

The Army Aviation Story



Richard K. Tierney

Part II—Academics and Training

MAJ WILLIAM W. FORD headed a list of light aviation enthusiasts who throughout 1941 had worked diligently to bring about the birth of Army Aviation. In late 1942 he was named by Gen Robert M. Danford, the chief of Field Artillery, to organize and train a group of aviators who would test the concept of making light airplanes organic to the Field Artillery. The tests, discussed in Part I of this story, were successful and on 6 June 1942 the War Department approved organic aviation for the Field Artillery. Lieutenant Colonel Ford was instructed to establish and direct the Department of Air Training

at Fort Sill, Okla.

THE FIRST STEPS

Shortly after the birth of Army Aviation Colonel Ford went to Washington to arrange the final details and Major Wolf remained at Fort Sill to handle arrangements and to secure a competent corps of instructors. The first instructors were civilians employed at a salary of \$300 per month. Eventually most of these civilian instructors were commissioned and given flight pay. The Department of Air Training was ready for business by the end of July and consisted mostly of the members of the test group.

In July 1942 volunteers with civilian pilot ratings were requested to attend the tactical flight course. The 19 students in Class One reported to Fort Sill on 1 August and after preliminary orientation, tactical flight training commenced on 3 August and lasted until 18 September. The course, which was later lengthened, used the L-4B Piper, the L-2B Taylorcraft, and the L-3C Aeronca. The first class of mechanics had begun on 27 July 1942 and lasted 5 weeks.

When the Department of Air Training began operations, it had 23 aircraft on hand and on order 100 Piper J-3s (L-4s) and 50 Taylorcraft (L-2s).

Post Field was turned over to the Army Ground Forces by the Air Corps and several small auxiliary fields were built either on the reservation or on nearby leased land. A number of tactical training strips were built on the reservation and on the wild-life refuge.

For the first five classes the Department of Air Training accepted for its liaison pilot classes both officers and enlisted men from the ground forces and services of supply. However, each student was required to have at least 60 hours of flight and to hold (or have recently held) a pilots license. The student's maximum weight limit was 170 pounds and he must have been able to pass the physical examination for Class II pilots of the Air Corps.

During the early years of the war a number of civilians were recruited for the air training department by air shows which were put on at surrounding communities. This aroused a great deal of interest and, along with the recruiting slogan, "that you're better off flying than digging a hole," resulted in a number of applications.

Students received about 15 hours of dual and solo time, mostly air work to refresh their flying technique. Then they were given about 28 hours of flying in and out of small fields, taking off and landing on roads and over obstructions. Toward the end of the course they were given 6 half-days of instruction as observers. Students also received 12 half-days of ground instruction on navigation and meteorology; 27 half-days on maintenance and repair of airplanes and engines; and 3 half-days on tactical employment of organic air observation. All pilots were issued a kit of hand tools and did the maintenance on



The first pilot class. This class was graduated in September 1942. Reading from left to right they are: front row, Lt S. A. Williamson, Capt J. E. Swenson, Lt H. R. Phillips, and Sgt J. S. Rengers; middle row, Sgt R. S. Wilkinson, Sgt W. C. Schoonover, Lt J. W. Byrd, Lt W. D. Stephens, and Sgt C. B. Allen, Jr; top row, Lt B. A. Devol, Jr., Lt G. M. Albert, Lt R. P. Stallings, II, Capt J. M. Watson, Jr., and Lt T. L. Hendrix. Absent when this picture was taken were Capt E. S. Gordon and Lt J. U. Over-all (inset).



Col W. W. Ford, first director, and Lt Col G. J. Wolf, first executive, of the Department of Air Training.

Capt T. F. Shirmacher and T. S. Baker, the first squadron commanders of the Department of Air Training.



JULY 1962

BIRTH CERTIFICATE
OF ARMY AVIATION

June 6, 1942

WDGCT 320.2 (2-5-42)

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY GROUND FORCES:

Subject: Organic Air Observation for Field Artillery.

1. Reference is made to letter War Department, February 25, 1942, AG 320.2 (2-5-42) MT-C, subject: Service Test of Organic Air Observation for Field Artillery, and 1st Indorsement thereto.
2. Your recommendation that organic air observation units be included in Field Artillery organizations is approved.
3. It is desired that you take immediate steps to effect the necessary changes in organization, equipment and training entailed by this action.

The following will govern:

a. Organization:

- (1) Liaison airplanes will be authorized for Field Artillery units at the rate of 2 per light and medium Artillery Battalion, 2 per Division Artillery Headquarters and Headquarters Battery or Field Artillery Brigade Headquarters and Headquarters Battery.
- (2) Personnel will be authorized at the rate of 1 pilot and 1/2 airplane mechanic for each liaison plane authorized.
- (3) The required changes in T/Os and T/BAs will be submitted as soon as practicable.

b. Procurement and Maintenance:

- (1) The Commanding General, Army Air Forces will be responsible for the procurement and issue of airplanes, spare parts, repair materials and the necessary auxiliary flying equipment required by this program. The airplanes will be commercial low performance aircraft of the "Piper Cub" type.
- (2) All maintenance other than that requiring the facilities of base shops will be accomplished by the Army Ground Forces.
- (3) Maintenance requiring the facilities of base shops (customarily referred to as 3d echelon maintenance in the Army Air Forces) will be a responsibility of the Commanding General, Army Air Forces.
- (4) It is desired that you confer with the Commanding General, Army Air Forces regarding the number of aircraft required under the 1942 Troop Basis, the anticipated delivery rate, the estimated requirements of spare parts, repair materials and auxiliary equipment, as well as the procedures and policies regarding their issue and delivery.

c. Personnel:

(1) Qualifications:

Recommendations for the detailed qualifications and specifications for both commissioned and enlisted personnel will be submitted for approval. These will fall into two general categories: a pilot capable of piloting the liaison-type airplane as well as assisting in normal maintenance; and a mechanic qualified to service the airplane and perform repairs incident to 1st and 2d echelon maintenance.

(2) Sources of personnel:

(a) Pilots: Volunteers, now under your control, who are qualified to pilot liaison-type airplanes will be utilized to the maximum as pilots. Additional pilots needed to fill requirements of the 1942 Troop Basis will be made available by the Commanding General, Army Air Forces.

(b) Mechanics: Mechanics will be procured from sources under your control.

(3) Extra compensation and ratings:

(a) Pilots will be authorized additional compensation for participation in frequent and regular aerial flights. A rating generally similar to that of a liaison pilot will be established for pilots.

(b) Appropriate ratings for mechanics may be Technician, Grade 3, or lower.

d. Training:

(1) The basic flight training of pilots (exclusive of those under your control already qualified) will be a responsibility of the Commanding General, Army Air Forces. This training will be limited to that necessary to enable safe operation of low performance aircraft and qualify a student according to standards established for liaison pilots.

(2) You are authorized to organize at Fort Sill, Oklahoma, or other stations selected by you, a course of instruction for the operational training of pilots, mechanics and observers in the tactical employment of organic air observation in Field Artillery units.

4. Changes in training literature will be prepared at the earliest practicable date.

5. A copy of the directive to the Commanding General, Army Air Forces is attached hereto. The Commanding General, Army Air Forces has been furnished a copy of this letter.

By order of the Secretary of War:

I. H. EDWARDS,
Brigadier General,
Assistant Chief of Staff.

Birth Certificate of Army Aviation

the aircraft they flew.

Student mechanics were selected from members of the ground forces who had considerable mechanical experience. They received extensive training in maintenance and repair of aircraft and engines and upon graduation were capable of performing in the field all first and second echelon maintenance. The Army Air Forces was responsible for third and fourth echelon maintenance, but in most cases Army mechanics per-

formed all maintenance short of a complete overhaul.

The air training department had no trouble filling mechanics classes. By 3 August 1942 over 3,000 applications had been received. However, applications from qualified pilots fell below expectations. By 3 August there was only sufficient personnel to provide a class of 20-30 students each two weeks instead of 30 weekly as had been contemplated the previous June.

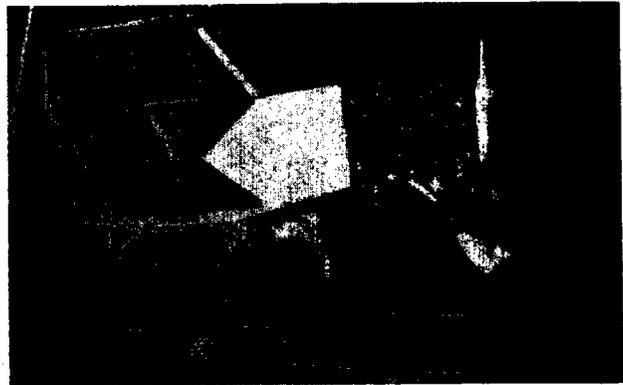
To remedy the situation the

Army Air Forces was directed to supply 100 basically trained pilots a month. The first of these reported to Fort Sill on 19 September 1942, and those who qualified for the tactical course were enrolled in Class No. 6. These men had learned to fly under the civilian pilot training program and then were placed in the Air Corps Reserve. When called to active duty they were rated as Liaison Pilots.

This plan failed to supply the needed pilots. Between 1 Sep-



PILOT



Upper right, pilots undergoing a course of instruction in mechanics. At lower right Cpl Beahan (first name unknown), the first WAC instructor in the Department of Air Training's maintenance division, explains carburetors to a class of students.

tember and 26 November 1942, the Army Air Forces furnished 338 such pilots, many diverted from the glider program. Of these, 102 did not qualify for the tactical course—most of them being overweight. Of the 236 accepted, 16 percent washed out, and the net yield from the program was only 198.

Since few Army officers with civilian pilot ratings were coming into the Army in 1942, an agreement was made with the Air Corps to establish a source for primary training of pilots.

On 26 November, 25 Field Artillery officers began primary flight instruction at Denton, Texas. The same number of

Field Artillery officers were to report to Denton each week thereafter. They received 9 weeks of training as liaison pilots from the Harte Flying Service before reporting to Fort Sill for the advanced course. The course at Sill ran 5 weeks, but often was extended because of delays, caused mostly by bad flying weather.

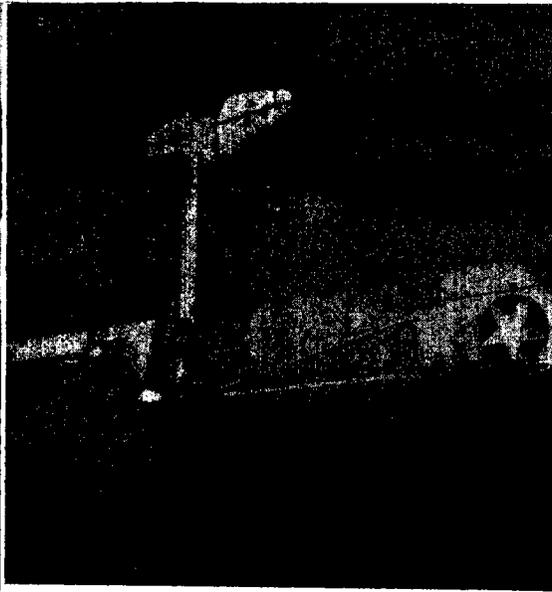
The first officers sent to Denton were selected from the staff, faculty, school troops and the Field Artillery replacement training center at Fort Sill.

Beginning with the Denton class of 3 December 1942, selected Officer Candidate School graduates and attached, unas-

signed officers attending courses at the Artillery School were sent for flight training.

While Air Corps reservists were flowing through this system it was necessary to increase the advanced course at Fort Sill from 7 weeks to 10. The reservists were given 5 weeks of basic military training which they had not received previously. By 1 February 1943 reservists ceased to come into the program and it was found feasible to reduce the advanced course to 5 weeks.

The Army Air Forces' primary flying school at Pittsburg, Kan., began accepting Artillery pilots for flight training about 15 February 1943. Starting with

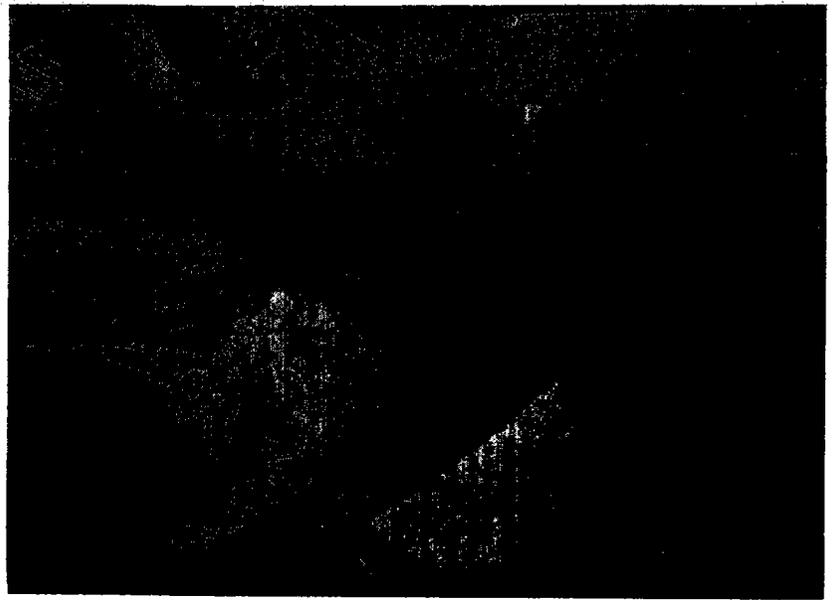


The first training fatality at the Department of Air Training at Fort Sill, Okla., occurred on 8 March 1943. Lt R. P. Stallings, a flight instructor, was killed when he and a student crashed in the L-2 pictured above. The aircraft was on a downwind turn when it stalled out and spun in.

the class reporting to Denton on 18 March 1943, the classes alternated between Denton and Pittsburg.

The environments at Denton and Pittsburg were not the best (academically speaking) for turning out aviators. At Pittsburg the students were quartered in a hotel and were on per diem. At Denton they lived in a men's college dorm. At both training sites there were plenty of young ladies to distract the young flight students. In fact, there was a women's college at Denton, and the situation there reached a point where the only flight students that didn't get married were those who were already married.

At any rate, the brand new second lieutenants were given silver wings upon graduation and then reported to Fort Sill overweight, with 50-mission crushed hats, and without any respect whatsoever for Colonel Ford's desire that they keep off the grass. However, after a few



Two unidentified mechanics check an L-4A used in seaplane training at Lake Lawtonka.

of their number experienced the wrath of the veteran artilleryman, the students acquired a little humility—and stayed off the grass.

GROWING PAINS

Original plans called for 80 percent of the Field Artillery pilots to be enlisted men. The 20 percent officer pilots were to provide supervision. The plans didn't work—mainly because the enlisted men who were able to perform an acceptable job as liaison aviators were usually officer candidate school material. Consequently, enlisted pilots generally left troop units for OCS shortly after reporting for duty. The War Department decided it would be better for en-

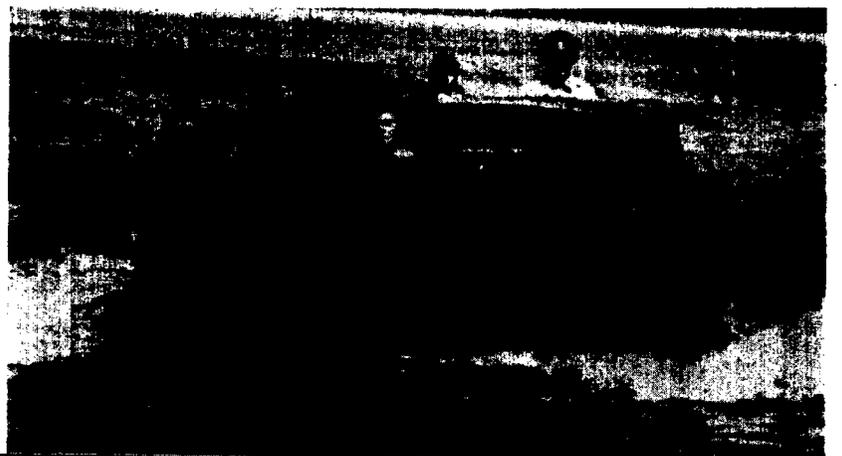
listed personnel to attend OCS before going to flight school, and on 20 April 1943 enlisted men ceased to be eligible for liaison pilot training.

An Army Ground Forces directive dated 15 September 1943 named only Pittsburg to be used for primary training. However, a few students continued to be sent to the Denton school until about 16 November 1943.

In January 1944, Colonel Ford departed for troop duty and Colonel Wolf succeeded him as director of the department until the end of the war.

Seaplane training for pilots and mechanics was begun on 7 April 1944 as part of the tactical course, and facilities were built at Lake Lawtonka. Also, train-

THE FLEET! Lt Col G. J. Wolf (front), Lt M. J. Fortner (right rear) and an unidentified mechanic take a spin in the crash rescue boat during seaplane training at Lake Lawtonka, Fort Sill, in 1944.



ing in the use of the Brodie device was directed by the commanding general, Army Ground Forces, on 31 October 1944. The Brodie device was a cable launching and landing apparatus which enabled aircraft to get in and out of confined or unimproved areas and to operate from Naval landing craft.

In fall 1944, it was decided that an adequate number of pilots had been trained to meet requirements until the first of the year. As a result, Class No. 88, which reported to Pittsburg on 27 July 1944, was the last to be enrolled until January 1945. Meanwhile, the Army Air Forces terminated its contracts with civilian flying schools and Class No. 88, which was at Pittsburg 11 weeks, became the last to be trained there.

Class No. 89 resumed the training program on 13 January 1945 under Army Air Force instructors at Sheppard Field, Texas. After 14 weeks of basic instruction the class received an additional 14 weeks of instruction at Fort Sill's advanced course.

In early 1945 pilot losses in combat necessitated an increased input of from 30 to 40 students every 2 weeks and a reduction in basic training to 11-12 weeks. The tactical instruction was slashed to 5 weeks and liaison pilots were rushed overseas until the situation eased. Beginning with Class No. 94 which reported for basic training on 9 March 1945, the Army was able to resume the full schedule of 14 weeks both at Sheppard Field and Fort Sill. This schedule was continued until the Department of Air Training gave way to the Army Ground Force Air Training School. The only other change under the department was the reduction of student input from 40 to 30 per class be-

ginning with Class No. 101 which was enrolled on 18 June 1945.

AGF AIR TRAINING SCHOOL

The highly successful employment of Army Aviation in combat resulted in numerous requests for light organic aviation from branches other than the Field Artillery. To serve vital needs, most major ground combat units were borrowing the Cubs from the Field Artillery whenever possible. Consequently, the Cubs were effectively employed in such missions as courier and liaison operations, photographic and visual reconnaissance, column control, emergency resupply, and evacuation of wounded. (A more detailed account of Army Aviation in combat is presented in another portion of this story.)

In August 1945, the War Department adopted an agreement which extended organic aviation to five more users: Cavalry, Infantry, Engineers, Armor, and Tank Destroyer. The agreement, which had been reached previously by General Jacob L. Devers, CG, Army Ground Forces, and General Ira C. Eaker, CG, Army Air Forces, also called for additional light aircraft for the AGF.

Instruction at the Department of Air Training had previously been limited to Field Artillery personnel. Now it became necessary to expand the program, and effective 7 December 1945 the Department of Air Training of the Field Artillery School was redesignated the Army Ground Forces Air Training School. This school was established to provide tactical training to include the added ground arms incorporating organic aviation. The school was placed under Maj Gen Louis E. Hibbs, Commandant, Field Artillery School. Brigadier General Ford, back

from troop duty, was named Assistant Commandant for Air Training and again directed the tactical air training program. Under the new system, primary flight training was still provided by the Air Corps.

Six Field Artillery pilot classes were in session when the changeover came and another was enrolled before the student of the first Officers' Army Ground Forces Airplane Pilot Course assembled on 28 January 1946 at the school. However, not enough students were on hand to begin instruction and the group had to wait until Class No. 3 reported on 11 March.

A similar situation existed with the Field Artillery Air Mechanic Course. Three were in session and allowed to finish, but no more were enrolled. The first enlisted Army Ground Forces Air Mechanic Course started on schedule—21 January 1946.

By June 1946 the demobilization of the Armed Forces brought about a severe Army-wide shortage of personnel. As a result the Air Training School had to eliminate seaplane training from the curriculum and sharply reduce the time devoted to the Brodie device.

Although courses of instruction were being tightened, the Air Training School was expanding its facilities at Post Field. In July construction was started on a concrete runway 5,000 feet long, 200 feet wide, and included taxiway and increased apron space.

The sod surface previously satisfactory for training purposes with light airplanes had begun to deteriorate as heavier aircraft used the field in increasing numbers.

During the postwar period the Army began reorganizing its



Maj Robert M. Leich (center) was the first engineering officer of the Department of Air Training. His assistants were 1st Lts L. M. Bornstein (left) and M. J. Fortner.

school systems. In November 1946, the Department of Air Training again was established at Fort Sill and the Army Ground Forces Air Training School was discontinued. The department offered training support for all the ground arms, rather than just Artillery as it had prior to 7 December 1945.

The Korean War brought about an increase in student input at the Department of Air Training. On 28 August 1950 a 4-week National Guard refresher training course in Army Aviation tactics was authorized, and in November 1950 a United States Air Force Pilot Artillery Observation Course was started. It was set up for four classes of 5 days duration and could handle 10 pilots a class between 6 November 1950 and 23 February 1951. Numerous facilities also were added and early in 1951 the Air Training Department was using three new stagefields.

Outside of the helicopter training program (covered elsewhere in this story), the Air Training Department did not in-

cur many more significant changes until it was dissolved and the U.S. Army Aviation School was established.

The successful growth of the Department of Air Training can be traced to the tireless efforts of a great many people. Most notable are General Ford and Colonel Wolf who each served as director of the department. Other key personnel include Capts Robert R. Williams and T. S. Baker, who at various times served as chief of the Flight Division; Captain E. F. Houser, chief of the Tactics Division; and Captain R. M. Leich, and Lts M. J. Fortner and Lloyd M. Bornstein. Lieutenant Fortner, a member of the original test group, was an aeronautical engineer with experience in light aircraft maintenance. He was primarily responsible for developing maintenance courses for both pilots and mechanics.

ARMY AVIATION SCHOOL

The use of aircraft by all arms and services rapidly increased the volume of training and ad-

ministration at the Air Training Department and led to the establishment of the U. S. Army Aviation School at Fort Sill.

The school was established effective 1 January 1953 as a Class I activity under the commanding general, Fourth Army, by authority of Department of the Army General Orders No. 9, dated 16 January 1953. Actually the school came into existence on 1 July 1953 when the Department of Air Training was deactivated. However, in 1960 the official birthday of the United States Army Aviation School was established as 6 June. Previously, the birthday was recognized as 1 January, but correspondence dated 15 January 1960 from the U. S. Army Aviation Center, Fort Rucker, to the Adjutant General, Department of the Army, requested that "the birthday of the United States Army Aviation School be changed from 1 January to 6 June to coincide with the birthdate of Army Aviation."

Indorsements of the request at Third Army and Continental Army Command recommended approval. Secretary of the Army Wilber M. Brucker approved the request on 23 February 1960 and ordered that the 6 June birthdate be made a matter of record.

School courses at Sill offered only to officers included: airplane and helicopter tactics courses, instrument and instrument examiners courses, and a twin-engine transition course.

Officer and enlisted personnel were eligible for the Cargo Helicopter Pilot's Course (enlisted graduates were made warrant officers). Repair and maintenance courses for fixed and rotary wing aircraft also were available to enlisted men.

Primary flight training was given by the Army Air Forces



*Brig Gen William W.
Ford*



Col Gordon J. Wolf



Brig Gen Carl I. Hutton



Col E. O. Hopkins

Directors of the Department of Air Training And Commandants of the U.S. Army Aviation School

Col (Brig Gen) Wallace W. Ford was the first director of the Department of Air Training at Fort Sill, Okla., from 6 June 1942—January 1944. After a tour overseas he returned and directed the Army Ground Forces Air Training School at Fort Sill from January 1946—November 1946 when the AGF School was disbanded. The AGF School had been established on 7 December 1945 and placed under the command of the commandant of the Field Artillery School. General Ford filled the position of Assistant Commandant for Air Training, which was responsible for operation of the flying school. General Ford became director of the re-established Department of Air Training in November 1946 and held the position until July 1947.

Col G. J. Wolf was director of the Department of Air Training from Janu-

ary 1944—7 December 1945. He directed the Army Ground Forces Air Training School from 7 December 1945—31 December 1945.

Col (Brig Gen) Carl I. Hutton was director of the Department of Air Training from August 1947—November 1949. He was commandant of the U. S. Army Aviation School at Fort Sill from July 1954—September 1954 and commandant of the U. S. Army Aviation School at Camp—Fort Rucker from 1 September 1954—7 June 1957.

Col Edward O. Hopkins was director of the Department of Air Training from November 1949—October 1951.

Col I. B. Washburn was director of the Department of Air Training from October 1951—16 January 1953 when the U. S. Army Aviation School was established at Fort Sill. A period of transition followed and the Aviation

School did not become fully operational until 1 July 1953, when the Department of Air Training was discontinued. Therefore, from 16 January 1953—1 July 1953 Colonel Washburn was in charge of both organizations. From 1 July 1953—June 1954 he wore one hat, that of commandant of the U. S. Army Aviation School at Fort Sill.

Maj Gen Bogardus S. Cairns was commandant of the U. S. Army Aviation School at Fort Rucker from June 1957—December 1958.

Maj Gen Ernest F. Easterbrook was commandant of the U. S. Army Aviation School from February 1959—March 1962.

Brig Gen Robert R. Williams, present commandant of the U. S. Army Aviation School, began this assignment in March 1962.

Col I. B. Washburn

*Maj Gen Bogardus S.
Cairns*

*Maj Gen Ernest F.
Easterbrook*

*Brig Gen Robert R.
Williams*



at Gary Air Force Base, San Marcos, Texas. (In May 1946 Gary had been partially reactivated and primary rotary and fixed wing flight training of Army Ground Force personnel had been moved from Sheppard Air Force Base to Gary. In early 1949 Gary was closed and flight training shifted to Connally Air Force Base, Waco, Texas. Gary was reactivated again in early 1951 as a result of the Korean War and expansion of the U. S. Air Force. Consequently, all rotary and fixed wing primary flight training of Army officers was transferred back to Gary by March 1951. The Army fixed wing mechanic and the Army and Air Force rotary wing mechanic programs, had been at Sheppard, but were moved to Gary early in 1951.)

FIXED WING TRAINING

By 1953 primary fixed wing students were spending 17 weeks at Gary and receiving 418 hours of ground school and 100 hours flying time. Ground school instruction covered aerodynamics, meteorology, aerial navigation, aircraft maintenance, flight regulations, aircraft instruments, and communications. Flight training included the basic maneuvers and an introduction to instrument flying. The L-19 and the L-21 were used in flight training.

The 12-week tactical course at Fort Sill included 120 more hours in the L-19. Training included operations from small strips, dirt and paved roads; landing and taking off over an obstacle about 25 feet high, and on a rocky strip about 250 yards long; low-level flight; advanced flight maneuvers; night and cross-country flying; evasive maneuvers; and other types of missions.

Tactical ground school included an expansion of the topics

covered at Gary plus ground force tactics, adjustment of artillery and mortar fire, map reading, aerial photography, reconnaissance, development of Army airfields and related subjects.

Instruction in adjustment of artillery fire started in the classroom with training aids. Students sat in chairs and observed puffs of smoke which appeared on a huge terrain board and represented fire missions which they conducted. Once they learned how to adjust fire on the board, they took to the air and practiced on Fort Sill's artillery ranges. Similar procedures were used to instruct other courses.

During the final phase of the course the class would establish an airfield and operate from it as a division aviation section in a field exercise.

Upon graduation the new Army Aviator could apply for the helicopter course, instrument training, or the twin-engine transition course.

INSTRUMENT TRAINING

Instrument training in Army Aviation originally was only provided by contract schools. However, as the requirement for instrument trained aviators grew, the Army realized the need for establishing its own

instrument school to supplement the program. In January 1953 the Instrument Flying Course was organized and placed under the supervision of the Department of Flight, Army Aviation School at Fort Sill.

The LC-126 was used in the 8-week course which included 80 hours of hooded flight, as much actual instrument time as weather permitted, and about 120 hours of ground school.

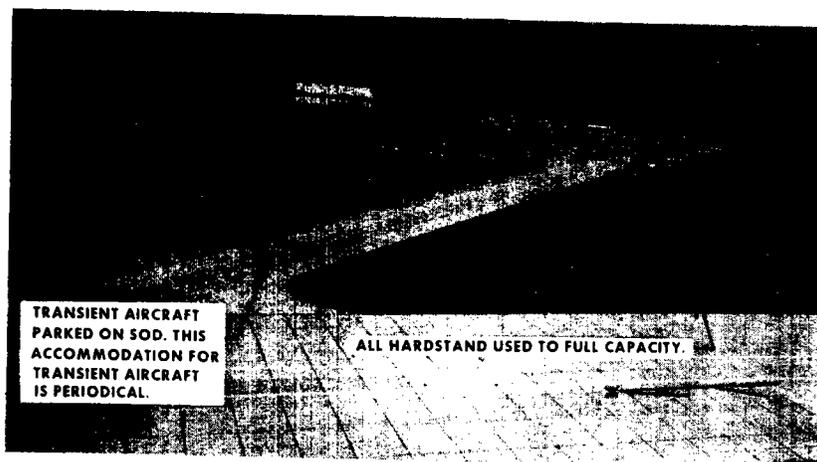
In August 1953 the Instrument Flight Examiner's Course was initiated to teach pilots to conduct and grade the Army's annual instrument flight examinations. The students received about 40 hours of instrument time during the 4-week course.

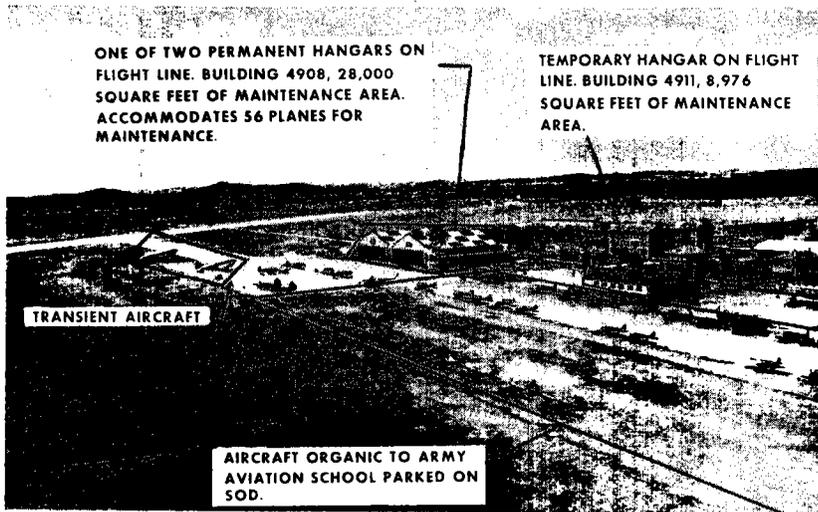
The 2-week twin-engine transition course was set up in January 1953 to train Army Aviators to fly command type aircraft. Students trained in the L-23 and received 36 hours of ground school and 25 hours in actual flight.

RAPID GROWTH

The day the Korean War started, 25 June 1950, the Department of Air Training had about 50 members on the staff and faculty, about 100 students, and about 125 aircraft—L-5s, L-16s, L-17s, and H-13s.

By August 1954, staff and





ONE OF TWO PERMANENT HANGARS ON FLIGHT LINE. BUILDING 4908, 28,000 SQUARE FEET OF MAINTENANCE AREA. ACCOMMODATES 56 PLANES FOR MAINTENANCE.

TEMPORARY HANGAR ON FLIGHT LINE. BUILDING 4911, 8,976 SQUARE FEET OF MAINTENANCE AREA.

TRANSIENT AIRCRAFT

AIRCRAFT ORGANIC TO ARMY AVIATION SCHOOL PARKED ON SOD.

faculty of the Army Aviation School at Fort Sill had grown to almost 300 members. Also, there were 800 students and about 500 aircraft (8 types). Such rapid growth resulted in numerous problems and crowded conditions which began to hamper the school's ability to perform its mission.

Aviation is a highly specialized activity, and requires the highest standards of instruction. These high standards required adequate and sufficient maintenance space, airspace, classrooms, administrative space, and billets.

Inadequate hangar space, dispersal of activities, and submarginal facilities for aviation at Fort Sill resulted in excessive costs and inefficient operations.

Insufficient aircraft parking hardstands (see photos) meant that about 80 percent of the aircraft had to be parked on the sod, and continuously operated under extremely dusty conditions. The sod had deteriorated and was a sea of mud when it rained and dusty when it was dry. Dust circulating through engine parts resulted in excessive deterioration of aircraft parts and frequent engine replacements. In addition, a lack of hangar space made the air-

craft extremely vulnerable to frequent and severe storms.

Periodic storms of great intensity pointed out the lack of adequate hangar space at Post Field. One storm in particular (on 4 August 1946) was accompanied by 3-inch hailstones and severely damaged 231 (48 percent) of the aircraft. Training time lost was 15,975 hours and the estimated total damage cost to aircraft was \$575,000. Over an 11-year period, ending in 1953, total storm damage amounted to \$2,161,730 and 39,505 training hours lost.

The location of the heliport also posed a problem, due to its encroachment on other training activities at the Artillery School and its proximity to fixed wing traffic at Post Field.

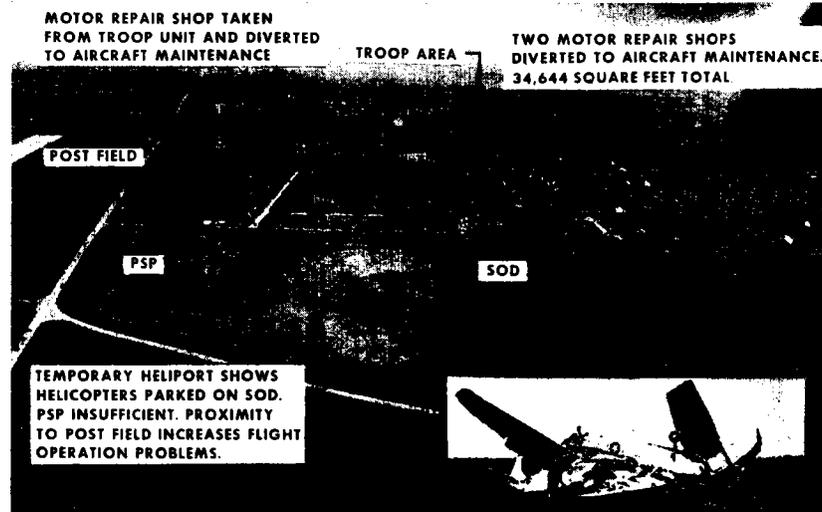
The Army realized that aviation is a highly specialized busi-

ness and that the facilities at Fort Sill did not meet the needs of Army Aviation. Consequently, plans were under study in 1954 to move the Army Aviation School to a home of its own.

A number of possibilities to relieve the Aviation School's problem were considered. The possibility of expanding activities at Fort Sill and utilizing abandoned Frederick Air Force Base as a subpost was explored. Other facilities considered were at Shawnee and El Reno, Okla.; San Marcos (Gary) Air Force Base, Texas; DeRidder Army Field Forces Base, Camp Polk, La.; Stewart Field at Savannah, Ga.; Camp McCall, N. C.; Fort Riley, Kan.; Camp Rucker, Ala.; and an abandoned Air Force installation at Childress, Texas.

Camp Rucker was chosen over other sites mentioned above primarily because Ozark Army Air Field had three 5,000-foot runways. Buildings had just been renovated at a cost of \$8 million. Huge truck stands on the reservation would serve as good heliports. Large buildings used for truck repair would serve as good rotary wing maintenance hangars.

Camp Rucker had its drawbacks, but so did other installations inspected. And none of the other sites had all four advantages mentioned above.



MOTOR REPAIR SHOP TAKEN FROM TROOP UNIT AND DIVERTED TO AIRCRAFT MAINTENANCE

TROOP AREA

TWO MOTOR REPAIR SHOPS DIVERTED TO AIRCRAFT MAINTENANCE. 34,644 SQUARE FEET TOTAL

POST FIELD

PSP

SOD

TEMPORARY HELIPORT SHOWS HELICOPTERS PARKED ON SOD. PSP INSUFFICIENT. PROXIMITY TO POST FIELD INCREASES FLIGHT OPERATION PROBLEMS.

A Department of the Army letter dated 23 July 1954 informed the commandant of the Army Aviation School that "The Secretary of the Army has approved the transfer of the Army Aviation School and the Aviation Test Section of [Army Field Forces] Board No. 1 to Camp Rucker, Alabama, from Fort Sill, Oklahoma."

The letter further directed that the commandant of the Aviation School would work with the commanding generals of Third and Fourth Armies to prepare movement plans which would be submitted to the Department of the Army not later than 1 September 1954 for approval.

Brigadier General Carl I. Hutton, who had been commandant of the Army Aviation School at Fort Sill since July 1954, named Lt Col Carlyle W. Arey as his Chief of Staff. On about 20 August Colonel Arey

departed Fort Sill for Camp Rucker with an advance party of 50.

On 28 August 1954 General Hutton left Fort Sill and on 1 September assumed command at Camp Rucker. Colonel Jules E. Gonseth, Jr., assistant commandant of the Aviation School, remained at Fort Sill as acting commandant until early in November when he departed for Rucker. Lt Col Charles Ernest took over for Colonel Gonseth until the rest of the personnel moved and command of the school passed to Rucker.

The move was effected with a minimum cancellation of classes. Some smaller courses, which were scheduled consecutively (twin-engine, instrument, and some mechanic classes) were cancelled. The school was forced to cancel some helicopter courses after problems developed during the move.

The first course of study to

get under way at Camp Rucker was a combined Army Aviation Tactics Course. Class AATC-54-K completed primary at Gary Air Force Base on 10 September 1954. These students were either held at Gary or granted leave with orders to report to Camp Rucker on 9 October 1954.

Meanwhile AATC-54-L graduated at Gary on 8 October and reported to Camp Rucker on 12 October 1954. The two classes were combined (AATC-54-K-L) and on 18 October 1954 became the first Aviation School flight class at Camp Rucker. This combined class of 120 officers was graduated on 29 January 1955.

AIRCRAFT MOVEMENT

The responsibility for moving the School's aircraft rested with the Department of Flight and the Maintenance Section.

Since a number of pilot classes were in residence at Sill when the move began, it was necessary to schedule the movement of aircraft from early August 1954 through the following February. As a class would finish training at Sill, the graduates and instructors would fly their aircraft to Rucker in time to be used by a class phasing in there.

The L-19s had the shortest range of the fixed wing aircraft that were moved. The School began moving its L-19s in October 1954 on a 788-mile journey that included two stops. The LC-126 movement began in November 1954 and the L-23 in January 1955. The L-20s were used as control aircraft during some of the flights.

Moving the 250 rotary wing aircraft was more of a problem. They made 12 stops over an 855-mile course. The longest leg was a 97-mile flight from Greenville to Longview, Texas, and the shortest hop was 35 miles,

The following civilian employees of the Army Aviation School were transferred from Fort Sill to Camp Rucker and are still at Fort Rucker. All were flight instructors with the Department of Flight at Fort Sill except Mr. Steltenpohl who was an aircraft maintenance inspector with the Aircraft Maintenance Division.

NAME	PRESENT ASSIGNMENT
Milton P. Crenshaw	Dept of Adv F/W
Richard J. Followill	U. S. Army Aviation Board
John Jacob Green	Dept of Adv F/W
Doyle E. Grigsby	Dept of Adv F/W
George H. Howard	Dept of Adv F/W
Jimmie Johnson	Dept of R/W
Don C. Jones	Dept of R/W
John J. Kochis	Dept of Adv F/W
Malcolm F. Landrum	Dept of Adv F/W
Charles E. Maggart	Dept of Adv F/W
Charles L. Martin, Jr.	U. S. Army Aviation Board
Schuyler L. Mathews	Dept of Adv F/W
Virgil M. Mingus	Dept of Adv F/W
James P. Morris	Dept of Adv F/W
James R. Paul	Dept of Adv F/W
Clarence G. Stockwell	Dept of Adv F/W
Gerald T. Thorpe	Dept of Adv F/W
Francis R. Werner	Dept of Adv F/W
Robert L. Chisolm	Dept of Adv F/W
Neil S. Dodson	Office of the DOI
Philip Gennuso	Dept of R/W
Melvin H. May	Dept of R/W
William P. Whitman	Dept of Adv F/W
Wayne G. Steltenpohl	CAM

from Ruston to Monroe, La. Types of helicopters moved included H-13s, 23s, 19s, and 25s.

Each helicopter carried an auxiliary 5-gallon gas can. Also, an L-20 and an H-19 accompanied the flights as control aircraft and each carried extra gas in 5-gallon cans. The first mass movement of helicopters took place in late October 1954.

Establishing a new home at Camp Rucker involved a great deal of extra work and many disappointments for the faculty and staff of the Army Aviation School. Although often discouraged, the situation improved as the aircraft began to arrive.

The fall of 1954 was devoted primarily to the development and renovation of facilities essential to the operation of the School. Rehabilitation was started on the Post Headquarters building and the Department of Tactics was moved into some excellent classroom buildings in the Tank Hill area.

At Ozark AAF, the control tower was relocated in an area from which the ends of all three runways could be observed. Also, work was started on Knox, Ech, Northwest Corner, and Hooper stagefields. A number of strips were constructed for fixed wing operations in the western part of the 60,000 acre reservation and work was begun through the Mobile District Engineers to negotiate leases for areas on which off-post strips, stagefields and airports could be constructed.

December 1954 was a busy month at the Army Aviation School. The Third Army maneuver, FOLLOW ME, centered at Camp Rucker with over a thousand troops from other posts on duty at Rucker for two months. Also in December, the 351st Infantry Regiment returned from Trieste, Italy, and

was stationed at Camp Rucker. The 351st, along with the 517th Engineer Company and the 98th Army Band, was designated as a regimental combat team to provide training support troops for the School. Despite the addition of the 338th Field Artillery Battalion, the 351st was not brought up to strength and on 30 September 1956 was reorganized into the 99th Battalion Combat Team. On 24 March 1958, the combat team was redesignated the 2d Battle Group, 31st Infantry Division.

By the end of 1954 the School had seven classes in session. All of the necessary facilities were operating, the hospital was open, and the Army Aviation School had celebrated its first Christmas in its new home.

The two most significant events of 1955 were the establishment of the Army Aviation Center on 1 February 1955, and the redesignation of Camp Rucker as Fort Rucker—a permanent Department of the Army installation—on 13 October 1955. General Hutton became commanding general of the Center as well as commandant of the School.

While many problems were encountered in the early months, sand proved to be one of the most disturbing to the training program. The wild grass on the stagefields at Rucker did not last due to downwash of the helicopter rotor blades.

The sand problem developed into a major, unexpected headache and resulted in loss of time and badly damaged bearing surfaces inside the engines of the aircraft. The problem gradually disappeared with the application of a thin asphalt coating on some of the strips and hovering pads, and the addition of more training areas.

The flight training schedules began falling behind during the

early days. The fixed wing schedule was adjusted by the elimination of some portions of the courses. However, rotary wing training continued to slip, despite weekend flying. Additional helicopters and instructors were considered as a solution, but it was reasoned that this would only double the instruction problem since it would take two months, and badly needed instructors, to standardize the newcomers. There was no easy solution—it took hard work and time to solve the many problems facing the School.

F/W CONTRACT TRAINING

Personnel of Class 56-7 were the first Army students to receive primary training in the L-19 from a contractor. Instruction was conducted by the Hawthorne School of Aeronautics at Spence Air Base, Moultrie, Ga., beginning on 3 January 1956.

Air Force personnel were training Army students at Gary Air Force Base, but the Air Force requested that part of the Army's input be diverted to Spence. Classes of 27 Army students were to be phased in at Spence every 13 training days until six classes had entered.

Maj G. W. Jaubert and MSgt Harold Scales formed the Spence Air Base Unit of the Aviation School Regiment to handle administrative matters pertaining to the Army students. Mr. Leslie H. Locke was Hawthorne's supervisor in charge of Army training.

Class 56-7 and the two following classes completed normal training and graduated from primary before word was received that Army training at Spence would terminate on 30 June 1956. The training pace of Class 56-10 (scheduled to graduate on 10 July) was quickened and the

students graduated on 30 June.

Classes 56-11 and 56-12 were transferred to Gary Air Force Base on 1 July and within a few weeks had completed primary training and reported to Fort Rucker. In all, 128 out of 135 students successfully completed training at Spence.

On 19 April 1956 a Department of Defense memorandum directed the Army to assume responsibility for all Army Aviation training. It further directed the Army to assume command of Gary Air Force Base and to let bids for a civilian contractor to conduct primary fixed wing training. The commanding general, Fourth Army, responsible for planning and operations, was authorized to utilize the commandant of the Aviation School as a technical advisor.

In May 1956 Col Jules Gonseth was sent to Gary to administer the contract and Col John D. Edmunds was named to succeed him as assistant commandant at the School. Upon completion of his duties at Spence, Major Jaubert reported to Gary to assist Colonel Gonseth.

The Army officially took over Camp Gary on 14 December 1956. W. J. Graham and Sons, Inc., had been awarded the training contract and on 7 January 1957 began training the first class, 57-9, which was made up of 115 Army students. Mr. William R. Hailey and Mr. Thomas A. Webb, were flight commanders of the group.

The permanent military contingent at Gary was made up of the military commander (Colonel Gonseth), his deputy (Major Jaubert), 22 other officers, and 22 enlisted men. They were responsible for the military operation of the base and checked the contractor's job performance. The rated officers conducted at least half of the student check

rides and all of the civilian acceptance flights. They also visited student briefings and academic classes and one rated officer served in a quality control and advisory capacity as aircraft maintenance officer.

Mr. Graham, president of the contracting firm, was in charge of his operation at Gary. Mr. Garnet Howell, on leave of absence from the Aviation School, was Director of Training; Mr. Virgil Mingus, also on leave from the School, was Director of Flying; and Mr. A. L. Taylor was Director of Academic Training.

All told, 2,898 students were

sent to Gary for training under Graham and 2,151 successfully completed the course.

To further consolidate fixed wing training, the Army moved primary to Fort Rucker on 1 July 1959. Class 59-13, still in residence at Gary at that time, was transferred to Fort Rucker where the advanced course instructors gave the students the remainder of their primary training and then carried them through the advanced phase.

Primary set up temporary headquarters at Lowe Army Air Field. Lieutenant Colonel Jaubert was made first director of

CLASS ROSTER — 57-9

Toler, William K	2/Lt	Holmes, Robert L	2/Lt
VanDervort, Edmund L	2/Lt	Phillips, John H	1/Lt
Antoniou, Michael N	2/Lt	Purcell, Robert W	1/Lt
Askin, Ronald J	2/Lt	Schmidt, Elbert J	1/Lt
Bagnol, Charles W	2/Lt	Seymour, Edward C	1/Lt
Bell, John E	Capt	Spence, Thomas H	1/Lt
Blewster, James C	2/Lt	Anderson, Karl R	2/Lt
Bratt, Clarence M	2/Lt	Anderson, Paul F	1/Lt
Christopher, Harry G	2/Lt	Andree, Robert G	2/Lt
Cobb, John E	Capt	Andrews, Joseph J	2/Lt
Crouter, Edgerton T	2/Lt	Claggett, William	1/Lt
Defrance, Rudolph B	2/Lt	Dale, Teddie A	2/Lt
Dewey, Arthur E	2/Lt	Dalrymple, William C	1/Lt
Doiron, Nicholas H	2/Lt	Frack, Joseph C	2/Lt
Gallagher, James E	1/Lt	Herbert, Bentley J	1/Lt
Isham, Keith L	1/Lt	Hlywa, Nicholas G	2/Lt
Jenkins, Edward H	1/Lt	Hobbs, Harry V	1/Lt
Kallestad, Richard D	1/Lt	Jespersen, Vale D	2/Lt
Massengill, James R	1/Lt	Johnson, David S	2/Lt
Newkirk, Eddie H	1/Lt	Johnston, Lowell E	2/Lt
Rhein, John H	2/Lt	Luckey, James F Jr	1/Lt
Riggins, Gary R	1/Lt	Ortner, Anthony J	2/Lt
Roughen, Albert H	1/Lt	Sanland, Donald T	2/Lt
Schull, Dunell V	2/Lt	Singletary, Charles B	2/Lt
Vann, Peter J	2/Lt	Suttle, Albert B Jr	Capt
Wagenheim, Herbert M	2/Lt	Tucker, Bert E Jr	2/Lt
Wall, John F Jr	2/Lt	Utz, John S	2/Lt
Williford, Henry G	1/Lt	Walker, Wayne	1/Lt
Bailey, Paul O	Capt	Wash, William B	1/Lt
Creson, Robert F	Capt	Weinstein, Leslie H	2/Lt
Draper, Edwin L	2/Lt	Bergstrom, Richard H	Capt
Dunegan, Walter L	2/Lt	Burbank, Robert A	2/Lt
Flinn, Robert F	2/Lt	Carter, Carl V	1/Lt
Frank, Winfield C	2/Lt	Champlin, Donald A	1/Lt
Gafner, Richard L	2/Lt	Gillingham, Richard I	1/Lt
Gentry, Roy C	2/Lt	Harris, James R	1/Lt
Goodman, Robert A	2/Lt	Hover, Charles E	1/Lt
Grivna, Lawrence F	2/Lt	Hulett, Clarence M	1/Lt
Hodges, George A Jr	1/Lt	Killough, Charles K	2/Lt
		Kirkpatrick, Andrew C	1/Lt



OFWAC 60-1

11 September 1959 — 27 January 1960

Hawthorne's First U.S. Army Class

Green I on Left—Green II on Right

1st Row (L to R) Maj R. M. Shoemaker; Capt J. F. VanSant; Maj C. B. Sinclair; Maj R. S. Kellar; Maj K. E. Davidson; Maj R. L. Gabardy; Lt Col W. C. Boehm; Lt Col M. H. Parson; Lt Col G. S. Beatty, Jr; Col A. M. Burdett, Jr; Lt Col J. W. Hemingway; Lt Col G. A. Peyer; Maj M. M. Mahmud; Maj R. J. Dillard; Maj T. A. Crozier; Capt W. E. Crouch, Jr; Capt W. A. Lusk, Jr; Capt J. M. Blair; Capt J. A. Lynch.

2nd Row (L to R) 1st Lt D. J. Kim; 1st Lt A. L. Powell; 1st Lt C. Chin; Capt C. Chang; Capt K. Yoon; 1st Lt P. L. J. Klemptow; 1st Lt J. B. Morgan; 1st Lt D. T. Moentmann; 1st Lt W. D. Gess, Jr; Capt J. H. Mapp; Capt W. T. Fitts, III; Capt J. B. Hatch; 1st Lt H. E. Malone, Jr; 1st Lt L. E. Scoggins; 2nd Lt R. L. Hazlewood; 2nd Lt R. W. Nelson; 2nd Lt K. O. Hulse; 1st Lt C. E. Sauer; 2nd Lt R. L. Chancellor.

3rd Row (L to R) 1st Lt C. G. Robertson; 1st Lt R. L. Filson; 1st Lt J. M. Henderson, Jr; 1st Lt R. D. Millspaugh; 1st Lt Z. K. Rector; 1st Lt F. W. Russell; 1st Lt T. R. Chapman; 1st Lt C. F. Morgan; 2nd Lt R. M. Rusch; 1st Lt J. A. Matos, Jr; 2nd Lt J. L. Christie; 1st Lt F. D. Scott; 2nd Lt D. M. Whitehead; 2nd Lt D. H. Halsey; 2nd Lt G. W. Nelson; 2nd Lt J. P. Vaughn; 2nd Lt C. F. Shearer. Absent—Capt H. L. Wheeler and 1st Lt W. F. Boyle.

Primary Fixed Wing Training at Fort Rucker and Maj Parris Welch the first deputy director.

On 22 June 1959 Hawthorne School of Aeronautics was awarded the primary fixed wing training contract and began training the first primary class enrolled at Fort Rucker, 60-1, on 11 September 1959. The class, composed of 57 officers ranging in rank from second lieutenant to full colonel, was graduated on 27 January 1960 (above). Mr. Robert Snowberger and Mr. Fred Gardner were flight commanders of 60-1.

Hawthorne officials who started at the school with Hawthorne and are still there include Mr. Leo E. Carver, General Manager; Mr. Earl Mengle, Director of Flying Training; and Mr. James Thursby, Director of Academic Training. Mr. Brax Batson, who was Director of Training until February 1961, was succeeded by Mr. Leslie H. Locke, who had supervised Army training at Spence Air Base.

Lowe AAF had been completed in 1957 for use as a base field for the Advance Contact Flight Division, Department of Fixed Wing Training. To accommodate primary, about 62,096

square yards (128 acres) of black-topped surface were added just before the move from Gary. Primary's permanent home, Auxiliary #3, was completed and occupied this summer. The installation includes a 2-story instructor building with a floor area of about 12,000 feet; a 6-story control tower; a 2-story operations building consisting of about 4,000 square feet and a single story fire and rescue building with a floor area of about 2,800 square feet.

In all Auxiliary #3 will occupy about 200 acres and have four 2,000-foot runways, connecting taxiways, and a parking apron 1,456 feet by 380 feet.

ROTARY WING HISTORY

Early in 1945 the Army began investigating the feasibility of adapting rotary wing aircraft to the Army Aviation mission. The first Army helicopter pilots were trained in late 1945 and in 1946 under an informal agreement with the Army Air Corps. They were selected on an individual basis and trained in Sikorsky R-4, R-5, and R-6 helicopters at Scott Field, Ill., Sheppard Field, Texas, and San Marcos, Texas.

In 1945 Capt R. J. Ely completed the course at Scott Field

and became the Army's first helicopter pilot. Others who received their training from the Air Corps include Capts Kenworthy Doak, Thomas J. Rankin, and J. Y. Hammack, and Lts Robert R. Yeats, Daniel Wilson, and Norman Goodwin.

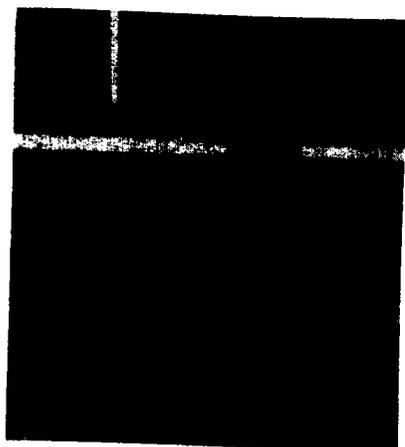
In 1946 the Army obtained its first helicopters, 13 Bell YR-13s. (The Sikorsky H-19 and Hiller H-23 were added after the Korean War started.) These YR-13s began coming off the production line in December 1946.

As interest in rotary wing operations mounted, the Bell Helicopter Company was awarded a contract to train helicopter pilots and mechanics for the Army. In February 1947 Bell began the first formal Army helicopter pilot training course. Attending were Lt Col Jack L. Marinelli (now Col and president of the U.S. Army Aviation Board, Fort Rucker, Ala.); Capt Hubert D. Gaddis (now Lt Col and director Aircraft Division, U. S. Army Aviation Board, Fort Rucker); Maj Jack Blohm (now Lt Col, retired and with HumRRO, Fort Rucker); and Capt Darwin P. Gerard (now Lt Col, retired, and with Grumman Aircraft Engineering Corporation). This

group received its instruction in the successful new YR-13 (H-13) at Buffalo, N.Y.

In 1947, under a formal agreement with the Army, the U.S. Army Air Corps began giving Army students primary rotary wing training at San Marcos AFB. The first class, consisting of four students, began on 1 September 1947 and lasted 6 weeks. Training was in the YR-13. The first students to receive training under this agreement were Maj Harry Bush (now Lt Col); Capt Jack Tinnen (now Lt Col and with the White House presidential flight); Capt Troy B. Hammonds; and Lt L. C. Boyd (now Lt Col and Deputy DOI, Fort Rucker).

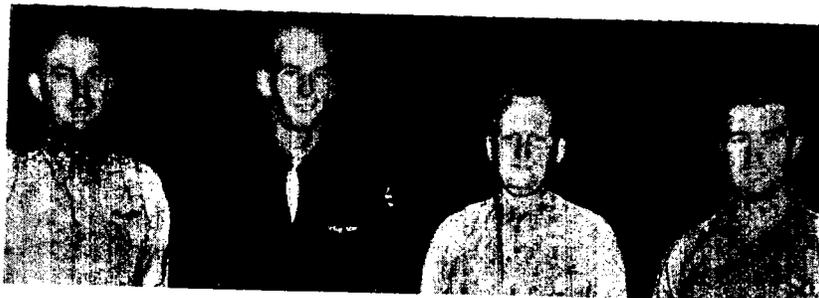
It was hoped that Army students would train with Air Force students, but the Air Force



Capt R. J. Ely, first Army R/W pilot.

trained their personnel in R-5s and R-6s, and a separate system of training in YR-13s was set up for the Army students. The Army students were turned out as qualified helicopter pilots after 25 hours of instruction.

The Army felt that 25 hours of instruction was inadequate and that its rotary wing pilots really knew little or nothing about techniques or finer points



Above, the first group of Army officers to receive informal helicopter flight training from Bell. They are (left to right): Lt Robert R. Yeats, Capt Thomas J. Rankin, Capt Kenworthy Doak, and Lt J. Y. Hammack. Below, the group that attended Bell's first formal helicopter flight course. They are (left to right): Capt Hubert D. Gaddis, Lt Col Jack L. Marinelli, Maj Jack Blohm, and Capt Darwin P. Gerard.



of helicopter flying. Consequently, the Army Helicopter Advanced Tactical Training Course was established at Fort Sill on 1 November 1948. Capt Hubert D. Gaddis set up the flight training course and flight standardized the first Army rotary wing instructor pilots. Members of this group, who took their helicopter flight training from either the Air Force or Bell, included three Army officers and two civilians: Lts Rodney J. Collins, Norman Goodwin, and Marcus Sullivan, and civilians James K. Knox (now deceased) and Charles L. Martin (now with the U. S. Army Aviation Board, Fort Rucker). These men instructed the Army's first tactical helicopter training course, which consisted of eight students who were graduated on 3 December 1948.

In July 1949 this course was renamed the Army Field Forces Helicopter Pilot Course, and in August 1951 it was changed to the Army Helicopter Aviation Tactics Course.

In the summer of 1953 the Army established a course which graduated warrant officer cargo helicopter pilots for Transportation Corps helicopter companies. Applications came from enlisted men or warrant officers and the prerequisites did not require prior aviation training.

The Army had negotiated with the Air Force to conduct this course, but the Air Force refused—stating that helicopter flying could not be taught to individuals who were not already pilots and that teaching enlisted men to fly was against policy.

Bell Helicopter Corp. also required prior fixed wing training before it would accept students in its rotary wing course. Nevertheless, the Army took a bold, unprecedented step and established the course.

Candidates in the enlisted men's portion of the course underwent intensive OCS-type training. They were given a sergeant's pay while in the course and wore no insignia. The candidates were subjected

to an intensive hazing program and stood rigid personal inspections. For example, it was not uncommon to see a candidate standing at attention and continuously saluting a telephone pole and addressing it in the proper military manner.

The students were trained in flight fundamentals, advanced flight techniques, theory of flight, navigation, meteorology, maintenance, map and photograph reading, helicopter transport subjects, and transition flight training. The Army's decision paid off. The course proved most successful and still is a part of the program.

In August 1954, when the Army Aviation School was moved to Camp Rucker, the rotary wing course was changed from a section of the flight department to a department of its own. Lt Col James W. Hill was made director of the Department of Rotary Wing Training at Rucker and Maj Hubert D. Gaddis the deputy director.

As a result of the move, Army Cargo Helicopter Pilot Course 55-E was cancelled and ACHPC 55-F ordered to report to Rucker on 18 October 1954. This class, made up of 25 officers and officer candidates, was the first rotary wing class to begin instruction at Rucker and on 30 April 1955 it was the first to be graduated. (See box below for list of students.)

Army Helicopter Aviation Tactics Course 55-H reported to Rucker on 11 January 1955 for advanced training after having been graduated from the basic course at Gary AFB on 7 January 1955. AHATC 55-G was cancelled.

The Department of Defense memorandum of 19 April 1956 directing the Army to assume all aviation training and command of Gary AFB also initiated action to obtain Wolters AFB,

Mineral Wells, Texas, for use as the Army primary helicopter school. This presented a problem since the Army did not desire to continue basic rotary wing training at Gary and did not plan to start its training program at Wolters until late in the year. Consequently, plans were made to move the program from Gary to Rucker. Orders for Class 56-17 to report to Gary on 22 June 1956 were cancelled and the class was directed to report to Fort Rucker on 13 July 1956. The class began training on 17 July and was graduated on 21 September.

When it was decided that Wolters AFB would be used, Col John Inskeep was sent from Rucker to Wolters to administer the contract. On 14 May 1956 Major Gaddis left Rucker for Wolters to provide aviation technical data and guidance. He selected sites for location of four stagefields and designed the main base heliport.

Wolters AFB was transferred from the Air Force to the Army on 1 July 1956 and Colonel Inskeep assumed command. Colonel Chester H. Meek was named deputy post commander and Col Wayne E. Downing was assistant commandant. On 13 July 1956 Secretary of the Army Wilber M. Brucker redesignated the post "Camp Wolters" and on 26 September the U. S. Army Pri-

mary Helicopter School at Wolters became an official Army school.

Shortly thereafter the Southern Airways Company was awarded a contract to provide all flight training and associated ground school instruction, plus the maintenance of government owned aircraft and equipment at the school. In 1957 Southern signed a new contract which contained a clause allowing the contract, if renewed each year, to run through June 1964.

The first class to be trained at Wolters was 57-6, the Army Aviation Transport Pilot Course (Rotary Wing). It got under way on 26 November and was graduated on 27 April 1957. (See pictures on page 26.) The class was divided into two phases of training:

- a 4-week officer-candidate-school type training for enlisted men who were graduated as warrant officers upon successful completion of the course;
- a 16-week course in primary and basic flight training for Medical Corps service officers below the rank of captain, warrant officers, and the warrant officer candidates who had successfully completed the OCS-type training.

The first students at Wolters were instructed by 27 Southern Airways instructors who had been standardized during Au-

FIRST HELICOPTER CLASS GRADUATES AT RUCKER	
W/O Jack M. Hendrickson	Sgt Bobby G. Bruce
1st Lt Donald F. Lusk	M/Sgt Robert W. Beechter
1st Lt Willie M. Dixson	SFC Rex C. Flohr
1st Lt Curtis O. Greer	Pvt Charles R. Hall
CWO William L. Ruf	SFC Donald R. Joyce
Capt Glen W. Jones	M/Sgt M. I. Keys
2d Lt Raymond E. Smith	SFC Raymond T. Kline
1st Lt Jack C. Snipes	Sgt Michael J. Madden
M/Sgt Donald C. Beachnew	SFC Eugene E. Price
M/Sgt Henry R. Beau	SFC Lucis L. Share
M/Sgt John F. Williams	M/Sgt Joseph M. Truitt
Sgt Stanton C. Beedy	SFC Jay L. Dugger
	SFC L. T. Brown

gust and September at Fort Rucker. The students flew H-23s which were brought in from Fort Rucker. Upon completion of primary, a portion of the graduates reported to Fort Rucker for transition training in transport helicopters and the remainder were sent to various Army units to fly observation and utility helicopters.

During the first graduation ceremonies at Wolters the facilities constructed by the 931st Engineer Group (under Col William N. Beard) were formally turned over to Camp Wolters.

Wolters and Rucker each handled half of the primary helicopter training input until 1958 when it was turned over in its entirety to Wolters. The last primary class to be trained at Rucker was Army Aviation Helicopter Course 58-10 which was enrolled on 30 June 1958 and

finished primary on 6 September 1958.

Permanent Army personnel at Wolters conducted instruction in military subjects and maintained a quality control group which also gave each student two check rides.

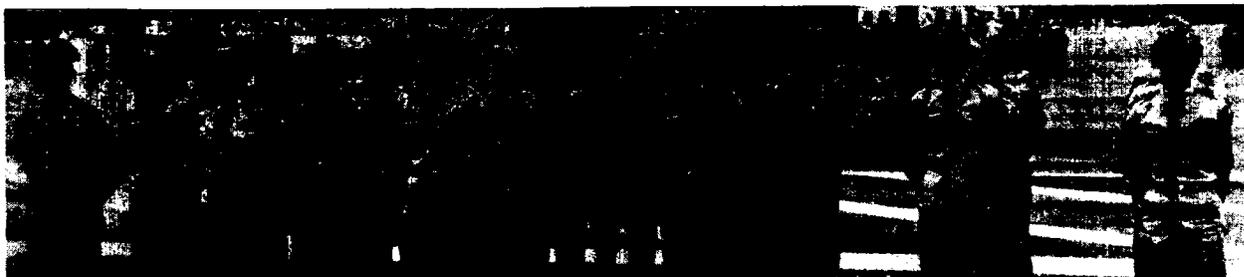
By the end of June 1961 the Wolters' curriculum offered three courses: the Warrant Officer Rotary Wing Aviation Course, which consisted of enlisted National Guardsmen and Reservists on active duty for rotary wing training; the Officers Rotary Wing Qualification Course, which consisted of fixed wing aviators qualifying in helicopters; and the Officer Rotary Wing Aviator Course, for non-rated officers.

The primary helicopter school had recorded a total of 365,000 flight hours by 5 July 1961. On that date the helicopter school

also recorded its 1,000,000th autorotation which was accomplished by Warrant Officer Candidate Dudley D. Moss in an H-23D. About 900 autorotations are accomplished each training day.

Colonel Inskeep, who had directed the fortunes of the US-APHS since it was established, retired from active duty on 31 July 1961. He was succeeded by Col Jack K. Norris who assumed command on 1 August.

This fall (1962) the Army plans to establish an Observation Helicopter Tactics Course which will be conducted at Camp Wolters and Fort Sill. After completing primary rotary wing training at Wolters, half of the graduating class will be sent to Fort Rucker for transitioning into cargo helicopters and the rest will remain at Wolters for 15 hours transitioning into the H-13, the aircraft



FIRST CLASS TO GRADUATE FROM USAPHS
WARRANT OFFICERS

- | | |
|---------------------------|----------------------------|
| 1. Clayton L. Anderson | 18. Martin A. Jetton |
| 2. Alvin D. Arrington | 19. Lloyd K. Kaul |
| 3. John A. Banks | 20. Anthony G. Kusilka |
| 4. James E. Beeman | 21. Pascual Lentini-Bottey |
| 5. Viril A. Black | 22. Robert W. Meade |
| 6. Donald D. Bright | 23. John E. Moodt |
| 7. Basil B. Catalano | 24. Henry C. Norton |
| 8. James B. Childers | 25. James M. Parker |
| 9. Benson M. Collett | 26. James P. Pickel |
| 10. Gerald H. Dirks | 27. Joseph L. R. Pinard |
| 11. Roger L. Eichelberger | 28. Leslie G. Purdom |
| 12. James A. Godfrey | 29. Royce D. Raley |
| 13. Lawrence C. Hammond | 30. Hu B. Rhodes |
| 14. Raymond L. Henry | 31. John W. Schwegler |
| 15. Joseph P. Holland | 32. William T. Slye, Jr. |
| 16. Charles R. Honeycutt | 33. Alfred E. Smith |
| 17. Carl H. Hunter | 34. Dale L. Stockwell |

and

35. CWO Robert E. Helterbran
Right, candidates undergo intensive DCS-type training.



to be used in the tactical phase.

The next 10 hours of the new course will cover tactical flight training, followed by a low-level cross-country flight to Fort Sill. The class will spend 4 weeks at the Artillery Center where instruction will include artillery gunnery, adjustment of artillery fire from the H-13, aerial gunnery, and various other phases of tactical training.

R/W AT RUCKER

At Fort Rucker the Department of Rotary Wing Training moved into its new home at Hanchey Army Air Field in October 1959—5 years after the first rotary wing class reported to Rucker. The new Army airfield (referred to as Auxiliary #2 while being constructed) was named in honor of Maj Charles Wesley Hanchey. Major Hanchey, a Senior Army Aviator who served as an artillery observation pilot in World War II, was an outstanding pioneer in the development of the Army's rotary wing program.

The average number of students at Hanchey at a given time has risen from 100 to 145 since Hanchey opened. Courses of instruction are:

- Officers Rotary Wing Aviator Course, phase 2
- Warrant Officers Rotary Wing Aviator Course, phase 2
- HU-1 Instructor Pilot Transition Training Course
- Army Aviation Medical Officers Orientation Course
- Special Cargo Helicopter Transition Courses
- Helicopter Instrument Flying Course
- Helicopter Instrument Flight Examiners Course

The Army's rotary wing instrument program was born out of necessity. By 1954 there was an increasing number of helicop-

ter accidents caused by a loss of visual reference. This clearly indicated a serious lack of information in the field of rotary wing instrument flight. This was also reflected in Army policy which stated that "because of their aerodynamic characteristics and inadequacy of flight instrumentation, Army helicopters will not be flown unless visual reference to the ground can be maintained." Exceptions were to be made only for special tests or training activities.

This policy was in direct contradiction to the growing hope that the helicopter would help balance the mobility-firepower scale disrupted by the development of nuclear power. To be effective it was necessary for the helicopter to operate around the clock and calendar in any part of the world, and at near zero visibility.

A group of the U. S. Army Aviation School felt the helicopter had this potential. A member of this group was Maj Hubert Gaddis, then director of the Department of Rotary Wing Training. In December 1954, he appointed Capt Ellis G. (Sam) Langford and Capt Emil E. Kluever to conduct a test and evaluation program to determine the feasibility of helicopter instrument flight. Captain Langford was from the Department of Rotary Wing and Captain Kluever reported from the Instrument Division, Department of Fixed Wing Training.

The two captains had to start from scratch. Some instrument flying had been conducted on a small scale in Korea with H-19s. Also some preliminary work had been done at the School in December 1954 when Captains Langford and Kluever accomplished the Army's first simulated (hooded) helicopter instrument flights. However, no speci-

fic conclusions had been reached.

Major Gaddis, Captain Langford, and Captain Kluever "hit the trail" to collect information on helicopter instrument flight. In February they visited the Navy, Marines, Air Force, and National Advisory Committee for Aeronautics. Liaison also was established with New York Airways, Los Angeles Airways, and the Bell Aircraft Corporation. However, the data acquired lacked the necessary technical information. Despite this, the trio returned to Rucker fully convinced that instrument flight with Army helicopters was both feasible and practical.

In March and April 1955, the H-19 and H-25 were evaluated. Stability characteristics varied between the single rotor H-19 and the tandem rotor H-25. In straight and level flight the H-19 proved to be more stable and had less tendency to pitch, roll, and yaw. Excessive vibrations on the H-25 instrument panel during climbs, descents, autorotations and airspeed transitions caused instrument interpretations to be difficult. As a result the H-19 was determined to be the more suitable instrument trainer and was the only helicopter used in the early months of the program. Plans called for possible use of the H-25 when more instructors became available.

The first helicopter instrument class, consisting of CWO Clifford Turvey and CWO A. R. Tucker, began on 3 May 1955. Captains Langford and Kluever taught this class and several others in order to qualify instructor pilots being assigned to the test and evaluation program. The students were selected at random from the qualified list of H-19 instructor pilots at the School.

CWOs Marvin M. Wingrove and Jack M. Crich completed the

second class and along with CWOs Turvey and Tucker were recommended in September for standard instrument tickets.

Authority for the commandant of the Aviation School to award helicopter instrument tickets was approved on 16 April 1956. The certificates were to be valid in rotary wing aircraft while the holder was participating in the instrument program.

On 1 May 1956, Brig Gen Carl I. Hutton, commandant of the School, presented the first standard helicopter instrument certificates to Capt George A. Dalusky; 1st Lts Garland B. King, William A. Smith, Jr.; CWOs Tucker, Turvey, Wingrove, Crich, Ralph L. Ebert, James B. Regan, Wesley E. Rose; and civilians Don L. A. Whittaker (deceased), Phillip Gennuso, and Charles D. Shuman. (Mr. Whittaker received the first special helicopter instrument card early in August 1958.)

A few months previously in January 1956, the School was authorized to fly helicopters under actual instrument conditions. This led to the first actual instrument flight, which was made by CWO Tucker and Mr. Don G. Clark on 19 January 1956. The flight lasted one hour and was conducted at various altitudes up to 4,000 feet. Each pilot flew the H-19 (No. 55190) for a half hour and experienced no serious problems.

Another part of the test and evaluation program consisted of

the Instrument Helicopter Experimental Course which began on 26 March 1956 with 14 students and lasted 4 weeks. (See box.)

The hope of operating helicopters at near zero-zero visibility has been a matter of debate among rotary wing strategists for years. In the summer of 1956, two of these "strategists" talked themselves into a flight in near zero-zero weather conditions.

Maj Oran B. Jolley was the new commander of the Rotary Wing Instrument Flight Division. During his first few weeks at Rotary Wing, he had heard considerable talk among the test group pilots about their ability to fly helicopters when visibility was down to nothing. One morning fog had all operations grounded and the test group was sitting in the PX drinking coffee. Major Jolley couldn't resist the temptation. He began needling the group, and a friend of his, Lieutenant King, in particular, about their boasts. He wanted to know why, if they were so good, they weren't out flying.

Lieutenant King replied that they were unable to obtain an aircraft. Major Jolley laughed that off as a poor excuse and stated, "I can get one anytime." Lieutenant King quickly answered that if Major Jolley would get the aircraft he would be happy to take him up and demonstrate what the helicopter could do in the heavy fog.

Major Jolley, his bluff called,

stayed in the game and called Lieutenant King's bluff. They both agreed to go through with it and DOI (much to their disappointment) okayed use of an H-19 to conduct a test flight under the School's evaluation program.

The pair took off in heavy fog at East Port and flew to the Enterprise homer where they were picked up by the Cairns GCA. After "tooling around" in the soup at 8,000 feet for a while they made a perfect GCA approach—breaking out at about 15 feet. Lieutenant King calmly set the H-19 down and asked Major Jolley if he wanted to try an approach.

Major Jolley declined and admitted that he had just had his first helicopter instrument flight. Lieutenant King then admitted that he had just made his first instrument approach below minimums.

The two agreed that they had established, at least in their own minds, that the helicopter can be effectively operated under near zero-zero weather conditions. Both Major Jolley and Lieutenant King were familiar with the saying about discretion and valor—and they left the H-19 at Cairns until the weather lifted.

In 1957 the CAA (now FAA) sent two representatives from its air carrier division to Fort Rucker to attend a special helicopter instrument training course. Mr. Kenneth Cooper and Mr. Wayne Jordan began training on 25 February 1957 and finished the course on 26 March 1957. Since then six more CAA-FAA representatives have completed the course.

Another step in the development of the rotary wing instrument program was the revision of Army Regulations to allow the operation of helicopters under instrument conditions. A set

Personnel who were enrolled in the Instrument Helicopter Experimental Course:	
Capt Darrough	CWO Vaught
Lt Getz	Mr Broyles
Lt Jack Burton	Mr Otto Buettner
Lt Miles	Mr Gerry Decker
Lt Trapp	Mr Gordon Hazell
CWO Bouza	Mr R. D. Maier
CWO Moczygamba	Mr John Thompson

of proposed changes was drawn up by Mr. Whittaker and submitted for approval on 19 May 1958. Generally, the proposals requested that the regulations be reworded to include helicopters in a number of existing regulations. Specifically, they requested that rotary wing takeoff minimums be made lower than those applying to fixed wing aircraft and also that helicopters be allowed lower minimums at destination and alternate airports. Most of these changes were approved in late 1958.

The first formal Army Helicopter Instrument Flying Course, 59-1, began on 14 July 1958 and closed on 20 September 1958. These graduates were immediately enrolled in the Army's first Helicopter Instrument Flight Examiners Course which ran from 22 September 1958 to 18 October 1958. The graduates were 1st Lt Kenneth L. Wenn; CWOs Harold E. Marks, Richard L. Piety, Douglas E. Story and Henry Coleman; and U. S. Marine Corps 1st Lts Bruce W. Driscoll and David T. Forbes, Jr.

Aircraft evaluated for use in the early portion of the instrument program were the H-13, H-19, and H-25. The H-19 was finally chosen and used until late 1958 when it began to be phased out in favor of the H-34 and H-21. The latter two aircraft are still used, but are gradually being replaced by the HU-1A which was obtained for instrument training in late 1959.

Another rotary wing first occurred when helicopter GCA equipment was installed at Hanchey AAF in February 1960. Chiefly responsible for the development of rotary wing GCA were Capt Darrell Sandel, Capt A. P. Betti, and MSgt John R. Reynolds. Experiments proved successful and in September 1960 the first rotary wing GCA

installation was certified by FAA. During fiscal year 1961, the rotary wing GCA handled 4,138 approaches. Records were not kept previously.

MAINTENANCE

By 1954 mechanics were being trained on three fronts. The Air Force trained the Army's organizational fixed and rotary wing mechanics at Gary AFB while third, fourth and higher echelon mechanics were trained at Fort Eustis, Va. The Air Force did not have aircraft such as the H-23 and L-23 and only taught maintenance courses on the H-13 and L-19. Consequently, it was necessary for the Army to operate organizational mechanics courses which the Air Force did not include. These Army courses were given at Fort Sill by both the air training department and later the School.

The first Air Force program for training Army mechanics was organized at Keesler Air Force Base, Biloxi, Miss., on 17 March 1948. Those responsible for setting up the fixed wing course were Mr. Donald McShee, the senior instructor; Mr. Joseph M. Robinson, now with the Department of Maintenance, USAAVNS; Mr. Robert I. Devereaux; Mr. Charles Putz; and Air Force Staff Sergeant Ralph Peak. The civilians were civil service personnel working for the Department of the Air Force.

The first class began about mid-May and consisted of about 8 students—a mixture of Army National Guard and Army personnel. Classes ran 5 days a week for 13 weeks and averaged 8-13 students. The input was increased during the Korean War.

On 12 March 1949, the mechanics school was discontinued at Keesler and on 16 September 1949 it was resumed at Sheppard

AFB. At that time Mr. Devereaux succeeded Mr. McShee as fixed wing senior instructor. The first class at Sheppard was started shortly after 16 September. Thereafter classes began every 5 days and each averaged 15-20 students.

On 2 August 1950, Mr. Devereaux was named senior instructor of the rotary wing course and Mr. Robinson took charge of the fixed wing program. From this point, the history of Air Force training of Army helicopter mechanics closely parallels the fixed wing program.

When Sheppard was deactivated, the mechanics course was transferred to Gary AFB. Mr. Robinson and Mr. Devereaux left Sheppard with an advance party on 26 February 1951 to set up shop at Gary. Training resumed on 2 March 1951 on an accelerated basis which had been started at Sheppard. Due to the Korean War, classes had been increased to 30 students and two classes a day were conducted on a swing shift basis.

When the Army was directed to assume responsibility for all of its aviation training (April 1956) plans were made for the Air Force program to be absorbed by the Army Aviation School. In August 1956, the training program at Gary began closing down. Instructors who moved to Rucker were Mr. Robinson, Mr. P. L. Gary and Mr. W. W. Ford. All are still working in the School's Department of Maintenance.

THE ARMY PROGRAM

When the School moved to Camp Rucker, the Department of Aviation Maintenance was established, which remained in existence until the Department of Academics was organized in September 1955. The new organization was a step in the consoli-

dation of training and included both maintenance and general subjects instructors.

Lt Col C. P. (Ted) Damon directed the Department of Academics until January 1957 when he was succeeded by Lt Col David Cogswell. Mr. John Gable was the civilian education advisor, from September 1956 to March 1957.

In August 1957 further reorganization at the School resulted in the formation of the Department of Maintenance and the discontinuance of the Department of Academics. The general subjects instructors were transferred to the Department of Advanced Fixed Wing.

Colonel Cogswell headed the Department of Maintenance until February 1958 when he was succeeded by Lt Col Harry J. Kern. Colonel Kern has been director ever since except for a period from 9 September 1958—19 December 1958 when Col Robert R. Schulz held the position. Mr. James Burkett Howard has been education advisor since May 1957, two months after Mr. Gable left.

The establishment of the Department of Maintenance resulted in an expansion of all phases of fixed and rotary wing organizational maintenance.

A project to simplify the aviator mechanics MOS system was accomplished in July 1959 by the Department of Maintenance. The original MOS system designated mechanics only as 671.1 (fixed wing) or 672.1, 673.1, and 674.1 (rotary wing). This system did not give commanders any indication of which aircraft a mechanic was qualified to work on. The decimal and "1" simply indicated that the mechanic was only qualified for first echelon (organizational) maintenance.

Plans to develop a new system

were started under Colonel Cogswell and continued by Colonel Kern. The new MOS structure, developed by Maj Arvil Quinn and Mr. Howard, retained the decimal, which was followed by various numbers to indicate on which aircraft the mechanic was checked out.

By the spring of 1960 commanders in the field were having great difficulty in releasing organizational maintenance personnel for school attendance. A number of solutions were considered, and one of the most plausible was to send the instructors to the field. Consequently, the Department of Maintenance organized the U.S. Army Aviation School Organizational Aircraft Maintenance Supervisor Mobile Instructional Team.

Three teams traveled to all continental Army areas and presented 40-hour courses of instruction at major posts. The instructors were military personnel assigned to the Department of Maintenance. Current plans call for teams to be sent into the field again this summer.

In July 1961 a new course was organized at the Department of Maintenance to cover automatic stabilization equipment, which is incorporated on the H-34s and H-37s.

Courses on the Chinook are now being planned. Last May a group of civilian and military instructors attended a 5-week Chinook maintenance course at the Vertol plant in Norton, Penn. Another group enrolled in June and will return to the School to help write programs of instruction.

Today basic students report to the Department of Maintenance for a 5-week course which covers fundamentals. Following this course they can return to the field, but normally continue

at the School in either advanced, fixed, or rotary wing training.

If the student continues in fixed wing maintenance, he enters a 5-week course in which he receives instruction on the L-19 (Bird Dog) and L-20 (Beaver). He then is generally returned to the field; however, selected graduates from this class are sent to a 3-week course of instruction on the U1-A (Otter). After one year of experience in the field, fixed wing mechanics are eligible for either the 3-week L-23 (Seminole) class, the 4-week AO-1 (Mohawk) class, or the 4-week AC-1 (Caribou) class.

Basic graduates who continue in rotary wing instruction are given 5 weeks of training in the H-13 (Sioux) and H-23 (Raven) course. The majority of these graduates return to the field, but a few are accepted along with mechanics having field experience to enroll in either the 2-week HU-1 (Iroquois) course, the 5-week combined H-19 (Chickasaw) and H-34 (Choctaw) course, or the 4-week H-21 (Shawnee) course. Rotary wing mechanics who have one year's field experience qualify for the 5-week H-37 (Mojave) course or the 2-week Automatic Stabilization Equipment course.

Basic course graduates who are not elected for further aircraft maintenance training, and are slated for overseas tours as mechanics helpers, receive advanced individual training for 3 weeks.

The Aviation Department at Fort Eustis began its first course of instruction on 21 June 1954. The department was organized to offer resident instruction in Army Aviation maintenance and supply, air movements, and all other aviation subjects for which the Transportation School was responsible. The Department



Cairns Army Airfield as it appears today at Fort Rucker, Ala. Originally this installation was named Ozark Army Airfield, but on 10 January 1959 it was renamed in tribute to Maj Gen Bogardus S. Cairns who died in an H-13 crash on 9 December 1958.

also provided assistance and technical know-how for the development of numerous Army-wide aviation training projects.

CONTRACT MAINTENANCE

Contract maintenance within the Aviation School program originated in March 1953 at Fort Sill. The Korean War had spawned a rapid input of personnel and aircraft which in turn resulted in an expanded maintenance load. The school's maintenance schedule, plagued by instability of tours of duty, fell rapidly behind. It was decided that contract maintenance was the only answer.

In April 1953, Lt Col Austin J. McDermott was made the first Contracting Officer Representative, a position created to represent the contracting officer on aviation matters. Bids were let and the Spartan Aircraft Corporation of Tulsa, Okla., was awarded the first contract.

Spartan made the move to Rucker with over 200 of its employees and remained with the School until the Aeronca Manu-

facturing Corporation of Middletown, Ohio, was awarded the contract.

Aeronca assumed aircraft maintenance responsibilities at Fort Rucker on 1 July 1955 and was headed by General W. W. Ford, retired, who had been the first director of the Department of Air Training. Aeronca was responsible for the school maintenance until 1 July 1956 when the Hayes Aircraft Corporation (currently called the Hayes International Corporation) of Birmingham, Ala., was awarded the contract. Hayes has handled the contract maintenance at the School ever since.

Mr. Glen O. Peterson was general manager of Hayes operations at Rucker when the contract was first awarded. In February 1959, Mr. Peterson was succeeded by Mr. W. T. Neal who had been the assistant general manager. Previously, Mr. Neal had been employed by Aeronca at Fort Rucker as Director of Maintenance.

The CAM (Chief, Aircraft Maintenance) organization at

Fort Rucker evolved from the contracting officer representative position established in 1953. Its functions are to handle the contract, negotiate with the civilian contractor and to act as overseer in a quality control capacity.

Actually, the CAM organization was born on 22 August 1955 when Lt Col David E. Condon's position as contracting representative officer was dissolved and he was made contracting officer for aircraft maintenance. In addition, his position was given staff status as the Deputy Chief of Staff for Aircraft Maintenance.

In 1957 the position of contracting officer for aircraft maintenance was reorganized and transferred from the jurisdiction of the Chief of Staff to G-4. Its director, Lt Col Russell W. Humphreys, was made contracting officer for aviation and Chief, Aircraft Maintenance. On 8 September 1958 Lt Col Donald B. Thomson succeeded Colonel Humphreys and absorbed the added responsibilities of post aircraft field maintenance officer.