7th Aviation Company was called upon to support the 7th Division in the field. Months of preparation, research and organization for the Aviation Company were put to the test as they participated in a recent division maneuver in direct support of IX Corps.

"Lucky Seven," as the company is known, reportedly demonstrated that efforts to make it a flexible combat unit had produced the desired results.

The Aviation Company's first mission was to send out a "combat flight" as a self-supporting unit, a job which was undertaken by "C" Flight. The flight left the Aviation Company base on the 1st day of the exercise and moved to A-12, where it organized and prepared to carry out any further missions they might be called on to perform.

While based at A-12, "C" Flight pilots were checked out on the surveillance zone of the 40th Division where the maneuver was held. With the cooperation and support of the pilots and men of the 40th Division, the Bayonet Division aviators flew regular surveillance flights so that they could in turn check out other men.

"B" Flight was next to leave the Aviation Company Base, moving to A-35, the main base of operations for "Lucky Seven" during the exercise. This advance party was organized and in operation as the remainder of the company in the rear area was preparing to move out. At no time during the operation was there any interruption of company support flights.

On the third day of the Exercise "A" and "Base" Flights moved from rear headquarters and joined the advance party at A-35. By noon of that day "C" Flight had also moved into the strip and the entire company was ready to operate in support of ground forces.

## HUACHUCA

Capt William Chaires pens the brief note that Fort Huachuca, Arizona, a new name to be reckoned with in Army aviation, is a wonderful place to fly with visibility being reported at 70 miles each day. Our "over the left shoulder" peeper, Captain Walt Pitt of Devens 24th Sig Bn then commented: "H--l, I know the boys at Carson will come right back with their 125-mile visibility reports." At any rate, the visibility must be about the same as other places. It was bad the day Capt. Chaires lost his "Turkey Shoot Bag" (he couldn't find it again!) and it must have been good the day he "bagged" Capt Gilbert N. Parkinson, Capt Willis C Dyer, & Lt. William F Denman. They gave him money, not paper.

During the exercise each flight was in support of a regiment and an artillery battalion. "A" Flight supported the 17th Infantry and 49th FA Battalion; "B" supported the 31st Infantry and the 57th FA Battalion; and "C" Flight, the 32d Infantry and the 48th FA Battalion.

Missions flown by the three flights included message drops & pickups, photo missions, surveillance, radio relays, reconnaissance, intelligence flights, freight and passenger hauls, straffing runs, and convoy control.

These operations gave ample opportunity for demonstrations of the company's flexibility and mobility. The self-supporting role of the individual Aviation Company elements brought praise from higher headquarters as the "Lucky Seven" demonstrated its valuable support to the 7th Division.

(Ed. Above news release was remitted to the Newsletter by the Office of Public Information. The name of the author was not given.)

## ISTANBUL

Army aviators serve in many far-off stations. We're happy to receive this report from Capt Clifford J Kalista who summarizes Army aviation in Turkey:

Having been stationed in Ankara, Turkey, for the past two years has put me a little out of touch with our greatly expanded program and a lot of my old friends. The Newsletter helps fill the gap. However, I am not far removed from AA since my job is aviation advisor to the Army Aviation Program in the Turkish Army. The job is very interesting & is a "positive" challenge to all of the "pat" solutions applicable elsewhere.

The Turks have L-18B's and L-18C's which are souped-up Piper Cubs. We handle the complete pilot training program in the Turkish Army from raw pilot volunteer to be-winged aviator all under direct Army control (something the U.S. doesn't have). We also train the unit mechanics. Presently, I am the only aviator here in Turkey since Capt Harold Roy left recently for 4th Army Headquarters.

Nonetheless, the Army Advisory Group has a fleet of planes for use, i.e., 2 L-17s, 2 LC-126s and 2 L-18s. Needless to say, I am anxiously awaiting Capt Roy's replacement and mine to help fly these aircraft.

I have had inquiries from several of the Turk aviators, especially those trained in the U.S. and who fought in Korea, if they could join us as subscribers, & I'd appreciate a reply.

My thanks to Maj Melvin C Monroe for the Complimentary Issue. I'm happy to join the club and any kudos connected with the subscription go to Mel Monroe.

(Ed: Send them in. We would also welcome an article from one of the Turkish AA's on a Turkish T/O, the type of missions & some of the problems encountered by Turk AA's in their supporting role. What are their annual minimums?)





## GERMANY

Capt Jim Townsend, who'll always be known to us as "The Fall Guy," picked up a new shingle recently. He's now the PIO of the 7th Army Aviation Section and here's his initial report to this publication:

Top news occurred March 11th, 1954, when the Aviation Section of 7th Army became a separate staff section with Lt Col B.A. Bache appointed Aviation Officer by General Order. The reorganization recognizes a Personnel and Administrative Division, a Logistics Division, an Operations and Training Division, and a Board of Flight Examiners.

We are in the process of making a full color film on the utilization of Army Aviation in Europe. The scenario has been prepared and the actual shooting is under way. It should prove useful in educating commanders as well as having something on hand when color TV breaks next spring... Most Division Aviation Sections are included to give as wide a representative sampling of the command as practicable. Who knows, there may be a star among us.

Make room in the "Congratulations Column" for "Randy" Palmer & "Dick" Kennedy, both of VII Corps, and "Chuck" Anders of the Board of Examiners. All became majors... We enjoyed the company of Lt Col Jim McCord as Deputy Army AO for a short while. He's now Aviation Officer of TRUST.

Lt Col O.G. Goodhand (VI Corps AO during WW II), now with NATO at Naples, visited with us recently. He included USAREUR Flt Detachment and Austria in his tour. (Ed. A PCS will find him in G-3, DA, in June) We recently welcomed Capt Robert R Stanfield and Arthur M Clarke to the Board of Flight Examiners. They are Instrument Flt Examiners with "feel arbiter" ahead. Capt R.W. "Rotary-Wing" Johnson just bugged off from the Flt Det here to become Aviation Officer of the 11th Engineer Gp @ Heidelberg.

My actual assignment here is Logistics Officer for the section. Don't let the high-sounding title of PIO throw you. As Logistics Officer, believe me, I've got my hands full.

## ALASKA

Ladd Air Force Base, Fairbanks, Alaska, is the home of the 4th Regimental Combat Team which boasts of an aviation section consisting of seven pilots, ten mechanics, one L-20, one H-13, and five L-19's.

Currently assigned aviators are Capts Robert J Ogden, Hubert A Thompson, Flavius K Simmons, and Ira Giefer and Lts Donald P Prandsen, Fred T Yamagata, & Fred Duke. We just finished operation NORTH STAR in February and operated successfully in minus 40 to minus 50 degree weather. Temperature extreme is from minus 50 in winter to plus 90 in summer. The problem of

meeting the instrument requirements is being straightened out and we all hope to meet the minimums by 30 June. Anxious to hear from anyone who knows any of us. Switches off!

Your Correspondent, Capt Hubert Thompson  
(Ed Note: APO is 731. Postmaster, Seattle)

## MONMOUTH



Red apples for the teacher? Chalk-talks? Even those who've been on extended RON's know Army aviation examinations "can happen here." They're on their way and here is how one unit is preparing for them:

In addition to the regular items that pilots carry to work each day, we, here at SCAAC, Fort Monmouth, have added a notebook. Other than the phone numbers of the beautiful girls here on the Jersey Coast (Come again!) they are filled with notes taken in the classes recently started at SCAAC. These classes are designed to orient or bring the pilots up to date and aid us in gaining the knowledge necessary to pass the forthcoming examinations in June.

The course covers ALL phases of the examination and at present is geared toward that goal. The first of its kind, sufficient time is allotted in the schedule to cover subjects such as weather, navigation, regulations, instrument flying and all the equipment that goes with it.

With capable personnel who have recently graduated from the various courses at Ft Sill, SCAAC is gifted with many instructors who will gladly accept responsibility if the student fails to learn. We really consider ourselves very fortunate to have such instructors even though they cannot take the exam for us.

We are armed with one Link Trainer & possess the hoods for some of the other aircraft. During the nice weather these aircraft are flying, and on days when we're not so fortunate with the weather, we go to work armed with bright red apples so the instructors will only ask us the easy questions. The course is a comprehensive one and is certain to be an asset to all of us who have let our flight manuals accumulate a second layer of dust. This is one of the many favorable features that go with being a member of SCAAC.

Your Correspondent, Lt R.L. Smith

## BRAGG

News from the 25th TAAM! Capt Bob Huie & Buff made the way to copters at Cl 54-P. Capt Emerson will be holding down the fort. (Just got the promotion 26 Mar.) Lt Sam Dugan will be RA to USAR - new life, new wife! Not married yet, but he'll be the day following release. Lt James Montgomery will get out this July. I've got a new addition to the family - a little lady called Pamela, 6 weeks old. On completion of copters this signature goes to instruments at Sill.

Your correspondent, Lt Dale W Buffington





# PRO'S SAY



"Finally got around to getting off my butt and dropping a line or so with what little news we have here at "I" Corps, & also to inclose a list of new members... Here at A-4, we've had to scrounge a bit for a copy each month & I guess no one thought of sending on a few bucks & subscribing to same. However, this will do the trick for all hands.

"I" Corps AO, as you may know, is Lt Col Duane P Jackson, and the CO of the Third LAS here at the field is another old timer, "Luke" Lukowicz. Your correspondent is his #1 boy and the remainder as listed below come under the heading of Indians. Am pretty much of a newcomer here in Korea myself, but there are about 5 of the Indians expecting early release. At least, they hope so and only time will tell.... Things are moving quite normally here or about as you may expect. Next month, I'll make a note of the news as it occurs and pass it on. We're glad to be among a select group of subscribers, Army Aviators, God's Chosen Children, & with a monstrous thought like that, I'll sign off."

Your Correspondent, Capt James E Ingram  
(Ed Note: Joining us this month from A-4 are Lt Col Duane P Jackson, Capt James E Ingram, and Lts Julian A Anderson, Algin S Hawkins, Herville F Downes, Ernest R. Hafers, John R Franznick, Allen E Scholz and Joseph J Lehnstein (all of Hq, I Corps, 3rd LAS, APO 358, PM, SF) and Capt Ernest B Killelt (I Corps Trans Section).

FORT HOOD, TEXAS - The first item of note down here is that two members of our growing group received promotions recently.. Ex-Capt. G.H. Reynolds is now Major, and old "watashi" finally made the track team. Giddy with my new power & plan to lower the boom on Lieutenant Pluta and my five clams. But first, let's call the muster and see if anyone is AWOL. Eight - I say, eight, new faces have appeared here for assignment, the units now here including III Corps, 4th Armd, 1st Armd & the 303d Sig Det in addition to the Trans Section, and all of them operating or commencing to operate from the Ft Hood airfield. The 8 faces & their assignments are:

Capt. Ned B Baker & D.S. Carroll, 2/Lts. E.T. Boyd & E.L. Fuchs to III Corps; Maj M.P. Fields & 1st Lt M.P. Chermie to the 1st Armd Div; and 1st Lt L.F. Baltzell & 2/Lt A.H. Buxton to the 303d Sig Det. Maj Fields is fresh from the kimchi/pagoda country, Capt Baker from Ft MacArthur, & Lt Baltzell from hepтр-school. The rest are from the Ft Sill Colliotch of Fixed-Wing knowlitch. To sum up, we now have -- ah -- eight plus -- mnmnz -- add one carry the ought -- mnmnz -- makes smnteen -- yes, the total is 31 pilots (I use this word loosely) operating out of Fort Hood, with the prospect of several more to come in more skoshi.

(Continued in Next Column)

The runway is big enough but the walls are going to have to give.... Room space have-no. It's like putting 10 people into a Japanese bathtub which will not hold any more than 2. Anyway, next month most of us will be out in the toolies on Operation Spearhead which ought to give the garrison pilots a chance to regroup and figure out the room space. Incidentally, the 1st Armd Div recently ended a 7-day maneuver of their own. The air section operated in the field on a consolidated basis, but it must be admitted that a consolidated operation with an Armored Div on the move involves problems not normally encountered with an Infantry Division. However, we are working towards solving these problems and when we do, and Operation Spearhead proves it one way or the other, we'll see that you fellows on the outside get the full story.

Your Correspondent, Capt Fred Weller

## CALIF.



Major Elmer M Fox, Aviation Officer at Hqs, Sixth Army, forwards this catch-all report from the West Coast: "Personnel changes are many. On PCS were Capt Jack H Gerber (Thailand), Lt Charles S Francis (USFFE), Lt Thomas O Miller (USFFE) and Lt Edwin O Carr (Camp Irwin, Cal)

Newly-assigned to this Army area are Maj Leo H Bellieu (30th Engr Base Topo Bn, Ft Scott); Capt Donald E Duncan (Yuma Test Station); Capt Devere R Yost, Lt Howard H Vanlante, and Capt Thomas E Davis (44th Inf Div, Ft Lewis); and Capt Frank C Jarrard and Lt John G Beverly (89th TAART).

Away at school are Capt John M Burhoe of the 30th Engr Base Topo Bn (I-Eng, Sill); Capt William J Cleveland of the 44th Inf Div (Spartan School of Aeronautics.)

## EUCOM

Here's a new reading on the 37th Engineer Group. We have many new faces in our Gp. They are Capt Eugene R Walton who took over from Maj Lyle Wright when Maj Wright moved over to the 2d Armored Division at Bad Kreuznach. Capt Walton had just completed the helicopter standardization at Stuttgart and is the Group Air Officer. Lt V. Lawrence is the supply officer.

In the various Battalions we have Lt Erhardt (5th Engr Bn), Lt Greiner who replaced Capt R.V. Saunders (18th Engr Bn), Lt Crowell who replaced Lt Ken Coble in the 35th Engr Bn, Capt Jim Hill in the 317th Engr Bn and Capt Warner (1279th Engineer Bn).

Have scrounged & read the Newsletter so many times I feel guilty. So, in order to repent for my sins, here's the \$3 for Lt Don Greiner and myself. Capt Saunders should get the credit for it was his sermons that did it.

Your Correspondent, Lt Chris Erhardt





# PRO'S SAY



With his unit CO, Lt Col Harry T Shiveley, temporarily tied up with the Baum Bengue, Capt Stan Blunck pinch-hits this report from IX Corps Army aviation:

"With all the new blood coming in, we'll shortly say farewell to our Opns Off, Bob Michellon, about late April. Charles Chapman has also left us and is now enjoying a well-earned leave before reporting to Sill for duty, and Caryl A Schaefer will leave soon for his ZI apple business.

Congrats are in order for Jim Clark who donned new gold leaves eff 5 March, and to Lt James C Cook, the proud father of a 6-pound 11-ounce boy born April 1st, and no "April Fool" about that. Col Shiveley has been on the sick list with a sprained back for the past week. It seems he played volleyball and tried to keep up w/the kids. Charley Miles is sporting a new movie camera and now we all are in the cast of "Miles Productions." Naturally, we all enjoy seeing ourselves on the movie screen. Our KMAC Advisor, Don Lewis, is keeping the ROCKA aircraft in shape & doing a good job of showing the way to good operations and maintenance of the air sections...The Command Inspection of all aviation companies has been completed and a good score was made by all. Bob Pippen has just returned from I-Sch & Jim Minchew is now attending Twin-Eng Sch in Japan prior to reporting to KCAC for dy. This about covers all the news & views from IX Corps."

(Ed.Note: Capt Blunck added a nice staffer. He "ACED" the following: Lt Delbert J Ott, Lt Olaf C Anderson, Jr, Lt Paul L. Stansel, Lt Euseb D Spencer, Lt. Carl L. Spencer (all of Hq. IX Corps (Gp), APO 264, FM, SF), Lt James D Hays (Colorado Springs) Lt Millard W Grubb (Sacramento), and Henry L Quisenberry (Hopewell, Va.).

## TULSA

"Just a note to let the readers know the names of the "brave souls" who showed up for Class 10 here at Spartan. I realize that nine other classes have cracked the blocks at this institution but all of us seem to be digging like the devil to absorb the poop put out by the fine staff of instructors here. You'd think we were pioneering the course. The instructors who I think deserve mentioning here are: Mr. Lots, Mr. Baker, Mr. Turner, and Mr. Brooks, all of whom are doing their best to get their stuff over to us.

The fine shepherds to whom the flock tell all their troubles are Maj George E Laferty and Capt Austin J Parker. Members of the present flock are: Maj Donald B. Thomson (who's looking forward to burning a hole in the smog around the "Big Town" having been asgd to the Trans Sec, First Army), Maj Robert L Hoffman (out of Bragg to EUCOM), Capt Robert E Brannan (Trans Sec, 4th Army), Capt Earl W Miller (Rucker to Eustis), Capt Perry West (Ft Sill)

and Lt Glenn W Bradley (White Sands, NM).

Others include: Lts David L Cruickshank, Edward J Davis, Wilton O Johns, William B Yarbrough, and Robert E Allwine (all out of Bragg to FECOM), Lt John G Duke (Presidio of SF), Lt Raymond D Magallanes (Ft Sill to Eustis), Lt Emory T Schell (Fort Lewis), Lt Walter D Yenne (Sill), WO Donald H Olsen (Benning), WO Nicholas C Stellingwerf (Riley) and yours truly, Miller Field, Ft Wadsworth."

Your Correspondent,

Lt John R Brown



## JAPAN

The following news release was received from the Office of Public Information, & although it is dated copy, does reveal interesting AA notes from FECOM:

The long-heralded opening of the AFPE-Instrument Flight School came on 15 February when Lt Col Jack L Marinelli, AFPE G3 aviation officer, welcomed class 54-I (Refresher). Heading the twelve students was Lt Col David E Condon from Korea.

Chief of Instrument Flight Training is Capt E.L. Kelley. Instructors are Capts R.W. Johnson, J.T. Berry, R.G. McLaughlin, D.O. Blatt, N.W. Sanders, and Lt DB High. Capt B.M. Zeppenfeld, Schools and Training Officer and head of the Examining Board, also instructs. Despite bad weather, progress has been satisfactory. The school's biggest handicap - lack of Links - ended with the cooperation of personnel @ nearby Atsugi Naval Air Station.

Besides instructing instruments, Capt RW Johnson heads the multi-engine transition course. Far eastern skies are now humming with double-breasted Beeches. One of the latest twin-engine tickets went to our boss, Major John L Briggs. Assigned and joined from Korea are: Capts E.L. Kelley, R.G. McLaughlin, J.T. Berry, J.A. Smith, N.W. Sanders, and R.H. Duell, & Lt. D.E. High. Lt J.W. Foster came in and then departed for the ZI three days later - Carson. All this did no damage to our pilot experience average. It's still above the 2000 hours line.

The Fleet's in (as usual) at Yokosuka, & we have ten Naval Aviators getting their time with us. After the required minimums they'll be flying payloads. We are wondering what will happen when we dispatch that Rear Admiral to pick up a US Marine captain at Camp Fuji.

Capt Bill Orlinton recently front-&-centered before the Flight Detachment for a 'koshi decoration. Pathe News wasn't represented. but everyone else who had a

(Continued on Page 10)





# Congratulations!



Lt Norman Shubert, NG-Promoted to Captain  
 Capt Fred N Till, AD...Senior AA Rating  
 Capt Jesse D Bates, AD...Senior AA Rating  
 Capt Kenneth R Helms, AD...Prom to Major  
 Capt Laurence E Ballantine, AD-Prom Major  
 Capt Charles S Black, AD-Senior AA Rating  
 Capt Billy Foust, AD...Senior AA Rating  
 Capt Dale W Taylor...Prom to Major  
 Capt Dale W Taylor, AD...Prom to Major  
 Maj Donald F Cassidy, AD...Prom to Lt Col  
 Lt Jon E Estes, AD...Promoted to Captain  
 Capt Richard J Kennedy, AD...Prom to Major  
 Capt Charles T Anders, AD...Prom to Major

Capt Dale W Taylor, AD...Senior AA Rating  
 Lt Vincent H Prah, AD-Promoted to Captain  
 Lt Albert Krakower, AD-Promoted to Captain  
 Capt Roy A Hill, AD...Prom to Major  
 Lt George V Jarrard, AD...Prom to Capt  
 Capt Ralph F Warren...Senior AA Rating  
 Capt Ollie B Richie...Senior AA Rating  
 Lt Fred McGowan, AD...Prom to Capt  
 Capt Ralph F Warren, AD...Senior AA Rating  
 Capt Ollie B Richie, AD...Senior AA Rating  
 Lt Edward McLoughlin, NG...Prom to Capt  
 Capt Homer T Montgomery, AD...Sr AA Rating  
 Capt Willie H Casper, AD...Sr AA Rating

## GI-NY



1st ARMY

M/Sgt Tom Ward at GINY passes on the following Hq, 1st Army poop. He claims that no virus or plague has hit the Island but the results are the same. Everyone appears to have cleared the Post. Col Townsend is in Stanton, Kentucky "fishing out" all of the streams prior to his 18 May port call to

Turkey. Capt Leonidas Best is also using up some accrued leave time. Lt John Beler is caging the instruments at Sill. Capt. Richard Potts got tapped for TDY with the 30th Engineers in California. Even the line crew got the "bug." SFC Coleman F. Geary, Jr (46th TAA & Korea), Pfc Thomas A Knowles (588th Sig & Korea) & Pvt Joseph A Verga are three newcomers who did a double take when SFC James W O'Gara set a new GI-NY record. Fresh from PECOM, he pulled just 2 weeks of duty before putting on his civvies permanently. All this & a full mission board each day make Maj Gerry Hough & Capt Mike Cullen airborne most of the time. And who's left with the Fort? Bottle-washer, message-taker, dispatcher, coffee-brewer M/Sgt Tom Ward!

Hope this one squeezes under the wire...Guess if I don't read it, it didn't. That's the test. At any rate, here's the monthly status report on AA in Third Army, & as you'll note, the Instrument Examining Bd is still going strong here. This month we examined 13 applicants,

issued 11 Standard Certificates, and had to turn down two on flight exams. Certificates went to: Lt Col Edward McMaken, (AFF Bd#1, Bragg); Maj Jean L Chase (Miss NG Adv); Maj Robert L Brown (XVIII Airborne Corps, Bragg); Capt William P Dobbins (509th Trans H-Co, Bragg); Capt Walter E Banker (Post Trans Sec, Bragg); Capt Lester C Robertson (506th Trans H-Co, Benning); Capt Joseph Cefaratti (AFF Bd#1, Ft Bragg); Capt Kenneth C Kirby (82d Abn, Bragg); Capt Arthur P Hammerstrom (XVIII Abn Corps, Ft

Bragg); Capt Oliver P Premo (AFF Bd#1, Ft Bragg); & Lt Francis Adams (82d Abn, Bragg). Due in during the latter part of Apr are Capt William G Phillips (509th Trans H-Co Bragg); Capt Joseph F Kunz (66th Sig Bn, Bragg); and Capt Paul D Dunaway (11th Abn Div, Ft Campbell).

The Instrument Examining Board is making preparations for examining all of the non-instrument rated active duty AA's during Maj and June in accordance with SR 95-15-8. Plans are to visit each post and examine all assembled Army aviators there at one time.

Change 1, NGR 95, requires that the same exam be given to National Guard AA's and we're making plans to administer the NGR also. Have received approval from the DA with concurrence of the NGB to extend examining period for NG AA's through July and August. This will allow us to examine NG AA's during their regular summer camp period. (All State Aviation Advisors, 3d Army Area, heartily agree that this is the best time for examining NG Army aviators.)

Still haven't received the actual exams and administrative functions from OCAFF, so to get the ball rolling here, the Instrument Examining Board has come up with a 500-question study guide that is being distributed to all active duty & NG Army aviators. We don't furnish the answers, just typical questions on CAR, radio procedures, navigation, and meteorology.

Third Army's receiving 3 more production L-20's this month. These will go to units at Bragg and Rucker. All LC-126's remaining are slated to go to Ft Sill when the three L-20's arrive; however, we're asking DA for approval to retain 2 LC-126's for the Instrument Examining Board. The L-19 instrument trainers don't quite out the mustard on check rides in that they have no omni equipment at all & no manual loop control in the rear cockpit.

3d Army Headquarters is losing its Flight Det Comdr as of May 1. Capt. Herschel E. Reynolds is departing for Ft. Benning to school, thence to Chopper School, & eventually to EUCOM. Capt David M Shepherd, recently returned from Formosa, is here to replace him.

(Continued on Page 14)

## GEORGIA



3rd ARMY



A  
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V

## "ACES CLUB"

With each issue new "ACES" join the club. Becoming an "ACE" is simply a matter of selling this digest to four other people. Our "ACE" list is an extensive one & only the "Top Ten" and the new "ACES" for the month are carried below. A complete list will appear in June.

- 1) Maj Raymond H Murphy, 7th A Flt Det-35
- 2) Capt Lloyd O Bergen, H-Eng, Sill...34
- 3) WOJG Paul W Bass, AASC, Sill.....31
- 4) M/Sgt Thomas D Ward, Hq, 1st Army....26
- 5) Capt Robert E Brizee, SCAAC.....25
- 6) Capt Charles F Kieffer, USARCARIB...25
- 7) Lt Col E.P. Fleming, USAREUR, Com-2...24
- 8) Lt Col Harry T Shiveley, IX Corps....22
- 9) Capt Arthur G Keith, Jr, 43d Div.....22
- 10) Capt James O Townsend, 7th A Flt...22

### "New Aces"

- 1) Lt Perry C Atkins, 1st Armd Div.....17
- 2) Capt James E Ingram, Hq, I Corps.....10
- 3) Capt Wayne E Woltz, 793d PA Bn.....10
- 4) Lt Lesco G Kaufman, 7th Avn Co.....10
- 5) Capt Stanley Blunck, IX Corps.....9
- 6) Lt Col Charles W Lefevre, USAR.....5
- 7) Capt Walter C Pitt, 24th Sig Bn.....13
- 8) Capt M.D. Lord, 37th Inf Div.....9
- 9) Lt Charles W Betz, AAS, Ft Sill.....10
- 10) Capt Woodrow M Brown, Ft Sill.....5

## SASHAYING!

Temporary and Permanent Changes of Addresses by Change of Address Cards Submitted:

Maj K.G. Ward-Hq, 40 TransBn, APO 971, PM, SF  
 Capt Robt M Prater-1st StnRegt, TIS, Benning  
 Lt John T Law-1st TAA Bn, APO 20, PM, SF  
 Lt FR Gates, Hq, 37th Divarty, Ft Riley, Kan  
 Capt J.P. Hill-1279th EngrBn, APO 757, PM, NY  
 Capt N.B. Baker-428 Smith Dr, Killeen, Tex  
 Lt Bak Y Chin-24th Sig Bn, Ft Devens, Mass  
 Maj Robt D Dearth-1 Washgtn Ave, Prov, R.I.  
 Lt Col G.H. Shea-Hq, 8th Trans(H)Bn, Ft Bragg  
 Capt G.J. Boyle-TransSec, Hq, 8A, APO 301, SF  
 Capt N.C. Goodwin-328 Hoptcr Co, APO 69, PMNY  
 K.C. Coble-c/o JWS Watkins, 251 E High, Lex, Ky  
 Capt VH Prahl, 37th Inf Div HqCo, Ft Riley, Kan  
 Lt JG Duane-2928 Vicente, San Francisco, Cal  
 Capt RH Potts, 30 EngrBaseTopoRn, Ft Scott, Cal  
 Capt WmL Duncan-HqCo, OC"B", 2d Armd, APO185NY  
 Capt Raym J Worth-Hq, 115 EngrGp, APO154, NY  
 Capt Claude E Hargett, Bd#1 AvnSec, Ft Bragg

## "LUCKY FINS"

The "gang" picked 4 lemons last month, & we rang up "No Sale" on each of the numbers. A gratis 1955 subscription is yours for pairing up your profile with one of the "Lucky Pin" numbers appearing in the box to your right. Smile (or frown) but send it in!



9

## TEN MOST WANTED

Our "Ten Most Wanted" Column serves as a clearinghouse for displaced AA's. Drop us a self-addressed postcard and if we cannot provide the AA's address we'll carry his name here and hope some subscriber will forward his address.



- | Missing                                      | Last Known Address |
|--|--------------------|
| 1) Lt Leonard Schindler-Sought by Subscr.    |                    |
| 2) Maj Herbert Luckfield-Soughtby Subscr.    |                    |
| *3) Lt Col Edward L Ramsey-TIC, Ft Benning   |                    |
| *4) Lt George North - En Route, Iceland      |                    |
| *5) Capt Edw. Ziegler - MacWTG, Cp Carson    |                    |
| *6) Sfc Richard E Price-OS ReplSta, Kilmer   |                    |
| *7) Capt Kenne A Smith - Port Hood, Texas    |                    |
| *8) Lt Bobby J. Nelson - SCAAC, Ft Monmouth  |                    |
| *9) W/O Jack F Whitaker-OS ReplSta, Stoneman |                    |
| 10) Capt A.P. Bolding-Sought by Subscriber   |                    |
| *11) Lt R.M. Deets - En Route, Overseas      |                    |
| *12) Capt J.R. Emery - Port Sill, Oklahoma   |                    |
| *13) Lt Col O.J. Helmuth - Hq, 28th Inf Div  |                    |
| *14) Sfc Carter Payne - Fort Bragg, N.C.     |                    |
| 15) Lt T.M. Stedman - Everett, Washington    |                    |
| *16) Lt T.O. Miller - En Route, FECOM        |                    |
| *17) Lt Olan Mills - Ft Sill, Overseas       |                    |
| *18) W/O M.D. Alston - Ft Benning, Overseas  |                    |
| *19) W/O P.H. Trudeau-Ft Benning, Overseas   |                    |
| *20) Lt Richard Lowery - H-Tng, Gary AFB     |                    |
| *21) Lt B.R. Lefebvre - TC Cen, Ft Eustis    |                    |
| *22) Lt M.E. McGuire - Ft Sill, Overseas     |                    |
| 23) Lt Louis C Caldwell-Sought by Subscr.    |                    |
| 24) Lt James W Foster-Sought by Subscr.      |                    |
| *25) Lt A.G. Babykin-Binghamton, New York    |                    |
| *26) Lt G.R. Beekman - Ft Sill, Cp Kilmer    |                    |
| *27) Capt T.A. Walpole - SCAAC to Ft Lewis   |                    |
| *28) Capt J.E. Murphy-Cp Rucker to Ft Scott  |                    |
| *29) Lt R.M. Fowler-Spartan to Cp Stoneman   |                    |



## Shagged Last Month

- 1) Maj Charles T Anders.....By Himself
- 2) Lt Ralph V Stokes...By Lt D.J. Whelan
- 3) Lt Eugene J Pody.....By Himself
- 4) Capt Jay Sterling...By Postal Service
- 5) Lt James A Mulkern.....By Himself
- 6) Capt James A Johnston.....By Himself
- 7) Maj Robert L Hoffman-By Lt J.R. Brown
- 8) Lt John T Law.....By Himself

\*Holding all issues pending new address.

804

551

874

884

Last 3 #'s on fin. 21 deadline: May 31st. APO deadline: June 15th. Only subscribers as of April 1st eligible. Only USAR & NG personnel eligible to use "NG" designated aircraft. Submit head shot close to fin number & negative, if possible.



## PRO'S SAY...

movie camera was on hand. Bill transferred in January to AFPE G3 as Avn Pers Officer. If you run into Capt M.E. Jameson in the 21. (probably in the vicinity of Tampa) don't turn him in. TAG gave him a 20-day extension of his emergency leave.

Some circles are bent on persuading Maj Vic Juliano to extend in FECOM. Says Vic: NEVVA HOPPEN! Big sukiyaki party for AAs and ladies in mid-February was honcho-ed by Capt Joe "Let's Have a Party" Kramer. Locale: Kairakuen Hotel in Yokohama. Only thing missing was our old friend, Lt Fred Gates of the Very Dry Special Mix Gates. Since he went to Camp Polk in December, we haven't heard from him.

(Ed-Above news release was received thru channels. The name of the writer and the date of the report were not given. The release is for open publication. Army aviators can forward news officially through unit PIO's by providing the Newsletter's address to the PIO's.)

## EUCOM

Your guess is as good as ours on the geographic location of the 18th FA Group Hq, (no mention was made) but we can provide the following information on its pilots as remitted by Capt Wayne E Woltz:

"Attached to the 18th FA Group Headquarters are five separate FA Battalions. We have several oldtime aviators in the Gp. Lt Col David G Cogwell is the CO of the 690th FA Battalion and Maj James H House is the Executive Officer of the 979th FA Battalion. Also signing up are the following: Lt Charles C Rhodes (18th FA Gp), Capt James Y Sheppard & Lt Billy O Carter (426th FA Battalion), Lt Kenneth E McGoughy (690th FA Bn), Capt Wayne E. Woltz & Lt Howard L Primo (793rd FA Bn) & Capt. Thomas B O'Connell & Lt Donald J Ritz of the 979th FA Bn. Capt Stanley L Chambers & Lt Charles H Drummond log time w/the 70th FA Bn. Capt Charles R Snyder is currently on orders to the 21. Will forward more poop at a later date."

## FECOM

Homeward-bound MAJ MORRIS G RAWLINGS, AO of the 25th Division, rapp'd out a short letter before rotating 21-ward. While in FECOM he swung a "mean bat". You'll see:

Fourteen (14) Army aviators currently plying their trade over the frozen Chosen enjoy reading the Newsletter and wish to support it. Check & list enclosed.

Figured that if Col Shiveley could persuade sixteen to subscribe, I'd put up a creditable showing but still not overdo it. Might have to work for the man again some day!

You'll note my subscription calls for delivery to a home address. This tour (my second over here) was completed 2 March and shortly after then, I plan to pester the pilot of the aircraft taking me home into letting me sit in the right seat... There I shall spend my time advancing the throttles each time he looks the other way!

Here's a my old crew and the Newsletter's new subscribers, a d---n fine lot! Capt James C Crawford, Harold E Lockhart, and Charles L Hethcoat, Jr, and Lts Walter G Dermatis, R.Q. Marshall, LeRoy C Chapman, James F Fleming, James H Chappell, Lloyd J Petty, G.E. Meisenheimer, Roy C Caudle, and Howard A May (all of Hq, 25th Inf Div Avn Sec, APO 25, PM, SF) and Capt Floyd C. Wilson, Jr of 8th Army Avn Sec, APO 301, PM, SF."

## KOREA

Have received three issues of the Newsletter in the last few weeks and have enjoyed them all. Understand Capt Dale Taylor who's in Formosa is my Sugar-Daddy. Will pass them around and feel certain it'll be supported by the other AAs in X Corps and the 5th LAS. At present, I am aide de camp to Lt General Bruce C Clarke and expect a PCS with him later in the Spring. With regards to my friend on "The Rock." Your Correspondent, Capt Wm J Maddox, Jr

## OKINAWA

No sooner had I dispatched my deuce when in came my first issue. Looks as if someone has a "shady deal" with MATS. Can't give too much news now, but promise more next month. Capt Terry Kilman (the AO) is in Japan taking an instrument refresher course & is due back at the later this month. I was upped to 1/Lt recently. APO 331 is Okinawa and I want you to know it is a lovely island. If present improvements continue at the same rate, it will equal Hawaii in a short time. Your scribe, Lt Robert "Rosie" Rozanski

## JAPAN

Hubba-Hubba airmail carried this message from Maj Jack B Crable who beds down in the Tokyo area:

For the readers' information, the 8066th Army Unit, located near Tokyo, Japan, is a small unit that's doing a big job. Commanded by Lt. Col. Charles E Hollis, the unit performs not only field maintenance for all organizations within its territory but also assembles all new aircraft that are shipped from the 21. Also, it processes all aircraft going to & being returned from the Air Force Depot rebuild for all units in the Far East. Quite a deal and certainly keeps this outfit humming.

Our personnel include Capt Robert W Nicholas, Jr, Lt Paul H Brown, Capt Charles A Slott, Capt Lynn E Dungey, Lts Ernest P. Robbins, Jr and James T Kerr, and yours truly. All of us believe the Newsletter's a wonderful way to renew old acquaintances via the Postal Service.

## KENTUCKY

Capt John F Tremblay, 508th Abn RCT AO, pens the note that the unit shifted to Ft Campbell recently and he's still tied up unpacking and re-packing for another move.





# ON GUARD!



## MAINE - NG

Don't know if it's kosher for a non-paying party to serve as a correspondent or not, but I thought I'd forward this poop along anyway. Being the Acft Maint Technician for the Maine-NG, I usually come by the Newsletter each month somehow and I thought this information would be of interest.

We've just signed up a new pilot in the Maine Guard. Maj Earl F Crabb will be the new fly-boy for Hq & Hq Det. The Maj has quite an impressive record starting in WW II with the Royal Flying Corps where he was a pursuit pilot and an "Ace" with 11 victories. During WW II, he was also a Major in the USAF. He is a civilian pilot by occupation, flying for the Maine Forestry Dept and should be a welcome addition to the Avn Sec here with all of his experience (around 15,000 hours unofficially) logged in everything from an old Jenny to C-47's.

We're supposed to get our copter in October and Capt George H Knowlton's leaving for copter tng in July and Sgt G.L. LeBel will leave for copter maintenance school sometime in May. As you probably know, Capt Clarence E Preble, our Advisor here for the past 2 yrs, left in February for copter school and the ETO. Awfully sorry to see him leave. I worked with him continuously for the two years and couldn't ask for a better officer or pilot.

Sincerely, Cpl A.T. Bradford

## OHIO - NG

Here's one subpoena we didn't mind receiving. It's from William A Richards, a former Major and AO and now an Esquire with law offices in Columbus, Ohio:

"I was called to active duty along with other aviators from the 37th Infantry Division of the Ohio National Guard & served under Lt Col Jack Marinelli at AFPE. At the present time as Division Aviation Officer of the 37th, I am just beginning to see an aviation section coming into existence.

Currently we can use a number of former Army aviators in our division & any interested aviators in Ohio should contact me through Hq, 37th Infantry Division, Ft Hayes, Columbus, Ohio. The aviators now assigned include Capt Edward J Letostak, Capt Richard Wakefield and Lt David Chatfield. We have a number of L-19's placed about the state and have received shipping orders on two H-13's. Will forward more information later, but this about covers the current situation until we get farther along with the reorganization following our period of active duty. (Ed. Note: Active duty AA's anticipating early release who plan to reside in Ohio are also urged to contact Maj Richards.)

No word from Texas yet.

## OKLA - NG

Capt Robert J. Jeffrey, Advisor for the Oklahoma-National Guard AA personnel, reminds this information on the newly-activated 45th Division aviation section:

To date the Division has been reactivated for a year and a half (Some of the units are less than a year old at this writing) and have had organic aircraft since August of 1953. Our aircraft consist of one tired and weary L-17C and four Love 19's with the promise of two H-23's in the very near future. As you can see, we are having growing pains and aches, but under the circumstances, not doing too badly. I sometimes wonder if all of the Army aviators that are released from AD are compelled to remain silent—we certainly could use a few of them, and as yet have not heard one word from any of them here in the 45th.

We're located and based at Will Rogers Field in Oklahoma City, & extend an open invitation to all AAs to stop in & visit us. We can furnish transportation, & can furnish qtrs, but don't forget to BYOL—it's still awfully dry in Oklahoma these days.

At present, our 45th Div (Okla-NG) Army aviators include the following: Maj August L Guild, DAO; Capt William B Tallant, State Det; Lt Perry H Townsend, Div Hq Co; Lt Gordon H Jones, 158th FA Bn; Lt Claude H Berry, 180th Inf Regt; Lt Harold J Hill, 179th Inf Regt; & Lt Fredrick D Butcher, 179th Inf Regt. Not a very impressive total for a Division, but we're growing. We have one "Junior Birdman" in tng at San Marcos, Lt W.M. Tingle, & two additional aspirants waiting quotas for the same tng.

## NGR 95, C1

Of vital concern to National Guard Army aviators is NGR 95, C1, dated 4 Feb 1954. Added to the NGR 95, dated 9 Oct 1953 is the following: An annual written examination to be passed by each AA. Exam will cover air regs, weather, navigation, and radio procedures, and will be given during the months of May and June of each year. Those AA's who fail to pass this exam the second time will be suspended from flying status until they successfully complete the examination. Exam will be prepared by OCAFF & administered by the Instrument Pilot Examining Boards established by the army commanders. Grades received will be recorded on the AA's individual flight record under "Remarks." NGR clearly defines a proficiency cross-country flight. NG aircraft will not remain on the ground away from its home station longer than is required for normal servicing, mess, and the filing of a flight plan, except in cases of mechanical difficulty or non-flyable weather.

(More on NGR 95, on Page 13—Hopscotching)



# of mice or men?

The "Animal Tale" appearing below may or may not be applicable, but it has a certain familiar ring. Read it over and draw your own conclusions.

Once upon a time, a flock of red flamingos were busily and profitably engaged in a ferry service for field mice. The field mice found the "Flamingo Service" quite handy in expanding their foraging territories. The red flamingos over the years acquired considerable experience & after a long period, even the eagles who offered a plusher and swifter service had to admit that the red flamingos were doing a fine job. But one day a flock of brown flamingos who had been eyeing the lucrative venture of the red flamingos decided to offer a similar service. It wasn't too long before the blue flamingos, the green flamingos, and the orange flamingos did the same.

The brown flamingos felt that a Carriage Trade approach would put them over, and soon brown flamingos towing signs appeared: "Brown Field Mice Should Patronize Brown Flamingos." Although it took eight blue flamingos to get it airborne, a new monster tow-sign appeared shortly after: "Blue Field Mice Will Get to the Crop Zone Faster if Flown by Blue Flamingos."

Soon, the air became congested as more & more field mice became air-minded. With increasing congestion, the bickering between the many-hued flamingos increased. Red Flamingos using red airways outbound caught hell from Blue Flamingo Operations on using Blue airways inbound, and vice-versa. All worried about the Brown Flamingos who secretly clipped certain tail feathers and who now could hover and fly in all directions.

The situation worsened. The field mice, now fat & lazy from aerial foraging, were adopting a typical "commuter's attitude" and were griping about everything. All of the flamingos who were now on 100% layer control griped about overlapping facilities, night foraging by the field mice, & weather flights that found even the ducks sitting tight. The eagles, unperturbed at first and amused by the raucous uproar from the Birdland novices, now did not see anything amusing in the high-flying red flamingos, or the high-speed, multi-mice blue jobs, or the Gross weight plus Brown Flamingos who even hovered around and into eagle facilities.

One intelligent eagle who belonged to the "Live and Let Live" Eagle clique corralled a red flamingo and said, "Look, you birds, you're too d--n feather-conscious. Why beat your brains out? Why don't you get together like us 'bald' eagles? Some of us are sonic and some of us are just plain slow, but WE ALL at least recognize the fact that we're all 'bald' eagles."

Secretly, all of the flamingos longed for some solution and wished that a "Great White Flamingo" would lay it on. But each time a new White Hope rose to the fore, either the red flamingos would point to a hazel-hued pin feather and bolt the conference, or the brown flamingos would spy a pink-tinged underbelly & another White Hope would be filibustered right out of the pond.

Finally, the color-blind field mice who were paying the freight tired of all the bickering. They noted with some concern that their foraging had created many pond-empires, the widespread creation of which now affected their foraging considerably. They had been aerial-foraging for so long in far-off places that their waist lines and not their bank balances were expanding. In one quick, unannounced, & unified move they "economized" the Flamingo Service right out of business. Without the field mice, the Flamingos were grounded. Some pulled ground duty at zoos; others flocked to Gulfstream Park & made pretty for the two-dollar bettors; and a lucky few pulled down big dough in advertising agencies posing for orange juice labels and TV commercials.

Moral: Birds of a feather should but often do not flock together. RT

?

Here's one that's sure to confuse. Rec'd an airmail from Maj James D Davenport, Jr, who lists as his unit: AU 7507, APO 851, c/o Postmaster, NY, NY. The rub is that following "AU 7507" the Major lists: National Guard Instructor Group. We're curious as to which National Guard unit is at this APO. Know that the Alaska-NG address is a straight "Bethel, Alaska," and wonder which unit operates under a NYAPO.

## "Diputs"

By  
LT. ROBERT W. KOEPP





**RESERVED**

# HOPSCOTCHING

Enjoy receiving the "Newsletter." Out in the "Reserve" world we kind of lose contact with many of our old friends who are still in the service & this appears to be the best way of finding out what is happening to them. Certainly happy to hear that the (active) Army has opened many new slots to enable Army aviators to get promotions. I happen to be a pilot from Course # 2 of 1942, but got out 30 days too soon for a terminal leave promotion and as a result have been stymied for almost ten years as a Captain because of it. Fortunately, the G-2 Air slot's open and I'm in it. Papers have been forwarded for the gold leaf. Oh, happy day. I have a couple of beefs I'd like to enter for the record. Our (USAR) pilots would like to attend some of the advanced training, such as Instrument and Helicopter training. The National Guard pilots are attending these schools, but as Reservists we are outlawed as I understand it. Can the regulations be altered to change this?

Your bewhiskered correspondent,  
Capt J.W. (Wild Bill) Cummings

## PA.

Through the kindness of (Lt Col) Del Bristol, I now receive the Newsletter. I am pleased to receive and read it & to keep the ball rolling please enroll these old friends of mine: Col Robert M Leich (Bob Leich is an ex-air officer of 9th Army) Lt Col Bryce Wilson (Bryce is an ex-AO of 3rd Army and more recently in G-4 of DA) M/Sgt Reese Hogan (Reese was my crew chief in the 12th Army Group) & Lt Col Richard L Long (Now with G-4 in DA). Cordially,  
Lt Col Charles W Lefever, Prewitt AFB

## N.Y.

Maj Sheldon M Smith, AO of NY's 98th Div, posts a unit promotion. Capt Henry Lapinski was upped from 1st Lt. The Major completed the Air-Ground Operations School at Southern Pines, N.C., recently.

## IND.

"Was fun to learn about some of the officers with whom I was associated at the birth of the program at Fort Sill in Jan of 1942; with many, I keep up at least a Christmas card exchange policy. Can I get all of the back issues?

Good luck,  
Colonel Robert M Leich  
(Ed: Can do. Some of our "10 Most Wanted" have been on ice for over five months, & if the "grapevine" can't locate them in this length of time, we've got to clean out the closet somehow.)

## A WORD...

Same "grapevine" reveals that the flight records of USAR pilots will be closely reviewed at the end of this fiscal year. It is suggested that all fulfill the annual flight requirements.

Spring, traditionally moving time, finds many units on the move. Closing out @ Ft Polk, the 37th Infantry Division will now be stationed at Ft Riley. The 328th Helicopter Company left Ft Riley for Europe. Most of the pilots of the Sig Corps Army Aviation Center at Monmouth are heading west for the Army Electronic Pvg Grounds at Fort Huachuca.

Moving Day for many USAR and NG units is also just around the corner. Summer Camp training periods commence in the latter part of June for many divisional & non-divisional units throughout the ZI. The accent this year will be on orientation for Instrument Flight Training.

Airline helicopter service is closer than you think. Mohawk Air Lines, certificated carrier in New York State, has purchased an 8-passenger Sikorsky S-55. It intends to employ the helicopter in regular service in the near future.

NGR 95, C1, dated 4 February 1954, dittoes in great part the annual flight minimums now flown by AD pilots. Quarterly, semi-annual and annual minimum and maximum requirements are defined. Annual minimum of 20 hours of instrument time will be difficult for many NG units in view of the limited Instrument training equipment available. Third Army report in this issue mentions that DA approval has been rec'd to extend the examination dates.

A self-contained, portable airfield control tower equipped with four VHF radio-telephone sets, is now being tested and evaluated.

Civil Service positions in most fields of Army aviation are still available in the Air Transport Division at Fort Eustis, Va. Rated personnel and maintenance personnel who contemplate separation or discharge and who desire to remain affiliated with Army aviation in a civilian capacity are urged to write the Civilian Personnel Office at Fort Eustis for further details.

## A QUICKIE FROM CONNECTICUT

Lt. Ed Polanski, NG-pilot with the 43rd Div of Connecticut-RI, pens that he had an interesting experience on the Merritt Parkway. The Lieutenant who produces and sells "Army Aviation" decals caught sight of one of his creations on the back window of a fast-flying car. After much horn blowing (which didn't phase the woman who was driving) a head rose sleepily. The AA apparently was logging some sack time in the back seat. The sleepy one saw the AA decal on Lt Polanski's car and the waves of recognition were exchanged at 60 mph. Lt Polanski had two things to add: Texas women have a "heavy foot" and he'd like to know to whom he was waving. We might add that orders for the decals should be sent to Lt. P, 63 Fairview Ave, Wallingford, Conn, and NOT to the Newsletter...



# CLANK STORIES

Edited by  
Dario Politella

A "bull pen" at first glance may not have any obvious connection with Army aviation. But in the 2d Divarty air section in Korea they would have disagreed with you a couple of years ago.

The "Second-to-None" at one time sported the only trio of civilian cops-turned-Army aviators existent anywhere. These police officers who were then fighting the police action had been culled from the 2 Stateside coasts and in between by the Army's call-up of Reservists. Thru one of those quirks of the Army's classification system, the three ex-cops soon found themselves living together in the "bull-pen," a tent somewhere in Korea.

Called the "Air Bulls" by their wingmates, their roll call answered like this: Lt. Richard H Rennie of Santa Barbara, Calif, formerly a deputy sheriff; Lt. Andrew K. Bentley of New York, one of the Finest; and Lt. Wayne I Triggs of the Wisconsin Rapids, Wisconsin, police department.

(Ed: A new column and we hope it'll take hold. Contributors are invited to remit their "Clank Stories" or any that they have heard in combat zones or in the ZI. Term, "Clank," is of dubious origin, but is the label attached to an adventure after it's over and its tale is recounted. Many donned steel helmets. Hence, "Clank!")

## Pan Mail

THE READERS  
SPEAK OUT!

Don't know where you buy your maps, but they are not correct. There is a Burlington, Colorado, and I Have received both issues here. Hope you don't have any map trouble with other subscribers, for that would be reason enough to pull out your hair. Finished chopper school on 27 Mar & am now on my way to Ft Lewis & the Far East. Until I can forward you a new address, please send the Newsletter to Burlington, Colorado, not Burlington, Iowa. Sincerely, Capt Lester C Farwell  
(Ed. Note: Map used was Atlas Volume of the Encyclopedia Britannica, 14th Edition. Usually a reliable source. Wish we had

Wish to correct the latest cocktail yarn making the rounds. That ain't the way I heard it. - one Godfrey cocktail and you buzz, TWO and you're grounded! Furthermore, although I enjoyed the French in the "10 Most Wanted" squib, it isn't the same as the French I learned during WWII. A Heckler named Borgen

(Ed-Can't be the same French. You had a different subject, no doubt. At any rate, the use of the pidgin French didn't reduce the list any. It's mushroomed to 29)

## Ach du flieger!

SCAAC-trained Lt Jacques G. Hoffman pens this note from Deutschland. Seems as if the Fatherland has more than its share of scattered to broken. He apparently misses the sunny clime that marked Atlantic City:

Here's a rundown on my new unit. We are formally known as Aviation Section, 97th Signal Battalion (Opn) and the following "Fliegera" are jockeying our "Leiber one niners" and How-Thirteens around the zone.

Maj Carl L Card (AO), Capt Richard O Roberts (Opns O), Lt Wilfred J Denise (Mtrs), Lt George R Mallory (Eng O), Lt Reino O. Oksa (Supp O), Lt Jack L Tabor (Asst Supp O), Lt Robert W Bussey (Asst Eng O), and yours truly, (Asst Opns O).

We spend many weeks out in the bushes, & are beginning to think of ourselves as blood brothers to the wild boar that are plentiful in this country. Most of our flying out there in the wilds is administrative, photographic, msg drop and reconnaissance and we do it all in 5 L-19s and 3 H-13s. (Someday we hope to get a few L-20s and H-19s, but that day seems far off right now).

To keep up our proficiency in the 20's & our instrument flying, the 7th Army Flt Detachment gives us a lift and also the VII Corps Flt Section, so you can see an L-20 would really be a boon to our section in more ways than one.

Tell the boys at SCAAC that if they want any instrument flying to come over here, and they can have all they want of any variety. This country has the "Original" Heinz 57 Varieties when it comes to weather, and the old "Needle-Ball and Auto-bahn" days are fast fading away.

## FECOM

Have arrived in the land of little people and big smells and am assigned as Exec O in (Lt Col) Dave Condon's outfit, now the 40th TC Bn (AAM). Living conditions are not too bad here but that sixteen months in front of me looks like a long "Row to Hoe." Regards, Maj Kennedy G Ward

## 3d ARMY (Cont.)

Taksan (many, many) requests have been received thus far for aircraft and helicopters for use on static displays on Armed Forces Day exhibits on 15 May. We won't be able to handle them all but we will show the public just as much Army avn as possible.

Should have some information on Exercise FLASH BURN for next month's issue, & possibly some firm data on SKY DROP II. The latter is strictly Army aviation.

Your Correspondent, Maj Luther B Botts  
Exec O, ArmyAvn Div

It's Your Paper! Write!



# subscribers

Listed below is a partial list of the personnel joining us in Mar-Apr. List is not complete:

Lt Richard A Kastner...NG-Wis  
 Lt Bak Y Chin...FECOM  
 Lt John W Thompson...AD-Fla  
 Lt Virgil L Danielson...AD-NJ  
 Capt Jowarren B Shiveley-FECOM  
 Capt Victor C Simpson...AD-Ark  
 Capt James E Martin...AD-Okla  
 Lt Sumner C Burns...AD-NJ  
 Lt Bobby G Walls...AD-NJ  
 Lt Bobby J Fleming...PCS,OS  
 Capt Aldrick H Wilson...FECOM  
 Lt Raymond E Moore...PCS,OS  
 Capt George W Moeller...PCS,OS  
 Capt S.J. Hunter...AD-Okla  
 Lt Robert W Warner, Jr...FECOM  
 Capt Hunter G Harbison...Alaska  
 Capt William C Tyrell...Alaska  
 Lt Pearl G Bryant...Alaska  
 Maj John R Riddle...Alaska  
 Lt Billie D Marsh...Alaska  
 Lt Raymond E Cross...Alaska  
 Lt James A Johnson...Alaska  
 Capt Lucian R Whitmore...Alaska  
 Lt George S Swanson...Alaska  
 Lt John A Reinhardt...EUCOM  
 Capt Howard B Richardson-AD-Pa  
 Capt Oran Jolley...AD-Okla  
 Lt R.C. Barnes, Jr...AD-La  
 Lt E.H. Hackett...AD-La  
 Lt Paul S Walker...AD-La  
 Lt I.T. Bruestle, Jr...AD-La  
 Capt Carl H Loveland...EUCOM  
 Capt Orman E Hicks...AD-Ga  
 Lt J.R. Talbert...USAR-Cal  
 Lt Joseph M Balint-AD-Honduras  
 Lt Tollie O Thurston-USAR-Conn  
 Lt Reid L Thompson...NG-Utah  
 Lt Loren C Strange...FECOM  
 Lt James R Cook...FECOM  
 Mr Leroy V Boger...Civ-Tex  
 Lt Paul R Curry...AD-Cal  
 Capt Otto W Heubner...AD-Ill  
 Maj William T Schmidt...EUCOM  
 Capt Eugene R Walton...EUCOM  
 Capt George Rogers...EUCOM  
 Capt Carlyle J Heathcote-FECOM

Lt Charles Drummond...EUCOM  
 Capt William C Hoge...EUCOM  
 Lt Cyril B Puhman...FECOM  
 Lt Col Wayne N Phillips...USFA  
 Maj William G Black...USFA  
 Capt George W Aldridge...USFA  
 Capt James E. Childers...USFA  
 Capt Glenn E Darrough...USFA  
 Capt James T Dickson...USFA  
 Capt Robert J Lessard...USFA  
 Capt Donald L Miller...USFA  
 Capt Charles Morrow, Jr...USFA  
 Capt Ralph S Paxman...USFA  
 Lt John W Barron...USFA  
 Lt Thomas O Finley...USFA  
 Lt Robert L Truax...USFA  
 Lt Howard M Welbourn...USFA  
 Lt William K Toothill...USFA  
 Capt Raymond E Jarrell...AD-Va  
 Capt Earl J Hammack...FECOM  
 Capt E.E. Sprague...AD-Cal  
 Lt Rudolph D Descoteau...AD-Cal  
 Pfc James W Gavin...AD-Cal  
 Lt Warren E Davis...NG-R.I.  
 Lt Dante A Volotata...NG-RI  
 Lt George A Crowell...EUCOM  
 Lt Earl K Wooley...EUCOM  
 Lt Alfred R Smith...EUCOM  
 Sfc Floyd Blanks...EUCOM  
 Maj James C Goode...EUCOM  
 Capt Glen I Arnold...EUCOM  
 Capt Arvil B Quinn...EUCOM  
 Capt Donald E Bockbrader...EUCOM  
 Capt Samuel P Kalagian...EUCOM  
 Lt William J Benjamin...EUCOM  
 Capt Roy R Buckwalter...EUCOM  
 Lt William C Lull...EUCOM  
 Capt Richard L Poulos...EUCOM  
 Capt Clayton E Johnson...EUCOM  
 Col Warren R Williams...AD-Tex  
 Lt Col John B Babbs...AD-Va  
 Capt Paul E Thornton...AD-Va  
 Capt Richard C Stem...AD-Va  
 M/Sgt Donald A Baker...AD-Va  
 Capt Max L Garland...AD-Okla  
 Lt Frederick R Gates...AD-La  
 Lt Col David M Kyle...FECOM  
 Lt John L Yunder...AD-Okla  
 Lt Leo Pluta...FECOM  
 M/Sgt Earl J Davis...EUCOM  
 Lt Chris Erhardt...EUCOM  
 Capt A.F. Kochmanski-USAR-Mich  
 Maj William A Richards-NG-Ohio  
 Maj Jack B Crable...FECOM  
 Capt Robert W Nicholas, Jr-FECOM  
 Lt Paul H Brown...FECOM  
 Capt H.A. Winter...FECOM  
 Capt F.B. Franklin...FECOM  
 Lt Herbert Williams...FECOM  
 Lt Walter L Lamb...FECOM  
 Lt Harvey C Mayse...FECOM  
 Lt Lawrence White...FECOM  
 Lt Arthur Meyer...FECOM  
 Col Robert M Leich...USAR-Ind  
 Lt Col Bryce Wilson...USAR-Cal  
 M/Sgt Reese Hogan...USAR-Okla  
 Mr Dee Mitchell...Civ-Tex  
 Mr J.E. Beigle...Civ-Conn  
 Lt Jos C Giambatista...NJ-NG  
 Lt Donald H Greiner...EUCOM  
 Lt Edward Preisendorfer...FECOM  
 Capt James C Smith...FECOM  
 Lt John F Werfelman...EUCOM  
 Capt Robert A.J. Dyer, Jr...FECOM  
 Capt Malcolm E Gordon...EUCOM  
 Capt Barton F Richards-AD-Ok  
 Capt Robert H Parks...FECOM  
 Lt James E Griffin...FECOM  
 Lt George A Dalusky...FECOM  
 Lt Roger A Doucette...AD-Cal  
 Lt Edward H Aldridge...AD-Tex  
 Capt Kenneth E Glover...EUCOM  
 Capt Danford S Carroll...AD-Tex  
 Lt Edwin O Carr...AD-Cal  
 Lt Ellis E Monorief...NG-Utah  
 Capt Robt J Teitelbaum-AD-Okla  
 Lt Col Duane P Jackson...FECOM  
 Capt James E Ingram...FECOM  
 Lt Julian A Anderson...FECOM  
 Lt Herville F Downes...FECOM  
 Lt John R Franznick...FECOM  
 Lt Ernest R Hafers...FECOM  
 Maj William R Miller...EUCOM  
 Capt Richard C Smith...EUCOM  
 Capt Richard T McCrady...EUCOM  
 Lt Jerome F Bowen...EUCOM  
 Lt James H Merryman...EUCOM  
 Lt Richard G Zeller...EUCOM

No room for exact addresses, but we'll forward specific address w/stamped, addressed envelope.

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15

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## Randoms from the Editor:

Only one "pitch" this month so we might just as well start pitching. Several issues ago, we asked for candid snapshots or officially approved photographs. Our intention at that time was to have a "Remember When" type of column in which old-time equipment, facilities, & Early-Bird AAs could be portrayed. From the returns (a big fat zero) it seems as if everyone would rather "Forget When."

We'd like to extend our plea for photographic material. Unit PIO's and Signal Corps photographers work "hand in glove" to photo and caption material that is submitted to everything from the "Boondock Gazette" to the "New York Times."

It's our guess that they'll be happy to forward a print to us if you say the word. Strictly speaking, your morale and your information & education are important too and few of your friends throughout the world get to read the "Boondock Gazette". The old cliché, "A Picture is Worth a Thousand Words," still holds true. Our budget is set up for a certain number of photos in each issue so if you have anything photographic (group or individual) send it in.

That's the "pitch." Concerning the "Big Pitch" (the Turkey Shoot by the 1954 subscribers) we can only say that from the initial returns (23 "Bugs" out of 964) we are heavy on "Turkeys" and light on the "Shooting." We're somewhat ashamed to figure that one percentagewise.

At any rate, we've shot out bolt and further appeals in '54 will not be made. If this publication is to become a "Barber Shop" magazine with practically everyone reading the Barbers' copies, so be it... At least, we're appreciative of the Barbers' support.

Only layout change this month occurs in the name of the publication. We switched from "Army Aviator" in that this title conflicts with an existing publication, and more important implies that this publication is exclusively for commissioned Army aviation personnel. The new title, "Army Aviation," is synonymous with our policy of having a general publication of appeal to all. Hope you agree. Until we can expend all of the stationery, correspondence will still come under the AA Newsletter label.

Still have some 400-odd Complimentary Issues that we'll gladly send to your A.A. friends if you'll forward their names & addresses. No strings attached. We have no DA lists from which to work and would like to have them IG this publication with your compliments.

Will close shop with this thought. It is virtually impossible for us to know of the many individuals and units that are playing a part in AA throughout the world. If a correspondent is seeking a globular audience, we must admit that this publication currently does not fill the bill.

We can say that his article will probably be read by the 1300+ barbers, but we aren't even certain of this. We have for the most part pursued a selective readership topside, and Henry Brooks Adams' quotation should be considered in lieu of our present globular inadequacies:

The difference is slight, to the influence of an author, whether he is read by five hundred readers, or by five hundred thousand; if he can select the five hundred, he reaches the five hundred thousand."

Your Editor,

Art K.

16

## ARMY AVIATOR newsletter

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