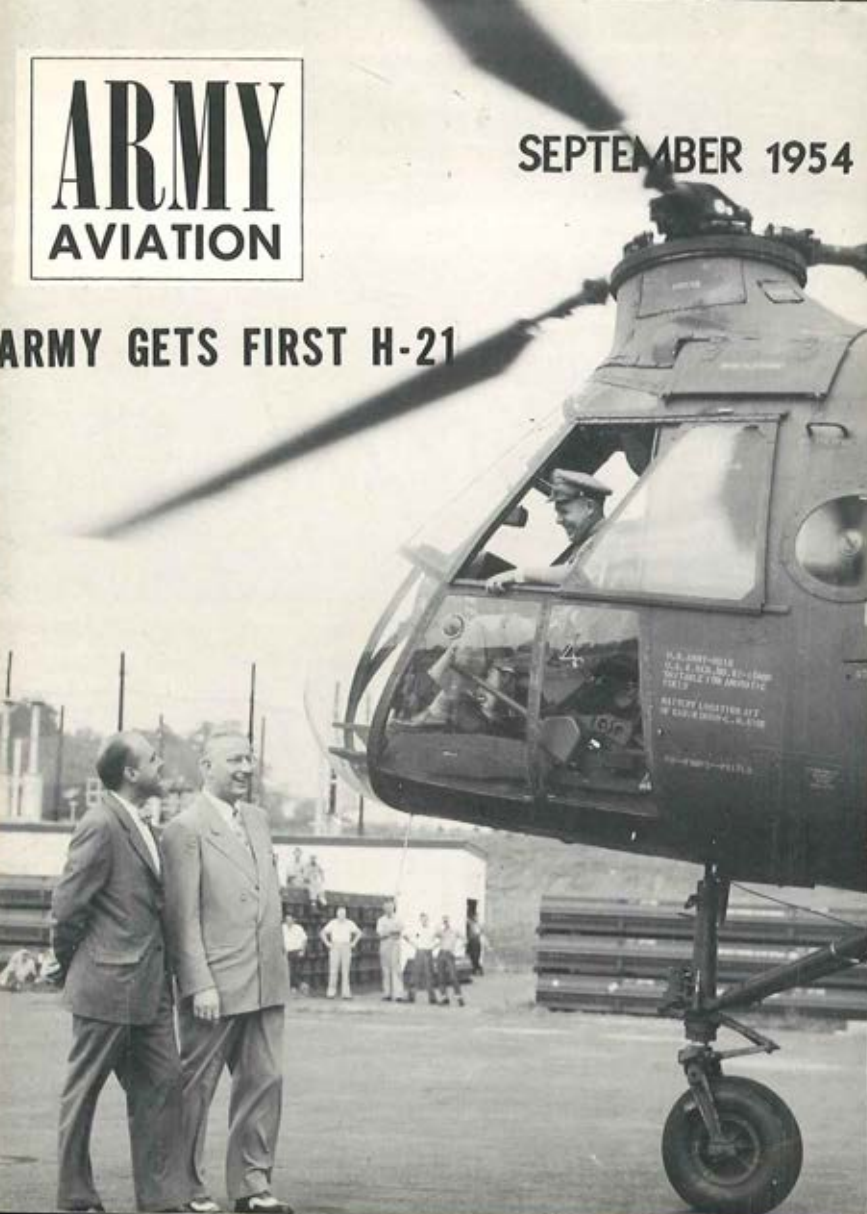


ARMY AVIATION

SEPTEMBER 1954

ARMY GETS FIRST H-21





HOPSCOTCHING

BRIEFS ON ARMY AVIATION TRENDS

Move of the AAS to Camp Rucker, Alabama, already underway...Advance party has been sent from Fort Sill to clear the way and Brigadier General Carl I Hutton, Commandant of the AAS, signed in at Rucker on 1 September.....

Activation of the 71st Transportation Battalion (Helicopter) at Fort Riley, following shortly on the heels of the earlier activation of the 8th Transportation Battalion (Fort Bragg), indicates the rapid growth of the "separate company, separate battalion" concept in Army aviation.....

Provisional Army Aviation Companies have been retained by many divisional units in the Far East and several ZI divisions (10th Inf and 44th Inf) are now "provisional."

A prominent national weekly highlights an expected AF-Army 'discussion' to make headlines this Fall. Concerns the '56 budget and predicts the Army will demand that it be given its own aircraft to handle airborne troops and weapons.....

Army Aviation as a Special Staff Section in higher headquarters is now being implemented on many fronts...Reports from Eighth Army, Third Army, and First Army all point out that AA is now operating as a Special Staff Section.....

Combat Forces Journal, long an accepted military organ, has carried frequent articles of copter cavalry in fiction form. Although the close-support function by Army aircraft may never materialize, CFJ deserves a well done for presenting 'creative thought.' If current or later events prove that combat objectives may best be secured with Army close-support aircraft, look for further 'discussions.'

(Continued on the next page)

PIX • "PIX" on any Army aviation subject are welcome...4 x 5 glossy prints (or any size negative) are preferred. Enclose postage if you desire photo returned. Please specify source of photo for appropriate credit line.....

(1)* Aerial view of the new HELIPORT rapidly nearing completion at Fort Eustis, Virginia. Aerial photo was taken on August 12th and is submitted through the courtesy of the OCT, the Technical Liaison Officer, and MAJ HENRY S WANN, (Details on Page 5).....(2) Graduation photo of Hcptr Primary Class 55 A-H at Gary AFB, August 20th...Photo submitted through the courtesy of USAF, Gary AFB, and MAJ GEORGE G TILLERY...Squatting, Left to Right: MAJ HAROLD D FLYNN, MAJ ROBERT M WEBB, CAPT L.W. FLADMARK, Capt J.E. Allinder, CAPT GEORGE H KNOWLTON, JR., Maj W.R. Mathews, Capt D. Sizemore, CAPT PAUL H ROUNDY, Maj E.B. Hudson, and Lt Col R.R. Evers — Standing, L. to R: LT WILLIAM M JOHNSON, LT JAMES P GRIMSTAD, Lt L.B. Cannon, Capt R.R. Durych, Capt M.A. Wilson, CAPT RICHARD T MCCRADY, LT CHARLES M PRIEM, Capt A.J. Parker, Lt J.E. Ortiz-Santiago, LT JOHN T O'KEEFE, and MAJ GEORGE G TILLERY.....(Inset in 2) CAPT CHARLES FOURNIER, 278th RCT, Ft Devens, Mass, an "ACE" with a Bag of six.....(3) Major General Paul F Yount, Chief of the Army's Transportation Corps, formally accepting the first H-21C transport helicopter at the Morton, Pa. plant of the Piasecki Helicopter Corporation...Photo submitted through courtesy of H.Stever Tremper and COL FRANK K MacMAHON, PHC.....(4) Lt Colonel Thomas C McGuire, CO, 3rd Bn, 278th RCT, and CAPT JULIAN A HAWKINS, Bn Aviation Officer, chart their course prior to embarking on the first flight of the battalion's new L-19 aircraft...Photo submitted through the courtesy of Maj C.R. Wyrosdick, USAF PIO, Iceland Defense Force (Details on Page 5).....(Inset in 4) LT COLONEL HARRY T SHIVELEY, Eighth Army Avn Sec, FECOM, a TOP "ACE" with 29 definites.....(Center inset) Proof that women currently habitate Greenland as submitted by chopper-pilot, LT BERNARD R LEFEBVRE: L.to R: LT. LEFEBVRE, Lt Chriss Stevens, Mr. Ralph Heckathorne, & Lt Helen Costa(No details).

HOPSCOTCHING

All of the above 'trends' when considered along with the sizable appropriations to be devoted to AA equipment account for the strong undercurrent prevalent today...Many believe some move at consolidation of Army aviation forces will be forthcoming...Today's topic of conversation, a separate branch or incorporation of AA into one of the existing branches, may not be a "pipedream."

New Reserve Component Reorganization may eventually prove to be a bonanza for the currently labelled "USAR" forces...National Guard of the United States may bring with it the equipment so sadly lacking in today's USAR Program....With equipment, civilian contract system would be dissolved and the employment of CURRENTLY operational Army aircraft in widely-spotted pools would revitalize the entire program. If rotary-wing equipment is included, USAR aviation personnel would then be eligible for rotary-wing training. The immediate advantages of available CURRENT equipment to USAR personnel would be increased proficiency, enhanced M-Day availability, and an overall reduction of the summer encampment accident rate.

ARMY RECEIVES FIRST H-21

Major General Paul F. Yount, Chief of the Army's Transportation Corps, formally accepted the first H-21C transport helicopter at the Morton, Pa. plant of the Piasecki Helicopter Corporation on August 20th.

The 20-place cargo and troop transport "will greatly increase the combat effectiveness of the Army," the General told the approximately 2,000 Piasecki employees witnessing the late August ceremony.

Immediately following the acceptance of the H-21C, General Yount and other military guests were flown to Philadelphia International Airport. General Yount flew as co-pilot during the flight.

COVER PHOTO: Major General Yount, in the cockpit of the Army's H-21C, prepares to fly to Philadelphia International Airport, following a brief acceptance ceremony held at the Piasecki Helicopter Corporation plant in Morton, Pa. Standing outside of the helicopter are (left to right): Frank N. Piasecki, Board Chairman, and Don R. Berlin, President of PHC. (Photo courtesy of H. Stever Tremper and COL FRANK MacMAHON of PHC).

VOL. 2, NO. 9

"ARMY AVIATION"

SEPTEMBER, 1954

"ARMY AVIATION" is an unofficial, all-component monthly publication financially and editorially supported by voluntary subscriber-correspondents. It is mailed to Army aviation personnel in the National Guard, U.S. Army Reserve, and active service and to the friends of Army aviation. No implication must be made that the publication is an authorized Army publication. The views and opinions expressed in the publication are not necessarily those of the Department of the Army or of the staff of the publication. "ARMY AVIATION" is fully protected by copyright and its contents, in whole or in part, may not be reproduced without specific permission. Copyright, 1954, by Arthur H. Kesten.

NOTE TO "ACES" — Quote from ltr from LT PAUL W FRANCE, 201st Engr Bn, Fort Leonard Wood, Mo., an "ACE" with a Bag of 7: Rec'd the "ACE" Certificate - thanks... Was all in one piece but had been folded - suggest you slip a piece of cardboard in envelope hereafter." (Ed. Note: Will forward "ACE" Certificates in fiber mailing tube starting as of now...If anyone rec'd their Certificate crushed or damaged in any way, drop us a short note and we'll be most happy to send you another "ACE's Certificate" in a mailing tube. The Certificate stood up in the test mailings but every once in a while some were battered without doubt.)

PRO'S SAY

FORT EUSTIS HELIPORT "ON THE WAY"

FROM THE TECHNICAL LIAISON OFFICER, OCT, D/A — The heliport base nearing completion at Fort Eustis, Va. has been developed as an experimental project and as an adjunct of the Army's helicopter program. Completion is scheduled for late October.

The Army currently has under development a family of cargo helicopters. This family, when completed, will consist of three sizes of helicopters, the capacity of which will be 1 1/2, 3 and 5 ton aircraft. The Army has been using the H-19 Sikorsky as an interim cargo helicopter in its helicopter companies until the standard cargo helicopters are available.

Currently, the Army has activated seven helicopter companies. These companies have a strength of one hundred and twenty nine officer, warrant officer and enlisted men with 21 cargo and 2 reconnaissance helicopters organic to each unit.

One Transportation Corps unit will be assigned to Fort Eustis, headquarters of the Transportation Training Command, and use the facilities offered by the newly created heliport. The heliport with its hardstands, maintenance facilities and operations building will provide the means to determine the ground requirements for helicopter operation. Additionally, with these improved ground facilities, maintenance requirements of the helicopters will be reduced materially resulting in more economical costs.

Commercial aviation interests have been watching with interest the development of the Army's heliport. Since this heliport facility is the first of its kind, many ideas and much information concerning heliport value will be obtained. (Photo on Page 2).

ICELAND

LT ROBERT W WARNER

KEFLAVIK, ICELAND — The base of our operations here in Iceland is Keflavik and it is here that the 82nd Interceptor Squadron, the 53rd Air Rescue Squadron and the 3rd Battalion, 278th Inf RCT are located. Our mechanics, M/SGT LESLIE COVINGTON and Sgt Stone, arrived here first in December of last year, the aircraft in April, and our Bn AO, CAPTAIN JULIAN A HAWKINS, and I in June. We're fortunate in having two excellent maintenance crewmen and are also aided by an administrative NCO, M/Sgt Watson. The two brand new non-speaking members of our section are 'Mona May #1' and 'Bubbles,' an L-19A and H-13G respectively.....Our first consideration was to become operational and work commenced on assembling the L-19. It took only 7 days to complete the project and after the usual test flight, Lt Col Thomas C McGuire, the Bn CO, was given the first official flight. The interest and cooperation shown by all of the services in the progress and welfare of our unit has been highly gratifying, to say the least. We have encountered many problems but they have all been resolved within a short time due to the helping hand lent us by the Air Force. We've been allotted hangar space for both of our aircraft and now have our own office and supply room.....

The weather here is unpredictable and erratic and to date has been our most harassing problem. The wind is our biggest difficulty for it has averaged 15 knots and has indicated 40 knots at times. This is mild compared to the winter winds which have been recorded as high as 120 knots. As far as good flying weather is concerned, we have only two or three days a week when we can get into the blue, and at present our operations have been somewhat limited due to the extensive repairs made on the airport's runways..... Another trying problem is meeting our annual minimums. We have a rather unique situation in that when we arrived here there were only 20 hours of BRIGHT daylight and official sunset was approximately two and a half hours long. NOW we are rapidly approaching the point where the reverse will be true and NIGHT flying will be in order.



BI-SIGNAL?

Instrument conditions are practically impossible to meet under the present conditions. There are 2 radio range stations within close proximity of each other, four legs of which are over water and entirely unreliable, to say nothing of the magnetic variation which is 28 degrees west! Even if we were to overlook these 2 factors, we also have jets, MATS, and commercial aircraft using these facilities continuously, and it's just a little too much competition for an L-19.....Our missions thus far have consisted of low-level reconnaissance, orientation flights, mail drops and pickups, tactical tank-air support control, air to ground radio problems, the fire direction of artillery from the air, and

numerous photographic missions, with the expectation of many more varied and interesting problems in the future. We have flown approximately half of the officer personnel of the Bn and have, from a complete standing start, enhanced our unit's prestige and that of Army aviation to the extent that many enthusiastic and complimentary comments have been made about our operations. There is a tremendous feeling of accomplishment to know that the Army has an 'Air Force' in Iceland....

Last week, we sent M/SGT COVINGTON to Germany and France to establish liaison with other AA units and to procure any publications that we have as yet not received. We hope to be able to continue this contact in order to keep abreast of any new and helpful ideas that our associates develop. I must at this time put in a plug for "ARMY AVIATION;" until recently it was our only contact with other units and most avidly read the day it arrived in the mail.....Although I have mentioned many problems that we have encountered, ours is a young unit and although troubled with growing pains, we feel confident that after a few more months of hard work we will have a 'going' concern and will be capable of handling any and all projects that are delegated to us.....PS: Hope you'll be able to continue the IBM typing.....In view of the fact that it's a "long night" here, it's the best yet & cuts down on the eyestrain immeasurably....You understand the problem of us aviators; must be careful of our peepers.....

AGS

CAPT GLENN M EBAUGH

Just caught another "Peeker" going thru MY issue and wouldn't let him out the Link until he gave me the deuce — CAPT LLOYD A WATLAND, Opns Off of the 71st Trans Bn (Hcptr) under LT COL GERALD H SHEA...This Bn was reported by the Riley PIO in the August issue as the 21st Trans Bn. All we can do now is just breathe hard for that PIO... Riley is really growing with more & more acft arriving each day, people on TDY for Camp McCoy SFT, 10th Div demonstration teams flying all over the countryside, and the normal missions for the Army General School....The latter (my unit) still has 2 19's and an L-23 with 2 officers asgd; new arrival - Lt George Belk...Capt Lynn S Fuller now asgd to Riley and exit CAPT DOUG MOSLEY to EUCOM by way of I-School...DOUG is presently sitting in for Capt George Poppas as Post A/C officer in that the latter is on his way to chopper school....Some time ago we extended an invitation to all AA's to stop in and see us. We now have an additional incentive. FIVE SACKS freshly made up each day for transient pilots on one or two night stands. From my own viewpoint the little bits of info that keep cropping up in "ARMY AVIATION" are a world of help in keeping current of recent developments, ref to the info on P.5, Aug, re: T/A-20 (Communications- Navigation Equipment for Army Airfields). Really had to beat the bushes for this info, & the short article (thanks to CAPT DONALD DICKINSON, OCSIGO), put us in good shape.. Also on the "B-Bag," re: Lear equipment (ADF), a TWX was rec'd here some time ago addressed to the CG, All Armies, limiting ADF 12, 14, & 17 as unreliable for navigational purposes & curtailed their further use. The last paragraph stated that additional information would be published but to date, nothing's been rec'd here after several official requests. Depot inspectors suggest an interim sticker on the panel: "For Ball Games Only." Last, card dropped out of the box in May and D/A sent me a pair of "tracks."



Pro's Say...

REPORTS ON AD-AA

USAREUR, COM-Z

MAJ L.L. MCCULLOUGH

ORLEANS, FRANCE — The first six months of 1954 has brought many changes to the Saran Air Strip at Orleans, France (Hq, USAREUR, Com-Z). A new operations office was completed, and the operating staff moved in during the early part of March. At the same time we occupied the news operations office, the old office was converted to billets and a day room for the enlisted men of the section....A new 2,200 foot east-west runway has been completed, and its official dedication was part of the Armed Forces Day ceremony on 15 May....New fueling pumps have been installed by the Esso Company at the parking hardstand at the operations office and were first put into use 8 July....We picked up four new pilots during the period of this report and the pilots now assigned to this section include: LT COL E.P. FLEMING, JR., MAJ L.L. MCCULLOUGH, Capt J.J. Brockmyer, CAPTAIN R.C. FOX, CAPT R.T. HAWK, and Capt D. O'Hara....Capt Hubert Reed and 1st Lt. Kuhn are now enroute from the states for assignment here in Com-Z and are expected in the early part of August. We'll lose CAPT HAWK shortly thereafter; he'll really be a 'Ramblin' Wreck' for he's to enter Georgia Tech on his return....Projects still to be completed include overruns at each end of our runway, installation of a radio beacon & other navigational aids and the laying of a PSP taxiway from the present parking hardstand to the hangars....A study is now being made of navigational aids to be located at several points in Com-Z. Projected plans include the placing of TVOR, Fan Markers, VHF-DF, tower and intercommunication equipment at Orleans, Verdun, La Rochelle, and Poitiers. Closing out, Capt E.E. Crow has recently been asgd here to replace LT J.E. BREY who was transferred to Germany; CAPT J.F. ROBERTS is the new ADSEC Avn Officer.....

HQ, THIRD ARMY

MAJ LUTHER B BOTTS

FORT McPHERSON, GEORGIA — First, a brief on our Instrument Examining Board. The Board President, CAPT NEELY R BROWN, ably assisted by CAPTS HARRY J LANGLEY and JOHN A MURRAY, have completed their FY 54 examinations as of 15 July..... Some 70-odd AA's, Third Army Area, now hold standard or special instrument certificates. Instrument failures amounted to less than 5% of those examined. Some 170-odd AA's were given the non-instrument exams with failures running approximately 3%. National Guard non-instrument exams are still being conducted at summer encampments with about 75% of the asgd 120 NG-AA's having been examined. The percentage of failures appears to be slightly higher than those of the AD Army aviators. SECOND ITEM of interest is that we are now a separate Army Aviation Section here at Third Army Hq. As a result of DA TC 15, we became a special staff section on 1 August, consisting of two sections. LT COL ARTHUR J ANDERSON (recently designated a Senior AA) is the Third Army Aviation Officer and yours truly (also a new Sr AA) is the Deputy Army AO. Our two Divisions are the Personnel and Administrative Division and the Plans and Training Division. The personnel authorized within this section are 6 officers, 2 civilians, & 2 enlisted men (with the 6 officers including our Instrument Examining Board. The Ft Detachment is under the operational control of the Aviation Section.....

As you know, the Army Aviation School is moving to Camp Rucker from Fort Sill. The advance party headed by Lt Col Carlisle W Arey will begin moving in on or about 15 August. The entire school should be in operation by late February 1955....Needless to say, we're happy to have the AAS in the Third Army Area and once the School is settled down, Third Army will have a major portion of Army aviation in the ZL....Just received word from OCAFF that Third Army will furnish one platoon of H-19's and one platoon of H-25's for the National Aircraft Show at Dayton, Ohio, 4-6 September...Ft Sill is furnishing the pro-

ject officer and I'm sure that Army aviation will steal the show again this year....



Most recently asg'd pilot to the Avn Sec, CAPT DALE R WEES, fresh from 'Frozen-Chosen,' twin-qualified & a new graduate from copter school. Bought a home here in Atlanta and we hope he's settled with us for some time to come....Capt Dave Shepherd, Flt Det, also bought an Atlanta home; however, we understand his wife hasn't had the chance to completely show him around the new place. His 80 hrs flight time last month kept him away from home a great deal of the time....LT DON MULLIGAN, Flt Det, was also in the 80-hr bracket last month. Don't think

his wife intended to complain but LT MULLIGAN did indicate that he'd been 'invited' home to dinner 'once in awhile.' Incidentally, DON's looking forward to being a new Father soon.. (First time too, but he's playing it real cool — just has that far-away look.).....CAPT. JOHN MURRAY recently returned from the battle of single-engine procedure and all members of the Instrument Examining Board are now twin-engine qualified. Good thing too for we conduct instrument exams of all Third Army twin-engine pilots in L-23 aircraft.....

45TH TRANS CO · AAM

CAPT F.G.G.

FRANCE — Like many others, we're playing an active part and would like our widespread friends to know where we are and what we're doing. We're running the Frescaty Trans Acft Svce Cen (composed of the 41st Trans Bn (AAM), the 45th Trans Bn (AAM), and the 560th Trans Co (Base Depot). We furnish supplies (acft) to all of USAREUR & direct maintenance support of Com-Z. The 41st is commanded by Lt Col McDermott, the 45th by Capt James E Bragg, and the 560th by Capt Frank O Perry. Other officers are Maj M.L. Hummel and CWO Paerstein, both non-rated; CAPTAINS D.B. WILSON, E.L. LANDRY, R.F. CUMB, and C.H. Fuller; and LTS J.T. LENDRUM and J.B. FOSTER and yours truly...All in all, we're kept pretty busy too.....Jim Bragg is sending in his deuce and wishes to go from Jim Bragg to JAMES BRAGG. Col McDermott will do the same very shortly. We all like "ARMY AVIATION;" it gives us plenty of news and enables us to keep up with the whereabouts of our many friends and acquaintances. And from a month to month reading of the progress of the many units, it is easy to determine that everyone is working hard to add stature to this new field.....

HQ, EIGHTH ARMY

LT COL HARRY T SHIVELEY

KOREA — A sukoshi comment or two from the Land of the Far East..The monsoon season hit us with a vengeance and promptly proceeded to wash out many roads, bridges, and airstrips. Notably, the boys at Seoul City airport have been getting in plenty of hasty movement practice, being forced to move 3 times in about a week. The Han River is acting like a yo-yo; it rises 10 feet or so in about 5 hrs which is fairly rapid.....There has been a large exodus to the land of civilization and hot Turkish baths to our East (Who hasn't heard of Tokyo Onsen?) and many of our qualified & experienced oldtimers have made the migration: Capts Robert Dobson, Sylvester McClain, Laddie Roark and Edgar Sharpe, to mention a few.....

In the meantime the pendulum has swung again. The fat is all gone and suddenly we are gnawing on a mighty slim bone. The numbers of AA's who aviated homeward was increased considerably from what we had originally planned due to ETS, emergency leaves, boys going home to enter college, and more spaces available on ZI-bound ships. At any rate, we are NOT overstrength all of a sudden, on the contrary, we are slightly under... Are there any chopper volunteers? (For Korea, that is.)....Regarding the Aviation Companies, It's true that the decision was made NOT to continue any consideration of them for inclusion in the T/O&E; however, they have proven so well over here that ALL units which had them individually decided to retain the organization and one division that didn't have it at first in now in the throes of organizing an Aviation Company set-up.

There is no doubt that UNDER THESE CONSIDERATIONS the advantages to be gained from the formation of an Avn Company far outweigh the disadvantages that some of the individual unit commanders feel are present. To give it a fair test we must try it out in other localities and under different conditions. (I note that this is being done in the U.S. and in several other overseas spots.) Eighth Army is now being legally organized under the Special Staff Section in accordance with the latest TC. Although in the past there was no justification for a special staff section, the Army Avn Section here at Eighth Army has in fact been a special staff section. Coordination is affected with all of the other general and special staff sections directly.

We've had a few changes....LT COL DUANE P JACKSON returned to the US & it appears that his old job at I Corps is to be taken by Maj Charlie Wirt, ex-OCAFF & Leavenworth; Also understand one of your "WANTED" characters, MAJ JACK RUBY, is enroute over here — the more the merrier. Maj (brand new) Chuck Graft is celebrating his step into the higher ranks & declares that he must now go along with the rest of us in sweating out field grade weather for night & other 'hazardous' flying. Just signed up LT. MYRON STAND of the 24th Div Avn Co who happened to come in on business and was given the business. Just for the record, I think the small edition is right 'George.' This proves that although I am approaching middle age I am still young in slang, at least.....

AAA & GM CENTER

MAJ KARL S PATTON

FORT BLISS, TEXAS — We see by the July Issue where Fort Hood has 44 assigned pilots and claims a non-AAS record. We only have four pilots here so we do not claim the record. We're 'expecting' however, and three more AA's should join us soon. Maj Ralph D Newby commands the section, assisted by MAJ KARL S PATTON (leaves as of last week). Capt William M Davis and Lt Carroll W Smith round out the foursome...The latter two have 'CONGRATULATIONS' coming for a fine demonstration and presentation of Army aviation to many National Guard and ROTC trainees a few days ago. Maj Newby, having recently rec'd his Instrument Rtg, is now busy trying to teach each of us how to be 'meter readers.' As for me, I've got my hands full just learning not to say, "Who? Me?" when anyone in the vicinity says, "Major." Bagged one! LT LARRY DOTSON who hometowns in Alamogordo, New Mexico. He should have quite a tale to tell!.....

AEPG

CAPT ROBERT E BRIZEE

FORT HUACHUCA, ARIZONA — As my ole' Company Commander used to say, many many water has run under the bridge since I last wrote...If I can't do better than that I should turn in my Ace (a pun, I say!) and head for the shower...The majority of the personnel of the Signal Corps Aviation Center are now located at Fort Huachuca, with your old dad and LT WILMER L PRESTON being the last of the contingent to arrive...PRESTON, in fact, has not arrived as yet but we expect him any day. He and I sojourned a bit at Fort Bragg throughout 'OPERATION SKYDROP II' along with a good many other Army aviators...Quite a few

of us have quarters on the Post and the balance are here and there in nearby hamlets.... Let me qualify that 'nearby;' in Arizona, it can mean up to one hundred miles. And frequently does...The climate here is truly superb; no more haze and smoke of New Jersey; and we have visibility left over...But we have thunderstorms like you have never seen... They go all the way up to there and are full of fire (colloquial for lightning)...This is the Proving Ground of the Signal Corps, actually the Army Electronic Proving Ground, and we are to be found in the Aviation and Meteorological Department. We have some other airplane drivers here in other units but I imagine the readers will hear from them...Be damned, sir, if I will advertise some other jockey club....Rec'd my Aces Certificate and it is a darb. (Ed. Note: ?) I wouldn't trade it for a genuowine Barlow knife...My friend down at the Brass Works says he heard that Army aviation would soon get some dirigibles. Question: Where will Rollie get lighter-than-air aviators?.....

HUACHUCA 21

RANCHO BRIZEE 62

CASA CHAIRES 103

25TH INF DIV

LT HOWARD HALL

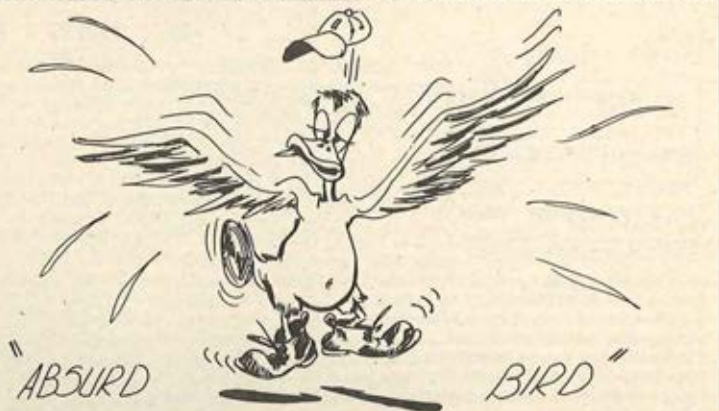
FECOM — Bringing the readers up to date on the 25th Division Air Section, here are a few words we'd like to pass on...As of 14 May, MAJ DONALD A BAKER took over the AO post...CAPT HAROLD E LOCKHART, Hq Co AO, has been enjoying the Japanese scenery by attending the Instrument Refresher Course given there...LT ROBERT KNOWLES, an old Sill man, is now serving in the capacity of aide and pilot for Maj Gen Carter, our Division Commander...We have a hero amongst us, commonly referred to as LT JAMES "Crash and Burn" CHAPPELL, who rec'd the Soldier's Medal for rescuing his passenger when the helicopter he was flying crashed on a mountain top....That takes care of our illustrious few; the rest of us asgd to this section are: Capt John Willis, LT GUSSIE MEISENHEIMER, LT BOYDIE FEREDAY, Lt Lee Watters, Jay Tipton, Billy Taylor, Robert Eymann, Donald Gausvik, and yours truly.

10TH INF FLT DET-PROV

CAPT EVERDUS H HACKETT

FORT RILEY, KANSAS — We of the 10th Div Flt Det, Marshall Field, are now thinking that for the simple reason that we have one of the best units in Army aviation, we had better send in our second installment to the Digest. We've been feeling a little slighted; so I was elected to write a letter to inform you of our latest progress. (Ed. Note: Hope there were no bruises associated with the election.) Since returning from our recent escapade in EXERCISE FLASHBURN, we have established Ops at Marshall Field and have changed from the 37th Division (Buckeyes) to the 10th Inf Division...In addition to this change of nomenclature, we are now a SEPARATE unit. By an act of God and a heck of a lot of pushing by our recently departed MAJ DAVID A HILL, we are now known by the name, "10th Inf Div Flt Det (Provisional). (MAJ HILL, by the way, is now serving in Belgium with the State Dept). We also arrived here with all of our pilots needing a great deal of time on their annuals; so with more requisitions we acquired the use of a comparatively-new ('42 model) Link Trainer, and with much hubba-hubba got the Blue Beast in operation. No real sweat! Everyone finished all minimums, including all written exams & flight checks.....

Here's a rundown on the personnel who comprise a good part of the outfit: Maj Lester McCants (DAO), CAPTS EUGENE THOMAS (Flt Det Comdr), FREDERICK R GATES (Exec on



DEDICATED TO ALL "CHOPPER" PILOTS!

(especially, 30th Engineers)

Caption: "Absurd Bird" by CAPT GLYNN M HARRIS

BY LT JOSEPH R GAYHART

a temp basis until CAPT HAROLD T SMITH returns from Sill I-Tng), VINCENT H PRAHL, (Opns), EVERDUS H HACKETT (Asst Opns), DAVID H COERS, JR (Engineering), Vernon W Archer (Athl & Recreation), M.D. LORD (TI&E), HERSCHEL R NICHOLS (Schools & Tng), KENNETH R WAGERS (Motors), and ACY W STANDRIDGE (Air Installations), LTS R.C. BARNES (Supply), IRWIN T BRUESTLE, JR (Maint-Fixed Wing), Earl V Rutledge (Maint-Rotary Wing), WESLEY A DEAN (CommO), ROBERT M TESTERMAN (MessO), PAUL S WALKER (Asst MotorsO-TDY to Camp McCoy as Advisor), 1/Lt Watkins (newly asgd), & Lt Hanley (not yet reported for dy).

This unit has been designated by Fifth Army to assemble a demonstration team to show John Q Public how Army aviation operates. The first showing was held at the National Air Exposition in Milwaukee on the 7th & 8th of August. Participating on the "team" were: CAPTS PRAHL and GATES; LTS BRUESTLE, BARNES, and Rutledge; and SFC HANK WATTLINGTON, and Cpls D.L. Stauffer, A.J. Winslow, and P.G. Owens.....



USFA

CAPT BOB LESSARD

AUSTRIA — Another month has rolled around and so it's time to get the monthly report in...You probably have read about the floods over here and we are kept very busy with it....The 328th Helicopter Company sent three H-19's down to help us out and we made good use of them...We did about everything that you can think of during a flood — from the eva-

cuation of stranded people to the dropping of food to people who were snowed in up in the Alps. The boys from the 328th didn't think much of our mountains but all said that they gained valuable experience while being down here. All three were checked out in the Corridor and flew the mail through the Russian Zone of Austria from Vienna to Linz and then to Salzburg. We'd like to thank WOJG's EVAN E BROGAN, ROBERT M GRONVOLD, and GEORGE P BRUMMITT for their splendid cooperation and assistance during the flood.....Tactical Command has just completed a 10-day ameneuver. Our new arrivals got here just in time to get in on it so they were broken in right. Lt Collister was one of the fortunate people to receive concurrent travel with his family. My family arrived finally after waiting for one long year, and I've been on leave trying to get acquainted again. The families of LTS JOHN M CUMMINS and DARWIN E YORAN also arrived and MAJ and MRS WILLIAM G BLACK and LT and MRS MEDDIE C SULLIVAN were each blessed with new sons in July. Two new arrivals in the command; Lts Daniel Collister and ROBERT L HARBUCK.....

1ST ARMD DIV

LT JOHN R. BAIRD

FORT HOOD, TEXAS — During the last month the activities of the section have slowed up somewhat, the field exercises being over and the flood area at least being rehabilitated. In line with the latter, we have been flying officers for the 16th Engr C Bn to various points of flood damage so that they could better supervise the repair activities of that unit. Along about the end of the month we sent Class "A" pay agents by air to the men in that unit who were still in the field. We are probably the most "liked" unit on the post for this activity; at least we would place high on a popularity poll of the 16th Engr C Battalion. The field here has taken on a completely new look since the change from one division to three sections took place. Each section has been competing with one another to see who could construct the best looking offices and operations set-up, and thanks to LT JIM STOWELL, I can honestly say, regardless of other reports from biased people in the 4th Armd Div and III Corps, that we in the 1st Armd Div have by far the most handsome operating quarters on the field, in fact, our building can compete with offices anywhere on the post.

FOUR SUBSCRIPTIONS AND YOURS AND YOU JOIN OUR EIGHTY-EIGHTY "ACES."

"ARMY AVIATION," September, 1954

Page 11

Since our last report, 1ST LT JAMES E DOUGHTY has reported in fresh from the AAS. He was rapidly given the post of Fire Marshal for the 1st A.D. This week, 1st LI Gene C Reed reported in from IX Corps Arty (Korea) & we are happy to report that he is doing well as an able worker in our supply organization along with LT BOB MICHELLON. (Ed. Note: The 4th Armd and III Corps apparently spent some time 'renovatin' and we don't think they'll take this lying down!)

46TH TAAM CO

LT JAMES C CROUCH

FECOM — The status of the Company remains about the same, although the rainy season has curtailed operations to some extent...In fact, we haven't seen "Ol' Sol" in about 2 wks...We'll soon lose LT ED STEPICH — he's been asgd to the 98th TAAAT at Ft. Riley & will assume the duties of CO with about 20 crewmen & civilians...sounds like a pretty good deal...plans on going to chopper school first...Both of us had the opportunity to ferry aircraft from the 40th Trans Bn (Korea) to the 8066th AU, Chofu, Japan....Was nicer bringing the new ones back on the return trip...Heard from our former CO, CAPT. BILLY B McPHAIL, now in the Pentagon, OCT...Sounds as if he's traded his plane for a pencil and we don't envy him.....

WHOSE FACE IS REDDER?

COL FRANK K MACMAHON



MORTON, PENNSYLVANIA — Just a short note — primarily to let you know that MAJ FRANCIS X BURGASSER (listed among the '10 MOST WANTED') may be reached at: Chief of Information, OACS, DA, Room 2E641A, Pentagon Bldg, Wash 25, DC...The IRONY of it! — FRANK in the office of the Chief of Information and your not having any information on HIS whereabouts! ... I read the publication from cover to cover and find it most valuable in keeping track of the location of my FAST-MOVING Army aviator friends.....

Incidentally, the Piasecki H-21C has seating accommodations for TWENTY troops plus the crew — not fourteen as mentioned on P. 18 of the August issue (Ed. Note: We reprinted a PIO release verbatim and we apologize for not double-checking)...Had a very educational 2-weeks AD tour in June — the crowning achievement of which was the receipt of my AA rating and flying status orders. In this connection, I believe that many USAR Army aviators would welcome an article outlining the provisions of the "Army Reserve Aviation Program." Second Army has published a booklet by this title with which many Reserves may be unfamiliar.....(Ed. Note: Partial data appears elsewhere in this issue and a full outline will appear in the October issue.)

30TH ENGR GP - TOPO SURVEY

MAJ JOHN J WALTERS

ANCHORAGE, ALASKA — I know that CAPT PAUL HOPKINS has informed the readers of a certain portion of our operations here in Alaska and possibly some of the other outfits here on the survey project. The unit should finish its ops by 1 Sept and this year a seasonal report covering the entire operation will be forthcoming. The information should be of interest and value to all persons interested in aviation, i.e. 6,376 helicopter hours, 4,353 fixed-wing hours for a combined total of 10,729 flying hours for the months of May, June and July. The unit had 3,370 flying hours in July ACCIDENT FREE. Plan to forward a report on to the readers when it's completed. I honestly believe this is the largest operating unit of Army aviation in existence. Saw in the "ARMY TIMES," if I may use this term in a letter to a rival publication, that LLOYD BORDEN is now a Major. Send me his address for I'd like to send him "Congratulations." (Ed. Note: MAJOR WALTERS is a modest man. We didn't readily note his promotion until we checked his Change of Address against the files. They read "Captain" and so, "Congratulations" are coming his way also.)

CARE AND HANDLING OF VIP'S



(Ed. Note: The following bit of FICTION was submitted to us by the Aviation Officer of a midwestern Army aviation unit. The AO is not the author of the article, but ventures the opinion that it was written by a fictitious CAPT G B D while he served as the fictitious Opns Officer of a fictitious unit in a non-fictitious war in the Far East. The story is untrue, only the names of the characters have not been changed to protect the innocent.

Headquarters
127th Transportation Regiment (Helicopter)
Fort Kendall, Missouri

20 August 1954

SUBJECT: Another SOP, or VIP's Are People

TO : All Concerned

1. Gentlemen, this SOP will deal with the care and handling of VIP's, either collectively or singly.

a. Let's discuss them in groups first. In groups you'll find that VIP's are no different than most people. It is just that somebody else has attached a great deal of importance to them and/or their positions and the VIP's feel that they have to live up to that importance. Consequently, we have to look sharp, be sharp, and feel sharp when handling these VIP's.

(1) Look Sharp.

(a) The standard summer uniform for VIP flights is as indicated: 2 piece fatigues, fatigue cap, boots, and sidearms. The winter uniform will be announced seasonally. The uniforms should be CLEAN, boots POLISHED, brass and insignia HIGHLY POLISHED, and fatigue cap perched at the proper jaunty Army Aviator angle. The pistol should be cleaned, free from rust and crud, clip full, and ready to defend the personage of the VIP.

(b) Faces should be freshly scrubbed, shining, and cleanly shaven. Mustachios and beards should be freshly trimmed and waxed, and hair cut. The face should also have an eager, alert look and bright smile with an awed, admiring expression on it.

(c) Receiving lines are always good to enhance the prestige of VIP's as well as facilitate their landing. Accordingly, all Aviators will line up shoulder to shoulder by the lead aircraft under the command of the senior Aviator present. The

Aviators will line up (their planes) according to their plane's position in the 'rat race' and passenger's importance. All props will be stiffly erect and upright. This will be done at every strip while awaiting the dramatic appearance of the VIP's. When being introduced to civilian VIP passengers, a bright, cheery smile and a firm handclasp are all that protocol requires. A curtsy, bow, or touching of the forehead to the ground is considered a little ostentatious. Military VIP's are greeted with the customary rourishes and fluffles and a 'high ball' rendered in the traditional Aviator manner.

(2) Be Sharp.

(a) Always consider the selfare and comfort of the VIP in your aeroplane. Flying out over enemy AA positions or friendly (?) artillery positions, or steep turns, or a Split-S out the bottom are not calculated to put the August Personage at ease. On the other hand, a few words describing points of interest such as terrain features, battle fields, nurses quarters, the Kansas and Wyoming lines will be well received. A rousing 'clank story' recounting personal feats of derring-do is also in ill-taste since to do so might detract from the honor and glory of the VIP.

(b) VIP's are often persons of great prominence, so the Alert Army Aviator (hereafter referred to as the AAA) will always move his seat as far forward as possible to allow the VIP maximum room to leave and enter the aeroplane.

(c) Upon being dismissed from the 'lineup,' the AAA hunts out his VIP, and when he finds him points him like a bird-dog working the singles of a covey of quail. VIP's are prone to be hard-bound for mutual protection, confidence, and the exchange of information, and it will require tact, hard work, and determination to break down the covey into singles. Single VIP's are much more easily handled and tractable. Once the covey is flushed the AAA will find it only takes a firm hand on the collar and the other on the seat of the pants of the VIP to lead him to, and assist him gently in, the plane. The VIP will always enter the plane first, and the AAA will assist him or her in securing the shoulder harness and safety belts. In the case of female VIP's, such a fitting should not be too obvious or prolonged, however, as that will make all of the other less fortunate AAA's jealous. Care must also be taken not to close the doors and windows of the aircraft on the admiring peasants' fingers who are bidding a fond adieu to the VIP's.

(d) Upon landing at any strip, the AAA will avoid making more than three bounces. This, for some reason, has proven disquieting to VIP's, and is not calculated to enhance Army aviation. One, or even two, bounces accompanied by a friendly, fervent "Damn that propwash" will reassure the uneasy VIP. It also helps if you turn around and give the VIP a big, toothy grin between the first and second bounce. When the plane has finally come to a screeching halt, the AAA taxies briskly up, blasts all of the assembled 'Brass,' cuts his engines and switches, and slides his seat forward, opening the door, to allow the VIP to dismount first and receive the plaudits of the welcoming throng.

(e) It has been found most expedient for all AAA's to maintain communications while on a 'Rat Race.' Accordingly, all pilots will guard 122.5 while flying VIP's to listen for instructions from the lead plane. The lead plane will normally radio in 10 minutes out of the destination to assure that transportation is standing by. If you are out with a stray, or single, VIP, you are responsible for radioing in as far out as possible for locomotion for your own little VIP. Hell hath no fury like a VIP without visible means of locomotion, to coin an old phrase.

(f) In passing it is worth mentioning that VIP's are very jealous of their relative rank, whether military or civilian. Protocol requires that they takeoff and land in proper file. They become quite irked if someone else lands or takes off ahead of them. KNOW your VIP's relative place, rank, or position in the 'Rat Race' and cleave to it steadfastly. If anyone tries to cut you out of your proper position in the pattern, turn on

your gun switches and fire a warning burst across the nose of the impertinent young upstart. If he persists, shoot him down. This is sure to win you an approving pat on the head from your VIP.

(3) Feel Sharp.

(a) Your attitude towards VIP's will go a long way toward making the 'Rat Race' a success. Be understanding, tolerant, sympathetic. Remember how you felt when you first arrived in Korea — lonely, bewildered, friendless, hungry, sleepy. So be kind and gentle to the VIP. Humor his little whims. It will help if you carry some water and a few snacks in your plane to offer the lonely, hungry VIP. Normally, the feeding of VIP's is not your responsibility. Regard him as a kindly, benevolent old gent, even if he is prying into your military way of living. He's a man with a mission, with vision — he's truly a VIP.

(b) To maintain your own equilibrium (while you are waiting on the ground for the routine flight) take along a pocket book, writing paper and envelopes to help pass the time. Read or write letters if you wish, since you will have lots of time to kill while the VIP's are off settling the world's troubles or balancing the budget, or sampling some rare old wine or barbecued lamb.

(c) If you can attain a detached, amused attitude about the whole business while doing your level best to make the 'Rat Race' a success, you'll feel sharp mentally. A brisk walk or push-ups while waiting for VIP's will help you feel physically sharp, and relieve the fatigue of long flights.

(d) NOW for a quick glimpse of the single VIP; by himself, he appears much more vulnerable, helpless, and uncertain. The AAA must render much more attentive service, and be more solicitous of his welfare, both in flight and on the ground. Identify various units and towns as you fly over them. Explain the tactical missions of Army aviation. Knock rings with him if you can. Play "Do you know?" You are actually his Aide-de-Camp pro tempore.

2. We have achieved an enviable record of safety while flying VIP's. Do your honest, level best to maintain it.

G B D
Capt Arty
Operations Officer

ADDITION to earlier letter submitted by LT COL HARRY T SHIVELEY, Hq, Eighth Army: "Fed you a little erroneous info in my earlier letter by stating that Maj Wirt was to take over I Corps. He wanted a little ground duty & was given an Inf Bn. Lt Col Erdie O Lansford moved from KCOMZ to AO, I Corps; Maj Cunningham from 2nd Div to KCOMZ AO; and CAPT WILLIAM J CLEVELAND is now AO, 2nd Div. LT COL CURTIS HANKINS (my boss) is in Hongkong on leave & I'm holding down the chair for a spell. Getting close enough to start counting the daus before I go (115). Don't know where. Bagged a few more, CAPT DON FISHER, AO honchoing 1169th Engr Gp; MAJ CHARLES V GRAFT, JR, Spec Proj in Eighth Army Avn Sec & ex-AO of 40th Div; MAJ MALCOLM L MITCHELL, 45th TC Bn, just arrived, poor soul, still ejecting stateside beer, exec of hcptr bn; MAJ SIGMUND LENIC, Eighth Army TC Sec, rather proud of this last one, filched him from under the nose of LT COL DON CASSIDY who's striving to become an "ACE." (Ed. Note: The Colonel insists he's not a Super-Salesman & uses no coercion but in talking MAJ MITCHELL into subscribing and actually GETTING 'the green,' he sold a man who has a current subscription. Did you ever try to sell a man an 11-cubic foot refrigerator when he has one in the kitchen? If the Colonel is eventually asgd to Alaska, the Eskimos better watch out. They'll be paying for all that ice!)

TEN MOST WANTED!



Our "TEN MOST WANTED" column attempts to trace displaced AA's as a subscriber-service...Upon receipt of a stamped, return-addressed envelope, we will forward the address of your lost friend on to you within a day....If the address is not available to us, we'll carry his name here in the hope that "one hand will wash the other" and one of our subscribers will help us out with his address....We'd like to feel that the publication is of some USE to the subscribers, so please don't hesitate to send us the name or names of those with whom you've lost contact....

- | | |
|---------------------------------|------------------------------------|
| 1) Lt. Gerald R Beekman (AD) | 14) Lt Col James A McGord (AD) |
| 2) Lt. John J Corrigan (AD) | 15) Capt Werthington Mahone (AD) |
| 3) Capt Leonard R Dennis (AD) | 16) Lt Harvey C Mayse (AD) |
| 4) Capt Benedict D Ferro (AD) | 17) Capt Richard J Murray (AD) |
| 5) Maj Harold D Flynn (AD) | 18) Lt William F Oline (AD) |
| 6) Lt Col James B Gregorie (AD) | 19) Capt Robert M Prater (AD) |
| 7) Capt Phillip C Heath (AD) | 20) Maj Morris G Rawlings (AD) |
| 8) Capt Harold J Hill (NG) | 21) Lt J.W. Rinehart (AD) |
| 9) Maj Robert L Hoffman (AD) | 22) Lt William C Roden (AD) |
| 10) Lt Kenneth Iverson (AD) | 23) Capt Wallace H Traver, Jr (AD) |
| 11) Lt Col David M Kyle (AD) | 24) Capt John F Tremblay, Jr (AD) |
| 12) Lt Ransom F Lee (AD) | 25) Lt Norman Wilson (AD) |
| 13) Lt Richard Lowery (AD) | *26) Lt Hugh A Ramsey (AD) |

*Sought by a Subscriber.....NOTE: If you have a specific mailing address for any of the personnel listed above, would you kindly forward it on to us....We're holding all of their back issues for them pending a correct address. In most cases, issues sent to the last address provided by these personnel were returned to us by the P.O. marked 'unclaimed.'

LUCKY FINS!

Twelve GRATIS issues are yours upon the expiration of your current subscription if you pair up your profile AND the profile of your crew-chief with one of the "LUCKY FIN" numbers appearing below. They're the last three digits that appear on your fin.

Open only to SUBSCRIBERS as of August 1st....ZI deadline: September 30th; APO deadline: October 15th....Postmark determines the date of earliest submission....National Guard or USAR personnel only may submit "NG-designated" fins....Please submit a head shot close up to the fin and the negative, if it is possible....Are YOU flying one?

726 535 099 310 126

NOTE: Pilot in photo must be a subscriber as of August 1st. Twelve "comps" may be sent to the crew-chief pictured and he need not be a subscriber at the time of the photo.

**CLANK
STORIES**

"CLANK STORIES," edited by DARIO POLITELLA, will return with the October issue. If you have a "CLANK STORY," an AA tale composed of pure, unadulterated facts, submit it to DARIO, RD #4, BOX 240, Kent, Ohio...The Taller the tale the better.....

WHY NOT JOIN THE "ACES CLUB" AND HELP US GROW AT THE SAME TIME?

Congratulations



A SUBSCRIBER SERVICE

- 1) Capt John F Aschoff, Jr., Avn Sec, The Infantry Center.....Promoted to Major
- 2) Capt Lloyd A Borgen, Army Avn Sec, Hq Co, 7th Army.....Promoted to Major
- 3) Capt Carl A Colozzi, OCAFF Flt Det, Ft Monroe, Va.....Promoted to Major
- 4) Capt Frederic G Gill, 45th TAAM Co, Com-Z.....Senior AA Rating
- 5) Lt Col James F Wells, Hq, XVIII Abn Corps, Ft Bragg.....Senior AA Rating
- 6) Maj Luther B Botts, Hq, Third Army.....Senior AA Rating
- 7) Lt Col Arthur J Anderson, Hq, Third Army, G-3 Sec.....Senior AA Rating
- 8) Lt Col Edward McMaken, Bd No 1, OCAFF, Ft Sill, Okla.....Senior AA Rating
- 9) Maj William A Howell, 506th Trans Co (Hcptr) Ft Benning.....Senior AA Rating
- 10) Capt Frank H Troutman, Hq, 7617 USFA Support Comd Avn Sec.....Senior AA Rating
- 11) 1st Lt Glenn M Ebaugh, Avn Sec, AGS, Fort Riley, Kansas.....Promoted to Captain
- 12) 2d Lt Laron Bagwell, 3rd Armd Cav Regt.....Promoted to 1st Lt
- 13) Capt William B Larson, 42d FA Gp Avn Sec.....Promoted to Major
- 14) Capt Bruce Fusner, enroute EUCOM.....Promoted to Major
- 15) 1st Lt Robert T Hawk, PCS from USAREUR, COM-Z.....Promoted to Captain
- 16) Capt John J Walters, 30th Engr TOPO Gp (Avn Comd).....Promoted to Major
- 17) Capt Karl S Patton, 4052 ASU, AAA & GM Cen, Ft Bliss.....Promoted to Major
- 18) 1st Lt John F Werfelman, Jr., V Corps, Hq Co, Avn Sec.....Promoted to Captain
- 19) 1st Lt Everdus H Hackett, Flt Det, 10th Inf Div.....Promoted to Captain
- 20) Maj and Mrs. William G Black, USFA.....A new son
- 21) Lt. and Mrs. Meddie C Sullivan, USFA.....A new son
- 22) Capt L. Wayne Best, 1199th ASU, Hq, First Army.....Promoted to Major
- 23) 1st Lt Dewey V. Crofoot, 4th Armored Division.....Promoted to Captain
- 24) Capt Walter S. Makuch, 93rd Trans Co (Hcptr).....Promoted to Major
- 25) 2d Lt Donald L. Miller, 999th Sig Supt Co.....Promoted to 1st Lt
- 26) 1st Lt John R. Beler, 1199th ASU, Hq, First Army.....Promoted to Captain
- 27) Capt Charles V. Graft, Jr., Eighth Army Avn Sec.....Promoted to Major

30TH ENGINEER GP (TOPO SURVEY) (ALASKA)

CAPT PAUL HOPKINS

Been intending to write this for a couple of months, but like so many of us mortals, I'd rather read than write, and would rather sleep than read ("AA" excepted, of course!).... Tother nite the great epic, "Mission Over Korea," was shown in the Mess Hall..It was not a Command Performance, but efficiency reports do play an important part in the lives of all good Jr. Officers & EM alike; so, being with a bunch of good people, we had almost 100% attendance. As promised, I gave appropriate commentary throughout the showing...BOTH times!...Seeing the movie for the hundredth time, reminded me that there were a few items to be explained....The story was conceived in 1950 and the first draft written shortly thereafter...I worked on the 7th, 8th and 9th drafts; the 8th draft was used for the shooting of the film in Korea & it was the 9th draft (w/changes) that became the final version. In the movie, our two heroes were flying to Korea and Pusan Tower put them upstairs with a strong tail-wind so that they could get to Kimpo....Why man, I flew an L-5 to Korea, landed at Taegu and knew darn well Kimpo was well nigh impossible to reach in one hop, yet the script (the 7th draft) called for it — so I put them upstairs and also gave them the wind from the right direction. It's in the records; it's in my report to Washington; it's there for posterity to see. But a couple of issues back, in "AA," Dario Politella says, "I changed that in the first draft." Well, at any rate, we both agree that it was changed, but because of the NINE drafts, I can't put my finger on how many times it was changed and re-changed before I laid my "blue-pencil" on that situation.....

(Continued at the bottom of the next page)

4TH ARMD DIV

LT EDMUND L FUCHS

FORT HOOD: TEXAS — The following is the christening letter of the 4th Armored Division. As a unit, we're still in the 'diaper' stage but will be full grown in the very near future. We're high on fixed-wing pilots but the 'Whirling Plank' pilots are scarce, with MAJ GENE H REYNOLDS and yours truly making up the full chopper roster at the moment. As far as acft are concerned, we aren't much better off. Our one L-20 is still in depot, two L-19's, and not a helicopter in the hangar. Thanks to the 1st Armd Div we have been able to maintain a schedule and have had sufficient acft for a limited number of missions. For the future reference of our readers, here's a roster of the personnel now on duty with the 4th Armored:

MAJ GENE H REYNOLDS (AO); Capts Lucien C Benton (Asst AO), Wesley D Chitty, Jr., (Opns), WILLIAM A ROEHL (Supply), MILTON P CHERNE (Engineering), DONALD E. BOCKBRADER (at H-Sch); Lts RICHARD H DUCKWORTH (Asst Opns), Harvey E Stewart (Asst Supply), Charles F Ward, Jr., (Asst Engr), DEWEY V CROFOOT (Admin), EDMUND L FUCHS (Tng), HERMAN K HOLLOWAY, JR, EUGENE T BOYD, Raymond L. Bouas, CLARENCE B BROOKER: JR, and BERNARD W BRUNS (pilots); M/Sgt Carmen J Dimeo (Line Chief); SFC Eugene H Dye (Hel-Crew Chief); SFC Clyde M Bennett (Multi-Pass Crew Ch); SFC Elmer E Howard (L-19 Crew Ch); & Sgt Charles H Schultz (Supp).

TSESS

LT KEN NIEDERBRACH

CAMP GORDON, GEORGIA — Newly asgd AA's to Camp Gordon include Capt. Louis Galambos and Lt Orlo Olson. Capt Galambos (who came to us as a 1st Lt) will take over as Opns Officer, replacing Capt George W Cadmus who is leaving for EUCOM. Also bidding 'Adieu' is Lt Wilbur Gates, Jr, who will enjoy a paid tour of the Pacific & points west. Lt Jean L Baker has been TDY to Ft Jackson, SC, checking out those rusty Reserve pilots who are on their Summer AD tours. (Ed. Note: If I know my fellow Reservists, you'll get a BARRAGE on this one!) New items around the airstrip are: Two L-19's, two H-13G's to replace our tired H-23's, one tower, complete except for equipment. Cpl Livingston who came to us as a radio repairman is working into the job of tower operator. As it stands now we are limited on tower equipment, so if you plan to grace our airdrome with a visit, give us a call on 126.3.....

QUICKIE: Slipping in this "STOP SIGN" here....If you have a Change of Residence or a PCS due soon, please drop us a Change of Address card now....I'll guarantee that your issues will be forwarded to your NEW ADDRESS....Your PCS will also be posted in the "PCS" column and your friends will also be able to pick up their correspondence with you without any undue delay.....

30TH ENGINEER GROUP (TOPO SURVEY) (ALASKA)

As the world knows, the 30th Engineers have been vefy busy trying to prove that Seward's Folly is worth what the Russians took us for. Well, it ain't....After three trips up here, I'm convinced that we was taken. But that is the State Department's worry and not mine... With the flights starting in May on the mapping operations, and the pilots averaging over 1,000 hrs a month, it is remarkable that we've not had even a minor accident to our credit....When MAJ JOHN WALTERS arrived a while back and took over my job as Flight Leader, I sorta hated to lose the reins, as I was convinced, and I still am, that this is the best bunch of pilots that ever strapped one on....One month of flying up here and we could tell the men from the boys, and we got all men. As follows: MAJ WALTERS, Capts Nick Yeonopolus, FREDERICK E RAYMOND, HENRY C VAUGHN, MAURICE GUFFEY, and Boyer; Lts ROGER A DOUCETTE, EDWARD M PRINGLE, Hurley, PAUL R CURRY, Tarbox, and Leggett; amd WOJG Wellman, and me. Lt Van Dreser left 3 days ago for SF and separation. Was going to mention the other flights in McGrath, Bethel, and Nak Nek, but as you see, I've run out of paper.....They're not short on "men" either. (Ed. Note: Engr Survey Opns will taper off in Sept & many of the above personnel are either enroute to their permanent home stations or are already there.)

On Guard!

CIVILIAN COMPONENT ARMY AVIATION
(USAR and NATIONAL GUARD)

37TH INF DIV. O-NG

MAJ WILLIAM A RICHARDS

COLUMBUS, OHIO — Having been dormant for several months it seems proper that I relay the latest from the 37th Inf Div (Ohio-NG) aviation section. This seems to be a breather period for us in as much as we have just finished our two weeks of summer field training at Camp Perry, Ohio. It was a most satisfactory tng period with good weather and no accidents, except for the accidental sighting of one of our helicopters hovering near a female life-saving class on the beach at Port Clinton, Ohio. Unfortunately, the police chief could not be convinced that this proficiency training was proper as outlined in NGR 95. We now have six asgd AA's with 4 more pilots on the way to school. Equipment includes one L-17 and another due in this Fall. Two H-13G's and plenty of L-19's with aviation sections are to be operated in the following Ohio cities: Columbus (Don Scott Airport), Cincinnati (Lunken), Toledo (National), Cleveland and Dayton. Spots are still open for aviators and maintenance personnel living in these areas who want to keep up with the program. It was interesting to read in the July Issue of "ARMY AVIATION" that a CAPT TOM WALPOLE was returning to Columbus from the AFFE Flt Det & then to receive a call from TOM wanting to know about getting back flying — we hope to have him in the Ohio-NG by the next issue. Should any current AD pilot or crewman contemplate an early separation and desire an assignment with us, please have him correspond with me at 8 East Broad St, Columbus 15, Ohio.

To help things along here are five more subscriptions from the gang here in Ohio. Please credit MAJ EDWARD C PODWORNÝ as the "Plunderer" (after all, we did pass our annual exams at camp under his tutelage): CAPTS EDWARD J LETOSTAK, RICHARD J. WAKEFIELD, and ALEX T FARKAS; LT DAVID CHATFIELD; and SGT DONALD BOWMAN.....

51ST INF DIV, SC-FLA-NG

MAJ CLIFFORD S ATHEY

COLUMBIA, SOUTH CAROLINA — We recently completed our Summer Field Training and all of our units have returned to their homes. Army aviation within this division consists of twenty-eight (28) Army aviators, with myself the only Senior AA, and included in the above figure; and fifteen (15) aircraft. These figures are broken down as follows: The Florida part consisting of one Infantry Regiment and Artillery Bn, with 4 AA's and 4 acrf (3 L-19's & 1 L-17). The rest of the Division belonging to South Carolina, with 23 aviators and 11 acrf (9 L-19's, 1 L-17, & 1 H-13G). We have two Helicopter-qualified pilots — Capt James R Davis and myself — and we have two instrument qualified — 1/Lt Hugh T Culbertson and myself. We're expecting two additional L-17's sometime this winter and another H-13G in Jan or Feb of next year. As in most NG Divisions, training in this Division is routine and we have had no calls to assist in disasters or public disturbances; although I have been called on many times to assist the State Forestry Commission in forest fire control. We have also helped the Alcohol Tax Unit of the Treasury Department many times in placing the location of illegal whisky stills. (Ed. Note: This is a unique mission and we wonder at this point what particular aerial training a person must have to qualify in "Still Observation.")

78TH INF DIV, NJ-USAR

MAJ SAM FREEMAN

The 78th Infantry Division air arm, consisting of MAJ SAM FREEMAN and CAPT WARREN BEHM, completed its annual 15-day tour at Camp Drum during the 25 July-7 Aug period.... This year, stress was placed on Instrument Ground School as well as hood time and less actual flying was accomplished than in former years since more time was spent in the classrooms.....However, each of us got in over 25 hours of flying time, including a check-out in the Beaver as well as some H-13 "orientation" time.....Those whirlygigs are quite

different, aren't they?...Wonder if they're here to stay.....Fewer division missions were flown than in former years, partly because the Artillery was at Fort Bragg this year. Reports indicate that the 'red carpet' was really rolled out for the 78th by the 82d Abn Div... At any rate, the aviation training here was very worthwhile....We can really ride herd on an E-6B now and we managed to leave just as many flyable aircraft up there as we started with, even though I think MAJ WAYNE BEST had his doubts about USAR pilots in general and in particular when we started going into the strips.....As a mild criticism, it seemed to us that the Army personnel were subjected to more administrative diversions than in former years with the result that scheduled instruction was frequently interrupted and some classes cancelled entirely....

On the whole, the AD gang ran a good show throughout. MAJ BEST (who was in charge of the Wheeler-Sack training) together with his cohorts, CAPTS MIKE CULLEN and WALT PITT and LTS IVERSON, BROWN, and CHIN made our stay as pleasant as possible and we're looking forward to seeing all of them again next year, although we understand that KEN IVERSON is leaving the service and MAJ BEST is due for a PCS soon....As a footnote suggestion, could an article on the USAR Aviation Program be published in a future issue? I find that many fellows know little about the program at all and we certainly could use a few more pilots in most of the Reserve outfits, especially mine. Perhaps we could lure some of the fellows into the Reserve instead of the Guard, which I understand will shortly be full up.....

83RD INF DIV, O-USAR

LT EDWARD L JOHNSON

CLEVELAND, OHIO — With thanks to MAJ EDWARD C PODWORN, I believe that most of the AA's in the unit are current subscribers. Just before he left he mentioned that we should get a few notes together on our summer hitch and shoot them in...Here they are: SFT @ Indiantown Gap Military Reservation, Pa...had a full house pilot-wise with CAPTS CHARLIE STRACHAN, IRV SAUNDERS, GROVER FOSTER, DON BLODGETT, and BILL SCHAEER....OberLts BILL MAHON, DON ZIMMERMAN, Jim Ottney, PAUL BRICKER, & this PIO....UnterLts Jim Bernet and THAD FENTON all present and accounted for....Except for the fol notes the encampment was routine....a 60-70 mph wind that tore one of our L-19's loose, catching a wingtip and an L elevator....the absence this year of logged "IP" time....ZIMMERMAN's bulldozing tactics on our only barrier....IRV SAUNDERS laying off 'Old Overshoot' long enough to negotiate the Mt Gretna Resort Strip....MAJ ED PODWORN's visit and two days of boning up; incidently, everyone got an OK on the annual exam....The 107th is based at Cuyahoga County Airport (Cleveland, Ohio) and the "WELCOME MAT" is out for any AA's cruising in the area.....

The following letter from CAPT FREDERICK K CHANEY is re-printed for 2 reasons: 1st, to extend to 4th Army pilots an "Open House Invitation" to visit the Bell Acft plant in Ft Worth & 2nd, to show that despite the extensive background of the writer, he remains a devoted Army aviation enthusiast: "Once in a while, some of the throttle-benders I knew in the Army drop in from Ill and say hello. Please extend through "ARMY AVIATION" the invitation to all pilots to visit here. Any AA's who drop in at the Bell Plant are urged to come and see me. I'll give them a personal tour of the plant - AA's are always welcome here at Bell. You can reach me at Engineering Department 16.....(Ed. Note: We thought you'd be interested in CAPT CHANEY's background...He's an AF convert and his "profile" is becoming the rule, not the exception, in AA today....AF Cadets '44 - Fighter pilot '44 - B-17 pilot - Okinawa '46 - Out of AF - Univ of Okla - joined 45th Inf Div, Okla-NG as AA - got a BS in Aeronautical Engineering & Mechanical Engineering - 2 days after graduation, recalled to AD with 45th Div - to XV Corps - Korea, Dec '51 - served w/79th Ord Bn as exec - w/71st Ord Dep Co as Maint Off - recalled to Japan to serve on Gen Daniel's Staff (Chief, Ord) - Transferred to TC - served in AFPE under LT COL GERALD H SHEA - interviewed in Tokyo by Mr. Larry Bell, President, Bell Acft - accepted company position as Engineer - presently working on Rotor & Stress Analysis - tried to get into USAR & NG, no openings - joined Texas Air-NG - wing staff as Maint Staff Off - operating jets now - for the lack of a T/O opening, AA lost a good man - if you're passing by Fort Worth, look up "Bud;" you won't regret the visit-)



ACES CLUB

WITH EACH ISSUE, NEW "ACES" JOIN THE CLUB AND BECOMING AN "ACE" IS SIMPLY A MATTER OF SELLING THIS PUBLICATION TO FOUR OTHER PERSONS WHO HAVE NOT PREVIOUSLY RECEIVED THE PUBLICATION. AN "ACES CERTIFICATE" IS SMALL REWARD FOR YOUR LEGWORK BUT IT'S A GAUDY GADGET AND WILL ENHANCE ANY SCRAPBOOK. HERE'S A LIST OF THOSE WHO HAVE "BAGGED" THEIR FOUR OR MORE:

TOP ACE: Capt Robert J Lessard, USFA...86

- | | |
|---|---|
| 1) Maj Raymond H Murphy, 7th Army...40 | 45) WOJG Claude J Moore, 509 Trans Co...9 |
| 2) Maj Lloyd O Borgen, 7th Army...40 | 46) Capt Hunter G Harbison, 11 Abn Div...8 |
| 3) WOJG Paul W Bass, AAS...35 | 47) Capt William R Chaires, AEPG...8 |
| 4) M/Sgt Thomas D Ward, 1st Army...31 | 48) Lt William F Gurley, 82nd Abn Div...8 |
| 5) Capt James A Smith, AFPE Flt Det...30 | 49) Lt John R Beler, First Army...8 |
| 6) Lt Col Harry T Shiveley, 8th Army...29 | 50) Maj Milford L Juhl, 34 Inf Div (NG)...7 |
| 7) Capt Woodrow W Brown, AAS...25 | 51) Maj Henry S Wann, TRADCOM...7 |
| 8) Capt Robert E Brizee, AEPG...25 | 52) Capt William R Swift, USARFANT...7 |
| 9) Capt Charles F Kieffer, Canal Zone...25 | 53) Maj John S Sarko, 32nd Inf Div (NG)...7 |
| 10) Lt Col E.P. Fleming, Usareur, ComZ...24 | 54) Capt Jack E Harbour, PCS EUCOM...7 |
| 11) Capt Perry C Atkins, 1st Armd...23 | 55) Capt L.M. Fladmark, AHATC 55-A...7 |
| 12) Maj James O Townsend, 7th Army...22 | 56) Lt George A Crowell, 35 Engr Bn(C)...7 |
| 13) WOJG Orin D Havens, 328 TransCo...22 | 57) Lt Robert H Jacquot, AEPG...7 |
| 14) Capt Arthur G Keith, 43rd Inf Div...22 | 58) Capt John L Dekker, XVI Corps...7 |
| 15) Maj Edward C Podworny, 2d Army...21 | 59) Capt Clarence E Preble, 529 FA Bn...7 |
| 16) Maj William G Kilmer, 6th Trans Bn...15 | 60) Lt Col Miller T Nesbitt, 7th Army...7 |
| 17) Maj Gerald L Hough, First Army...15 | 61) Lt James C Crouch, 46th TC(AAM)...7 |
| 18) Lt Harold L Burr, 8th Inf Div...15 | 62) Lt Paul W France, Ft Leonard Wood...7 |
| 19) Maj Morris G Rawlings, '10 M W'...14 | 63) Capt Charles Fournier, 278th RCT...6 |
| 20) Capt Raymond C Kerns, AFPE Flt...14 | 64) Capt Herman E Leach, 57 Med Det...6 |
| 21) Capt Walter C Pitt, 24th Sig Bn...14 | 65) Lt Frank R Mettner, 53rd Med Det...6 |
| 22) Capt Willis G Strawn, 57 Med Det...13 | 66) Capt John W Hammett, 274 Med Det...6 |
| 23) Maj Harold Grossman, Test Bd #1...13 | 67) Lt Dale W Buffington, 25 TC (AAM)...6 |
| 24) M/Sgt Henry J Lusignan, Canal Zone...12 | 68) Capt John P Westphal, 1st Armd Div...6 |
| 25) Lt John R Brown, Mlr Flt TC Rep...12 | 69) Maj Arne H Eliasson, Adv AA, Gary...6 |
| 26) Capt Edward F Smith, 63d Inf(USAR)...11 | 70) Maj Henry D Shellhart, AAS...6 |
| 27) Capt Henry R Mangum, 265 FA Bn...11 | 71) Maj Thomas J Sabiston, 937th EAC...6 |
| 28) Lt Col Harry J Kern, Adv, Wisc-NG...11 | 72) Maj William A Richards, 37 Inf (NG)...6 |
| 29) Lt E.C. Elliott, 4th Inf Division...11 | 73) Capt Robert H Reynolds, TC, 1st A...6 |
| 30) Capt Afton Dare, G-3 Avn, Eustis...11 | 74) Capt Virgil A Henson, Camp Carson...6* |
| 31) Lt Col James L Townsend, Turkey...10 | 75) Capt Keith J Bauer, Fifth Army...5 |
| 32) Capt Tom A Walpole, (USAR), Ohio...10 | 76) Lt Edward H Aldridge, 1st Armd...5 |
| 33) Capt Wayne E Woltz, 793d FA Bn...10 | 77) Lt Col B.A. Bache, G3 Sec, 7th Army...5 |
| 34) Capt A.T. Pumphrey, VII Corps...10 | 78) Lt R.C. Barnes, Jr., 10th Inf Div...5 |
| 35) Maj Karl S Patton, AAA & GM Cen...10 | 79) Capt Herb R Eder, 521st Engr Co...5 |
| 36) Lt Lesco G Kaufman, 7th Inf Div...10 | 80) Capt Chris Erhardt, 5th Engr Bn(C)...5 |
| 37) Capt James E Ingram, I Corps...10 | 81) Capt Jack H Gerber, Thailand...5 |
| 38) Lt Charles W Betz, (USAR), Ill...10 | 82) Lt Edward L Johnson, 11 Armd Cav...5 |
| 39) Maj David Bissett, TRADCOM...10 | 83) Lt Col Charles W Lefever(USAR-Pa)...5 |
| 40) Capt Homer T Montgomery, TES...9 | 84) Capt Thomas F McNamara, 9411 TSU...5 |
| 41) Capt M.D. Lord, 10th Inf Division...9 | 85) Maj Edgar L Parker, Jr., USFA...5 |
| 42) Capt Clyde J Dillon, AAS...9 | 86) Capt Richard C Smith, 2d Armd Cav...5 |
| 43) Lt Edward J Davis, CPS, APO 613, SF...9 | 87) Lt Raymond W Truex, 17th Sig Bn...5 |
| 44) Capt Michael Cullen, First Army...9 | 88) Capt Wallace H Traver, Jr., H-Tng...5 |

"Open House"



Listed below are the names of some of the new subscribers who joined us recently. With the exception of those addresses that pertain to Advanced Schooling at the various schools, the addresses below may be assumed to be the CURRENT mailing addresses of the personnel listed. If you do not see the name of a particular friend, drop us a stamped, self-addressed envelope and we'll forward his name and CURRENT address along to you, provided, of course, that he is a subscriber and we do have his current address. The listing is a partial listing and will be continued in the next issue. (*) denotes a renewal of an earlier subscription:

- 1287 - Captain Anthony DiResta, Army Avn Sec, Hq, First Army, Governors Island 4, N.Y.
- 1288 - Captain James H Stagers (NG), Room 295, State Capitol, Charleston, West Virginia
- 1289 - Captain Harry A Lutz (USAR), 1300 North Broad Street, Philadelphia 21, Pa.....
- 1290 - Captain Robert F Prann (USAR), 20 East 34th Street, Reiffon, Reading, Pa.....
- 1291 - Lt Edward G Fischer (USAR), 4645 North 12th Street, Philadelphia 40, Pa.....
- 1292 - Lt Paul N Jarvis (NG), Box 64, Gassaway, West Virginia.....
- 1293 - Lt Colonel Richard J Bestor, 868th FA Battalion, APO 34, C/O PM, New York, N.Y.
- 1294 - Captain Robert F Comstock, Box 876, Fort Huachuca, Arizona.....
- 1295 - Lt Charles R Chapman, Box 424, Army Aviation School, Fort Sill, Oklahoma.....
- 1296 - Captain William F Proncavage, Staff and Faculty, Army Avn School, Ft Sill, Okla....
- 1297 - Captain William J Beach, Staff and Faculty, Army Aviation School, Ft Sill, Okla....
- 1298 - Mr. Vincent V Colicci, New England Hcptr Svce Inc, State Airport, Hills Grove, R.I..
- 1299 - Major Clair R Burpee (NG), 115 East Main Street, Grand Ledge, Michigan.....
- 1300 - Lt Colonel Gerald H Shea (*), Hq, 21st Trans (Hcptr) Bn, Fort Riley, Kansas.....
- 1301 - Captain Jesse O Langston (NG), Ewing Street, Princeton, New Jersey.....
- 1302 - Captain John E Gilroy, AHATC Class 55 B-H, Army Aviation School, Ft Sill, Okla....
- 1303 - Lt Colonel Carl Sodergren (*), Staff and Faculty, Army Avn School, Ft Sill, Okla....
- 1304 - Lt Keith J Rynott, Hq, 56th Field Artillery Battalion, Camp Carson, Colorado.....
- 1305 - M/Sgt Joseph A Cseko, 7689 Hq & Hq Co Avn Plat, APO 168, C/O PM, N.Y., N.Y....
- 1306 - Sfc Edward F Fitzgerald, 7689 Hq & Hq Co Avn Plat, APO 168, C/O PM, N.Y., N.Y.
- 1307 - Sfc Jack H McClellan, 7689th Hq & Hq Co Avn Platoon, APO 168, C/O PM, N.Y., NY
- 1308 - Sgt Durant Wills, 7689th Hq & Hq Co Aviation Platoon, APO 168, C/O PM, N.Y., NY
- 1309 - Sgt Donald H Liss, 7689 Hq & Hq Co Aviation Platoon, APO 168, C/O PM, N.Y., NY
- 1310 - Sgt Leif H Nelson, 7689 Hq & Hq Co Aviation Platoon, APO 168, C/O PM, N.Y., NY
- 1311 - Cpl Pat Corrigan, 7689 Hq & Hq Co Aviation Platoon, APO 168, C/O PM, N.Y., NY
- 1312 - Cpl James C Henderson, 7689 Hq & Hq Co Avn Platoon, APO 168, C/O PM, N.Y., NY
- 1313 - Pfc Walter D Murch, 7689 Hq & Hq Co Aviation Platoon, APO 168, C/O PM, NY, NY
- 1314 - Pfc Zopita Soccio, 7689th Hq & Hq Co Aviation Platoon, APO 168, C/O PM, NY, NY
- 1315 - Pfc Arthur E Drummond, 7689 Hq & Hq Co Avn Platoon, APO 168, C/O PM, NY, NY
- 1316 - Pfc John E Gay, 7689th Hq & Hq Co Aviation Platoon, APO 168, C/O PM, N.Y., NY
- 1317 - Pfc Robert R Houston, 7689 Hq & Hq Co Avn Platoon, APO 168, C/O PM, N.Y., NY
- 1318 - Pfc Paul R Law, 7689th Hq & Hq Co Aviation Platoon, APO 168, C/O PM, N.Y., NY
- 1319 - Pfc Alfred A Nuzio, 7689 Hq & Hq Co Aviation Platoon, APO 168, C/O PM, N.Y., NY
- 1320 - Pfc Willard E Vaughn, 7689 Hq & Hq Co Avn Platoon, APO 168, C/O PM, N.Y., NY
- 1321 - Pvt William B Hunter, 7689 Hq & Hq Co Avn Platoon, APO 168, C/O PM, N.Y., NY
- 1322 - Pvt Daniel J Schaefer, 7689 Hq & Hq Co Avn Platoon, APO 168, C/O PM, N.Y., NY
- 1323 - Pvt Walter R Wallruff, 7689 Hq & Hq Co Avn Platoon, APO 168, C/O PM, N.Y., NY

1324 - Sfc Stanley K Ferguson, 58th Medical Det (Hcptr Amb), APO 541, C/O PM, N.Y., NY
 1325 - Cpl Robert I Confoy, 58th Medical Det (Hcptr Amb), APO 541, C/O Postmaster, NY
 1326 - Pfc Donald E Anders, 58th Medical Det (Hcptr Amb), APO 541, C/O PM, N.Y., NY
 1327 - Pfc Paul C Baschnagel, 58th Med Det (Hcptr Amb), APO 541, C/O PM, N.Y., N.Y.
 1328 - Pfc Robert L Crosby, 58th Medical Det (Hcptr Amb), APO 541, C/O PM, N.Y., NY
 1329 - Pfc Bobby K Hilton, 58th Medical Det (Hcptr Amb), APO 541, C/O PM, N.Y., N.Y.
 1330 - Pfc Andrew L Rutherford, 58th Medical Det (Hcptr Amb), APO 541, C/O PM, NY, NY
 1331 - Pfc John R Sherrock, 58th Medical Det (Hcptr Amb), APO 541, C/O PM, N.Y., NY
 1332 - Pfc Norval White, Jr., 58th Medical Det (Hcptr Amb), APO 541, C/O PM, N.Y., NY
 1333 - Sfc Stephen Billick, 7620th Hq & Hq Co TAC Comd, APO 541, C/O PM, N.Y., N.Y..
 1334 - Sfc Duane L Cooper, 7620th Hq & Hq Co TAC Comd, APO 541, C/O PM, N.Y., N.Y..
 1335 - Sgt Doyle F Robinson, 7620 Hq & Hq Co TAC Comd, APO 541, C/O PM, N.Y., N.Y..
 1336 - Pfc James D Moffitt, 7620 Hq & Hq Co TAC Comd, APO 541, C/O PM, N.Y., N.Y..
 1337 - Pfc Vernon C Neal, 7620th Hq & Hq Co TAC Comd, APO 541, C/O PM, N.Y., N.Y..
 1338 - Pvt Patrick J Bonner, 7620 Hq & Hq Co TAC Comd, APO 541, C/O PM, N.Y., N.Y..
 1339 - Pvt Walter W Keen, Jr., 7620 Hq & Hq Co TAC Comd, APO 541, C/O PM, N.Y., NY
 1340 - Sfc Calvin A Hicks, 350th Infantry Avn Section, APO 541, C/O PM, New York, N.Y.
 1341 - Sgt Karl H Janzen, 350th Infantry Avn Section, APO 541, C/O PM, New York, N.Y.
 1342 - Sgt Joseph M Jackson, 350th Infantry Avn Section, APO 541, C/O PM, New York, NY
 1343 - Cpl Bernard Zisman, 350th Infantry Avn Section, APO 541, C/O PM, New York, NY
 1344 - Pfc Gordon L Means, 350th Infantry Avn Section, APO 541, C/O PM, New York, NY
 1345 - Cpl Raymond A Souza, Hq Btry, 510th FA Bn, APO 541, C/O PM, New York, N.Y.
 1346 - Cpl Leland W Inman, Hq Btry, 510th FA Bn, APO 541, C/O PM, New York, N.Y.
 1347 - Cpl Gerald B Garrett, Wardsville, West Virginia.....
 1348 - Major Clarence E McCandless, 7620 Hq, TAC Comd, APO 541, C/O PM, N.Y., NY
 1349 - Mr. Fred A. Caudle, 615 South Oakland Street, Arlington, Virginia.....
 1350 - Lt James E Doughty, Hq & Hq Company, 1st Armored Division, Fort Hood, Texas...
 1351 - Lt Thomas W Downes, 717 Carrie Avenue, Killeen, Texas.....
 1352 - Lt Herman K Holloway, 1604 Alamo Street, Killeen, Texas.....
 1353 - Lt Clarence B Brooker, Hq Company, 4th Armored Division, Fort Hood, Texas.....
 1354 - Capt James A Ruffin, Jr., Avn Det, Hq, USAREUR, 7787 AU, APO 403, C/O PM, N.Y.
 1355 - Lt Robert E Straw, 36th Engr Group Air Sec, APO 264, C/O PM, San Francisco.....
 1356 - Captain Roy Hunter (*), Hq, 16th Armd FA Bn, APO 34, C/O PM, New York, N.Y.....
 1357 - Captain Barton F Richards (*), Hq & Hq Co, 1st Inf Division, APO 1, C/O PM, N.Y.
 1358 - Captain David H Money, Hq & Hq Co, 3rd Armd Cavalry Regt, Ft Geo G Meade, Md.
 1359 - Lt Charles W Edmond (*), 274th Med Det (Hcptr Amb), Fort Sam Houston, Texas....
 1360 - Captain James C Isabell (*), Oregon-Natl Guard Adv Group, PO Box 3936, Portland, O
 1361 - Lt Charles T Gibson, 6th Helicopter Company, APO 20, C/O PM, San Francisco.....
 1362 - WOJG Jack J Carey, 509th Trans Co (Helicopter), Fort Bragg, North Carolina.....
 1363 - WOJG William J Connor, Jr., 509 Trans Co (Helicopter), Fort Bragg, N. Carolina...
 1364 - WOJG James Delaney, 509th Trans Company (Helicopter), Fort Bragg, N. Carolina..
 1365 - WOJG Billy J Fulbright, 509 Trans Company (Helicopter), Fort Bragg, N. Carolina..
 1366 - WOJG James C Payne, 509th Trans Company (Helicopter), Fort Bragg, N. Carolina..
 1367 - WOJG Charles J Dye, 509th Trans Company (Helicopter), Fort Bragg, N. Carolina..
 1368 - WOJG Curtis E Clayton, 509 Trans Company (Helicopter), Fort Bragg, N. Carolina..
 1369 - WOJG Lucius C Frye, 509th Trans Company (Helicopter), Fort Bragg, N. Carolina..
 1370 - WOJG Claude J Moore (*), 509 Trans Company (Hcptr), Fort Bragg, North Carolina..
 1371 - Captain George E Bean (*), Box 54, Fort Kobbe, Panama Canal Zone.....
 1372 - Lt Paul R Whitman, 8th Infantry Division Aviation Section, Camp Carson, Colorado..
 1373 - Lt Bobbie Rose, 8th Infantry Division, Aviation Section, Camp Carson, Colorado....
 1374 - Lt Gerald L Waldron, Hq, 8th Division Artillery, Camp Carson, Colorado.....
 1375 - Lt Kenneth D Mercier, AATC 54-I, Army Aviation School, Fort Sill, Oklahoma.....
 1376 - Lt Ronald J Gaita, AATC 54-I, Army Aviation School, Fort Sill, Oklahoma.....
 1377 - Captain Stuart W Reid, 8th Inf Division Aviation Section, Camp Carson, Colorado....

NOTE: The addresses above and those that follow are CURRENT addresses and mail may be forwarded to these personnel at these addresses.

HQ, FIRST ARMY

Transient pilots may not care for the ex-polo field that by designator is now GI-NY, but one whole-faced transient was very happy he remembered Tex and Tex mentioning the field on their radio show...A CAP-pilot with a grand total of 28 hours of solo time under his belt, the young man (now considerably older) was on a Staten Island-Poughkeepsie XC when he made the 180 in the face of inclement weather...At 1,500 feet and about a mile past the field, the L-16 conked out and the "veteran" was faced with a flop-over in the cold water's of NY Harbor....He nearly took off the Commissary roof on his 100% power-off landing, but he made it!...Considering the 'paperwork' ahead of him (CAP, AF, CAA, & Army), we think he'll have a harder time getting off the field!....Bigger news at Hq, First Army, was the designation of the Army Avn Section as the 1199th ASU, another logistical and bookkeeping problem...Now that the Section is a separate service unit, M/SGT TOM WARD is kept busy assigning new jobs (Insurance NCO, Voting NCO, TI&E NCO, Laundry NCO, etc.)....Two "big" promotions: CAPT L. WAYNE BEST to Major and LT JOHN R. BELER, preoccupied at chopper tug at Gary and blissfully unaware of a Captaincy. CAPT "MIKE" CULLEN, TDY to Drum SFT, heads for a tour as NG Advisor in NY State. MAJ GERRY HOUGH, Actg AO & Lone Eagle at GI-NY, had to rescind his Chopper School orders so that ONE pilot could be on hand at the Section...A bitter pill for anyone to swallow! MAJ ENSLEY R BENNETT, a 200-lb NJ Reservist, and LT GEORGE G ROCK, a Thin Man at best, both reported in during August for 15-day USAR tours. You can easily guess which one of the two was "weathered in" for 10 of his 15 days and which one had multiple calluses from his four RON's and 26 missions...CAPT TONY DIRESTA has little to say these days; the changeover to the 1199th ASU is a sore-point with him. He'd just completed a lock, stock and barrel inventory as Maint & Supp Officer and is now faced with the task of drawing up a completely new set of papers to sign the equipment over to the Post....CAPT BOB REYNOLDS, First Army TC rep, is battling for airfield improvements with Post officials, and quotes the quarter of a million dollars worth of equipment as his main reason. No decision as yet!...Your Editor goes AD for 15 days starting 30 Aug...We give specific dates so that inbound transients have 'Fair Warning.' We need room! As M/SGT WARD says, we're apt to turn on base in a nineteen and start looking for the margin release!

PHOTO CREDITS: Photo #1 on Page 2 and Photos #2 and #4 on Page 31 are U.S. Signal Corps photos. Of eighty-eight (88) "ACES," we've received seven (7) photographs. Conclusion: AA's are a modest lot. If you're a 'hesitant ACE' send in your photo 'Not for publication.' We'd like to see what you look like anyway!

pix

See Inside Back Cover (P.31)

(1) "LUCKY FINNER" — MAJOR AUGUST L GUILD, AO of the 45th Infantry Division, Oklahoma-NG, on #549.....(2) HEAD ON! — Army "Mule" (Piasecki H-25 heading for the concrete of downtown New York's 17 Battery Place during Army demonstration....)(3) M/SGT THOMAS D WARD, Administrative NCO at Hq, First Army (GI-NY) and one of our top "ACES" with 31 — he uses no persuasion; just turns off the Plan 62 Squawk Box until the unwary transient victim produces the deuce.....(4) AD Summer Camp crew at Camp McCoy, Wisconsin, talking over maintenance problems: L. to R., 1st Lt James H Annear, CO of the 98th TAART, Ft Riley, Kansas; and Cpls James Hornafius, Robert L Barbanell, Edward I Friedman, and Dwight W Fisher, all crewmen with the 98th TAART.....(5) New twin-engine "SUPER 18" Beechcraft executive transport (Max at 5,000 - 234 mph; 215 mph cruise; 1,455 miles range; allowable gross, 9,300 lbs; empty wt, 6,150; 1,250 rate of climb; eight-passenger; optional built-in snack bar and cooler compartment.....)(6) MAJ EDWARD C PODWORNY, Hq, Second Army IFE and author of a new book on Instrument Flying....An "ACE," the MAJOR boasts a current bag of 21.....

SIGNAL CORPS AND AA

THE FLIGHT INFORMATION PROGRAM

CAPT DONALD P. DICKINSON

On February 23, 1954 the Department of the Army published Special Regulations 95-10-1. This document gives the Chief Signal Officer a new mission which makes him responsible for a unique activity within Army aviation. The scope of the new activity is extensive and, therefore, difficult to detail here. A brief resume, however, of the Flight Information Program includes the following major items:

The Chief Signal Officer has established and will maintain a rapid-fire program for collection, evaluation and distribution of Army and National Guard Flight Information (such as, airfield, radio and flight procedure data). After distribution to the various publication agencies, this data is published in appropriate in-flight publications, such as the Radio Facility Charts, Pilot Handbooks, Airmen's Guide, etc. — documents produced for and used by the various services, including Army, National Guard, USAF, Navy, CAA, and the U.S. Coast and Geodetic Survey.

The Chief Signal Officer's responsibilities include constant working liaison between the Army, NG, USAF, Navy, CAA, etc., on matters pertaining to the production of all in-flight publications.

Unfortunately, distributing data to publication agencies is not enough for errors often occur in the production of these publications. In order to insure a high degree of accuracy concerning Army and NG facilities, the Chief Signal Officer will perform a continuing check of all in-flight and associated publications.

The Chief Signal Officer will also review Army and NG instrument let-down procedures employing various types of navigation facilities. He will provide budgetary and distribution advisory services to those agencies concerned with the procurement and distribution of Flight Information publications used extensively by Army aviation activities.

It must be stressed that the success or failure of the Flight Information Program is completely dependent on accurate and timely information concerning Army and NG aviation activities and the Chief Signal Officer, SR 95-10-1 authorizes direct contact between them. To simplify the transmission of flight information, a business reply postal card — Look! no postage required — has been inserted next to the back cover of the U.S. Edition of Radio Facility Charts. However, no matter how it's done, by postal card, telephone, teletype, or letter, active cooperation by field activities is essential to an effective Department of the Army Flight Information Program. REMEMBER: The accuracy and extent of the flight information supplied to Army and NG aviators can only be improved and increased by this active cooperation. CAPT DONALD P DICKINSON, OCSIGO. (This article has received Department of the Army clearance.) NEXT MONTH: AUTOMATIC DIRECTION FINDING EQUIPMENT FOR ARMY AIRCRAFT — WHAT, IN WHICH, AND HOW SOON?

USARFANT and MDPB

CAPT JERRY E HOLSTAD

During August, we were honored by a visit from Lt. Gen. William K. Harrison, Commander-in-Chief, Caribbean, and Maj. Gen. Lionel C. McGarr, CG, USARCIB. Both were given a "cook's tour" of military installations on the Island....We also supported the Puerto Rico-NG fld tng during Aug....After having 2 Bells for a year and a half, the 60-day stock level of spares is beginning to arrive. CAPT BILL "Speedy" SWIFT has been out flying a unique mission — hauling 'revenoors,' searching for moonshiners (or rumshiners, that is) ...Rec'd a Superior on the annual comd insp from Hq USARFANT & a tech inspection performed by Maj Leroy Spears (AA) USARCIB TC Acrtf Maint & Supp Off....Auth has been rec'd for activation of a TC Fld Maint Det, alleviating the difficulty in obtaining satisfactory Fld Maint by contract....If anyone is planning a flight to Havana, be sure to take an ample supply of RON money - 2 of our lads are still trying to recover from a couple of nights LAST MAY....I'm just over recovering a 'Maternity Ward' stint...The Mrs. and I had a son, born 22 August at the Rodriguez Army Hospital....Have a cigar on me....

FROM THE PIO, HEADQUARTERS, U.S. ARMY, EUROPE (HEIDELBERG, GERMANY)
Top Army Aviation representatives from the Pentagon conferred with eighty (80) U.S. Army aviators from units throughout Europe at a two-day conference here during mid-August.

The Pentagon men advised the pilots in Europe of progress in certain supply and logistical problems and clarified others now being worked out. Led by **COLONEL WARREN R WILLIAMS** of Operations, Department of the Army, the group included Colonel Robert B Neely, Office of the Chief of Transportation; **LT COL ROBERT R WILLIAMS**, Operations; Lt Col Robert F Cassidy, Logistics; **LT COL JOHN L WILSON**, Office of the Chief Signal Officer; **LT COL ROBERT M RAWLS**, Office of the Chief of Engineers; and Maj Michael J Strok, Office of the Chief of Transportation.

The instrument training program, aerial photography, personnel problems, Signal equipment, airfield facilities, medical responsibilities and aviation trends were among topics discussed. Discussion of the Department of the Army directive to establish aviation sections at Division, Corps, and Army level was also on the agenda.

The conference, arranged by **LT COL HARRY K BAYLESS**, Aviation Officer for U.S. Army Headquarters, Europe, drew pilots from Austria, England, Germany, and France.

AFTERMATH TO SEVERAL MONTHS OF AERIAL SURVEYING IN ALASKA!

By **LT. JOSEPH R. GAYHART**

Tundra — 30th Engrs — tundry
mundry — who's got the tundra
La - de - da tundry 1 2 3
helicopters — schmellicopters
absurd cyclic — push — pull —
Roger — over — lead lined
tundra.....

Ye Gods! Is it
alive?

Oh, yes — Come in.
He's quite harmless,
I hope!



TEMPORARILY MISLAID — This month's "DIPUTS" cartoon.....It's disappeared in the 'maze' of our closet-office.....m - a - z - e, that's a toni way to spell mess.....Just to be on the safe side, any future packages we receive from "DIPUTS" creator, **LT BOB KOEPP**, will first be immersed in water.....



A SUBSCRIBER SERVICE



If, as a Reservist, you're changing your residence, or if you're on AD and have a PCS about which you'd like your far-flung friends to know, drop us a CHANGE OF ADDRESS CARD and we'll be most happy to carry your new address here. SIX Forms are available to you to change your address: DD Form 415 (free), WDAGO Form 204 (free), PO Form 22-B (2¢), PO Form 22-S (2¢), a two-cent postcard, or clip out the "SCRATCH SHEET" from the back of the August or any earlier issue. It'll save us considerable filing time if you add your "KEY NUMBER" (upper right hand line of your address portion, i.e., 24-1089-Dec, etc.). Here are the Army aviation personnel who have been moving around and their new addresses at which they'll accept mail:

- 1) Lt Wm F Gurley, TDY H-Sch, enroute 30 Engr TOPO Bn (Apt 8C, 125 Cambon Dr, SF, 27, C)
- 2) Maj Jack B Crable, Staff and Faculty, Army Aviation School, Camp Rucker, Alabama...
- 3) Maj James E Murphy (USAR), to 1 Hartshorn Avenue, Walden 48, Massachusetts.....
- 4) Capt Donald J O'Toole (NG), to 1659 West 22nd Street, Topeka, Kansas.....
- 5) Maj Frederick C Goodwin, to 4050th ASU, Army Aviation School, Fort Sill, Oklahoma..
- 6) Lt Jack J Nelson, to 30th Engr Gp (TOPO Survey), Ft Winfield Scott, California.....
- 7) Capt Robert E Brizee, to P.O. Box 461, Fort Huachuca, Arizona.....
- 8) Lt Jacques G Hoffman, to Ward 9, Walter Reed Army Medical Cen, Washington 12, D.C.
- 9) Capt Thomas P Rozga, to AFF Hcptr Class 55 B-H, Gary AFB, San Marcos, Texas.....
- 10) Lt Lewis Miller, to AATC 54-J, Army Aviation School, Fort Sill, Oklahoma.....
- 11) Lt Charles R Barr (USAR), to 426 Bushy Hill Road, Simsbury, Connecticut.....
- 12) Lt Col Edward L Ramsey, to 1st Bn, 271st Regt, 69th Inf Div, Fort Dix, New Jersey....
- 13) Capt Carl K Russell, Hq & Hq Co, 8th Inf Regiment, APO 39, C/O PM, New York, N.Y.
- *14) Maj William B Larson, to 42nd FA Group Avn Sec, APO 34, C/O PM, New York, N.Y..
- 15) Lt Edward F Stepich, to 98th TAART, Fort Riley, Kansas.....
- 16) Capt James E Montgomery, to 521st Engr Co (TOPO Avn), Ft Winfield Scott, Calif.....
- 17) Capt A.B.C. David, Jr., to Det A, 8202nd AU (Prov), APO 8, C/O PM, San Francisco, Cal.
- 18) Lt Dale W Buffington, to 25th Transportation Co (AAM), Fort Bragg, N. Carolina.....
- 19) Lt Robert H Keyes, to 521st Engr Co (TOPO Avn), Ft Winfield Scott, California.....
- 20) Lt John E Reardon (NG), to 153 Springtime Lane W, Levittown, L.I., New York.....
- 21) Lt Colver H Jones, to #9 Jacinto Lane, South San Francisco, California.....
- 22) Lt Anthony Carroll, to G-3 Air, Hq, XVI Corps, APO 14, C/O PM, San Francisco, Cal.
- *23) Capt Robert T Hawk, to 330 Sinclair Ave, N.E., Atlanta, Georgia.....
- *24) Maj John F Aschoff, Jr., to Avn Sec, The Infantry Center, Fort Benning, Georgia.....
- 25) Capt Edward C Jellison, to Avn Sec, 69th Inf Division, Fort Dix, New Jersey.....
- *26) Capt John F Werfelman, Jr., to V Corps, Hq Co, Air Sec, APO 79, C/O PM, N.Y., N.Y....
- 27) Lt Robert C Miller (NG), 1268 Winston Road, South Euclid, Ohio.....
- *28) Maj John J Walters, to 30th Engr TOPO Gp (Avn Comd), Ft Winfield Scott, California...
- 29) Lt Story C Stevens (USAR), to Student Officers Co, CI *103, EOBC, Ft Belvoir, Virginia
- 30) Lt Richard S O'Hara, Jr., to 43 Oak Court, Greenfield, Massachusetts.....
- 31) Maj James D Davenport, Jr., to Stud Det, Brooke Army Med Cen, Ft Sam Houston, Tex
- 32) Lt Julius B Chambers (USAR), to 16 East Copeland Drive, Orlando, Florida.....
- 33) Maj Malcolm L Mitchell, to 647 26th Avenue, San Francisco, California.....
- 34) Lt Robert L Head, to AAFMSD, 8066th AU, APO 613, C/O PM, San Francisco, Calif...
- 35) Capt Robert A.J. Dyer, Jr., Air Section, 47th Inf Division, Fort Benning, Georgia.....
- 36) Capt Joseph Cefaratti, to Hq, AMC, Box 1511, Wright-Patterson AFB, Ohio.....
- 37) Maj Charles W Hanchey, to 5th Armored Division, Camp Chaffee, Arkansas.....
- 38) Lt Robert L Felix, to Army Aviation Section, G-3, Fort Ord, California.....

- 39) Lt Edward J Sumeck, to Armstrong Apts, 408 West Court Street, Seguin, Texas.....
- 40) Capt Howard T. Kilman, to 11th Airborne Division, Fort Campbell, Kentucky.....
- 41) Lt Wilton O Johns, to TAAM (Hvy), 8178th AU, APO 971, C/O PM, San Francisco, Cal..
- 42) Capt Ralph L Trew, to IAGS, Fort Clayton, Canal Zone.....
- 43) Capt James W Maschmann, to 506th Trans Company (Hcptr), Fort Benning, Georgia....
- 44) Lt Col Donald F Cassidy, to Hq, 8th U.S.Army, KTRF, APO 301, C/O PM, Frisco, Cal..
- 45) Lt Col Lawrence Bowlby, to Stu Det, CGSC, Fort Leavenworth, Kansas.....
- 46) Lt Douglas E Clark, 4th LAS, Hq, IX Corps, APO 264, C/O PM, San Francisco, Calif...
- 47) Maj Ernest L Hamilton, to AFF Test Board #1, Fort Sill, Oklahoma.....
- 48) Maj Arthur W Barr, to G-3 Section, USARCARIB, Fort Amador, Canal Zone.....
- 49) Capt Floyd C Wilson, Jr., to AFPE Hq G-3 Aviation, APO 343, C/O PM, Frisco, Calif.
- 50) Sgt Henry H Hadler, to Flight Detachment, 10th Inf Division, Fort Riley, Kansas.....
- 51) Capt Paul D Dunaway, to 511th Abn Infantry Regiment, Fort Campbell, Kentucky.....
- 52) Lt Col Claude L Shepard, Jr., to 424 East Manhattan Street, Santa Fe, New Mexico.....
- 53) Lt Raymond E Moore, to Hq Btry, 1st FA Bn (Obsn), APO 358, C/O PM, Frisco, Calif..
- 54) Capt Alvin F Richards, to 424A, Washington Boulevard, Presidio of San Francisco, Calif..
- 55) Capt Barton F Richards, to Hq & Hq Co, 1st Inf Division, APO 1, C/O PM, N.Y., N.Y....
- 56) Capt John P Westphal, to 1st Armored Division, Fort Hood, Texas.....
- 57) Lt William E Cornwell, Hq, MAAG Formosa, APO 63, C/O PM, San Francisco, Calif..
- 58) Lt Raymond D Magallanes, to the Transportation Training Comd, Fort Eustis, Virginia
- 59) Capt William J Cleveland, to CPS, APO 613, C/O PM, San Francisco, California.....
- 60) Lt Edward J Davis, to CPS, APO 613, C/O PM, San Francisco, California.....
- 61) Capt Willis G Strawn, to 63rd Med Det (Hcptr Amb), Brooke AMC, Ft Sam Houston, Tex
- 62) Capt Daniel C Prescott, to AFF Hcptr Pilot C1 55 C-H, Gary AFB, San Marcos, Texas
- 63) Lt Peter K Herring, to AFF Hcptr Pilot C1 55 D-H, Gary AFB, San Marcos, Texas....
- 64) Maj Bruce Fussner, to OS Repl Sta, 1264th SU Pers Cen, Camp Kilmer, New Jersey....
- 65) Lt Col Duane P Jackson, 4050th ASU, Army Aviation School, Ft. Sill, Oklahoma.....
- 66) Lt Louis H Jacquay, to OS Repl Sta, 1264th SU Pers Cen, Camp Kilmer, New Jersey....
- 67) Lt Julian A Anderson, to 4050th ASU, Army Aviation School, Fort Sill, Oklahoma.....
- 68) Capt Richard H Scott, to 6th Infantry Division, Fort Ord, California.....
- 69) Lt Conrad J Provencher, to Aviation and Meteorological Dept, Fort Huachuca, Arizona
- 70) Lt James E Griffin, to 173 Meridian Street, Pittsburgh, 11, Pennsylvania.....
- 71) Capt Worthington M Mahone, to 654 Gibson Drive, Columbus, Georgia.....
- 72) Lt James J Ryan (NG), to 355 C Hackett Boulevard, Albany, New York.....
- 73) Lt Col James A McCord, to Aviation Section, Hq, V Corps, APO 79, C/O PM, NY, N.Y.
- *74) Capt Glynn M Harris, to 521st Engineer Co, TOPO Avn, Ft Winfield Scott, California.
- 75) Capt William J Cleveland, to 2nd Infantry Division, APO msg, C/O PM, Frisco, Calif.
- 76) Maj Malcolm L Mitchell, to 45th TC Hcptr Battalion, APO 20, C/O PM, Frisco, Calif.

1ST CAVALRY DIVISION (FECOM)

LT W.D. Melton

Occasionally the Pony Express gets through and we receive an issue of "ARMY AVIATION," so it's about time we checked into the net....Will try to tear some of this MPC away from these people and send in some more subscriptions. Since Lt Otto sent in his roster, we have picked up a few more Korean returnees and a few from Uncle Sugar's Island. Here's the complete list: Maj G.H. Howell (AO), Capts R.J. Lechner, W.L. Lukowicz, K.T. Munden, LLOYD J PETTY, A.R. Young, M.P. Merz, and O.C. Thompson; 1st Lts ROY C CAUDLE, G.V. Swenson, G.F. Otto, H.C. Porter, H.C. Lane, R.H. Carter, G.R. Varney, ROY C JONES, R.B. Beaumont, R.C. Bourgeois, R.J. Huston, D.F. Wainer, W.D. Melton, C.C. Johnson, B.C. Foshee, J.W. Baxendale, B.R. Montgomery, J.H. Alfred, R.J. Edwards, and ANTHONY C CARROLL...Capts Young and Merz and Lts Wainer and Alfred will be speaking "sayonara" within the month...Still leaves us a sizable "Horse" Air Force though...Our APO is 201, the Postmaster is Frisco, and we all like mail.... (Ed. Note: Our address is PO Box 99, Peter Stuyvesant Sta, NY, 9, NY and we all like subscriptions....To borrow from Sir Winston, "Never have so many owed so much to so few." Where have you fellows been all these months, the Kuriles?)

RANDOMS FROM THE EDITOR

Buried in each issue you will find an occasional reference to a unit as being the "best" or the "finest" — their modus operandi as being "tops" — their facilities as being the "most" attractive. It's questionable if this type of reporting meets with universal favor; in fact, many probably regard it as sophomoric horn-blowing. We WELCOME it!....When a writer feels strongly about his unit and wants to express those feelings in print, he incites a commendable pride in unit. He also indicates that he's "slapping everyone else lightly in the face" and saying, "WE've got it. YOU beat it."



Competition is a prime factor in securing greater efficiency; many AO's are readily aware of this fact. Now that we as a publication have competition, both platoons at the same time, we're also aware of it and will strive harder to bring a better publication to you. If while serving as a "sounding board" this publication can play one unit against the other with the end result being greater efficiency from both units, we'll then feel that the media is performing a little more than a "LT DOE sailed to Europe" function.

If you WINCE when you read another scribe's note that his unit has the best Maintenance set-up bar none, that WINCE gives you away. It either indicates that you believe he's dead wrong and you've got something better; or you believe he's right and something should be done about it in your unit.

All of this palaver is a Magellan-like way to make this point: If you're PROUD of your unit, SAY SO!....Don't be ashamed to boost the people in your unit.....Don't be ashamed to remit an article to us which in effect says: "We're doing OUR job; here's who's doing it; and here's how WE do it!"

If we do not receive any news from a particular unit, we do not necessarily assume that indifference or laziness is the cause. It CAN mean that we've struck upon a unit that's "going through the motions and punching the clock," and sending in a report occasionally to this media about clock-punchers is NOT one of the motions.

In saying thus, we're throwing down the gauntlet and thereby join our unappointed unit PIO's who each month say, "Top us if you can."

We recently received — by way of the grapevine — a criticism that we cannot overlook mentioning here. The criticism, as offered by several Civilian Component pilots, was that "ARMY AVIATION" was now an "active duty" publication, and no longer resembled the NG-USAR publication edited for First Army Reservists some ten months ago.

We have maintained — in print — that the overall format of this media depends entirely upon the components of the correspondents who submit the news. Our job is one of assembly and we do little writing. If the Reserve Component aviation personnel were to submit the preponderance of the copy for any given month, the issue would take on a Reserve Component appearance for we have NO control over what is submitted to us. This is possible but unlikely in that "active duty" aviation personnel support this publication, 4 to 1, and the data submitted to us also reflects this ratio.

However, there's one other salient feature that cannot be ignored so let's face it. With the exception of the NG State Maintenance Supervisors who may be likened to "semi-pros," by and large civilian component aviation personnel are minor leaguers. This is a blunt statement and should not be misinterpreted. A "Weekend-Warrior," 15-day Wonder that he is, cannot compare himself with the 365-day-a-year PRO who pays for his Canadian Club, Simoniz, and medium-rare by performing day in and day out aviation duties.

We do not mean to minimize the Reserve Program or the important part that Reserve Component aviation personnel play, but if we are to secure "The Big Picture" it is important that "active duty" news be given considerable emphasis. Each year, Reservists complete a questionnaire and check a certain "M-Day" availability. In checking this particular item, we do not check it flippantly. It annually reminds us that there's a little more to the entire Reserve structure than a few "buddy-buddy" weeks at summer camp.

The articles from "AD" units as published in "ARMY AVIATION" are interlaced with the names of people whom your Editor does NOT know personally, nor whom you are expected to know personally...BUT, in the interlacing, in the OTHER lines of each article, you'll find good **SOLID** news of what the PRO's are doing in the fulfillment of NEW missions with NEW equipment. We realize that it is important for each Reserve unit to receive adequate coverage...We also think that the majority of the Reserve personnel who support this publication WANT to be "educated." We could be wrong.

Our "ACES CLUB" listing is getting a little unwieldy and henceforth, in order to conserve space, we'll carry the TOP TWENTY and the new "ACES" (or those "ACES" who have increased their Bag) in alternate issues...We're exceeding the Rational Debt, but from here on in your issues will all be IBM-typed...We got competition!.....It's now a question of who runs out of \$ first, Uncle Sam or your Editor.....Our "ROCK" of the Month (see August issue, page 5): Capt Ford E Allcorn (now Lt Col) taking off in Maytag #5204 from the desk of the US Ranger....." Neat trick, but only possible with a sleepy-eyed proof-reader!.....If you find any other beauts, let us know about them.....We haven't the time to proof-read the material and only hope we strike the keys right the first time.....An official beaut was the 21st Trans Bn (Hcptr) label hung on the 71st Trans Bn (Hcptr).....Not the best way to publicize a brand new unit but Fort Riley is fairly bristling with AA activity (10th Inf Div, 98th TAART, 93rd Hcptr Co, AGS Avn Sec, 71st Hcptr Bn, etc.) and the PIO has his hands full....."90 DAY PLUNDER" results and pictures will appear in the October issue (the pictures contingent upon air-mail deliveries).....For 1955, we hope to engage in a similar but more refined and genteel subscription contest, or at least one that doesn't carry the connotation of a "blood bath" that this year's orgy carried.....After all, a man isn't being murdered if he sends in two dollars for something he MAY enjoy reading.....and we say this despite the fact that many of our would be "ACES" claim that separating some people from those two dollars is just plain murder.....

As the 'old timers' will again note, we're back to our early '54 practice of listing subscribers in CAPS.....Each letter as it is rec'd is checked by Friday and the publication's 'Sugar Daddies' are circled for capitalization....Our reason for doing this is two-fold; to indicate to the rest of the subscribers just who supports this publication and to indicate to the 'would-be' ACES where the 'leads' will be found.....We've rec'd a considerable number of letters of late, all of which have said in effect "We're there!".....Frankly, we do not know where 'there' is.....Limiting 'mentions' to subscribers ("No subscription, no representation") would be a childish move on our part and hence, we're taking this way out....."We're there!" when every name in each issue is capitalized, not before.....

It may seem premature, but we're getting to that point of the year where we'll have to make plans for the '54 Who's Who in Army Aviation issue..In that roughly three times as many listings are possible as compared to '53, we can't see how we could incorporate such an issue into the 12 'successive' issues under our present budget.....Rather than lop off the Jan, Feb and March issues to pay for it, we plan to publish it as a separate hard-cover BOOK and will contact the subscribers under separate cover.....The book would be published by a commercial firm, and not by us.....time to quit.....

Your editor - Art Kesten

PIX

"PIX" on any Army aviation subject are welcome and will be printed.....4 x 5 'glossy' prints (or any size negative) are preferred..Please specify the disposition of the photos & include return postage if you wish the photo to be returned. Caption should contain photo source for photo credits.....

tos & include return postage if you wish the photo to be returned. Caption should contain photo source for photo credits.....



1



2



3



4



5



6

"ARMY AVIATION"

P.O. BOX 99

PETER STUYVESANT STATION
NEW YORK 9, N.Y.

Forwarding and Return Postage
Guaranteed.

SEC. 34.66, P. L. & L.

U. S. POSTAGE

PAID

NEW YORK, N. Y.

PERMIT NO. 8029

APO : If this magazine is addressed to a member of the U.S. Military Service, whose address has been changed by official orders, it may be forwarded without additional postage. See Sec 43.12, Page 339, P. L. & R. All mail, whatever its class, addressed to persons in the U.S. Service (Military, Naval, or Civil) whose change of address is caused by official orders, shall be transmitted as rapidly as possible until it reaches the addressee. Such transmission shall not be considered as 'forwarding' in the sense that word is used in the Postal Service and no additional postage shall be needed.